

## 5. Environmental Analysis

### 5.8 LAND USE AND PLANNING

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential impacts to land use in the City of Fullerton from implementation of the CollegeTown Specific Plan (Specific Plan or proposed project). This section is based on the proposed land use designations and land uses described in detail in Chapter 3, *Project Description*, and shown in Figure 3-6, *Regulating Plan*. The proposed project has been evaluated to determine its consistency with relevant goals and policies of The Fullerton Plan, the City's Zoning Code; the Southern California Association of Governments' (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS); and California State University, Fullerton (CSUF), Master Plan.

Land use impacts can be direct or indirect. Direct impacts result in land use incompatibilities, division of neighborhoods or communities, or interference with other land use plans, including habitat or wildlife conservation plans. This section focuses on direct land use impacts. Indirect impacts are secondary effects resulting from land use policy implementation, such as an increase in demand for public utilities or services, or increased traffic on roadways. Indirect impacts are addressed in other topical sections of this DEIR.

#### 5.8.1 Environmental Setting

##### 5.8.1.1 REGULATORY BACKGROUND

Regional laws, regulations, plans, or guidelines that are potentially applicable to the proposed project are summarized below.

##### Regional Plans

###### *Southern California Association of Governments*

SCAG is a council of governments representing Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. SCAG is the federally recognized metropolitan planning organization (MPO) for this region, which encompasses over 38,000 square miles. SCAG is a regional planning agency and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs. As the southern California region's MPO, SCAG cooperates with the South Coast Air Quality Management District, the California Department of Transportation (Caltrans), and other agencies in preparing regional planning documents. SCAG has developed regional plans to achieve specific regional objectives. The plans most applicable to the proposed project are discussed below.

The Specific Plan is considered a project of regionwide significance pursuant to the criteria outlined in SCAG's Intergovernmental Review Procedures Handbook (November 1995) and Section 15206 of the CEQA Guidelines. Therefore, this section addresses the proposed project's consistency with the applicable SCAG regional planning guidelines and policies.

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#### *Regional Transportation Plan/Sustainable Communities Strategy*

On April 4, 2012, SCAG adopted the 2012–2035 RTP/SCS: Towards a Sustainable Future, which places a greater emphasis than ever on sustainability and integrated planning. The 2012–2035 RTP/SCS vision encompasses three principles that collectively work as the key to the region’s future: mobility, economy, and sustainability. It includes a strong commitment to reduce emissions from transportation sources to comply with Senate Bill 375 (SB 375), improve public health, and meet the National Ambient Air Quality Standards set by the federal Clean Air Act. The 2012–2035 RTP/SCS provides a blueprint for improving quality of life for residents by providing more choices for where they will live, work, and play and how they will move around (SCAG 2012).

#### *High Quality Transit Areas*

With the adoption of the 2012 RTP/SCS, the areas previously known as 2% Strategy Opportunity Areas were updated by SCAG and replaced with what are now called high quality transit areas (HQTAs), which are a part of, and integrated into, the SCS portion (Chapter 4) of the 2012 RTP/SCS. An HQTA is generally a walkable transit village or corridor that is within one half-mile of a well-serviced transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours. The overall land use pattern of the 2012 RTP/SCS focuses jobs and housing in the region’s designated HQTA (SCAG 2012). As shown in Figure 4-1, *High Quality Transit Areas*, the entire project site is identified as an HQTA in the 2012 RTP/SCS.

Separate goals, policies, or guidelines have not been adopted for as HQTAs.

### Local Plans

#### *The Fullerton Plan and Zoning*

According to The Fullerton Plan, which is the City’s general plan, the current land use designations of the project site include Commercial, Office, School, and High Density Residential, as shown in Figure 4-2, *Community Development Plan*. As shown in Figure 4-3, *The Fullerton Plan Focus Areas*, the project site also falls within two of the City’s focus areas: Focus Area I, Chapman Corridor (covers Planning Area 7 of the Specific Plan), and Focus Area J, Education (covers remainder of the Specific Plan area).

According to the City’s zoning map, the project site is zoned General Commercial (C-2), Office Professional (O-P), Maximum Density, and Multiple Residential (R-5), as shown in Figure 4-4, *Zoning*.

#### *California State University Fullerton Master Plan*

CSUF’s main campus is directly north of CollegeTown and, CSUF also owns property within CollegeTown (Planning Area 3). CSUF operates under a Campus Master Plan approved by its board of trustees in 2003. This master plan establishes the planned growth in enrollment and the expansion of facilities to accommodate that growth over a period of 10 to 20 years. Among the goals of the current Campus Master Plan is an increase in enrollment capacity from 20,000 to 25,000 full-time-equivalent students.

The 2025 Campus Master Plan, when approved, is expected to increase parking capacity through the construction of one additional parking structure. One parking structure will not be sufficient, however, to

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accommodate anticipated enrollment growth under current commuting patterns. A substantial portion of CSUF's future enrollment growth must be balanced by a reduction in single-occupancy commuters. The success of CollegeTown is essential to CSUF's master plan goals, because it provides housing opportunities for thousands of future students, faculty, and staff within easy walking distance of the campus. CollegeTown residents would not have to drive to the campus, reducing campus parking demand to a manageable level.

Under the 2025 Campus Master Plan, CSUF will also continue to promote expanded use of alternative modes of transportation through its current bus and Metrolink pass programs and bike sharing. A car sharing program is also planned. Additionally, CSUF actively supports the addition of bus rapid transit service to the campus and the "Fullerton College Connector" (potential streetcar service), which are currently under study by the City of Fullerton and OCTA. CollegeTown would accommodate a new transit hub for these services on Commonwealth Avenue.

#### 5.8.1.2 EXISTING CONDITIONS

##### Existing Onsite Land Uses

Figure 3-3, Aerial Photograph, depicts the project site and surrounding land uses. As shown in Figure 3, the 88.1-acre project site is developed and consists of a mix of residential, commercial, office, and institutional uses. Table 3-1, *Existing Land Use Statistical Summary*, provides various statistics for the existing land uses onsite, and Figure 3-5, *Existing Onsite Uses*, shows the existing uses. The project site also includes a variety of site improvements including sidewalks, landscaped areas, parking areas and drive aisles, and other hardscape and landscape improvements.

##### Existing Surrounding Land Uses

As shown in Figure 3-3, the project site is bounded by a mix of residential, commercial, and institutional uses. South of the project site and across Chapman Avenue are single-family residential uses; west of the project site across State College are a mix of commercial and single-family residential uses; north of the project site across Nutwood Avenue is the CSUF main campus; and east of the project site is SR-57 and commercial uses beyond. The project site surrounds a 6.88-acre site that is covered under a separate specific plan (#PRJ07-00344) and is not a part of the proposed project.

### 5.8.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- LU-1      Physically divide an established community.
- LU-2      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.

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LU-3 Conflict with any applicable habitat conservation plan or natural community conservation plan.

The Initial Study, included as Appendix A, substantiates that impacts associated with the following thresholds would be less than significant: LU-3.

### 5.8.3 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

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#### **Impact 5.10-1: Project implementation would not divide an established community. [Threshold LU-1]**

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**Impact Analysis:** The Specific Plan would result in the development of an urbanized area of the City with a range of residential, neighborhood commercial, office, and institutional land uses (see Table 3-2, *Land Use Categories*). Figure 3-6, *Regulating Plan*, shows the location and distribution of the various land uses, and Figure 3-7, *Conceptual Site Plan*, shows an illustrative site plan of what the CollegeTown area could potentially look like at buildout.

As shown in Figure 3-3, *Aerial Photograph*, the project site is surrounded by a mix of uses. To the north is CSUF's main campus, to the west, are residential and commercial uses; to the south, are residential uses, and to the east is SR-57. Given the proposed land uses that would be developed under the Specific Plan, which would introduce a mix of uses and other site improvements, redevelopment and intensification of the project site would alter the character of the site and its surroundings. However, implementation of the Specific Plan would not divide the existing residential communities to the west or south. The proposed project would carry out the intent of The Fullerton Plan, because the project site would be developed with the mix of uses envisioned in The Fullerton Plan. The Specific Plan would ensure the orderly development of the project site and would ensure that CollegeTown is not detrimental to the surrounding residential communities or uses. The proposed project would also not introduce any roadways or infrastructure that would bisect or transect the surrounding residential communities. All infrastructure improvements would occur within the project site.

Additionally, the land use designations called for in the Specific Plan (see Figure 3-6) and the mix of land uses permitted would ensure that a distinctive, high-quality built environment is provided in a key area of the City that enriches the community life of not only existing and future residents, students, and businesses of the project site but also of the surrounding residents and uses. It would improve quality of life by facilitating and encouraging balanced growth. Implementation of the Specific Plan would also help reinforce the character and sense of place of the established neighborhoods south and west of the project site through the provision of land uses and site improvements that would be complementary to and compatible with these neighborhoods.

Furthermore, the massing and heights of the buildings and structures that would be permitted under the Specific Plan would not create a significant visual barrier or separation for the surrounding residential communities, because they would be similar to the uses found throughout the project site and to the north on the CSUF main campus. Building masses, elevations, and rooflines would be modulated in accordance with the provisions of the Specific Plan to promote visual interest and to complement the existing architecture of

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the surrounding area. As discussed in more detail in Section 5.1, *Aesthetics*, the proposed project would be characterized by high-quality architectural and landscape design, which would be driven by the Specific Plan's development standards and design guidelines. These are described in detail in the Specific Plan and would ensure the orderly design and development of the proposed project's buildings and other site improvements.

Lastly, the proposed project includes partial closure of Nutwood Avenue between Folino and Titan Drive to create a landscaped plaza and public open space (Nutwood Plaza; see Figure 3-7, *Conceptual Site Plan*). Nutwood Plaza would be designed as a large multipurpose outdoor space/plaza area that would be integrated with the landscape of both CSUF and HIU. Nutwood Plaza would not only help connect the CSUF main campus to CollegeTown, but would provide safe pedestrian access between the CollegeTown project site and the CSUF main campus. A public plaza would remove barriers between the project site and the CSUF main campus and provide a central location for community/campus events. These would be a benefit of the proposed project.

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**Impact 5.10-2: Project Implementation would not conflict with applicable plans adopted for the purpose of avoiding or mitigating an environmental effect. [Threshold LU-2]**

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**Impact Analysis:** The proposed project would be developed by a number of landowners over time, and within the framework established by the CollegeTown Specific Plan. The Specific Plan calls for a range of residential, neighborhood commercial, office, and institutional land uses. Table 3-2, *Land Use Categories*, provides a description of the different land use categories in the CollegeTown Specific Plan. Figure 3-6, shows the location and distribution of the various land uses, and Figure 3-7 shows what the CollegeTown area could potentially look like at buildout. However, the site plan in Figure 3-7 is only conceptual and not intended to represent the exact and final site design and layout of the CollegeTown area.

As described in detail in Chapter 3, *Project Description*, and shown in Figure 3-6, the area for the CollegeTown Specific Plan has been divided into seven planning areas. Table 3-3, *Land Use Plan Statistical Summary*, provides the land use designations and statistical summary for the Specific Plan by planning area. Adoption of the Specific Plan would allow for the development of up to 4,340 dwelling units, 433,650 square feet of commercial space, 461,850 square feet of office uses, and 476,400 square feet of institutional uses. As shown in Table 3-3, this is an additional 3,400 dwelling units, 199,138 square feet of commercial uses, 297,603 square feet of office uses, 173,782 square feet of institutional uses, 12,071 new residents, and 1,666 employees more than existing conditions.

### The Fullerton Plan Consistency

According to The Fullerton Plan, which is the City's general plan, the current land use designations of the project site include Commercial, Office, School, and High Density Residential, as shown in Figure 4-2, *Community Development Plan*. In order for the proposed project to be implemented, The Fullerton Plan would need to be amended concurrently with adoption of the Specific Plan in order to change the existing land use designations of the CollegeTown area to CollegeTown Specific Plan and amend Exhibit 2, Community Development Plan, of The Fullerton Plan. Other project-related amendments to The Fullerton Plan include revisions to tables and exhibits (Exhibits 6, 11, and 12) pertaining to roadway classifications and closures

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(closure of Nutwood Avenue and Commonwealth Avenue) and bikeways. Adoption of these amendments is necessary in order for the Specific Plan to be consistent with The Fullerton Plan.

A detailed analysis of the proposed project’s consistency with the applicable policies of the various elements of The Fullerton Plan is provided in Table 5.8-1. The analysis in Table 5.8-1 concludes that the proposed project would be consistent with the applicable policies of The Fullerton Plan. Therefore, implementation of the proposed project would not result in significant land use impacts related to relevant policies of The Fullerton Plan.

**Table 5.8-1 The Fullerton Plan Consistency Analysis**

Applicable Policies of The Fullerton Plan	Project Compliance with Policy
<b>The Built Environment</b>	
<i>GOAL 1: Resilient and vital neighborhoods and districts.</i>	
<p><b>P1.4 Connection and Integration of Uses</b> 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.</p>	<p><b>Consistent:</b> The Specific Plan calls for a range of residential, neighborhood commercial, office, and institutional land uses. As shown in Figures 3-6, <i>Regulating Plan</i>, 3-7, <i>Conceptual Site Plan</i>, and 3-9, <i>Mobility Plan</i>, the mix of land uses proposed would be well integrated and would be connected via a comprehensive system of pedestrian sidewalk, internal pedestrian pathways, and bicycle lanes. The pedestrian and bicycle circulation network in CollegeTown is intended to maximize connectivity between CollegeTown and adjacent uses as well as between developments within the CollegeTown area.</p> <p>As shown in Figure 3-6, the Specific Plan also calls for three mixed-use designations that would ensure that the mix of uses envisioned and permitted would be well connected and integrated. For example, the Mixed-Use/Institutional designation provides for mixed-use developments with commercial, office, and/or institutional uses on the ground floor and either residential units, offices, or institutional uses on upper floors. Uses may be mixed in either a vertical or horizontal configuration.</p> <p>Additionally, the proposed project includes a public open space (Nutwood Plaza) of approximately 2.8 acres spanning parts of Planning Areas 2 and 3 (see Figure 3-8, <i>Conceptual Plan for Nutwood Plaza</i>). Nutwood Plaza would be designed as a large multipurpose outdoor space/plaza area that would be integrated with the landscape of both CSUF and HIU. Nutwood Plaza would not only help connect the CSUF main campus to CollegeTown, but would also provide safe pedestrian access between the project site and the CSUF main campus and a public amenity available to the surrounding community. A network of small, dispersed parks and gathering areas would also be incorporated with the design of individual projects and connected by pedestrian and bicycle paths (see Figure 3-7).</p> <p>Furthermore, as outlined in Chapter 3, <i>Project Description</i>, one of the key objectives of the Specific Plan is to integrate CSUF and Hope International University (HIU) programs, housing, and services into a shared community and college environment.</p>

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Applicable Policies of The Fullerton Plan	Project Compliance with Policy
<p><b>P1.7 Development That Supports Mobility</b> Support projects, programs, policies and regulations to promote a development pattern that encourages a network of multi-modal transportation options.</p>	<p><b>Consistent:</b> The Specific Plan includes a development pattern that encourages multimodal transportation options and helps ensure a sustainable multimodal transportation system. For example, project implementation would lead to the development of an improved vehicular, public transit, bicycle, and pedestrian circulation system throughout the CollegeTown area and its surroundings. Figure 3-9, <i>Mobility Plan</i>, shows the proposed system of streets, which would include sidewalks and bicycle lanes. Additionally, as shown in Figure 3-9, pedestrian paths connecting development to the proposed street network would be provided in the design of individual development projects. The pedestrian and bicycle circulation network in CollegeTown is intended to maximize connectivity between CollegeTown and adjacent uses as well as between developments within the CollegeTown area. It would provide convenient, efficient, and safe access for pedestrians and bicyclists. It is also intended to reduce the need to use a car by increasing access to bikes, transit, and carshare vehicles. The Specific Plan also outlines bicycle parking requirements for residential and nonresidential uses.</p> <p>Additionally, the Specific Plan accommodates current bus service to the CSUF and HIU campuses and to existing commercial, office and residential uses onsite and it provides sufficient capacity for future bus rapid transit (BRT) service planned by the Orange County Transit Authority (OCTA). As shown in Figure 3-9, a transit hub is proposed at the north end of the Nutwood Plaza roundabout. The transit hub would accommodate bus service, potential street car service, and Bike-N-Ride facility. It would include a transit plaza and bus pull-out with 150 feet of stacking distance for up to two articulated buses. Several existing routes that currently stop along Nutwood Avenue would be redirected to the new transit stop along Commonwealth Avenue. In addition to bus service, the proposed project accommodates a potential street car or urban circulator that would link Fullerton's Transportation Center, downtown area, educational institutions, and other activity centers in a new transit system. The feasibility of an urban circulator is currently being evaluated in a separate project and is not part of this proposed project. The Specific Plan simply provides sufficient right-of-way and a transit stop to accommodate the urban circulator if it becomes a reality in the future.</p> <p>Furthermore, as outlined in Mitigation Measure 2-6 of Section 5.2, <i>Air Quality</i>, nonresidential projects within the Specific Plan that employ 20 or more people—which is equivalent to 8,000 square feet of retail space, 6,000 square feet of office space, or 20,000 square feet of institutional space—are required to implement an employee commute trip reduction (CTR) program. The CTR program is required to identify alternative modes of transportation to the project, including transit schedules, bikeways and pedestrian routes, and carpool/vanpool availability.</p>
<p><b>P1.9 Housing Choice</b> Support projects, programs, policies and regulations to create housing types consistent with market demand for housing choice.</p>	<p><b>Consistent.</b> As shown in Table 3-3, <i>Land Use Plan Statistical Summary</i>, buildout of the Specific Plan would generate an additional 3,400 dwelling units. The Specific Plan calls for a mix of multifamily residential development in a range of residential product types. It also permits residential uses to be mixed in with other uses within the Mixed Use and Mixed-Use/Institutional designations of the Specific Plan (see Figures 3-6, <i>Regulating Plan</i>) in either vertical or horizontal configurations. The development standards and design guidelines outlined in the Specific Plan (e.g., permitted residential uses, densities, setbacks, and building heights) would also ensure that a diversity of housing types would be developed, consistent with the City's vision of creating an exemplary community environment for the CollegeTown area. Therefore, the Specific Plan accommodates the development of a variety of housing types, styles, tenure, and densities that would not only be consistent with the market demand for housing choices, but would be accessible to and meet preferences for different residential types, lifestyles, physical abilities, and income levels, thereby responding to a wide range of</p>

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Applicable Policies of The Fullerton Plan	Project Compliance with Policy
	<p>local and regional housing needs.</p> <p>Additionally, as outlined in Chapter 3, one of the key project objectives is to attract the right mix of retail services, entertainment, office, and urban housing to appeal to students and the greater community.</p> <p>Section 5.10, <i>Population and Housing</i>, has further information about the proposed project's population and housing needs and impacts.</p>
<p><b>P1.11 Compatibility of Design and Uses</b> Support programs, policies and regulations to consider the immediate and surrounding contexts of projects to promote positive design relationships and use compatibility with adjacent built environments and land uses, including the public realm.</p>	<p><b>Consistent:</b> See response to Policy 1.4, above.</p> <p>Additionally, although The Fullerton Plan would need to be amended concurrently with adoption of the Specific Plan in order to change the existing land use designations of the CollegeTown area to CollegeTown Specific Plan, the uses that would be permitted under the Specific Plan would not be dissimilar from those that currently exist throughout the project site. Furthermore, the land uses and development pattern of the Specific Plan have been designed and arranged to take into account the immediate and surrounding context of project site. The mix and location of the land use designations (which permit a wide range of commercial, office, residential, institutional and mixed uses) called for in the Specific Plan (see Figures 3-6, <i>Regulating Plan</i>) would be complementary to and compatible with the surrounding land uses, which consist of commercial, residential, and institutional uses.</p> <p>The Specific Plan also calls for strong architectural and landscape development standards and design guidelines for development proposed throughout the project site (e.g., residential, commercial, mixed use), which would ensure that individual development projects promote positive design relationships and use compatibility with adjacent built environments and land uses; are sensitive to and respect the existing scale and character and development patterns of the surrounding neighborhoods; and provide the highest quality design, materials, finishes, and construction. Implementation of the standards and guidelines in the Specific Plan would be ensured during the City's development review process when individual development projects are submitted to the City for review and approval.</p>
<p><b>P1.13 Universal Design</b> Support projects, programs, policies and regulations to produce buildings and environments that are inherently accessible to people of all abilities.</p>	<p><b>Consistent:</b> Individual development projects and site improvements (e.g., sidewalks and pedestrian paths, common open space and people-gathering areas) that would be accommodated by the Specific Plan would be designed to ensure that buildings and site improvements are accessible to people of all abilities. The design standards and guidelines of the Specific Plan outline the necessary provisions to provide usable and accessible recreational and people-gathering areas in the CollegeTown area. Additionally, all modes of public and commercial transit throughout the CollegeTown area would be required to follow the safety precautions and standards established by local (e.g., City of Fullerton, County of Orange) and state agencies. For example, all pedestrian walkways and connections would be developed in accordance with Title 24 and all applicable City requirements and standards. The provision of adequate accessibility to people of all abilities would be ensured through the City's development review and building plan check process.</p>
<p><b>GOAL 2: A positive identity and distinctive image.</b></p>	
<p><b>P2.2 Distinctive and Memorable Places</b> Support projects, programs, policies and regulations to promote distinctive, high-quality built environments whose form and character respect Fullerton's historic, environmental and architectural identity and create modern places that enrich community life and are adaptable over time.</p>	<p><b>Consistent:</b> The land use designations called for in the Specific Plan (see Figure 3-6 and the mix of land uses permitted (a wide range of commercial, office, residential, institutional and mixed uses) would ensure that a distinctive, high-quality built environment is provided in a key area of the City that enriches the community life of not only the existing and future residents, students, and businesses of the project site but also of the surrounding residents and uses. Implementation of the Specific Plan would improve the prosperity within the CollegeTown area and quality of life of the existing</p>

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	<p>surrounding uses by facilitating and encouraging balanced growth. Implementation of the Specific Plan would also help reinforce the character and sense of place of the established neighborhoods south and west of the project site through the provision of land uses and site improvements that would be complementary to and compatible with these neighborhoods.</p> <p>The Specific Plan has strong architectural and landscape development standards and design guidelines (e.g., residential, commercial, mixed use), which would promote distinctive, high-quality built environments. The development standards and design guidelines would ensure that the highest quality design, materials, finishes, and construction would be provided. Implementation of the standards and guidelines in the Specific Plan would be ensured during the City's development review process when individual development projects are submitted to the City for review and approval.</p> <p>The Specific Plan also includes a public open space (Nutwood Plaza) of approximately 2.8 acres spanning parts of Planning Areas 2 and 3 (see Figure 3-8. Nutwood Plaza would be designed as a large multipurpose outdoor space/plaza area that would be integrated with the landscape of both CSUF and HIU. The plaza would not only help connect the CSUF main campus to CollegeTown, but would also help make CollegeTown a distinct and memorable place that would enrich community life.</p> <p>Furthermore, the Specific Plan is guided by a number of objectives (see Chapter 3) that would help create a modern and distinct place. For example, one of the key project objectives is to create a destination identity that attracts the surrounding communities and the larger Orange County area. Another key objective calls for the creation of a seamless learning, living, working, shopping, dining, and recreating environment for the whole Fullerton community.</p>
<p><b>P2.4 Sense of Place</b> 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.</p>	<p><b>Consistent:</b> See response to Policy P2.2.</p>
<p><b>P2.6 Focus Area Planning</b> Support projects, programs, policies and regulations to create a positive identity and distinctive image as part of community-based planning of Focus Areas.</p>	<p><b>Consistent:</b> See responses to Policies P1.4, P1.11, and P2.2.</p>
<p><b>P2.7 Relationship to Street</b> Support projects, programs, policies and regulations to site and design buildings to create a positive, accessible image along the street and reinforce a vibrant and comfortable public realm.</p>	<p><b>Consistent:</b> Implementation of the Specific Plan would ensure that buildings are designed to create an aesthetically pleasing and inviting image along street and roadway frontages, would also help reinforce a vibrant and comfortable public realm. The Specific Plan calls for strong architectural and landscape development standards and design guidelines for development proposed throughout the project site (e.g., residential, commercial, mixed use), which would not only regulate the scale, bulk, design, and layout of individual development projects that would be accommodated by the propose project, but help ensure that a strong, vibrant, and inviting mix of uses and design is provided.</p> <p>The Specific Plan includes standards for the design, look, and feel of public realm areas. As outlined in the Specific Plan, the public realm is the area between facing building facades and is composed of the Setback Zones, Pedestrian Zones, and Vehicular Zone. These zones are critical to the experience of pedestrians, bicyclists, and motorists along the street. Therefore, careful attention to the design of each zone</p>

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	<p>will contribute to the look and feel of CollegeTown. For example, as outlined in the Specific Plan, the space within the Setback Zone may include outdoor dining and display space, plazas and courtyards, and/or landscaping, which would all assist in providing a vibrant and comfortable public realm. The Specific Plan also includes standards for regulating building placement, frontage types, and encroachments for each planning area, which help reinforce the street scene.</p> <p>Additionally, as outlined in Chapter 3, one of the key objectives of the Specific plan is to create livable streets that cater to pedestrians and bicyclists.</p>
<p><b>P2.8 Responsiveness to Context</b> 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.</p>	<p><b>Consistent:</b> See responses to Policies P1.4, P1.11, and P2.2.</p> <p>Implementation of the Specific Plan would consider and respect existing historic resources onsite. As concluded in Section 5.3, <i>Cultural Resources</i>, implementation of the Specific Plan would require demolition of buildings at 2500 Nutwood Avenue, 601 Titan Drive, and 651 Titan Drive, which are eligible for listing on the National Register of Historic Places and the California Register of Historic Resources. However, as outlined in Section 5.3, impacts to historical resources would be reduced to a level of less than significant with implementation of mitigation measures. For example, as outlined in Mitigation Measure 3-1, demolition of the building structure at 2500 Nutwood Avenue in Planning Area 2 would be avoided to ensure conservation of an Eldon C. Davis “Googie” architectural design building.</p> <p>Section 5.3, <i>Cultural Resources</i>, contains further information about cultural and historic resources and project impact on such resources.</p>
<p><b>GOAL 3: A supply of safe housing ranging in cost and type to meet the needs of all segments of the community.</b></p>	
<p><b>3.4 Facilitate Infill Development</b> 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).</p>	<p><b>Consistent:</b> The Specific Plan is considered a large-scale infill development, as it would permit redevelopment of an urbanized and built-out area of the City with a mix of land uses, which include a wide range of commercial, office, residential, institutional and mixed uses. Additionally, the Specific Plan calls for a mix of multifamily residential development in a range of residential product types and as mixed use, which in turn would accommodate the development of a variety of housing types, styles, tenure, and densities that would offer a wide range housing choices and would be accessible to and meet preferences for different residential types, lifestyles, physical abilities, and income levels. Therefore, implementation of the Specific Plan would help respond to a wide range of local and regional housing needs and choices.</p> <p>Section 5.10, <i>Population and Housing</i>, contains further information about the proposed project’s population and housing needs and impacts.</p>
<p><b>3.5 Encourage Mixed Use Development</b> 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</p>	<p><b>Consistent:</b> Implementation of the Specific Plan would permit redevelopment of an urbanized and built-out area of the City with a mix of land uses, which include a wide range of commercial, office, residential, institutional and mixed uses. More specifically, as shown in Table 3-3, <i>Land Use Plan Statistical Summary</i>, buildout of the Specific Plan would generate an additional 3,400 dwelling units, 199,138 square feet of commercial uses, 297,603 square feet of office uses, and 173,782 square feet of institutional uses. As shown in Figure 3-6, the Specific Plan also calls for three mixed-use land use designations that would ensure that the mix of uses envisioned and permitted would be well connected and integrated. For example, the Mixed-</p>

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Applicable Policies of The Fullerton Plan	Project Compliance with Policy
<p>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.</p>	<p>Use/Institutional designation provides for mixed-use developments with commercial, office, and/or institutional uses on the ground floor and either residential units, offices, or institutional uses on upper floors.</p>
<p><b>3.26 Efficient Use of Energy Resources in Residential Development</b> 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.</p>	<p><b>Consistent:</b> The efficient use of energy resources and promotion of more environmentally sustainable development would be encouraged through the development of green design techniques for buildings and other energy-reducing techniques. For example, individual development projects that would be accommodated by the proposed project would be required to comply with the provisions of the 2008 Building and Energy Efficiency Standards and the 2010 Green Building Standards Code (CALGreen), which is adopted by reference in Chapter 14.06 (Green Building Standards Code) of the City's Municipal Code. Compliance with these provisions would be ensured through the City's development review and building plan check process.</p> <p>Additionally, consistent with the direction of The Fullerton Plan, the Specific Plan is designed to create a sustainable, urban neighborhood focused on the hub of colleges and universities within the area. The goals, development regulations, and design standards and guidelines within the Specific Plan implement the pillars of sustainability and are focused on creating Fullerton's most sustainable neighborhood. The design standards and guidelines of the Specific Plan would promote the development of green buildings, streets, and public spaces, all of which would contribute to a sustainable neighborhood. For example, the following are guidelines outlined in Chapter 3, Plan and Code, of the Specific Plan that help emphasize the incorporation of sustainable development practices and best management practices in an effort to establish CollegeTown as a leader in sustainability.</p> <ul style="list-style-type: none"> <li>• Whenever possible, building articulation and form should be expressive of and driven by environmental and site conditions such as solar orientation, views, noise, prevailing winds, and local climate.</li> <li>• The use of sustainable design features, such as solar panels, light shelves, overhangs, reflective rooftop materials, green roofs, and use of the water district's reclaimed water system.</li> <li>• Energy efficiency, is encouraged through building design or orientation, materials, window overhangs, arcades or loggia, solar hot water heating, proper placement of shade trees, advanced heating and cooling systems, or other conservation measures.</li> <li>• The use of LED light and natural light is encouraged.</li> </ul> <p>Furthermore, as outlined in Mitigation Measure 2-5 of Section 5.2, <i>Air Quality</i>, applicant-provided appliances are required to be Energy Star appliances (dishwashers, refrigerators, clothes washers, and dryers). Installation of Energy Star appliances are required to be verified by the City's Building Division during plan check review.</p>

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Applicable Policies of The Fullerton Plan	Project Compliance with Policy
<p><b>3.28 Provision of Amenities and Services Adjacent to Housing</b></p> <p>The City understands that quality neighborhoods desire access to a range of amenities to serve the needs of its residents. These may include, but are not limited to parks, open space, retail, educational opportunities, childcare, social services, and other services appropriate to the unique needs of each neighborhood's residents.</p> <p>On an ongoing basis, the City shall consider the provision of amenities and services within and adjacent to new and existing housing development to further enhance the quality of life within Fullerton's neighborhoods.</p>	<p><b>Consistent:</b> Implementation of the Specific Plan would allow for the development of a range of amenities that would serve the needs of the existing and future residents, students, and businesses of the project site and the surrounding residents and uses. The land use designations called for in the Specific Plan (see Figures 3-6 and 3-8) and the mix of land uses permitted (a wide range of commercial, office, residential, institutional and mixed uses) would ensure that a distinctive, high-quality built environment is provided in a key area of the City, and would also help enrich and enhance the quality of life of Fullerton's neighborhoods by offering a range of amenities and services.</p> <p>The proposed project includes a public open space (Nutwood Plaza) of approximately 2.8 acres spanning parts of Planning Areas 2 and 3 (see Figure 3-8, <i>Conceptual Plan for Nutwood Plaza</i>). Nutwood Plaza would be designed as a large multipurpose outdoor space/plaza area that would be integrated with the landscape of both CSUF and HIU. Nutwood Plaza would provide safe pedestrian access between the project site and the CSUF main campus and a public amenity available to the surrounding community. Other parks and open space within the project site would be developed in accordance with requirements in the Specific Plan for each planning area. A network of small, dispersed parks and gathering areas would be incorporated with the design of individual projects and connected by pedestrian and bicycle paths (see Figure 3-7).</p> <p>Furthermore, the Specific Plan is guided by a number of objectives (see Chapter 3) that would help increase opportunities for educational, social, and recreational activities. For example, one of the key objectives of the Specific Plan is to create a seamless learning, living, working, shopping, dining, and recreating environment for the whole Fullerton community. Another key objective is to create a new landscape plaza by closing a segment of Nutwood Avenue between Folino and Titan Drive to vehicular traffic, to allow for safe crossing of pedestrians and bicyclists and provide a central location for community/campus events and everyday outdoor enjoyment. Finally, another key objective is to create a meeting place for the students and faculty from all Fullerton institutions of higher learning.</p>
<p><b>GOAL 4: Value and preserve historic resources.</b></p>	
<p><b>P4.5 Historic Building Preservation</b></p> <p>Support projects, programs, policies and regulations to encourage the protection and preservation of individual historic structures throughout the City, but with particular attention to the preservation of noteworthy architecture in the downtown.</p>	<p><b>Consistent:</b> Implementation of the Specific Plan would consider and respect existing historic structures onsite. As concluded in Section 5.3, <i>Cultural Resources</i>, implementation of the Specific Plan would require demolition of buildings at 2500 Nutwood Avenue, 601 Titan Drive, and 651 Titan Drive, which are eligible for listing on the National Register of Historic Places and the California Register of Historic Resources. However, as outlined in Section 5.3, impacts to historical resources would be reduced to a level of less than significant with implementation of mitigation measures. For example, as outlined in Mitigation Measure 3-1, demolition of the building structure at 2500 Nutwood Avenue in Planning Area 2 must be avoided to ensure conservation of an Eldon C. Davis "Googie" architectural design building.</p> <p>Section 5.3, <i>Cultural Resources</i>, contains further information about cultural and historic resources and project impact on such resources.</p>
<p><b>P4.6 Focus Area Planning</b></p> <p>Support projects, programs, policies and regulations that contribute to the preservation of historic resources as part of community-based planning of applicable Focus Areas.</p>	<p><b>Consistent:</b> See response to Policy P4.5.</p>

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Applicable Policies of The Fullerton Plan	Project Compliance with Policy
<p><b>P4.7 Responsiveness to Historic Context</b> Support projects, programs, policies and regulations to design new buildings that respect the integrity of nearby historic buildings while clearly differentiating the new from the historic.</p>	<p><i>Consistent:</i> See response to Policy P4.5.</p>
<p><b>GOAL 5: A balanced system promoting transportation alternatives that enable mobility and an enhanced quality of life.</b></p>	
<p><b>P5.5 Fullerton Transportation Center</b> Support projects, programs, policies and regulations to advance the Fullerton Transportation Center as an important economic asset that provides efficient regional travel and mode choice options for business, commerce and the general public.</p>	<p><i>Consistent:</i> Although the Specific Plan would not in and of itself advance the Fullerton Transportation Center as an important economic asset, it would indirectly support its advancement. As shown in Figure 3-9, <i>Mobility Plan</i>, a transit hub is proposed at the north end of the Nutwood Plaza roundabout. The transit hub would not only accommodate bus service for OCTA and a Bike-N-Ride facility, but also service for the potential street car or urban circulator that would link Fullerton's Transportation Center, downtown area, educational institutions, and other activity centers in a new transit system. The feasibility of an urban circulator is currently being evaluated in a separate project and is not part of this proposed project. The Specific Plan simply provides sufficient right-of-way and a transit stop to accommodate the urban circulator should it become a reality in the future.</p>
<p><b>P5.6 Quality Highways and Roads</b> Support projects, programs, policies and regulations to operate and maintain a comprehensive network of arterial highways and local roads supporting safe and efficient movement of people, goods and services to, through and within the City.</p>	<p><i>Consistent:</i> Project implementation would ensure that mobility and accessibility and travel safety and reliability for people and goods would be maximized. The vehicular, public transit, bicycle, and pedestrian circulation improvements that are called for in the Specific Plan (see Figure 3-9, <i>Mobility Plan</i>) would be designed, developed, and maintained to meet the needs of local transportation and to ensure efficient mobility and accessibility. A number of local plans and programs (e.g., Orange County Congestion Management Program, City of Fullerton Traffic Impact Analysis Guidelines) would be used to guide development and maintenance of traffic and circulation improvements within the CollegeTown area and its surrounding roadway network.</p> <p>Additionally, all modes of public and commercial transit throughout the CollegeTown area would be required to follow safety standards set by corresponding state, regional, and local regulatory documents. For example, pedestrian walkways and bikeways must follow safety precautions and standards established by local (e.g., City of Fullerton) and regional (e.g., Caltrans) agencies. New roadways for motorists and roadway improvements must also follow safety standards established for the local plans noted above.</p> <p>Implementation of the Specific Plan would also lead to the provision of a balanced multimodal transportation network that meets the needs of and ensures safe and convenient travel for all users of the streets, roads, and highways. For example, project implementation would lead to the development of an improved vehicular, public transit, bicycle, and pedestrian circulation system throughout the CollegeTown area and its surroundings. Figure 3-9 shows the proposed system of streets, which would include sidewalks and bicycle lanes. These nonvehicular modes of transportation would provide convenient, efficient, and safe access to uses within the proposed project as well as to offsite destinations. Additionally, as shown in Figure 3-9, pedestrian paths connecting development to the proposed street network would be provided in the design of individual development projects. Three roundabouts (traffic circles) would be installed at key locations (see Figure 3-9) to highlight key intersections and help facilitate vehicular and pedestrian traffic. Roundabouts offer substantial benefits to intersection safety and traffic operations. The Specific Plan also outlines bicycle parking requirements for residential and nonresidential uses.</p> <p>All new roadway developments and improvements to the existing transportation networks within the CollegeTown area must also be assessed with some level of traffic</p>

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Applicable Policies of The Fullerton Plan	Project Compliance with Policy
	analysis (e.g., traffic assessments, traffic impact studies) to determine how individual development projects that would be accommodated by the Specific Plan would impact existing multimodal traffic capacities and to determine the needs for improving future multimodal traffic capacities. A multimodal transportation impact analysis was prepared for the proposed project by Fehr & Peers and is included in its entirety in Appendix J of this DEIR. The findings, conclusions, and recommendations of the analysis are provided in Section 5.13, <i>Transportation and Traffic</i> .
<p><b>P5.7 Complete Streets</b> 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>	<b>Consistent:</b> See response to Policy P5.6.
<p><b>P5.12 Multi-Modal Traffic Analysis</b> 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 autocentric 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.</p>	<b>Consistent:</b> See response to Policy P5.6.
<p><b>P5.13 Development-Oriented Transit</b> 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.</p>	<b>Consistent:</b> See response to Policies P1.7, P5.5, and P5.6, above.
<b>GOAL 6: A bicycle friendly city where bicycling is a safe and convenient alternative to motorized transportation and a recreational opportunity for people of all ages and abilities.</b>	
<p><b>P6.5 Bicycling Safety and Convenience</b> Support projects, programs, policies and regulations that make bicycling safer and more convenient for all types of bicyclists.</p>	<p><b>Consistent:</b> Implementation of the Specific Plan would lead to the development of an improved bicycle circulation network that maximizes connectivity between CollegeTown and adjacent uses as well as between developments within the CollegeTown area. The bicycle circulation improvements that are called for in the Specific Plan (see Figure 3-9) would be designed, developed, and maintained to support a convenient, safe, and efficient movement of bicyclists; increase opportunities for bicycle users and the bicycle network; facilitate safe travel by bicycle to key destinations within the project site and to offsite use and areas; and ensure safe and convenient bicycling for all types of bicyclists. The bicycle circulation network is also intended to reduce the need to use a car by increasing access to bikes, transit, and carshare vehicles. The Specific Plan also outlines bicycle parking requirements for residential and nonresidential uses.</p> <p>All bicycle circulation improvements throughout the CollegeTown area would be required to follow safety precaution standards set by corresponding local regulatory documents (e.g., City of Fullerton) and regional (e.g., Caltrans) agencies. The Specific Plan also outlines bicycle parking requirements for residential and nonresidential uses.</p>

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Applicable Policies of The Fullerton Plan	Project Compliance with Policy
	The Specific Plan is guided by a number of objectives (see Chapter 3) that would help increase opportunities for bicycle users. For example, one of the key objectives of the Specific Plan is to create livable streets that cater to pedestrians and bicyclists and to preserve and enhance the existing City bikeway on Commonwealth Avenue. Another key objective is to create a new landscape plaza by closing a segment of Nutwood Avenue between Folino and Titan Drive to vehicular traffic, to allow for safe crossing of pedestrians and bicyclists and provide a central location for community/campus events and everyday outdoor enjoyment.
<p><b>P6.6 Safe Travel to Key Destinations</b> Support projects, programs, policies, and regulations to facilitate safe travel by bicycle to key destinations within the community and the larger region.</p>	<i>Consistent:</i> See response to Policy P6.5.
<p><b>P6.7 Development Projects</b> Support projects, programs, policies, and regulations to reduce negative impacts to and increase opportunities for bicycle users and the bicycle network in private and public development projects</p>	<i>Consistent:</i> See response to Policy P6.5.
<p><b>P6.9 Intersection Safety</b> Support projects, programs, policies, and regulations to support the safe and efficient movement of bicyclists through and across intersections.</p>	<i>Consistent:</i> See response to Policy P6.5.
<p><b>P6.12 Bicycle Parking and Facilities</b> Support projects, programs, policies, and regulations to provide convenient bicycle parking and other bicycle facilities in existing and potential high demand locations within the City, such as educational institutions, parks, business districts, transit stops, retail, commercial and employment centers.</p>	<i>Consistent:</i> See response to Policy P6.5.
<p><b>P6.14 Design Technology and Innovation</b> Support projects, programs, policies and regulations to consider bicycle friendly design using new technologies and innovative treatments.</p>	<i>Consistent:</i> See response to Policy P6.5, above.
<b>GOAL 7: Growth and development aligned with infrastructure capabilities.</b>	
<p><b>P7.2 Housing Growth</b> 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.</p>	<p><i>Consistent:</i> See response to Policies P1.9 and 3.4.</p> <p>Section 5.10, <i>Population and Housing</i>, contains further information about the proposed project's population and housing needs and impacts.</p> <p>Additionally, the Specific Plan is in an urbanized area of the City with adequate existing and planned infrastructure capabilities (e.g., roadways, water, wastewater, and sewer). In addition to the proposed development that would occur under the Specific Plan, improvements to roadways and utilities would be required to support the proposed project. Proposed onsite infrastructure improvements would include storm drains, wastewater, and water utilities that would connect to existing facilities within and adjacent to the project site. In addition, the project would connect to existing dry utilities (e.g., natural gas, electricity, and communications [e.g., telephone, cable, internet]).</p>

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	<p>Furthermore, future development and redevelopment in the CollegeTown area would occur over a multiyear time frame. Full buildout is dependent on the development decisions of individual landowners. Chapter 4, Administration and Implementation, of the Specific Plan includes an implementation plan (e.g., phasing of improvements, maintenance and operation, property-based improvement district, CollegeTown management district) that would ensure that all necessary infrastructure improvements needed to accommodate development within the CollegeTown area would be adequately provided. For example, as noted in Chapter 4, phasing of development within CollegeTown would be tied to necessary traffic mitigation improvements identified in the EIR.</p> <p>Refer to Section 5.13, <i>Transportation and Traffic</i>, for further information about the existing and proposed transportation infrastructure system and project impacts on the infrastructure system. Refer to Section 5.14, <i>Utilities and Service Systems</i>, for further information about the existing and proposed water, wastewater, and drainage infrastructure system and project impacts on the infrastructure system.</p>
<p><b>P7.3 Infrastructure Planning</b> 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.</p>	<p><b>Consistent:</b> See response to Policy P7.2.</p>
<p><b>P7.5 Appropriate Development Scale</b> Support projects, programs, policies and regulations to ensure that development is appropriate in scale to current and planned infrastructure capabilities.</p>	<p><b>Consistent:</b> See response to Policy P7.2.</p>
<p><b>GOAL 8: Protection from the adverse effects of noise.</b></p>	
<p><b>P8.2 Mobile Sources</b> Support projects, programs, policies and regulations to control and abate noise generated by mobile sources.</p>	<p><b>Consistent:</b> A detailed noise analysis (construction and operation related, which includes mobile noise sources and impacts) was completed for the proposed project and is included in Appendix K of this DEIR. Additionally, refer to Section 5.9, <i>Noise</i>, for a detailed noise analysis, and the proposed project's design features/elements and mitigation measures that would ensure minimal noise impacts from mobile and stationary noise sources. Project implementation would ensure that all applicable exterior and interior noise standards would be adhered to during the construction and operation phases of individual development projects that would be accommodated by the Specific Plan. The provision of adequate noise attenuation and implementation of all noise measures would be ensured through the City's development review and building plan check process.</p> <p>Additionally, the multimodal transportation system that would be developed under the Specific Plan (e.g., sidewalks, bicycle lanes, public transit) would lead to a reduction of vehicles on the roads and therefore a reduction in mobile noise sources.</p>
<p><b>P8.4 Noise Reduction Measures</b> Support projects, programs, policies and regulations to control and abate noise generated by stationary sources.</p>	<p><b>Consistent:</b> See response to Policy P8.2.</p> <p>Additionally, the Specific Plan outlines measures to ensure that stationary noise impacts would not occur. For example, as outlined in the Specific Plan, all rooftop mechanical systems are required to be enclosed to mitigate visual and noise pollutions.</p>

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Applicable Policies of The Fullerton Plan	Project Compliance with Policy
<b>The Fullerton Economy</b>	
<i>GOAL 10: An innovation economy built upon Fullerton's local entrepreneurial spirit and intellectual capital.</i>	
<p><b>P10.6 Support for Educational System</b> 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.</p>	<p><b>Consistent:</b> Implementation of the Specific Plan would assist CSUF and HIU in maintaining and bolstering their outstanding educational systems, because it would provide a wide range of commercial, office, residential, institutional and mixed uses (see Figure 3-6) that would not only be complementary and vital to the campuses, but would cater to the many needs of the student population. For example, as shown in Table 3-3, <i>Land Use Plan Statistical Summary</i>, buildout of the Specific Plan would generate an additional 3,400 dwelling units. The Specific Plan calls for a mix of multifamily residential development in a range of residential product types; it also permits residential uses to be mixed in with other uses within the Mixed Use and Mixed-Use/Institutional designations of the Specific Plan (see Figures 3-6, <i>Regulating Plan</i>) in either vertical or horizontal configurations. Therefore, the Specific Plan accommodates the development of a variety of housing types, styles, tenure, and densities that would respond to a wide range of student housing needs for both CSUF and HIU.</p> <p>Implementation of the Specific Plan would also assist and encourage the growth and development of CSUF and HIU and, as a result, create jobs and entrepreneurial opportunities, enhance educational opportunities for Fullerton residents, and strengthen the City's image as an educational center. The expansion and introduction of neighborhood commercial, office, and institutional uses under the Specific Plan would also create jobs and entrepreneurial opportunities for students of CSUF and HIU.</p> <p>Additionally, the proposed project includes a public open space (Nutwood Plaza) of approximately 2.8 acres spanning parts of Planning Areas 2 and 3 (see Figure 3-8, <i>Conceptual Plan for Nutwood Plaza</i>). Nutwood Plaza would be designed as a large, multipurpose, outdoor space/plaza area that would be integrated with the landscape of both CSUF and HIU. Nutwood Plaza would not only help connect the CSUF main campus to CollegeTown, but would provide a key open space amenity that would provide a central location for campus events and help foster socialization, outdoor enjoyment, and interaction for the students of both campuses.</p> <p>Furthermore, the Specific Plan is guided by a number of objectives (see Chapter 3, <i>Project Description</i>) that would assist CSUF and HIU maintain and bolster their outstanding educational systems, which include:</p> <ul style="list-style-type: none"> <li>• Integrate California State University of Fullerton and Hope International University programs, housing, and services into a shared community and college environment.</li> <li>• Be conveniently accessible by bus, streetcar, and local shuttle from Metrolink stations and other activity centers.</li> <li>• Reduce commuting and extend students' stay in Fullerton by creating opportunities for congregating, socializing, recreating, and living.</li> <li>• Create a seamless learning, living, working, shopping, dining, and recreating environment for the whole Fullerton community.</li> </ul>

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<p><b>P10.7 Education Employment Sector Expansion</b> 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.</p>	<p><i>Consistent:</i> See response to Policy P10.6.</p>
<p><b>P10.16 Economic Strategies in Focus Areas</b> Support policies, programs and regulations pertaining to planning efforts for the City's Focus Areas that facilitate investment and encourage economic activity that benefits the Fullerton community and the City.</p>	<p><i>Consistent:</i> The Specific Plan would act as the regulating tool that would not only permit development and redevelopment throughout the CollegeTown area, but also facilitate revitalization and investment and encourage economic activity that benefits the Fullerton community and the City. For example, Chapter 4, Administration and Implementation, of the Specific Plan includes an implementation plan (e.g., phasing of improvements, maintenance and operation, property-based improvement district, parking management district, CollegeTown management district) that would not only ensure that all necessary infrastructure improvements needed to accommodate development within the CollegeTown area would be adequately provided, but would also help stimulate investment by providing a means for future developers and investors of sharing the costs of all necessary infrastructure improvements; therefore, reducing the infrastructure costs for investors and developers.</p> <p>The Specific Plan also incorporates environmental sustainability in various aspects of CollegeTown through Green Building Design guidelines to provide an environmentally responsible working environment while contributing to long-term economic value and improved health. The guidelines are outlined in Chapter 3, Plan and Code, of the Specific Plan.</p> <p>Additionally, the Specific Plan is guided by a number of objectives (see Chapter 3, <i>Project Description</i>) that would help facilitate investment and economic activity, which include:</p> <ul style="list-style-type: none"> <li>• Create a high quality, year-round activities calendar that complements other programming in the City and strengthens the area's economic development potential.</li> <li>• Create a destination identity that attracts the surrounding communities and the larger Orange County area.</li> <li>• Maximize joint development between the universities and private partners for student parking, housing, or other facilities.</li> </ul>
<p><b>GOAL 11: Revitalization activities that result in community benefits and enhance the quality of life in neighborhoods, districts, and corridors.</b></p>	
<p><b>P11.9 Focus Area Revitalization Priority</b> Support policies, projects, programs and regulations that prioritize revitalization efforts that are within or adjacent to the City's Focus Areas.</p>	<p><i>Consistent:</i> See response to Policy P10.16.</p>

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<p><b>P11.11 Parking Management Program</b> Support policies, programs and regulations that facilitate parking management programs within the Transportation Center, Downtown and other appropriate Focus Areas to better manage the parking supply for the benefit of businesses, visitors and residents.</p>	<p><b>Consistent:</b> The Specific Plan provides minimum parking requirements to serve the land uses within the CollegeTown area. Parking requirements would vary by land use type. The parking standards identified in the Regulating Code of the CollegeTown Specific Plan also provide an option for landowners to join a parking management district (PMD) to receive the benefit of the "shared parking" rates. The CollegeTown PMD would include the CollegeTown Specific Plan area, the University House property, and the adjacent neighborhoods currently under the City's Neighborhood Parking District Program, as shown in Figure 3-13, <i>CollegeTown Parking Management District</i>.</p>
<p><b>P11.12 Public-Private Partnerships</b> 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.</p>	<p><b>Consistent:</b> The Specific Plan would act as the regulating tool that would permit development and redevelopment throughout the CollegeTown area and facilitate partnerships with property owners and developers to achieve revitalization results that contribute to clean, safe, and attractive development. For example, Chapter 4, Administration and Implementation, of the Specific Plan includes an implementation plan that outlines the maintenance and operation responsibilities for public and private open space areas, walkways, public streets, landscape parkways and underground infrastructure. The implementation plan of the Specific Plan also includes a property-based improvement district, parking management district, and CollegeTown management district, all of which would contribute to the safety and attractiveness of CollegeTown.</p> <p>The Specific Plan also calls for strong architectural and landscape development standards and design guidelines for development proposed throughout the CollegeTown area (e.g., residential, commercial, mixed use), which would ensure that individual development projects provide the highest quality design, materials, finishes, and construction. Implementation of the standards and guidelines outlined in the Specific Plan would be ensured during the City's development review process as individual development projects are submitted to the City for review and approval.</p> <p>Additionally, the Specific Plan is guided by a number of objectives (see Chapter 3, <i>Project Description</i>) that encourage partnerships with property owners and developers, including:</p> <ul style="list-style-type: none"> <li>• Integrate California State University of Fullerton and Hope International University programs, housing, and services into a shared community and college environment.</li> <li>• Maximize joint development between the universities and private partners for student parking, housing, or other facilities.</li> </ul>
<p><b>The Fullerton Community</b></p>	
<p><b>GOAL 12: Proactively addressing public safety concerns.</b></p>	
<p><b>P12.11 Public Safety in Focus Areas</b> Support projects, programs, policies and regulations to proactively address public safety concerns as part of community-based planning of Focus Areas.</p> <p><b>P12.13 Safety through Design</b> Support policies, projects, programs and regulations that make crime prevention and the maintenance of public safety service levels considerations in design and management of existing and new private and public spaces.</p>	<p><b>Consistent:</b> The Specific Plan outlines provisions that would ensure that public safety is adequately addressed. Some of the measures are:</p> <ul style="list-style-type: none"> <li>• Open space should be designed appropriate to its context, taking into consideration public access and safety and security.</li> <li>• Lighting shall be provided on internal drives to sufficiently illuminate both the roadway and sidewalk for nighttime visibility and safety.</li> <li>• Window signs shall not interfere with the primary function of windows, which is to enable passersby and public safety personnel to see into premises and view product displays.</li> <li>• Crosswalk paving shall meet the safety criteria established by the City of Fullerton.</li> </ul>

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	<p>Additionally, the CSUF Police Department, which enforces all regulations on the CSUF campus and within a one-mile radius, would play an active role in patrolling and maintaining public safety within CollegeTown, especially because most residents in the project site would be college students. The CSUF Police Department officers typically conduct foot, vehicular, and bicycle patrols on campus and in the student residential areas 24 hours a day.</p> <p>Refer to Section 5.11, <i>Public Services</i>, for further information about public safety and police services and project impacts on police services.</p>
<b>GOAL 14: An environment with opportunities for community health and wellbeing.</b>	
<p><b>P14.2 Healthy Living</b> Support policies, projects, programs and regulations that result in changes to the physical environment to improve health, well-being and physical activity.</p>	<p><b>Consistent:</b> The Specific Plan includes a development pattern that encourages multimodal transportation options and helps ensure a sustainable multimodal transportation system, promoting healthy living, well-being, and physical activity. For example, project implementation would lead to the development of an improved bicycle and pedestrian circulation system throughout the CollegeTown area and its surroundings (see Figure 3-9, <i>Mobility Plan</i>). Additionally, as shown in Figure 3-9, pedestrian paths connecting development to the proposed street network would be provided in the design of individual development projects. The pedestrian and bicycle circulation network in CollegeTown would provide an alternate means of transportation for students, residents and employees, encouraging physical activity and promoting healthy living and well-being.</p> <p>Additionally, the proposed project includes a public open space (Nutwood Plaza) of approximately 2.8 acres spanning parts of Planning Areas 2 and 3 (see Figure 3-8, <i>Conceptual Plan for Nutwood Plaza</i>). Nutwood Plaza would be designed as a large, multipurpose outdoor space/plaza area that would be integrated with the landscape of both CSUF and HIU. Nutwood Plaza would help connect the CSUF main campus to CollegeTown, and provide a key open space amenity that would help improve the health, well-being, and physical activities of the students and the CollegeTown residents and employees. Nutwood Plaza would also provide a public amenity available to the surrounding community. Other parks and open space within the CollegeTown area would be developed in accordance with requirements specified in the Specific Plan for each planning area. A network of small, dispersed parks and gathering areas would be incorporated with the design of individual projects and connected by pedestrian and bicycle paths (see Figure 3-7, <i>Conceptual Site Plan</i>).</p> <p>Additionally, the Specific Plan is guided by a number of objectives (see Chapter 3, <i>Project Description</i>) that would help promote healthy living, well-being, and physical activity, which include:</p> <ul style="list-style-type: none"> <li>• Reduce commuting and extend students' stay in Fullerton by creating opportunities for congregating, socializing, recreating, and living.</li> <li>• Create a seamless learning, living, working, shopping, dining, and recreating environment for the whole Fullerton community.</li> </ul>
<p><b>P14.5 Opportunities for Physical Activity</b> Support policies, projects, programs and regulations that provide for convenient and safe areas that facilitate opportunities for physical activity such as parks, trails, open space, safe streets for bicycling, safe sidewalks for walking, and recreational facilities for residents of all ages and abilities.</p>	<p><b>Consistent:</b> See response to Policy P14.2.</p>

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Applicable Policies of The Fullerton Plan	Project Compliance with Policy
<p><b>P14.6 Amenities Within a Walkable Distance</b> 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.</p>	<p><i>Consistent:</i> See responses to Policies P1.4, P1.7, 3.28, and P14.2.</p> <p>Additionally, the mix of uses that would be accommodated by the Specific Plan would not only be within walking distance of each other, but within walking distance of adjacent and surrounding commercial, office, institutional, and residential uses.</p>
<p><b>P14.8 Community Health in Focus Areas</b> Support projects, programs, policies and regulations to evaluate ways to improve opportunities for community health and wellbeing as part of community-based planning of Focus Areas.</p>	<p><i>Consistent:</i> See response to Policy P14.2.</p>
<p><b>P14.9 Healthy Buildings</b> Support policies, projects, programs and regulations that encourage buildings to support the health of occupants and users by using non-toxic building materials and finishes, using windows and design features to maximize natural light and ventilation, and providing access to the outdoor environment.</p>	<p><i>Consistent:</i> The design standards and guidelines of the Specific Plan would encourage buildings to support the health of occupants and users. For example, the following are guidelines outlined in Chapter 3, Plan and Code, of the Specific Plan that help promote healthy buildings:</p> <ul style="list-style-type: none"> <li>• Whenever possible, building articulation and form should be expressive of and driven by environmental and site conditions such as solar orientation, views, noise, prevailing winds, and local climate.</li> <li>• The use of LED light, and natural light is encouraged.</li> </ul> <p>Additionally, a network of small, dispersed parks and gathering areas would be incorporated with the design of individual projects and connected by pedestrian and bicycle paths (see Figure 3-7, <i>Conceptual Site Plan</i>). These parks and gathering areas would be strategically placed adjacent to or within a short walking distance of buildings, giving occupants access to the outdoor environment.</p> <p>Mitigation measures have been provided in Section 5.2, <i>Air Quality</i>, that would ensure that building are constructed with nontoxic building materials. For example, as outlined in Mitigation Measure 2-3, applicants for new development projects within the Specific Plan shall require the construction contractor to use coatings and solvents with a volatile organic compound (VOC) content lower than required under Rule 1113 (i.e., supercompliant paints).</p> <p>Sections 5.1, <i>Air Quality</i>, and 5.6, <i>Hazards and Hazardous Materials</i>, provide a discussion on potential project impacts related to hazardous building materials.</p>
<p><b><i>GOAL 15: Parks, recreational facilities, trails, and programs that promote a healthy community and a desirable quality of life.</i></b></p>	
<p><b>P15.12 Parks and Recreational Facilities in Focus Areas</b> Support projects, programs, policies and regulations to consider parks, recreational facilities and trails as part of community-based planning of Focus Areas.</p>	<p><i>Consistent:</i> See response to Policy P14.2.</p>
<p><b>P15.13 Context-Sensitive Design</b> Support projects and programs incorporating design features in parks, recreational facilities and trails that reflect the sense of place and unique characteristics of the local context.</p>	<p><i>Consistent:</i> See response to Policy P14.2.</p>

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**Table 5.8-1 The Fullerton Plan Consistency Analysis**

Applicable Policies of The Fullerton Plan	Project Compliance with Policy
<b>GOAL 16: Broad community participation in cultural activities and visual and performing arts.</b>	
<p><b>P16.7 Community Venues</b> Support policies, projects, programs and regulations that facilitate the provision of venues for community groups to participate in cultural events and observances.</p>	<p><b>Consistent:</b> The Specific Plan includes a public open space (Nutwood Plaza) of approximately 2.8 acres spanning parts of Planning Areas 2 and 3 (see Figure 3-8, <i>Conceptual Plan for Nutwood Plaza</i>). Nutwood Plaza would be a large multipurpose outdoor space/plaza area that would be integrated with the landscape of both CSUF and HIU. Nutwood plaza would help connect the CSUF main campus to CollegeTown; provide a key open space amenity and a central location for campus events; and help facilitate the provision of venues for community groups to participate in cultural events and activities, observances, and the arts.</p> <p>Furthermore, the Specific Plan is guided by a number of objectives (see Chapter 3, <i>Project Description</i>) that would facilitate the provision of venues for community groups, including:</p> <ul style="list-style-type: none"> <li>• Create a high quality, year-round activities calendar that complements other programming in the City and strengthens the area's economic development potential.</li> <li>• Create a destination identity that attracts the surrounding communities and the larger Orange County area.</li> <li>• Create a meeting place for the students and faculty from all Fullerton institutions of higher learning.</li> </ul>
<p><b>P16.11 Cultural Activity and Arts in the Focus Areas</b> Support projects, programs, policies and regulations to consider cultural activities and the arts as part of community-based planning of Focus Areas.</p>	<p><b>Consistent:</b> See response to Policy P16.7.</p>
<b>GOAL 17: An exceptional variety and quality of educational opportunities that reach community members throughout their lives.</b>	
<p><b>P17.3 Vitality of Educational Resources</b> Support policies, projects, programs and regulations that contribute to the long-term vitality of higher educational institutions, high schools and elementary schools, and the Fullerton Library system.</p>	<p><b>Consistent:</b> See responses to Policies P10.6, 12.11, 14.2, and P16.7.</p>
<p><b>P17.6 Joint Ventures</b> Support policies, projects and programs that facilitate shared use and joint development of resources with education providers, such as recreational facilities, infrastructure, and other cultural, intellectual and artistic opportunities.</p>	<p><b>Consistent:</b> See responses to Policies P10.6, 11.12, 14.2, and P16.7.</p>
<p><b>P17.9 Healthy School Environments</b> Support policies and programs pertaining to school environments that are safe and provide access to educational, physical activity and enrichment activities.</p>	<p><b>Consistent:</b> See responses to Policies P6.5, P10.6, P12.11, P14.2, and P16.7.</p>

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Table 5.8-1 The Fullerton Plan Consistency Analysis

Applicable Policies of The Fullerton Plan	Project Compliance with Policy
<p><b>P17.10 Housing to Support Educational Facilities</b> Support policies, projects and programs that facilitate efforts by educational institutions and the private sector to develop an adequate supply of housing for faculty and staff of all schools, as well as adequate housing for college and university students.</p>	<p><i>Consistent:</i> As shown in Table 3-3, <i>Land Use Plan Statistical Summary</i>, buildout of the Specific Plan would generate an additional 3,400 dwelling units. The Specific Plan calls for a mix of multifamily residential development in a range of residential product types; it also permits residential uses to be mixed with other uses within the Mixed Use and Mixed-Use/Institutional designations of the Specific Plan (see Figures 3-6, <i>Regulating Plan</i>) in either vertical or horizontal configurations. Therefore, the Specific Plan accommodates the development of a variety of housing types, styles, tenure, and densities that would respond to a wide range of staff, faculty, and student housing needs for CSUF, HIU, and other nearby schools.</p>
<p><b>P17.14 Revitalization Near Campuses</b> Support policies, projects and programs that prioritize revitalization activity around campuses and reflect the importance of schools in the community.</p>	<p><i>Consistent:</i> See responses to Policies P10.6 and 11.12.</p>
<p><b>Natural Environment</b></p>	
<p><i>GOAL 19: An adequate, safe, and reliable water supply.</i></p>	
<p><b>P19.6 Focus Area Planning</b> Support projects, programs, policies and regulations to evaluate ways to conserve and reduce water use as part of community-based planning of Focus Areas.</p>	<p><i>Consistent:</i> The Specific Plan outlines measures that would assist in reducing water use and encourage water efficient practices in site and building design. For examples:</p> <ul style="list-style-type: none"> <li>• The use of sustainable design features, such as use of the water district's reclaimed water system.</li> <li>• Large open space areas with groundcover plants should utilize water-conserving native grasses.</li> <li>• Green roofs shall utilize plant materials that require less water and have shallow root systems to minimize weight impacts to the roof.</li> </ul> <p>The proposed project would be required to comply with the water-efficient landscape requirements in Chapter 15.50 (Landscaping and Irrigation Requirements) of the City's municipal code, which applies to all new landscape installations or rehabilitation projects.</p> <p>Furthermore, the proposed project would be required to comply with the provisions of the 2010 Green Building Standards Code, which is adopted by reference in Chapter 14.06 (Green Building Standards Code) of the City's municipal code. The code has requirements for indoor water use reduction and site irrigation conservation.</p> <p>Refer to Section 5.14, <i>Utilities and Service Systems</i>, for further information about water supply and project impacts on water supply.</p>
<p><b>P19.7 Sustainable Water Practices in New Development</b> Support projects, programs, policies and regulations to encourage water efficient practices in site and building design for private and public projects.</p>	<p><i>Consistent:</i> See response to Policy P19.6.</p>

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**Table 5.8-1 The Fullerton Plan Consistency Analysis**

Applicable Policies of The Fullerton Plan	Project Compliance with Policy
<b>GOAL 20: A healthy watershed and clean urban runoff.</b>	
<p><b>P20.5 Water Quality of Focus Areas</b> 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.</p>	<p><b>Consistent:</b> The proposed project's operational- and construction-phase impacts on hydrology and water quality are analyzed in Section 5.7, <i>Hydrology and Water Quality</i>. Project-specific water quality management plans (WQMP) within the CollegeTown area would be required to ensure all of the requirements of the City's local implementation Plans and ordinances on stormwater quality are addressed for that project. As also discussed in Section 5.7, individual development projects would be required to comply with the National Pollutant Discharge Elimination System permit requirements, including the submittal and implementation of a Storm Water Pollution Prevention Plan and best management practices (BMPs).</p> <p>Additionally, the Specific Plan also outlines measures that would help reduce urban runoff and ensure that water quality impacts would not occur. For example, as outlined in the Specific Plan, public streets in the CollegeTown Specific Plan are required to be designed to be green streets. Green streets can incorporate a wide variety of design elements, including street trees, permeable pavements, bioretention, and swales.</p> <p>Furthermore, implementation of individual projects would require project-specific hydrology analyses during final design to evaluate storm drain capacities related to the individual project. The analyses would be required to demonstrate that post-development runoff rates and velocities from development sites would not increase.</p> <p>Refer to Section 5.7, <i>Hydrology and Water Quality</i>, for further information about hydrology and water quality and project impacts on hydrology and water quality.</p>
<p><b>P20.6 Construction Impacts</b> Support projects, programs, policies and regulations to reduce impacts to watersheds and urban runoff caused by private and public construction projects.</p>	<p><b>Consistent:</b> See response to Policy P20.5.</p>
<p><b>P20.7 Development Impacts</b> 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.</p>	<p><b>Consistent:</b> See response to Policy P20.5.</p>
<b>GOAL 21: Protection and improvement of air quality.</b>	
<p><b>P21.4 Balanced Land Use</b> 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.</p>	<p><b>Consistent:</b> The Specific Plan includes a development pattern that encourages multimodal transportation options and helps ensure a sustainable multimodal transportation system, reducing vehicle trips, vehicle miles traveled, and air quality impacts. For example, project implementation would lead to the development of an improved public transit, bicycle, and pedestrian circulation system throughout the CollegeTown area and its surroundings (see Figure 3-9, <i>Mobility Plan</i>), which is intended to reduce the need to use a car by increasing access to bikes, transit, and carshare vehicles. The pedestrian and bicycle circulation network in CollegeTown would provide an alternate means of transportation for students, residents and employees, and thereby reduce the number of vehicles on the roads.</p> <p>Additionally, the Specific Plan accommodates current bus service to the CSUF and HIU campuses and to existing commercial, office and residential uses onsite, and it provides sufficient capacity for future BRT service planned by OCTA. As shown in Figure 3-9, a transit hub is proposed at the north end of the Nutwood Plaza roundabout. The transit hub would accommodate bus service, potential street car service, and Bike-N-Ride facility. In addition to bus service, the proposed project accommodates a potential street car or urban circulator that would link Fullerton's Transportation Center, downtown area, educational institutions, and other activity centers in a new transit system.</p>

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Table 5.8-1 The Fullerton Plan Consistency Analysis

Applicable Policies of The Fullerton Plan	Project Compliance with Policy
	<p>Implementation of the Specific Plan would lead to a reduction in vehicle trips and vehicle miles traveled through the mix of uses that would be accommodated within the CollegeTown area. The uses would be within walking and biking distance of each other offering alternate modes of traveling (e.g., walking, bicycling) throughout CollegeTown and surrounding areas and reducing the number of vehicles on the road.</p> <p>Furthermore, Section 5.2, <i>Air Quality</i>, outlines measures that would help reduce vehicle trips and vehicle miles traveled. For example, as outlined in Mitigation Measures 2-6 of Section 5.2, <i>Air Quality</i>, nonresidential projects within the Specific Plan that employ 20 or more people—which is equivalent to 8,000 square feet of retail space, 6,000 square feet of office space, or 20,000 square feet of institutional space—are required to implement an employee CTR program. The CTR program is required to identify alternate modes of transportation to the project, including transit schedules, bikeways and pedestrian routes, and carpool/vanpool availability.</p>
<p><b>P21.6 Construction Impacts</b> Support projects, programs, policies and regulations to reduce impacts to air quality caused by private and public construction projects.</p>	<p><b>Consistent:</b> Section 5.2, <i>Air Quality</i>, addresses construction-phase air quality impacts that would occur as a result of implementation of the proposed project, and applies mitigation measures and regulatory requirements to reduce any impacts, as applicable and feasible. For example, as outlined in Mitigation Measure 2-1, applicants for new development projects within CollegeTown shall require the construction contractor to use equipment that meets the United States Environmental Protection Agency (EPA)-certified emissions standards. Additionally, as outlined in Mitigation Measure 2-2, applicants for new development projects within CollegeTown shall require the construction contractor to prepare a dust control plan and implement the measures outlined in this mitigation measure.</p> <p>Refer to Section 5.2 for further information about air quality and project-related construction impacts on air quality.</p>
<p><b>P21.7 Development Impacts</b> Support projects, programs, policies and regulations to reduce impacts to air quality caused by the design or operation of a site or use.</p>	<p><b>Consistent:</b> Section 5.2, <i>Air Quality</i>, addresses operational-phase air quality impacts that would occur as a result of implementation of the proposed project, and applies mitigation measures and regulatory requirements to reduce any impacts, as applicable and feasible. For example, as outlined in Mitigation Measure 2-4, parking garages shall accommodate level 2 electric vehicle charging stations for 10 percent of all parking spaces. Additionally, as outlined in Mitigation Measures, 2-5, applicant-provided appliances shall be Energy Star appliances (dishwashers, refrigerators, clothes washers, and dryers). Installation of Energy Star appliances shall be verified by the Building Division during plan check.</p> <p>Project implementation would also strive to maximize the protection of the environment and improvement of air quality by incorporating alternate modes of transportation (i.e., public transit, sidewalks, and bikeways) for residents, students, and workers in CollegeTown. Figure 3-9, <i>Mobility Plan</i>, illustrates the alternate modes of transportation that would be implemented under the Specific Plan.</p> <p>Additionally, the improvement of air quality would be encouraged through the development of green design techniques for buildings. For example, individual development projects that would be accommodated by the proposed project would be required to comply with the provisions of the 2008 Building and Energy Efficiency Standards and the 2010 Green Building Standards Code (CALGreen). Compliance with these provisions would be ensured through the City's development review and building plan check process.</p>

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**Table 5.8-1 The Fullerton Plan Consistency Analysis**

Applicable Policies of The Fullerton Plan	Project Compliance with Policy
	<p>Furthermore, implementation of the Specific Plan would lead to improved air quality through the mix of uses that would be accommodated within the CollegeTown area. The uses would be within walking and biking distance of each other; offering alternative modes of traveling (e.g., walking, bicycling) throughout CollegeTown and surrounding areas and helping improve air quality by reducing the number of vehicles on the road.</p> <p>Refer to Section 5.2 for further information about air quality and project-related construction impacts on air quality.</p>
<b>GOAL 22: Participation in regional efforts to address climate change and its local impacts.</b>	
<p><b>P22.8 Sustainable Communities Strategies</b> 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.</p>	<p><b>Consistent:</b> See analysis provided Table 5.8-2, <i>Consistency with SCAG's 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy Goals</i>.</p>
<b>GOAL 23: Safe and efficient management of waste.</b>	
<p><b>P23.6 Focus Area Waste Management</b> 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.</p>	<p><b>Consistent:</b> Individual development projects within CollegeTown would be required to comply with all federal, state, and local statutes and regulations related to solid waste (e.g., Assembly Bill 341, 2010 Green Building Standards Code) and to participate in the City's recycling and green waste programs. For example, as outlined in Section 42649.2(a) of Assembly Bill 341, a business that generates more than four cubic yards of commercial solid waste per week or a multifamily residential dwelling of five units or more shall arrange for recycling services, consistent with state or local laws or requirements. Additionally, individual development project would be required to comply with the provisions of the 2010 Green Building Standards Code, which outlines requirements for construction waste reduction, material selection, and natural resource conservation.</p> <p>Additionally, the Specific Plan also outlines measures that would help reduce solid waste impacts. For example, as outlined in the Specific Plan, sustainable programs such as recycling and composting are encouraged. Additionally, higher grade materials and/or recycled materials are recommended for street furnishings and fixtures to reduce long-term maintenance and replacement costs.</p> <p>See Section 5.14, <i>Utilities and Service Systems</i>, for further information about solid waste and project-related impacts on solid waste.</p>
<p><b>P23.7 Waste Management</b> Support projects, programs, policies and regulations to consider project level solid waste management needs at the site and building design stages.</p>	<p><b>Consistent:</b> See response to Policy P23.6.</p>
<b>GOAL 24: Responsible management of open spaces balanced with the healthy functioning of environmental systems.</b>	
<p><b>P24.11 Open Space in Focus Areas</b> Support projects, programs, policies and regulations to evaluate increasing urban and natural open spaces as part of community-based planning of Focus Areas.</p>	<p><b>Consistent:</b> See response to Policies P10.6 and P14.2.</p>
Source: The Fullerton Plan.	

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#### The Fullerton Plan Focus Area Consistency

As shown in Figure 4-3, *The Fullerton Plan Focus Areas*, the project site falls within two of the City's focus areas: Focus Area I, Chapman Corridor (covers Planning Area 7 of the Specific Plan), and Focus Area J, Education (covers remainder of the Specific Plan). Following is a discussion of the focus areas and the proposed project's consistency with the planning objectives of each of the focus areas.

#### *Focus Area I: Chapman Corridor*

The Chapman Corridor Focus Area is envisioned as the strongest link between the City and the education community, with development guided by a town-gown relationship. An eclectic mix of independent businesses and historic houses contributes to the area's atmosphere. The Chapman Corridor will support higher density housing, office-professional uses, and commercial uses. Streetscape improvements and mobility enhancements will increase connectivity between the corridor, campuses, and surrounding residential communities (Fullerton 2012).

The following are the planning objectives for this focus area and the proposed project's consistency with the objectives.

- Increase housing density.
- Enhance and intensify commercial uses.
- Enhance the Corridor through streetscape improvements and preservation of historic resources.
- Provide multi-modal mobility improvements to and through the corridor.
- Improve physical and visual connectivity between the Downtown and the Education Focus Area.

The Specific Plan implements the goals and planning objectives of the Chapman Corridor Focus Area. As shown in Figure 3-6, *Regulating Plan*, the portion of the Chapman Corridor Focus Area that falls within the project site encompasses Planning Area 7 of the Specific Plan. The land use designation of Planning Area 7 would be Mixed-Use/Institutional, which provides for mixed-use developments with commercial, office, and/or institutional uses on the ground floor and either residential units, offices, or institutional uses on upper floors. Uses may be mixed in either a vertical or horizontal configuration. The Mixed-Use/Institutional land use designation would permit Planning Area 7 to be developed with the higher density residential and commercial uses envisioned for the Chapman Corridor Focus Area.

Additionally, development of Planning Area 7 under the Specific Plan would include streetscape improvements that would enhance the street frontages of Chapman Avenue and State College Boulevard. The Specific Plan outlines standards and design guidelines for streetscape development and improvements. The development standards and design guidelines, which are described in detail in the Specific Plan, would ensure the orderly design and development of the streetscape improvements that would occur along Chapman Avenue and State Boulevard.

Furthermore, the vehicular, public transit, bicycle, and pedestrian circulation improvements that are called for in the Specific Plan (see Figure 3-9, *Mobility Plan*) would ensure that an adequate system of multimodal

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improvements are provided for the CollegeTown community, would serve as a catalyst for the multimodal improvements envisioned for the Chapman Corridor Focus Area, and would increase multimodal transportation connections west of this focus area. For example, as shown in Figure 3-9, a transit hub is proposed at the north end of the Nutwood Plaza roundabout. The transit hub would accommodate bus service, potential street car service, and Bike-N-Ride facility. The proposed project accommodates a potential street car or urban circulator that would link Fullerton's Transportation Center, downtown area, educational institutions, and other activity centers in a new transit system. The feasibility of an urban circulator is currently being evaluated in a separate project and is not part of this proposed project. The Specific Plan simply provides sufficient right-of-way and a transit stop to accommodate the urban circulator should it become a reality in the future.

The development plan for Planning Area 7 under the Specific Plan would also help improve the physical and visual connectivity of the Downtown and the Education Focus Area (which encompasses the entire project site, minus Planning Area 7), as it would directly connect both focus areas. As shown in Figure 3-6, Planning Area 7 forms the easternmost end of the Chapman Corridor Focus Area. Under the Specific Plan, it would be integrated into the project site and developed with uses that are consistent and compatible with the other planning areas of CollegeTown. It would also be consistent and compatible with the uses envisioned for the Chapman Corridor Focus Area west of the project site. The development standards and design guidelines, which are described in detail in the Specific Plan, would not only ensure the orderly design and development of Planning Area 7, but also ensure that it would be visually cohesive with the uses envisioned for the Chapman Corridor Focus Area. Development within Planning Area 7 would be characterized by high-quality architectural and landscape design, which would be driven by the Specific Plan's development standards and design guidelines.

#### *Focus Area J: Education*

The Education Focus Area is envisioned as a dynamic neighborhood in which the colleges and universities form the hub. Higher density multifamily housing, along with supporting retail and service facilities, will meet the demands of the increasing student population as well as staff and faculty. A student-oriented village developed through a strong town-gown partnership would include additional retail and entertainment areas that serve new residents and surrounding neighborhoods (Fullerton 2012).

The following are the planning objectives for this focus area and the proposed project's consistency with the objectives.

- Include additional retail and gathering spaces that serve the students, faculty, and population at large.
- Integrate the colleges and universities with the surrounding area by adding student and faculty housing, improving connections for pedestrians and bicyclists, and exploring development opportunities.
- Promote a “college town” atmosphere which fosters a positive town-gown relationship recognizing the opportunities for collaboration.

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- Enhance the multi-family neighborhoods around the colleges and universities.
- Maintain adequate and managed capacity for parking needs while increasing multimodal transportation options within the Focus Area and connections west to the Chapman and Commonwealth Focus Areas and east across the 57 freeway.

The Specific Plan implements the goals and planning objectives of the Education Focus Area, because it calls for a range of residential, neighborhood commercial, office, and institutional land uses (see Figure 3-6, *Regulating Plan*). As shown in Table 3-3, *Land Use Plan Statistical Summary*, adoption of the Specific Plan would allow for the development of up to 4,340 dwelling units, 433,650 square feet of commercial space, 461,850 square feet of office uses, and 476,400 square feet of institutional uses within the project site. The additional dwelling units and commercial uses that would be developed under the Specific Plan would serve the needs of the faculty, staff, and students of CSUF and HIU as well as the Fullerton community at large.

Additionally, the proposed project includes gathering spaces that would serve the faculty, staff, and students of CSUF and HIU and the population at large. More specifically, the proposed project includes a public open space (Nutwood Plaza) of approximately 2.8 acres spanning parts of Planning Areas 2 and 3 (see Figure 3-8, *Conceptual Plan for Nutwood Plaza*). Nutwood Plaza would be designed as a large multipurpose outdoor space/plaza area that would be integrated with the landscape of both CSUF and HIU. Nutwood Plaza would connect the CSUF main campus to CollegeTown and provide safe pedestrian access between the project site and the CSUF main campus and a public amenity available to the surrounding community. A network of small, dispersed parks and gathering areas would also be incorporated with the design of individual projects and connected by pedestrian and bicycle paths (see Figure 3-7).

Furthermore, the vehicular, public transit, bicycle, and pedestrian circulation improvements that are called for in the Specific Plan (see Figure 3-9, *Mobility Plan*) would ensure that an adequate system of multimodal improvements are provided for the CollegeTown community, would increase multimodal transportation connections west to the Chapman Corridor Focus Area and east across SR-57.

The Specific Plan would ensure that adequate and managed capacity for parking needs is maintained. The Specific Plan provides minimum parking requirements to serve the land uses within the CollegeTown area. Parking requirements would vary by land use type. The parking standards identified in the Regulating Code of the CollegeTown Specific Plan also provide an alternative option for landowners to join a parking management district (PMD) to receive the benefit of the “shared parking” rates. The CollegeTown PMD would include the CollegeTown Specific Plan area, the University House property, and the adjacent neighborhoods currently under the City’s Neighborhood Parking District Program, as shown in Figure 3-13, *CollegeTown Parking Management District*.

Therefore, consistent with the planning objectives for the Education Focus Area, the Specific Plan would allow for the development of additional retail and gathering spaces that serve the students, faculty, and population at large; enhance the multifamily neighborhoods around CSUF and HIU, and maintain adequate and managed capacity for parking needs while increasing multimodal transportation options. It also strives to promote a “college town” atmosphere that fosters a positive town-gown relationship; recognizes the

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opportunities for collaboration; integrates CSUF and HIU with the surrounding area by adding student and faculty housing; improves connections for pedestrians and bicyclists; and explores development opportunities.

#### Fullerton Zoning Code Consistency

According to the City's zoning map, the project site is zoned General Commercial (C-2), Office Professional (O-P), Maximum Density, and Multiple Residential (R-5), as shown in Figure 4-4, *Zoning*. Implementation of the Specific Plan would require an amendment to the City's Zoning Code and zoning map. More specifically, the City's Zoning Code and zoning map would be amended to establish a new Specific Plan District (SPD), the boundaries of which would coincide with the boundaries of the CollegeTown area. The existing zoning designations of the CollegeTown area would be replaced with the new CollegeTown SPD zoning designation. The changes to the zoning code would state that the regulating code within the Specific Plan would serve as the zoning, development, and design standards for all development projects within the Specific Plan.

Specific plans act as a bridge between general plans and individual development proposals. Local jurisdictions may adopt specific plans by resolution or ordinance. The CollegeTown Specific Plan (which would replace the existing zoning designations of the CollegeTown area) would be adopted by ordinance and would serve as the zoning for the CollegeTown area. The provisions in the Specific Plan would control the use and development of property in the CollegeTown area to the same extent as if set forth in the City's Zoning Code. The Specific Plan would act as the regulatory document that the City of Fullerton would use to guide development within the CollegeTown area, systematically implement The Fullerton Plan, and help maintain consistency with and carry out the goals, objectives, and policies of The Fullerton Plan. The Specific Plan would provide the flexibility, innovative use of land resources and development, a variety of housing and other development types, and an equitable method of vehicular, public transit, pedestrian, and bicycle access for development of the CollegeTown area. Additionally, the Specific Plan would establish the necessary plans, development standards (e.g., parking requirements, setbacks, building heights, etc.), design guidelines (e.g., architectural styles, building form and massing, landscaping, signage, etc.), regulations, infrastructure requirements, financing methods, and implementation programs (e.g., phasing of improvements, maintenance and operation, improvement and management districts, etc.) on which subsequent project-related development activities within the CollegeTown area would be founded. The Specific Plan would also combine these necessary components into a single document that would be tailored to meet the needs of the CollegeTown area and its surroundings. It is intended that local public works projects, design review plans, detailed site plans, grading and building permits, or any other action requiring ministerial or discretionary approval applicable to the CollegeTown area be consistent with the Specific Plan.

Additionally, although the Zoning Code and zoning map would need to be amended concurrently with adoption of the Specific Plan in order to change the existing zoning designations of the CollegeTown area to CollegeTown SPD, the uses that would be permitted under the Specific Plan would not be dissimilar from those that currently exist throughout the project site.

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#### CSUF Master Plan Consistency

CSUF abuts the northern boundary of the CollegeTown Specific Plan. Among the goals of the current Campus Master Plan is an increase in enrollment capacity from 20,000 to 25,000 full-time-equivalent students. Additionally, the 2025 Campus Master Plan, when approved, is expected to increase parking capacity through the construction of one additional parking structure.

The land use, circulation, and other development-related assumptions of the CSUF Master Plan have been taken into account in the CollegeTown Specific Plan and its related analysis, including the partial closure of Nutwood Avenue between Folino and Titan Drive to create a public plaza, which would provide a central location for community and campus event. Creation of the public plaza would better connect the CollegeTown site to CSUF and improve the safety of crossings. Additionally, implementation of the Specific Plan would help accommodate the housing needs of the student growth anticipated under the CSUF Master Plan by providing additional dwelling units. More specifically, as shown in Table 3-3, *Land Use Plan Statistical Summary*, buildout of the Specific Plan would generate an additional 3,400 dwelling units. The Specific Plan calls for a mix of multifamily residential development in a range of residential product types; it also permits residential uses to be mixed in with other uses within the Mixed Use and Mixed-Use/Institutional designations of the Specific Plan (see Figures 3-6, *Regulating Plan*) in either vertical or horizontal configurations. Therefore, the Specific Plan accommodates the development of a variety of housing types, styles, tenure, and densities that would respond to a wide range of future student housing needs for CSUF and HIU. The Specific Plan would also help reduce the parking needs of the student growth anticipated under the CSUF Master Plan. For example, by providing additional dwelling units within CollegeTown that would cater to CSUF students, this would lead to a reduction in students commuting to CSUF, as students would have an opportunity to live within CollegeTown and thereby be able to walk to the CSUF main campus. Furthermore, the Specific Plan would provide for a range of multimodal forms of transportation that would help reduce the need for students driving to CSUF. For example, the Specific Plan provides sufficient capacity for future (BRT) service planned by OCTA. As shown in Figure 3-9, *Mobility Plan*, a transit hub is proposed at the north end of the Nutwood Plaza roundabout. The transit hub would accommodate bus service, potential street car service, and Bike-N-Ride facility.

Therefore, the proposed project would not significantly impact CSUF's ability to implement its Master Plan.

#### SCAG 2012–2035 RTP/SCS Consistency

Table 5.8-2 provides an assessment of the proposed project's relationship to pertinent 2012–2035 SCAG RTP/SCS goals (see also Section 5.5, *Greenhouse Gas Emissions*, for a consistency analysis with the Orange County SCS). The analysis in Table 5.8-2 concludes that the proposed project would be consistent with the applicable RTP/SCS goals. Therefore, implementation of the proposed project would not result in significant land use impacts related to relevant RTP/SCS goals.

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**Table 5.8-2 Consistency with SCAG's 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy Goals**

RTP/SCS Goal	Project Compliance with Goal
<p><i>RTP/SCS G1:</i> Align the plan investments and policies with improving regional economic development and competitiveness.</p>	<p><b>Not Applicable:</b> This is not a project-specific goal and is therefore not applicable.</p>
<p><i>RTP/SCS G2:</i> Maximize mobility and accessibility for all people and goods in the region.</p> <p><i>RTP/SCS G3:</i> Ensure travel safety and reliability for all people and goods in the region.</p> <p><i>RTP/SCS G4:</i> Preserve and ensure a sustainable regional transportation system.</p> <p><i>RTP/SCS G5:</i> Maximize the productivity of our transportation system.</p>	<p><b>Consistent:</b> Project implementation would ensure that mobility, accessibility, travel safety, and reliability for people and goods would be maximized. The vehicular, public transit, bicycle, and pedestrian circulation improvements that are called for in the Specific Plan (see Figure 3-9, <i>Mobility Plan</i>) would be designed, developed, and maintained to meet the needs of local and regional transportation and to ensure efficient mobility and access. A number of regional and local plans and programs (e.g., Orange County Congestion Management Program, Caltrans Traffic Impact Studies Guidelines, City of Fullerton Traffic Impact Analysis Guidelines) would be used to guide development and maintenance of traffic and circulation improvements within the CollegeTown area and its surrounding roadway network.</p> <p>All modes of public and commercial transit throughout the CollegeTown area would be required to follow safety standards set by state, regional, and local regulatory documents. For example, pedestrian walkways and bikeways must follow safety precautions and standards established by local (e.g., City of Fullerton, County of Orange) and regional (e.g., SCAG, Caltrans) agencies. Additionally, new roadways for motorists and roadway improvements must follow safety standards established for the local and regional plans noted above.</p> <p>All new roadway developments and improvements to the existing transportation networks within the CollegeTown area must also be assessed with some level of traffic analysis (e.g., traffic assessments, traffic impact studies) to determine how individual development projects that would be accommodated by the Specific Plan would impact existing multimodal traffic capacities and to determine the needs for improving future multimodal traffic capacities. A transportation impact analysis was prepared for the proposed project by Fehr &amp; Peers and is included in its entirety in Appendix L of this DEIR. The findings, conclusions, and recommendations of the analysis are provided in Section 5.13, <i>Transportation and Traffic</i>.</p> <p>The proposed project would also help ensure a sustainable transportation system and help maximize the productivity of the transportation system. For example, project implementation would lead to the development of an improved vehicular, public transit, bicycle, and pedestrian circulation system throughout the CollegeTown area and its surroundings. Figure 3-9, <i>Mobility Plan</i>, shows the proposed system of streets, which would include sidewalks and bicycle lanes. These nonvehicular modes of transportation would provide convenient, efficient, and safe access to uses within the proposed project as well as to offsite destinations. Additionally, as shown in Figure 3-9, pedestrian paths connecting development to the proposed street network would be provided in the design of individual development projects. Three roundabouts (traffic circles) would also be installed at key locations (see Figure 3-9) to highlight key intersections and help facilitate vehicular and pedestrian traffic. Roundabouts offer substantial benefits to intersection safety and traffic operations. The Specific Plan also outlines bicycle parking requirements for residential and nonresidential uses.</p> <p>Furthermore, the Specific Plan accommodates current bus service to the CSUF and HIU campuses and to existing commercial, office and residential uses onsite, and it provides sufficient capacity for future BRT service planned by OCTA. As shown in</p>

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Table 5.8-2 Consistency with SCAG's 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy Goals

RTP/SCS Goal	Project Compliance with Goal
	<p>Figure 3-9, a transit hub is proposed at the north end of the Nutwood Plaza roundabout. The transit hub would accommodate bus service, potential street car service, and Bike-N-Ride facility. It would include a transit plaza and bus pull-out with 150 feet of stacking distance for up to two articulated buses. Several existing routes that currently stop along Nutwood Avenue would be redirected to the new transit stop along Commonwealth Avenue. In addition to bus service, the proposed project accommodates a potential street car or urban circulator that would link Fullerton's Transportation Center, downtown area, educational institutions, and other activity centers in a new transit system. The feasibility of an urban circulator is currently being evaluated in a separate project and is not part of this proposed project. The Specific Plan simply provides sufficient right-of-way and a transit stop to accommodate the urban circulator should it become a reality in the future.</p>
<p><b>RTP/SCS G6:</b> Protect the environment and health of our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking).</p>	<p><b>Consistent:</b> The CEQA process ensures that plans at all levels of government consider all environmental impacts. Various sections of this DEIR appropriately address the potential environmental impacts related to development of the proposed project and outline mitigation measures and regulatory requirements to reduce any impacts, as applicable and feasible. For example, Sections 5.2, <i>Air Quality</i>, and 5.5, <i>Greenhouse Gas Emissions</i>, address air quality, energy, and global climate impacts that would occur as a result of implementation of the proposed project, and apply mitigation measures and regulatory requirements to reduce any impacts, as applicable and feasible.</p> <p>The reduction of energy use, improvement of air quality, and promotion of more environmentally sustainable development would be encouraged through the development of alternative transportation modes, green design techniques for buildings, and other energy-reducing techniques. For example, individual development projects that would be accommodated by the proposed project would be required to comply with the provisions of the 2008 Building and Energy Efficiency Standards and the 2010 Green Building Standards Code. Compliance with these provisions would be ensured through the City's development review and building plan check process.</p> <p>Project implementation would also strive to maximize the protection of the environment and improvement of air quality by encouraging and improving the use of the region's public transportation system (i.e., bus and bicycle) for residents and workers that would be generated by the proposed project. As noted above under RTP Goals G2 through G5, the proposed project calls for the enhancement of the existing pedestrian, bicycle, and public transit circulation system.</p> <p>Additionally, the close proximity of existing and future housing units within the CollegeTown area and its surroundings to existing employment and commercial uses and future commercial, office, and institutional uses envisioned by the Specific Plan would reduce vehicle miles traveled by offering alternate modes of traveling (e.g., walking, bicycling) throughout the CollegeTown area and surrounding area, thereby reducing air quality and traffic impacts and greenhouse gas emissions.</p> <p>Furthermore, consistent with the direction of The Fullerton Plan, the Specific Plan is designed to create a sustainable, urban neighborhood focused on the hub of colleges and universities within the area. The goals, development regulations, and design standards and guidelines within the Specific Plan implement the pillars of sustainability and are focused on creating Fullerton's most sustainable neighborhood.</p>

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**Table 5.8-2 Consistency with SCAG’s 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy Goals**

RTP/SCS Goal	Project Compliance with Goal
	The design standards and guidelines of the Specific Plan would promote the development of green buildings, streets, and public spaces, all of which would contribute to a sustainable neighborhood.
<i>RTP/SCS G7:</i> Actively encourage and create incentives for energy efficiency, where possible.	<b>Not Applicable:</b> This is not a project-specific goal and is therefore not applicable.
<i>RTP/SCS G8:</i> Encourage land use and growth patterns that facilitate transit and non-motorized transportation.	<b>Consistent:</b> See response to RTP/SCS Goals G2 through G5.
<i>RTP/SCS G9:</i> Maximize the security of our transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.	<b>Not Applicable:</b> This is not a project-specific goal and is therefore not applicable.

Source: 2012-2305 SCAG Regional Transportation Plan/Sustainable Communities Strategy.

#### 5.8.4 Cumulative Impacts

Implementation of the Specific Plan, in conjunction with other cumulative development in accordance with The Fullerton Plan (see Section 4.5, *Assumptions Regarding Cumulative Impacts*, in Chapter 4), could cause citywide land use and planning impacts. However, upon adoption of the CollegeTown Specific Plan, the proposed project would be consistent with applicable plans, goals, policies, and regulations of The Fullerton Plan, the City’s Zoning Code, and SCAG’s RTP/SCS, as provided in detail above. In accordance with the City’s objectives for CollegeTown, the project site would be developed pursuant to the CollegeTown Specific Plan, which would allow for a wide range of residential, neighborhood commercial, office, and institutional uses within five land use designations: Mixed Use/Multifamily Residential, Mixed Use/Institutional, Mixed Use, Commercial/Office, and Nutwood Plaza Overlay. Chapter 3, Plan and Code, of the Specific Plan outlines the list of permitted uses, development standards, design guidelines, preferred building and frontage types, landscape guidelines, and strategies promoting integration between new development that would occur within CollegeTown and the existing surrounding uses. In addition, a host of jobs, neighborhood commercial, and other support services and uses would be within walking distance of many of the existing and future residential uses. Therefore, development of the proposed project would create a cohesive community of residential, neighborhood commercial, office, institutional and other support uses, contributing to the development of a sustainable urban area of the City. The Specific Plan has also been developed to enable CollegeTown to be constructed incrementally while still achieving a unified, comprehensive development plan.

As with the Specific Plan, cumulative projects would be subject to compliance with the regional and local plans reviewed in this section. Therefore, implementation of cumulative development in accordance with The Fullerton Plan would not combine with the CollegeTown Specific Plan to result in cumulatively considerable land use impacts.

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### 5.8.5 Existing Regulations

- City of Fullerton Municipal Code and Zoning Code

### 5.8.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements, impacts would be less than significant and no mitigation measures are required.

### 5.8.7 Mitigation Measures

Project-level and cumulative impacts to land use and planning are less than significant. No mitigation measures are required.

### 5.8.8 Level of Significance After Mitigation

No significant unavoidable adverse impacts relating to land use and planning would result on a project-specific or cumulative basis.

### 5.8.9 References

Fullerton, City of. 2012, May. The Fullerton Plan.

[http://www.cityoffullerton.com/depts/dev\\_serv/general\\_plan\\_update/the\\_fullerton\\_plan\\_public\\_review.asp](http://www.cityoffullerton.com/depts/dev_serv/general_plan_update/the_fullerton_plan_public_review.asp).

Southern California Association of Governments (SCAG). 2012, April 4. 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS): Towards a Sustainable Future. <http://www.scagrtp.net/download>.

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