

4.7 LAND USE AND PLANNING

4.7.1 METHODOLOGY

This section describes the current land uses on the Beach and Orangethorpe Mixed-Use Specific Plan (BOMUSP) site and in the immediate vicinity and discusses potential land use impacts that could result from implementation of the BOMUSP; it also discusses consistency with relevant policies from the *City of Buena Park General Plan*, the *City's Beach Boulevard Entertainment Corridor Specific Plan*, the Southern California Association of Governments' (SCAG's) *Regional Comprehensive Plan and Guide*, *Regional Transportation Plan*, and *Compass Growth Vision Report* and consistency with the City of Buena Park Zoning Ordinance.

Information presented in this section is based on field reconnaissance, review of aerial photographs, and review of relevant planning documents referenced in this section. Regional and local planning documents were reviewed to determine relevant goals and policies for the site and surrounding land uses, and then compared to the proposed project to determine consistency with applicable land use plans.

4.7.2 REGULATORY SETTING

Regional and local land use and planning programs relevant to the proposed BOMUSP include the SCAG's Regional Comprehensive Plan and Guide, Regional Transportation Plan, and Compass Growth Vision Report; the City of Buena Park General Plan, the City's Beach Boulevard Entertainment Corridor Specific Plan, and the City's Zoning Ordinance. These are each discussed below.

Regional

Southern California Association of Governments

SCAG is the Metropolitan Planning Organization (MPO) for six counties: Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The region encompasses a population that exceeds 18 million persons in an area of more than 38,000 square miles. As the designated MPO, SCAG is mandated by the federal government to research and draw up plans for transportation, growth management, hazardous waste management, and air quality. Among leading activities SCAG undertakes are:

- Maintenance of a continuous, comprehensive, and coordinated planning process resulting in a Regional Transportation Plan (RTP) and a Regional Transportation Improvement Program (RTIP).
- Development of demographic projections plus the integrated land use, housing, employment, transportation programs, measures, and strategies portions of the South Coast Air Quality Management Plan (AQMP), as well as serving as co-lead agency for air quality planning for the Central Coast and Southeast Desert air basin districts.
- Responsibility under the Federal Clean Air Act for determining projects', plans', and programs' conformity with the applicable Air Plan (in this case, the AQMP).
- The function as the authorized regional agency for intergovernmental review of programs proposed for federal financial assistance and direct development activities.

- Review of environmental impact reports for projects having regional significance for consistency with regional plans.
- The function of the authorized areawide waste treatment management planning agency, pursuant to federal water pollution control statutes.
- Responsibility, under State law, for preparation of the Regional Housing Needs Assessment.
- Responsibility, along with the San Diego Association of Governments and the Santa Barbara County/Cities Area Planning Council, for preparing the Southern California Hazardous Waste Management Plan pursuant to the California *Health and Safety Code*.

SCAG has developed a number of plans to achieve the regional objectives. The most applicable to the proposed BOMUSP are the *Regional Comprehensive Plan and Guide* (RCPG), the RTP, and the *Compass Growth Vision Report* (CGV).

Regional Comprehensive Plan and Guide

The SCAG RCPG includes core and ancillary regional policies that apply to development projects. The RCPG contains core policies that pertain to SCAG's statutory mandates (in the areas of transportation, air quality, housing, hazardous waste, and water quality) and ancillary policies that provide voluntary guidance on a broader range of topics including open space, energy and water supply. Table 4.7-2 evaluates the consistency of the proposed BOMUSP with relevant RCPG policies, as identified by SCAG in its response letter to the Notice of Preparation (NOP) (Appendix B).

Regional Transportation Plan

Federal guidelines require all new regionally significant transportation projects to be included in the RTP before they can receive federal or State funds or approvals. The Orange County Transportation Authority (OCTA) submits Orange County projects for inclusion in the RTP. The RTP must be updated and federally approved every four years. Federal approval requires a positive demonstration that the RTP projects will not generate travel emissions that exceed those assumed in the applicable Air Quality Management Plan; this requirement is known as transportation conformity.

SCAG adopted the current RTP, *Making the Connections, 2008 Regional Transportation Plan* (2008 RTP), on May 8, 2008. The 2008 RTP contains a plan to provide adequate highway, transit, rail, aviation, and goods movement infrastructure to meet the region's needs by 2035. The 2008 RTP is a \$531.5 billion plan that emphasizes the importance of system management, goods movement, and innovative transportation financing. It strives to provide a regional investment framework to address the region's transportation and related challenges, and looks to strategies that preserve and enhance the existing transportation system and integrate land use into transportation planning. The 2008 RTP is linked to Orange County's and City of Buena Parks' transportation plans and models in the form of shared growth and travel projections. The 2008 RTP includes goals and policies applicable to transportation and, in some cases, land use projects. Table 4.7-2 evaluates the consistency of the proposed project with relevant 2004 RTP policies as provided in SCAG's NOP response letter (located in Appendix B). The 2004 RTP goals that are applicable to the proposed project are unchanged in the 2008 RTP.

Compass Growth Vision Report

The Compass Growth Vision Report presents the comprehensive growth vision for the six-county SCAG region and presents the achievements of the Compass process. It details the evolution of the draft vision from the study of emerging growth trends to the effects of different growth patterns on transportation systems, land consumption, and other factors.

The Growth Vision Report concentrates on the physical aspects of regional growth—where people and jobs locate, the type and quantity of buildings that may be constructed, and how people and goods move in the region. To address all of the growth visioning principles, SCAG, sub-regions, and cities continue to refine the social, economic, and other components that are also crucial to the Vision's success, including: workforce housing, job training and education, prosperity that reaches everyone, and protection of key open spaces.

SCAG's Compass Blueprint 2% Strategy is a guideline for how and where SCAG can implement the growth vision for Southern California's future. It calls for modest changes to current land use and transportation trends that make up approximately two percent of the land area of the region. SCAG's planning efforts and resources invested according to the 2% Strategy would help meet the SCAG region's goals of improved mobility, livability, prosperity, and sustainability for local neighborhoods and their residents.

The specific plan site is located within a Compass 2% Strategy Area, which traverses major arterial roadways through several jurisdictions, where development is intended to balance employment, housing, and services to reduce vehicle trips and emissions, enhance livability, expand prosperity, and increase sustainability. Table 4.7-2 evaluates the consistency of the proposed BOMUSP with relevant Compass Growth Vision Report policies, as provided in SCAG's NOP response letter (Appendix B).

Local

City of Buena Park General Plan

California law requires each City to adopt a comprehensive, long-range plan for its physical development. The *City of Buena Park General Plan* (General Plan) was adopted in 1994 and revised in 1997 to reflect adopted General Plan amendments. The City is currently in the process of updating the General Plan. However, this update is not complete or adopted. Therefore, the discussion below and the subsequent consistency analysis are based on the current (1994, as amended) General Plan with the exception of the City's existing 2001-2005 Housing Element. The City of Buena Park submitted a draft updated Housing Element to California's Department Housing and Community Development, where it is currently being reviewed. Housing is discussed in Section 4.9, Population, Housing and Employment.

The General Plan is the comprehensive, long-range guide for growth and development in the city. Each element of the Buena Park General Plan contains goals, policies, and implementation programs that are designed to guide the various aspects of future land use, development, and revitalization decisions. The Buena Park General Plan is organized into 12 elements. Seven of these elements are required by State law (Land Use, Circulation, Housing, Open Space and Recreation, Conservation, Safety, and Noise) and the remaining five elements/sections (Air Quality, Growth Management, Infrastructure, Urban Design, and Economics) are either mandated by regional requirements or are optional elements addressing issues relevant to development in the city. A brief description of each General Plan element is provided below. Goals and policies included in the elements that are relevant to the proposed project are identified in Table 4.7-3 with a consistency analysis for the proposed BOMUSP.

Land Use Element

The Land Use Element designates the general location, distribution, and extent of development. This element also indicates standards for population density and development intensities for the various land use categories.

As part of the Land Use Element, all land within the City has been assigned a land use designation, which corresponds to one or more zone districts. The City's Land Use Plan, described in the Land Use Element, divides the City into six planning areas. The project site is located within Buena Park's Central Planning Area. As shown on Exhibit 3.3-1, in Section 3, Project Description, the majority of the site has a General Plan designation of Tourist Entertainment, with portions of the site designated Low Density Residential or Commercial. The Land Use Element also provides for a number of overlay designations that have a development focus beyond the underlying land use designation. The site is within two overlay areas: Civic Center Overlay and Beach Boulevard Entertainment Corridor Specific Plan (ECSP) Overlay. The ECSP is discussed in greater detail below. Table 4.7-1 summarizes the applicable existing land use and overlay designations for the proposed BOMUSP site, as well as the corresponding zone district(s).

**TABLE 4.7-1
LAND USE DESIGNATIONS ON THE BOMUSP SITE**

Designation	Allowable Land Uses	Zone District(s)
<i>Land Use Designation</i>		
Tourist Entertainment	• Tourist and entertainment-oriented development. • Underlying land use designation for the ECSP overlay. • FAR of 2.5:1.0 permitted.	ECSP
Low Density Residential	• Typically refers to single-family detached homes on a single lot, generally 6,000 sf. • Base density of 7.2 housing units per acre. • Population density of 8 to 24 persons per acre.	RS-6
Commercial	• Includes a wide range of convenience, neighborhood, and community shopping commercial development. • FAR up to 0.3:1.0 permitted.	CS
<i>Land Use Overlay</i>		
Beach Boulevard ECSP	• Corresponds to the land area included in the ECSP. • Knott's Berry Farm and other entertainment centers. • Supporting uses such as restaurants, hotels/motels, convention centers, museums, and specialized service and retail uses catering to visitors and residents.	ECSP
Civic Center	• Acknowledges that future opportunities may exist for expansion of public and institutional uses in the vicinity of the city's existing civic center.	N/A
FAR = floor area ratio, or the ratio of a building's floor area to the net developable land area of the building's parcel. The larger the first number is, the taller the allowable structures. FAR is a common measurement of non-residential development intensity. sf = square feet N/A = not applicable Source: Buena Park General Plan 1994, as amended.		

In addition to the General Plan Land Use Plan, there are other land use planning ordinances and documents that are applicable to all or portions of the city. The project site is located within the City's Consolidated Redevelopment Project Area. As stated in the General Plan,

“redevelopment is, and will continue to be, an important implementation tool for promoting the types of development envisioned under this General Plan.” The Consolidated Redevelopment Project Area is addressed later in this section.

Circulation Element

The Circulation Element promotes the development and maintenance of a safe, efficient, and serviceable transportation system to facilitate the movement of people and goods within and through the city. The Circulation Element identifies both Beach Boulevard and Orangethorpe Boulevard as Major Arterial Highways. Major Arterial Highways are designed to “carry vehicles to or from the freeways, principal arterials, and primary arterials.” The existing traffic conditions in the project study area are described in Section 4.11, Transportation, of this EIR.

Infrastructure Element

The Infrastructure Element focuses on ensuring adequate public infrastructure for existing and future development such as water supply, sewer, and storm drain systems as well as protection from flood hazards. The Infrastructure Element identifies the northwestern corner of the project site as within the “Special Flood Hazard Areas Inundated by 100-year Flood.” This existing condition is identified and discussed in Section 4.5, Hazards and Hazardous Materials, and Section 4.6, Hydrology and Water Quality, of this EIR.

Open Space and Recreation

The Open Space and Recreation Element describes programs and policies designed to protect and enhance open space resources in the city and to meet the recreational needs of residents. The proposed BOMUSP site is located at the northern end of the city-defined Entertainment Corridor, which contains several regional tourist entertainment destinations. This General Plan Element states that most of the city’s parks and recreational facilities are located in residential neighborhoods. Also, the city uses joint-use agreements with local school districts to share recreational facilities. Recreation is discussed in Section 4.10, Public Services, of this EIR.

Conservation Element

The Conservation Element establishes policies related to the conservation, development, and use of natural resources in the city, including those related to historic preservation and urban design. The Conservation Element focuses on four key areas: paleontological and cultural resources, ecological resources, geologic resources, and water resources. The Conservation Element does not identify any paleontologically, historically, or ecologically significant sites on the project site. Cultural resources are discussed in Section 4.3 of this EIR.

Air Quality Element

While not required under State law, the South Coast Air Quality Management District (SCAQMD) requires all cities within their jurisdiction which includes the City of Buena Park, to implement measures for improved air quality. The Air Quality Element of the General Plan incorporates federal, State, and SCAQMD mandates regarding transportation and trip reduction to improve local air quality. Air quality is discussed in Section 4.2 of this EIR.

Safety Element

The Safety Element provides the foundation for emergency preparedness planning in the city and identifies natural and man-made hazards to be considered in land use planning. Geologic

and seismic, flood, fire, climatological, electrical, transportation accidents, civil disturbance, terrorism, and hazardous materials are addressed. The Safety Element identifies the site within an area of “Moderate Liquefaction Susceptibility.” Seismic risks are discussed in Section 4.4, Geology and Soils. This General Plan Element also identifies the site as within the Brea Dam/Carbon Canyon Dam Inundation Area and the northwestern corner is within a 100-year flood zone, as mentioned above under the Infrastructure Element. The potential for flooding on the project site is identified and discussed in Section 4.5, Hazards and Hazardous Materials, and Section 4.6, Hydrology and Water Quality, of this EIR. Finally, this Element identifies both Beach Boulevard and Orangethorpe Avenue as “Emergency Evacuation Routes.” Traffic and emergency access is discussed in Section 4.11, Transportation, of this EIR.

Economic Element

The Economic Element promotes the retention of existing businesses and the creation of new opportunities for future economic growth and development while protecting environmental quality. Economic elements are optional under State law. The Economic (and Land Use) Elements provide for the continued implementation of the ECSP, which currently includes the project site. The Economic Element also promotes the continued expansion of the City’s Entertainment Corridor. As mentioned above, the project site is also within a redevelopment area.

Urban Design Element

The Urban Design Element focuses on the city’s appearance through the design of buildings, streetscape, and neighborhoods. The purpose of this element is to enhance the livability and value of improvements by ensuring quality design. The Urban Design Element, combined with the Land Use Element, supports the concept of master planning for key areas of the city. This Element states that the resulting specific plans (such as the proposed for the project site) for development in these key areas would include architectural and landscaping design guidelines. In addition, the Urban Design Element provides for the continued implementation of the ECSP, which includes the project site.

Noise Element

The Noise Element examines the existing and future noise environment, and promotes policies to reduce noise in the community. The City of Buena Park has a Noise Control Ordinance that follows the *County of Orange Noise Control Ordinance* and sets exterior and interior noise standards for residential areas. The Noise Element identifies Beach Boulevard as one of the major sources of vehicular noise in the city. In addition, this Element defines the City’s Noise Mitigation Plan, which includes the *City of Buena Park Noise Ordinance*.

Housing Element

The City’s existing 2000–2005 General Plan Housing Element provides a long-term blueprint for housing production goals, considered within the context of local and regional trends. The City submitted the draft updated Housing Element to California’s Department of Housing and Community Development (HCD) in March 2008, and it is current being reviewed. Both the existing and draft updated Housing Elements address new production targets set by HCD to encourage each jurisdiction in California to provide its fair share of extremely low, very low, low, moderate, and above moderate income housing needed during a designated five-year time period. Housing is further discussed in Section 4.9, Population, Housing, and Employment, of this EIR.

Growth Management Element

The purpose of the Growth Management Element is to promote orderly growth and development based on the City's ability to provide an adequate circulation system, pursuant to the Countywide Traffic Improvement and The League of California Cities Growth Management Plan Component. The Growth Management Element defines policies that require development fee mitigation to offset traffic from new projects and to strive for a balance of residential, non-residential, and public land uses in the city.

Beach Boulevard Entertainment Corridor Specific Plan

The City adopted the *Beach Boulevard Entertainment Corridor Specific Plan* (ECSP) in 1987 and last amended it in February 2000. The ECSP was prepared to guide development within the "Entertainment Corridor," which is the area along Beach Boulevard (State Route [SR] 39) roughly between Orangethorpe Avenue and La Palma Avenue as well as the northeastern corner of Beach Boulevard and Orangethorpe Avenue (project site); the southeastern corner of Beach Boulevard and La Palma Avenue; and three properties at the northeastern corner of Crescent Avenue and Western Avenue. The ECSP was created in response to the existing and potential future tourist and visitor economy based on the concentration of attractions in the City of Buena Park along the Entertainment Corridor, such as Knott's Berry Farm and the now-closed Movieland Wax Museum, Pirate's Adventure and Medieval Times. The Entertainment Corridor area developed in an unplanned way and is in large part an outgrowth of facilities that support or benefit from Knott's Berry Farm, which is the City's main tourist attraction. As the corridor became 20 to 30 years of age, the area transitioned as new development replaced old development on a lot-by-lot basis and other gradual changes took place. Therefore, the ECSP was developed and amended periodically to reflect planning strategies and requirements to provide a comprehensive strategy for development within the corridor.

The ECSP area is divided into four Design Theme Districts based on existing conditions and an analysis of theme potentials. The project site is located within the California District, intended to be a service commercial and recreational area where the architectural intent is a "contemporary southern California scene." Within each Design Theme District are two or more sub-districts. The project site is within the California District's Land Use Sub-District A1, Neighborhood Commercial Center & Recreational. This area is targeted for development of new local-serving development that capitalizes on freeway access.

The California District's Land Use Sub-District A1 is one of four sub-districts identified in the ECSP that require master planning for the entire sub-district. The ECSP states that the objectives for the master planning requirement are to integrate facilities and circulation; encourage review and approval of the sub-district as a whole; and to protect adjacent residential interests.

City of Buena Park Zoning Ordinance

The Buena Park Zoning Ordinance (Title 19, *Zoning*, of the *City of Buena Park City Code*) is the primary tool for implementing the City's General Plan. It provides development standards (e.g., setbacks, building height, and dwelling units per lot). In addition to guiding land uses, design, and improvements of development projects, the Zoning Ordinance provides detailed guidance for development based on and consistent with the land use policies established in the General Plan. Current zoning for the project site is Entertainment Corridor Specific Plan (ECSP), One Family Residential (RS-6) and Commercial General (CG) (Exhibit 3.3-1, in Section 3, Project Description).

Redevelopment Agency

The City of Buena Park formed a Redevelopment Agency in 1979. The Redevelopment Agency has developed strategies and guidelines for redevelopment of blighted areas in the City included in the Consolidated Redevelopment Project Area, which includes the project site. Redevelopment is an implementation tool for promoting the types of development envisioned under the General Plan. Land Use policy calls for the preparation of new specific plans in the Redevelopment Project Area between the I-5 and the Santa Fe Railroad tracks. Implementation may rely, to a large extent, on redevelopment assistance to accomplish the aims of the General Plan and individual specific plans.

4.7.3 EXISTING CONDITIONS

On-Site and Surrounding Land Uses

Land uses on and surrounding the project site are shown on the aerial photograph presented in Exhibit 3.2-1 in Section 3, Project Description. The approximate 12.75-acre site is relatively flat with site elevations ranging between 70 and 79 feet above mean sea level (msl). The square-shaped project site is comprised of multiple parcels and is bound by Melrose Street to the north, Brenner Avenue to the east, Orangethorpe Avenue to the south, and Beach Boulevard to the west.

Approximately 6.7 acres of the project site, including the center and southeastern portions, consist of vacant, dirt- and/or weed-covered areas surrounded by chain-link fencing. Developed land uses on the remainder of the site include one single-family residence on Orangethorpe Avenue, single-family residential properties along the northern and eastern perimeter, and commercial land uses within the northwestern and southwestern corners of the site. These commercial uses include three restaurants (Pizza Hut, Donut Express, Karuta Japanese Restaurant), Buena Park Car Wash, and a Valero Service Station.

Areas surrounding the project site are fully developed with a mix of urban land uses. Commercial, retail, single-family and multi-family residential, educational, and worship-related land uses are all present within one to two blocks of the project site. In the immediate project vicinity, areas generally to the south and west are primarily hotels/motels and various restaurants, including fast food and eat-in chain restaurants, as well as other types of retail and commercial uses. Single-family residential land uses are located east, north, and northwest of the project site.

Development in the surrounding area generally consists of structures between one and three stories, with occasional taller structures such as the seven-story Hampton Inn & Suites located across the street from the project site on Orangethorpe Avenue. There is abundant off-street parking in surface lots associated with retail centers near the project site. There are no parks in the immediate project vicinity.

4.7.4 THRESHOLDS OF SIGNIFICANCE

The following significance criteria are derived from Appendix G of the State CEQA Guidelines. The proposed BOMUSP would result in a significant impact related to land use and planning policies if it would:

Threshold 7.1: Physically divide an established community.

Threshold 7.2: 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.

As previously discussed in Section 2.2.2, Effects Found Not to be Significant, during preparation of the Initial Study, the City of Buena Park determined that the proposed project would not have a significant impact for the following threshold and no further analysis of this issue is presented in this section.

- Conflict with any applicable habitat conservation plan or natural community conservation plan?

4.7.5 ENVIRONMENTAL IMPACTS

Impact Analysis

Threshold 7.1: *Would the project physically divide an established community?*

Phase 1 and Phase 2

The City of Buena Park's Redevelopment Agency has established "blighted" areas within the city, which are within the Redevelopment Agency's Consolidated Redevelopment Project Area. Blighted areas are defined as sections of a city in which the majority of the structures are dilapidated or do not meet building codes and/or have become an economic liability to a community. The project site is within the Consolidated Redevelopment Project Area. Since at least 1994 when the General Plan was adopted, it has been the intent of the City of Buena Park to redevelop the property with the types of development envisioned under the General Plan.

Some of the properties on the project site are potentially subject to eminent domain; however, single-family residential land uses are exempt from this authority. Under the BOMUSP, the existing on-site single-family homes would be legal conforming uses and maintain all the rights, privileges, and requirements of the Buena Park Zoning Code RS-6 (Single-Family Residential) criteria. The standards outlined in the proposed BOMUSP require that the future development of the property is compatible with any remaining on-site and adjacent single-family residential uses.

For purposes of analysis in this EIR, the proposed BOMUSP would be implemented in two phases; however, it is noted that economic market conditions may result in more phases. Exhibit 3.3-3, Phasing Plan, in Section 3, Project Description shows the proposed phasing. Implementation of Phase 1 would involve the demolition of the following existing structures:

- One single-family home on Orangethorpe Avenue;
- Five single-family homes on Brenner Avenue;
- Valero Service Station on the corner of Beach Boulevard and Orangethorpe Avenue; and
- Buena Park Car Wash on Beach Boulevard.

The current development rights of single-family residences on Melrose Street and Brenner Avenue will be fully retained with development standards included as part of the BOMUSP, stated in ST-1. The existing single-family residences will be legal conforming uses with all associated entitlements and privileges of the RS-6 zone, including the current right to rebuild and expand as well as maintain buffering, separation, and distance requirements from commercial development. However, the single residential property located on Orangethorpe Avenue is subject to eminent domain¹ because it is located in the CG zone, not the residential RS-6 zone, and is therefore a non-conforming use.

The Redevelopment Agency is currently in the process of negotiating the purchase of the Valero Service Station and the Buena Park Car Wash properties. The Project Applicant is in the process of negotiating purchase of the remaining commercial properties on the project site (i.e., Karuta Japanese Restaurant, Pizza Hut, and Donut Express) as well as each homeowner on the project site. Implementation of Phase 2 would require the demolition of the remaining existing structures on the project site:

- Eight single-family homes along Melrose Street;
- Two single-family homes along Brenner Avenue;
- Pizza Hut on Beach Boulevard;
- Karuta Japanese Restaurant on Beach Boulevard; and
- Donut Express on Beach Boulevard.

Therefore, the proposed BOMUSP assumes that development of Phase 1 would retain the eight single-family homes along Melrose Street and the two single-family homes along Brenner Avenue, which constitutes the majority of the homes on the project site. The Phase 2 property includes all of the remaining residential properties, assuming each property owner negotiates a satisfactory agreement with the Project Applicant for purchase of their property. If the Project Applicant does not acquire the residential homes and commercial businesses located within the Phase 2 boundaries, then the development of the BOMUSP would be limited to the property generally contained within Phase 1 and any additional properties purchased by the Project Applicant and/or the Redevelopment Agency. As such, property owners could choose not to negotiate a settlement and remain on site which would not preclude implementation of the proposed BOMUSP.

Consistent with the goals of the City's General Plan, implementation of the BOMUSP would redevelop a blighted area, and would bring additional residents to the project site. Therefore, any residential property owners that choose to remain on site, as well as residential property owners across the street along Melrose Street and Brenner Avenue, would be a part of a larger residential area that includes the proposed on-site residential units. Additionally, development under the proposed BOMSUP would occur south and west of existing residential uses; there are no other residential neighborhoods surrounding the project site. Therefore, the proposed project would not result in the division of an established community.

Off-Site Project Features and Caltrans-Related Project Features

Off-site and Caltrans-related project features would not displace any existing uses or require long-term disruption to traffic operations or provision of utilities. Therefore, the off-site project features would not physically divide an established community and there would be no impact.

¹ The power of the state to take private property for public use with payment of compensation to the owner (www.dictionary.com).

Impact 7.1: The proposed BOMUSP would involve the redevelopment of property within the project boundary including the displacement of 16 single-family residences. Implementation of the BOMUSP would support the City's redevelopment goals, as stated in the General Plan. While buildout of the proposed BOMUSP would require removal of the existing homes within the project site; the first phase of development could be implemented with these homes remaining in place. The project would not physically divide an established community; this impact would be less than significant. .

Threshold 7.2: *Would the project 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?*

As discussed above, there are a number of interrelated land use planning documents and programs that apply to the project site and its surrounding area. Implementation of the proposed BOMUSP would require the following discretionary land use approvals by the City of Buena Park:

- **General Plan Amendment.** The existing land use designations for the project site are Tourist Entertainment, Low-Density Residential, and Commercial. As part of the proposed project, the Project Applicant has requested a General Plan Amendment to change the land use designation for the property under the Applicant's ownership and property or controlled by the City of Buena Park Redevelopment Agency (Redevelopment Agency) to "Beach and Orangethorpe Mixed-Use Specific Plan" (BOMUSP).
- **Zone Change.** Current zoning for the project site is ECSP, One Family Residential (RS-6), and Commercial General (CG). As part of the proposed BOMUSP, the Project Applicant has requested that the zoning for the property under its ownership and property or controlled by the Redevelopment Agency be changed to "Beach and Orangethorpe Mixed-Use Specific Plan (BOMUSP)."
- **Adoption of the Beach and Orangethorpe Mixed-Use Specific Plan** The proposed BOMUSP identifies the maximum allowable development within the boundaries of the specific plan area. Should the BOMUSP be approved, future development proposals (e.g., tentative tract maps, precise plans) would be developed and reviewed by the City for compliance with provisions of the BOMUSP. The BOMUSP involves the creation of an urban mixed-use development on the 12.75-acre project site. The BOMUSP would be developed in at least two phases, which include the development of the following: 1,000 residential units, 355,000 square feet (sf) of retail development, a 300-room/277,000-sf hotel, and up to 3 levels of subterranean parking.
- **Amendment to the Entertainment Corridor Specific Plan.** The existing ECSP identifies most of the project site as Sub-District A1; which would be deleted from the ECSP.
- **Development Agreement.** Pursuant to Government Code Section 65864 et seq. a development agreement is proposed between the applicant and the City of Buena Park. The development agreement provides for a maximum of five years for the applicant to begin construction and includes "outside" performance dates for completion of the various components of the BOMUSP. If approved, and if applicant remains in

compliance with the development agreement performance requirements, the BOMUSP rules and development regulations would remain in place and cannot be significantly modified during the 20 year term of the agreement unless both parties agree.

For the discretionary actions listed above, an analysis of the proposed actions compatibility with existing regional and local plans is required. The applicable regional and local plans were listed and described in Section 4.7.3 above. The proposed BOMUSP's consistency with each of these plans and policies is addressed below. For this program-level analysis, the various project components (Phase 1 and Phase 2, Off-site Project Features, and Caltrans-Related Project Features) are addressed comprehensively. Therefore, the analysis describes the consistency of the project as a whole with local and regional plans and policies.

SCAG Regional Planning Programs

Table 4.7-2 provides an assessment of the proposed BOMUSP's consistency with SCAG policies identified by SCAG in its NOP response letter (located in Appendix B) and applicable policies in the *Regional Comprehensive Plan and Guide*, the *Regional Transportation Plan*, and the Compass Growth Visioning Principles. The proposed BOMUSP site is within a designated 2% Strategy Opportunity Area identified in SCAG's Compass Growth Vision Report. The proposed BOMUSP's consistency with SCAG's Regional Housing Needs Assessment (RHNA) is addressed in Section 4.9, Population, Housing, and Employment. Where one or more sections of the EIR provide further discussion relevant to the consistency analysis, these are included in parentheses in the table below.

**TABLE 4.7-2
SCAG POLICY CONSISTENCY ANALYSIS**

Policy		Consistency Analysis
<i>Regional Comprehensive Plan and Guide</i>		
<i>Growth Management Chapter Policies</i>		
3.01	The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies, shall be used by SCAG in all phases of implementation and review.	While the proposed BOMUSP would substantially increase growth at a local level in the City of Buena Park, the project's population, housing, and employment growth are within the overall regional projections for Orange County, Regional Statistical Area J-35, and the SCAG region. Therefore, the proposed BOMUSP is consistent with this policy. (Section 4.9)
3.02	In areas with large seasonal population fluctuations, such as resort areas, forecast permanent populations. However, appropriate infrastructure systems should be sized to serve high-season population totals.	The proposed BOMUSP includes a maximum permanent population based on a total of 1,000 multi-family units. Implementation of the infrastructure (roadways, utilities, etc.) necessary to support the maximum development of the project, including hotel uses and possible office uses, is required as part of the BOMUSP. (Section 3.0)
3.03	The timing, financing, and location of public facilities, utility systems and transportation systems shall be used by SCAG to implement the region's growth policies.	The BOMUSP would include implementation of all necessary additions and/or upgrades to the wastewater, water, and storm drain infrastructure; payment of SB 50 fees for school services; and payment of park in-lieu fees in accordance with the <i>City of Buena Park Municipal Code</i> . In addition, the Property Owner/Developer shall be responsible for all traffic intersection and ramp improvements from direct impacts of the project and the fair share of the intersection improvements from the cumulative impact of the project. (Sections 4.10 and 4.12)

**TABLE 4.7-2
SCAG POLICY CONSISTENCY ANALYSIS
(Continued)**

Policy	Consistency Analysis
3.04 Encourage local jurisdictions' efforts to achieve a balance between the types of jobs they seek to attract and housing prices.	The proposed BOMUSP would provide new jobs (associated with commercial and potential office uses), and would also provide up to 1,000 new homes in the city which is considered jobs rich. The provision of a mixed use development helps to achieve a jobs/housing balance. The proposed high-rise residential uses would introduce a new housing product to the city. (Section 4.9)
3.05 Encourage patterns of urban development and land use, which reduce costs on infrastructure construction and make better use of existing facilities.	Section 3, Project Description, discusses the proposed infrastructure system (wet and dry utilities) that would be constructed with the proposed in-fill project, and connections that would be made to existing facilities. The proposed infrastructure systems would connect to the closest existing facilities provided by the service providers to reduce the cost of infrastructure construction. Additionally, the Property Owner/Developer would be responsible for the installation/construction of the infrastructure necessary to serve the proposed project.
3.09 Support local jurisdictions' efforts to minimize the cost of infrastructure and public service delivery, and efforts to seek new sources of funding for development and the provision of services.facilities.	
3.06 Support public education efforts regarding the costs of various alternative types of growth and development.	This policy is not applicable to the proposed project.
3.10 Support local jurisdictions' actions to minimize red tape and expedite the permitting process to maintain economic vitality and competitiveness.	One of the primary entitlements sought for the project is a specific plan, which governs both the land use and the processing of the project. The proposed project would be carried out within the City of Buena Park, according to the permit and planning requirements set by the City and the BOMUSP. Per the BOMUSP requirements, precise plans for development will be prepared to address project specific details (e.g., the location of structures, parking, and architecture) and is intended to result in more efficient planning and permitting. (Sections 3.0, 4.7)
3.11 Support provisions and incentives created by local jurisdictions to attract housing growth in job-rich subregions and job growth in housing-rich subregions.	Implementation of the BOMUSP would create a world-class urban experience for residents and visitors through the cohesive development of a well-balanced mix of upscale residential, retail, restaurant, entertainment, hotel, and office land uses. Both the County of Orange and the City of Buena Park are expected to become slightly more jobs-rich over time and the BOMUSP would not change this result, but would slightly lessen the degree to which they are jobs-rich. The project's jobs/housing relationship is not inconsistent with SCAG regional growth policies (Section 4.9)
3.12 Encourage existing or proposed local jurisdictions' programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.	Implementation of the BOMUSP would minimize the impact to the environment through the development of a mixed-use community that encourages residents to work and shop in close proximity to their homes, minimizing their need for automobile trips." The project is an infill development with existing transit access via an OCTA bus stop on Beach Boulevard and is located near the Buena Park Metrolink station. In addition, project implementation requires the implementation of a Trip Reduction Program to reduce single-occupant vehicle trips by 10 percent. There are a number of transit-oriented strategies that could be implemented by the BOMUSP to encourage alternate modes of travel, including informational strategies, incentives, and services. (Section 3.0 and 4.11)

**TABLE 4.7-2
SCAG POLICY CONSISTENCY ANALYSIS
(Continued)**

Policy	Consistency Analysis
3.14 Support local plans to increase density of future development located at strategic points along the regional commuter rail, transit systems, and activity centers.	The BOMUSP would increase the density of residential and commercial development along major regional and local thoroughfares and near the Buena Park Metrolink station, and would promote alternative means of transportation through the implementation of informational strategies, incentives, and services. (Section 3.0 and 4.11)
3.17 Support and encourage settlement patterns, which contain a range of urban densities.	The BOMUSP would permit up to 1,000 multi-family units, which provides diversity in the City's housing stock, which is predominantly single-family. Implementation of the BOMUSP would be the first dense mixed-use development within the City of Buena Park. (Section 3.0)
3.18 Encourage planned development in locations least likely to cause environmental impact.	The BOMUSP would be an infill project on underutilized property with no sensitive biological resources existing on the site. The site is an appropriate location for the density proposed in the BOMUSP because it is adjacent to major transportation thoroughfares (I-5, SR-91) and public transportation amenities. Based on CMP guidelines, there would not be a significant traffic impact to the I-5 or SR-91. Mitigation is feasible for all traffic impacts, although improvements along Beach Boulevard and at SR-91/Beach Boulevard are under the jurisdiction of Caltrans and the City of Buena Park cannot require Caltrans to approve implementation of these improvements. Implementation of the BOMUSP would require the clean-up of on-site groundwater and soil contamination. The site does not contain any known historic resources, mineral resources, or agricultural resources. The site is subject to local flooding, which would be alleviated by implementation of the BOMUSP. Although flooding in the Fullerton Creek Channel would be impacted by the project, mitigation for impacts is feasible and implementation of the BOMUSP is contingent upon addressing flooding concerns to the satisfaction of the Orange County Flood Control District. (Section 4.9, 4.5, 4.6, 4.9)
3.21 Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.	There are no recorded cultural resources on or near the project site. The EIR contains measures to mitigate potential impacts in the event of an unanticipated discovery. (Section 4.3)
3.22 Discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.	The project site is flat, is not located in a high fire hazard area, and would be constructed according to California Building Code standards for seismic considerations. The northwestern corner of the site lies within a FEMA 100-year flood hazard zone. Proposed infrastructure improvements would resolve the existing flooding problems in the project area and on-site structures would be constructed a one foot minimum above the 100-year flood water surface elevation. Although flooding in the Fullerton Creek Channel would be impacted by the project, mitigation for impacts is feasible and implementation of the BOMUSP is contingent upon addressing flooding concerns to the satisfaction of the Orange County Flood Control District. (Section 4.6)

**TABLE 4.7-2
SCAG POLICY CONSISTENCY ANALYSIS
(Continued)**

Policy	Consistency Analysis
3.23 Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.	The BOMUSP would be constructed in accordance with the City's Noise Ordinance. In addition, mitigation measures have been identified to reduce noise and vibration from project construction to the maximum extent. There would be no impacts related to biological and ecological resources. The BOMUSP would be constructed according to California Building Code standards for seismic considerations and emergency response requirements. (Section 4.4)
3.26 Encourage employment development in job-poor localities through support of labor force retraining programs and other economic development measures.	This policy is not applicable to the project since the City of Buena Park is in a jobs-rich area. However, The BOMUSP would create approximately 1,090 jobs without office uses and 1,870 with office uses related to the hotel, retail, and commercial land uses. (Section 4.9)
3.27 Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as: public education, housing, health care, social services, recreational facilities, law enforcement, and fire protection.	The BOMUSP includes a sustainability component that describes measures to incorporate sustainability in the design and operation of the development, reduce greenhouse gas emissions and increase energy efficiency. The BOMUSP would include implementation of all necessary additions and/or upgrades to the wastewater, water, and storm drain infrastructure; payment of SB 50 fees for school services; and payment of park in-lieu fees in accordance with the <i>City of Buena Park Municipal Code</i> . In addition, the Property Owner/Developer shall be solely responsible for all traffic intersection and ramp improvements from direct impacts of the project and the fair share of the intersection improvements from the cumulative impact of the project. (Sections 4.10, 4.12, 4.13)
<i>Air Quality Chapter Core Actions</i>	
5.07 Determine specific programs and associated actions needed (e.g., indirect source rules, enhanced use of telecommunications, provision of community based shuttle services, provision of demand management based programs, or vehicle-miles-traveled/emission fees) so that options to command and control regulations can be assessed.	The proposed BOMUSP requires compliance with a Trip Reduction Program to reduce single occupant vehicle trips by 10 percent. There are a number of transit-oriented strategies that could be implemented by the BOMUSP to encourage alternate modes of travel, including informational strategies, incentives, and services. (Section 3.0)
5.11 Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional and local) consider air quality, land use, transportation and economic relationships to ensure consistency and minimize conflicts.	The EIR provides an analysis of the proposed BOMUSP's consistency with all applicable plans and policies, including the <i>City of Buena Park General Plan</i> , the <i>City of Buena Park Zoning Ordinance</i> , and SCAG policies. The project would be consistent with the intent of Policy 5.11. Project impacts related to air quality, land use, and transportation are addressed in the technical sections (Sections 4.2, 4.7, and 4.11, respectively).
<i>Water Quality Chapter</i>	
11.07 Encourage water reclamation throughout the region where it is cost-effective, feasible, and appropriate to reduce reliance on imported water and wastewater discharges. Current administrative impediments to increased use of wastewater should be addressed.	If feasible, dewatering discharge and/or storm water runoff would be treated in accordance with Title 22 and Title 17 of California <i>Water Code</i> requirements and used for on-site irrigation to reduce potable water demand. (Section 4.6)

**TABLE 4.7-2
SCAG POLICY CONSISTENCY ANALYSIS
(Continued)**

Policy	Consistency Analysis
Regional Transportation Plan Policies	
4.01 Transportation investments shall be based on SCAG's adopted Regional Performance Indicators.	This policy addresses transportation investments and is not applicable to the proposed project. The proposed project is consistent with RTP land use and growth strategies by providing housing adjacent to concentrated employment centers.
RTP G1 Maximize mobility and accessibility for all people and goods in the region.	The project is consistent with these goals. The BOMUSP would increase the density of residential and commercial development along major regional and local thoroughfares and near the Buena Park Metrolink station. The proposed BOMUSP requires compliance with a Trip Reduction Program to reduce single occupant vehicle trips by 10 percent. There are a number of transit-oriented strategies that could be implemented by the BOMUSP to encourage alternate modes of travel, including informational strategies, incentives, and services. (Section 4.2)
RTP G2 Ensure travel safety and reliability of all people and goods in the region	
RTP G3 Preserve and ensure a sustainable regional transportation system	
RTP G4 Maximize the productivity of our transportation system.	
RTP G6 Encourage land use and growth patterns that complement our transportation investments.	
Regional Growth Visioning Principles	
Principle 1: Improve mobility for all residents. - Encourage transportation investments and land use decisions that are mutually supportive. - Locate new housing near existing jobs and new jobs near existing housing. - Promote a variety of travel choices.	The project is consistent with this principle. There are a number of transit-oriented strategies that could be implemented by the BOMUSP to encourage alternate modes of travel, including informational strategies, incentives, and services. The BOMUSP would implement up to 1,000 multi-family units, which provides diversity to the City's housing stock, and would create approximately 1,090 jobs without office uses and 1,870 with office uses related to the hotel, retail, and commercial land uses. The BOMUSP is a mixed-use, infill, redevelopment project that maximizes the use of existing transportation, utility, and public services infrastructure and provides fee payment or physical support of all affected infrastructure to support development of the project. (Section 4.9)
Principle 2: Foster livability in all communities. - Promote developments which provide a mix of uses. - Promote "people scaled, "walkable communities. - Support the preservation of stable, single-family neighborhoods.	Implementation of the BOMUSP would create a world-class urban experience for residents and visitors through the cohesive development of a well-balanced mix of upscale residential, retail, restaurant, entertainment, hotel, and office land uses. The project would provide a walkable downtown community that provides for safe and convenient pedestrian movement, public spaces available for special events, and opportunities for residents, employees, and visitors to interact, socialize, and recreate. In addition to providing new residential uses, the BOMUSP includes provisions to protect the existing single-family residential land uses located within and/or adjacent to the project site. (Section 3.0)

**TABLE 4.7-2
SCAG POLICY CONSISTENCY ANALYSIS
(Continued)**

Policy	Consistency Analysis
Principle 3: Enable prosperity for all people. - GV P3.1 Provide in each community a variety of housing types to meet the housing needs of all income levels. - GV P3.2 Support educational opportunities that promote balanced growth. - GV P3.3 Ensure environmental justice regardless of race, ethnicity, or income class. - GV P3.4 Support local and state fiscal policies that encourage balanced growth. - GV P3.5 Encourage civic engagement.	The project is consistent with this principle. The BOMUSP would provide up to 1,000 multi-family units, which provides diversity to the City's housing stock that is predominantly single-family. The BOMUSP includes provisions to protect the rights of on-site single-family residential properties, if remaining, and includes height restrictions and setbacks to provide a transition between the project and adjacent residential land uses. (Section 3.0)
Principle 4: Promote sustainability for future generations. - GV P4.2 Focus development in urban centers and existing cities. - GV P4.3 Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution and significantly reduce waste. - GV P4.4 Utilize "green" development techniques.	The project is consistent with this principle. The BOMUSP is a mixed-use, infill, redevelopment project that maximizes the use of existing transportation, utility, and public services infrastructure and provides fee payment or physical support of all affected infrastructure to support development of the project. The BOMUSP includes a sustainability component that describes measures to reduce greenhouse gas emissions and increase energy efficiency. (Section 3.0 and 4.2)
OCTA – Orange County Transportation Authority SB – Senate Bill FEMA – Federal Emergency Management Agency	

City of Buena Park General Plan

City of Buena Park General Plan goals and policies that are applicable to the proposed project and an analysis of the BOMUSP consistency with these policies are provided in Table 4.7-3. Where one or more sections of the EIR provide further discussion relevant to the consistency analysis, these are included in parentheses in the table below.

**TABLE 4.7-3
BUENA PARK GENERAL PLAN CONSISTENCY ANALYSIS**

Goals and Policies	Consistency Analysis
Land Use Element	
Goal 1: Ensure that proposals for development and redevelopment are compatible with existing development and promote and enhance the quality of life in the City.	
Policy 1.1 Utilize specific plans, where appropriate, to guide development in identified target areas.	The proposed project is a specific plan (BOMUSP). (Section 3.0)
Policy 1.2 Protect the existing viable single-family residential neighborhoods from the intrusion of incompatible uses.	The BOMUSP would provide up to 1,000 multi-family units, which provides diversity to the City's housing stock that is predominantly single-family. The BOMUSP includes provisions to protect the rights of on-site single-family residential properties, if remaining, and includes height restrictions and setbacks to provide a transition between the project and adjacent residential land uses. (Section 3.0)
Policy 1.3 Protect existing viable single-family residential areas from the intrusion of multi-family uses.	

**TABLE 4.7-3
BUENA PARK GENERAL PLAN CONSISTENCY ANALYSIS
(Continued)**

Goals and Policies	Consistency Analysis
Policy 1.4 Continue to maintain consistency between the general plan and other related plans and ordinances critical to the Land Use Element's implementation.	With implementation of the required land use approvals, the BOMUSP would be consistent with the <i>City of Buena Park General Plan</i> , the City's Zoning Ordinance, and the ECSP. (Section 4.7)
Policy 1.5 Promote development that is compatible with the <i>Airport Environs Land Use Plan</i> in the areas that are affected by the Fullerton Municipal Airport.	The proposed project would be developed in accordance with FAA height restrictions and FAR Part 77 project review requirements, as well as the Orange County Airport Land Use Committee's project review requirements, based on the project site's location with the Airport Environs Land Use Plan for the Fullerton Municipal Airport (Section 4.5).
Policy 1.6 Refer to the <i>Airport Land Use Commission</i> , for a determination of consistency with the <i>Airport Environs Land Use Plan</i> , any proposed development which would pierce the imaginary surfaces for the Fullerton Municipal Airport or the Los Alamitos Armed Forces Reserve Center, as defined in the Federal Aviation Regulations (FAR Part 77).	
Policy 1.7 Refer to the <i>Airport Land Use Commission</i> , for a determination of consistency with the <i>Airport Environs Land Use Plan</i> , any proposed development or use which could threaten, endanger or interfere with aeronautical operations because of height, location, emission of excessive light and glare, the production or causing of steam, smoke, dust, or electronic interference and any proposed new development on vacant land within an Accident Potential Zone.	
Policy 1.8 Promote business retention and expansion to ensure the City's economic vitality is maintained.	The BOMUSP would permit up to 355,000 sf of retail/commercial land uses and a 300 room hotel to expand and promote the City's economic vitality. (Section 3.0)
Policy 1.9 Individual future developments arising from implementation of the General Plan shall provide mitigation of their fair-share of impacts on public services and infrastructure, including but not limited to public schools. Impacts and fair-share mitigation shall be determined through the lead agency's environmental process at the time that the development is considered for approval.	The proposed BOMUSP requires the implementation of all necessary additions and/or upgrades to the wastewater, water, and storm drain infrastructure; payment of SB 50 fees for school services; and payment of park in-lieu fees in accordance with the <i>City of Buena Park Municipal Code</i> . In addition, the Property Owner/Developer shall be solely responsible for all traffic intersection and ramp improvements from direct impacts of the project and the fair share of the intersection improvements from the cumulative impact of the project. The site is subject to local flooding, which would be alleviated by implementation of the BOMUSP. Although flooding in the Fullerton Creek Channel would be impacted by the project, mitigation for impacts is feasible and implementation of the BOMUSP is contingent upon addressing flooding concerns to the satisfaction of the Orange County Flood Control District. (Sections 4.6, 4.10, and 4.11).

**TABLE 4.7-3
BUENA PARK GENERAL PLAN CONSISTENCY ANALYSIS
(Continued)**

Goals and Policies	Consistency Analysis
Goal 3: Preserve and enhance the existing commercial areas and, where appropriate, expand commercial opportunities to serve the needs of residents and visitors.	
Policy 3.3 Require new commercial development to employ architectural and site design features which minimize the linear aspect of development along a street; encourage joint access driveways between adjacent uses and require adequate parking lot lighting, landscaping, and buffering between the commercial activities and nearby sensitive land uses.	Implementation of the BOMUSP would create a world-class urban experience for residents and visitors through the cohesive development of a well-balanced mix of upscale residential, retail, restaurant, entertainment, hotel, and office land uses. Site activities would be focused to the interior of the property through the incorporation of open spaces and public events spaces. The BOMUSP describes design standards and objectives to develop a pedestrian-friendly and aesthetically pleasing development with appropriate shade trees and landscaping, as well as adequate access and parking. (Sections 4.1 and 4.11)
Policy 3.7 Strengthen the professional office orientation of Buena Park in the region.	The BOMUSP includes the option to develop up to 195,000 sf of office space in lieu of one of the residential towers in Phase 1. (Section 3.0)
Policy 3.10 Discourage the creation of additional strip commercial or mini-mall development within the City.	The BOMUSP would not include strip commercial or mini-mall development. (Section 3.0)
Policy 3.12 Encourage the consolidation of smaller commercial properties and the cooperation of individual property owners in order to provide opportunities for large integrated development including reconfiguration of public streets where possible and appropriate, with less fragmentation of design, access, circulation, parking and signage within commercial areas of the City.	The BOMUSP would preserve the valuable resource of larger commercial properties by not allowing subdivisions into smaller parcels unless accompanied by a Master Plan for ultimate development with integration of circulation, access, architectural design, and landscaping regardless of individual ownership. The BOMUSP would consolidate and redevelop several individual parcels, some underutilized, into a single, cohesive development. (Section 3.0)
Goal 5 - Strive to promote the fiscal viability of Knott's Berry Farm and the Entertainment Corridor uses.	
Policy 5.1 Continue to implement and expand, where appropriate, the Beach Boulevard Entertainment Corridor Specific Plan and promote linkages with Knott's Berry Farm and the Buena Park Mall Area.	The BOMUSP is consistent with the goals of the ECSP and would create enhanced connectivity between the project site and the Entertainment Corridor to the south through the introduction of new commercial/retail/entertainment land uses, access to public transportation, and pedestrian-oriented development. (Section 4.7)
Policy 5.2 Maintain, expand, and enhance tourist commercial facilities in and adjacent to the Entertainment Corridor.	The BOMUSP would enhance tourist commercial facilities by providing new hotel and retail/commercial land uses in the Entertainment Corridor. (Section 3.0)
Policy 5.3 Continue to support Knott's Berry Farm as the centerpiece of the City's entertainment corridor.	The BOMUSP would enhance tourist commercial facilities by providing new hotel and retail/commercial land uses in the Entertainment Corridor. (Section 3.0)

**TABLE 4.7-3
BUENA PARK GENERAL PLAN CONSISTENCY ANALYSIS
(Continued)**

Goals and Policies	Consistency Analysis
Circulation Element	
Goal 2 – Seek to provide a system of signalization in the City which will augment and assist the circulation network to operate more effectively and efficiently.	
Policy 2.1 Ensure that a Citywide signalization program effectively meets the City's transportation and circulation network needs.	The Traffic Analysis prepared for the BOMUSP determined that the planned signals at the intersection of Beach Boulevard and Melrose Street and Orangethorpe Avenue and Brenner Avenue, and alterations to signal timing at identified intersections would reduce the project's impacts related to signalization to less than significant (Section 4.11).
Goal 3 – Continue the development of an appropriate circulation network to efficiently serve the development envisioned by the Land Use Plan.	
Policy 3.1 Maintain a logical local circulation system based on a hierarchy of streets which serve the needs of the City.	A Traffic Analysis was prepared for the proposed BOMUSP to determine the impact of future development permitted under the BOMUSP on the City's and Caltrans' transportation and circulation network. The BOMUSP would maintain and enhance the existing site circulation network provided Beach Boulevard, Melrose Street, Brenner Avenue and Orangethorpe Avenue; would create an internal circulation system that channels the majority of the site traffic onto Beach Boulevard and Orangethorpe Avenue while minimizing traffic on Melrose Street and Brenner Avenue; and would require feasible mitigation for all impacts of the proposed project on City and Caltrans traffic facilities. In addition, based on CMP guidelines, there would not be a significant impact to the I-5 or SR-91. While there is feasible mitigation required to reduce traffic impacts, improvements along Beach Boulevard and at SR-91/Beach Boulevard are under the jurisdiction of Caltrans and the City of Buena Park cannot require Caltrans to approve implementation of these improvements. Therefore, impacts to facilities under Caltrans jurisdiction have been identified as significant and unavoidable. (Section 4.11)
Policy 3.2 Encourage the improvement of the local circulation system through the use of appropriate traffic control and design techniques which effectively increase the efficiency and safety of traffic movement within the City.	
Policy 3.3 Encourage the safe and efficient movement of traffic within and through the City.	
Policy 3.4 Analyze the impact of future land use change and development on the local circulation system.	
Goal 4 – Seek to maintain appropriate levels of service on City Circulation Element roads in order to provide a safe and efficient flow of traffic.	
Policy 4.1 Relieve traffic congestion and improve the efficiency of the City's transportation and circulation network.	A Traffic Analysis was prepared for the proposed BOMUSP to determine the impact of the proposed project on the City's and Caltrans' transportation and circulation network. Feasible mitigation measures have been identified for all impacts of the proposed project on City traffic facilities to reduce traffic and to improve the circulation network. In addition, based on CMP guidelines, there would not be a significant impact to the I-5 or SR-91. While there is feasible mitigation required to reduce traffic impacts, improvements along Beach Boulevard and at SR-91/Beach Boulevard are under the jurisdiction of Caltrans and the City of Buena Park cannot require Caltrans to approve implementation of these improvements. Therefore, impacts to facilities under Caltrans jurisdiction have been identified as significant and unavoidable.(Section 4.11)

**TABLE 4.7-3
BUENA PARK GENERAL PLAN CONSISTENCY ANALYSIS
(Continued)**

Goals and Policies	Consistency Analysis
Goal 5 – Encourage the continued development of a safe, efficient, and comprehensive system of public and private mass transit (such as bus, train, vanpool, carpool) at the City and regional level.	
Policy 5.1 The City encourages the use of mass transit to reduce travel expense, energy use and environmental impacts.	The BOMUSP would increase the density of residential and commercial development along major regional and local thoroughfares and near the Buena Park Metrolink station. Public transportation to the specific plan site is available via an OCTA bus stop located on Beach Boulevard adjacent to the project site. See prior comment/change in previous table. In addition, a Trip Reduction Program would be established to reduce single-occupant vehicle trips by 10%. There are a number of transit-oriented strategies that could be implemented by the BOMUSP to encourage alternate modes of travel, including informational strategies, incentives, and services. (Section 3.0)
Goal 6 – Seek to utilize Transportation Demand techniques and measures in order to improve the operations or capacity of the City's circulation system.	
Policy 6.1 Adopt Transportation Demand Management (TDM) measures which improve operations or capacity of the City's circulation system.	In addition, project implementation requires the implementation of a Trip Reduction Program to reduce single-occupant vehicle trips by 10 percent. There are a number of transit-oriented strategies that could be implemented by the BOMUSP to encourage alternate modes of travel, including informational strategies, incentives, and services. In addition, based on CMP guidelines, there would not be a significant impact to the I-5 or SR-91. While there is feasible mitigation required to reduce traffic impacts, improvements along Beach Boulevard and at SR-91/Beach Boulevard are under the jurisdiction of Caltrans and the City of Buena Park cannot require Caltrans to approve implementation of these improvements. Therefore, impacts to facilities under Caltrans jurisdiction have been identified as significant and unavoidable. (Section 4.11)
Goal 7 – Strive to provide and maintain a system of pedestrian circulation within the City which is safe, efficient, and in compliance with state and federal laws and regulations.	
Policy 7.1 Encourage the maintenance and improvement of pedestrian-oriented facilities, where appropriate, to ensure the safety and use of pedestrian movement throughout the City.	The BOMUSP is consistent with the goals of the ECSP and would create enhanced connectivity between the project site and the Entertainment Corridor to the south through the introduction of new commercial, retail, and entertainment land uses, access to public transportation, and pedestrian-oriented development. (Section 4.7)
Policy 7.2 The City recognizes the special needs of physically disabled persons and encourages all buildings, structures, public areas and related facilities which are used by the general public to be accessible and useable by the physically disabled.	The BOMUSP is consistent with the goals of the ECSP and would create enhanced connectivity between the project site and the Entertainment Corridor to the south through the introduction of new commercial, retail, and entertainment land uses, access to public transportation, and pedestrian-oriented development. The BOMUSP would be implemented in compliance with all ADA standards. (Section 3.0, 4.7)

**TABLE 4.7-3
BUENA PARK GENERAL PLAN CONSISTENCY ANALYSIS
(Continued)**

Goals and Policies		Consistency Analysis
Infrastructure Element		
Goal 1 – The City will work to provide water service to all portions of the City, at appropriate pressure, reasonable maintenance levels and in conjunction with reasonable demand.		
Policy 1.1	Provide sufficient capacity to serve existing and planned revenue generating uses such as commercial and industrial uses and identify, manage, and monitor, when appropriate, large water users.	A Water Supply Assessment (WSA) was prepared for the proposed BOMUSP and determined that there would be sufficient water supply for the proposed project's demand along with cumulative growth in the City of Buena Park. The BOMUSP requires implementation of all necessary water conveyance and fire protection infrastructure additions or upgrades to serve the proposed uses (Sections 4.10 and 4.12).
Policy 1.2	Provide sufficient capacity to serve existing and planned residential uses.	
Policy 1.3	Strive to ensure that infrastructure capacities are planned to adequately serve future development.	
Policy 1.4	Ensure that water improvements required for new development are installed prior to or concurrently with development.	
Policy 1.5	Maintain and upgrade existing water systems to meet or exceed standards or service demands.	
Goal 2 – The City will work to provide sewer service to all portions of the community, at reasonable maintenance levels, and in conjunction with reasonable demand. The City will also consider updating its 1972 Sewer Master Plan.		
Policy 2.1	Provide sufficient capacity to serve existing and planned revenue generating uses such as commercial and industrial uses and identify and limit, when appropriate, large sewer users.	The BOMUSP requires the implementation of all necessary wastewater conveyance infrastructure additions or upgrades to serve the proposed uses (Section 4.12).
Policy 2.2	Provide sufficient capacity to serve existing and projected residential land uses.	
Policy 2.3	Make sure that infrastructure capacities are planned to serve future development.	
Policy 2.4	Ensure that sewer improvements required for new development are installed prior to or concurrently with development.	
Goal 3 – The City will cooperate with appropriate agencies to provide adequate local storm drain service to all portions of the City, at reasonable maintenance levels, and planned for 100 year storm frequency levels.		
Policy 3.2	Resolve areas of local storm drain deficiencies.	Implementation of the proposed BOMUSP requires the provision of all necessary additions and/or upgrades to the storm drain infrastructure. The BOMUSP would be constructed in accordance with an NPDES Construction Permit; discharge of short- and long-term dewatering would be treated in accordance with the NPDES permit that would be required for dewatering activity (Section 4.6).
Policy 3.3	Seek to limit the discharge of pollutants as defined by the National Pollution Discharge Elimination System (NPDES), into the storm drain system.	

**TABLE 4.7-3
BUENA PARK GENERAL PLAN CONSISTENCY ANALYSIS
(Continued)**

Goals and Policies		Consistency Analysis
Goal 4 – The City will ensure that all development and redevelopment pay its “fair share” of the costs of providing water, sewer, and storm drain costs.		
Policy 4.1	Require that sewer, water, and storm drain improvements required for development are installed prior to occupancy.	The BOMUSP would include implementation of all necessary additions and/or upgrades to the wastewater, water, and storm drain infrastructure prior to occupancy. (Sections 4.6 and 4.12)
Policy 4.2	Require that development pays for its “fair share” of the costs of the improvements which are needed to serve the development.	
Air Quality Element		
Goal 1 – The City will seek to conserve renewable and non-renewable energy through land use policies and programs.		
Policy 1.2	Promote, practice and encourage workable energy conservation techniques within Buena Park.	The BOMUSP includes a sustainability component that describes measures to reduce greenhouse gas emissions and increase energy efficiency (Section 3.0).
Goal 2 – The City will explore additional development standards which will have a measurable effect on increasing energy efficiency and improved air quality.		
Policy 2.1	Promote increased energy efficiency of new and renovated buildings, to reduce the unnecessary consumption of energy.	The BOMUSP includes a sustainability component that describes measures to reduce greenhouse gas emissions and increase energy efficiency (Section 3.0).
Goal 3 – The City will participate in and promote measures that will be effective in reducing emissions during construction activities.		
Policy 3.1	Ensure that the City is actively participating in and promoting improvement in short-term air quality impacts associated with construction activity.	The BOMUSP would be constructed in accordance with all SCAQMD rules for reducing emissions during construction activity. (Section 4.2)
Goal 4 – The City will explore ways to reduce non-work trips within Special Activity Areas in the City.		
Policy 4.1	Continue to work with Special Activity Centers, such as the Entertainment Corridor, to assist in development programs designed to encourage visitors to use transit instead of private automobiles to the Special Activity Centers in the City.	The BOMUSP would increase the density of residential and commercial development along major regional and local thoroughfares and near the Buena Park Metrolink station. Public transportation to the project site is available via an OCTA bus stop located on Beach Boulevard adjacent to the project site. In addition, project implementation requires the implementation of a Trip Reduction Program to reduce single-occupant vehicle trips by 10 percent. There are a number of transit-oriented strategies that could be implemented by the BOMUSP to encourage alternate modes of travel, including informational strategies, incentives, and services. (Section 3.0)

**TABLE 4.7-3
BUENA PARK GENERAL PLAN CONSISTENCY ANALYSIS
(Continued)**

Goals and Policies		Consistency Analysis
Goal 5 – The City will continue to work with public and private agencies to increase transit ridership and reduce automobile usage.		
Policy 5.1	Utilize public and private transit to encourage ridesharing, to minimize the reliance on the private automobile and single-occupancy ridership.	The BOMUSP would increase the density of residential and commercial development along major regional and local thoroughfares and near the Buena Park Metrolink station. Public transportation to the project site is available via an OCTA bus stop located on Beach Boulevard adjacent to the project site. In addition, project implementation requires the implementation of a Trip Reduction Program to reduce single-occupant vehicle trips by 10 percent. There are a number of transit-oriented strategies that could be implemented by the BOMUSP to encourage alternate modes of travel, including informational strategies, incentives, and services. (Section 3.0).
Goal 6 – The City will continue to work with public and private agencies to improve the traffic circulation on the local roadways, as appropriate.		
Policy 6.1	Strive to relieve traffic congestion and improve the efficiency of the City's transportation and circulation network in an effort to improve air quality.	The BOMUSP would increase the density of residential and commercial development along major regional and local thoroughfares and near the Buena Park Metrolink station. Public transportation to the project site is available via an OCTA bus stop located on Beach Boulevard adjacent to the project site. In addition, project implementation requires the implementation of a Trip Reduction Program to reduce single-occupant vehicle trips by 10 percent. There are a number of transit-oriented strategies that could be implemented by the BOMUSP to encourage alternate modes of travel, including informational strategies, incentives, and services. (Section 3.0). In addition, feasible mitigation measures have been identified for all project impacts to City transportation facilities (intersections) (Section 4.11).
Safety Element		
Goal 1 – Recognize existing and potential seismic and geologic hazards to the community and implement programs to reduce potential impacts.		
Policy 1.1	Seek to avoid or minimize the seismic risk to existing developed areas and new and redeveloping areas of the City by carefully designating land uses and requiring special building design (in accordance with the latest adopted Uniform Building Code) in identified fault zones and in hazard areas of ground rupture, shaking, lurching, and failure.	The BOMUSP would be constructed in compliance with the 2007 California Building Code. In addition, a Geotechnical Feasibility Assessment was prepared for the project and determined that, with implementation of all geotechnical recommendations, the proposed project was feasible and would not result in significant impacts related to geology, seismicity, or soil conditions (Section 4.4).
Policy 1.2	Ensure that appropriate mitigation measures relative to terrain, soils, slope stability and erosion are required for development and redevelopment in order to reduce hazards.	
Goal 2 – Seek to provide adequate flood protection from 100-year flood frequency storms.		
Policy 2.1	Ensure acceptable risk levels to structures and land uses which are appropriate for flood hazard areas.	On-site buildings would be designed and constructed 1 foot minimum above the 100-year flood water surface elevation where it overlaps the northwestern corner of the project site. (Section 4.6)

**TABLE 4.7-3
BUENA PARK GENERAL PLAN CONSISTENCY ANALYSIS
(Continued)**

Goals and Policies		Consistency Analysis
Goal 4 – Ensure that all development and redevelopment is reviewed for compliance with City codes for adequate protection of public health and safety.		
Policy 4.1	Continue to review all development and redevelopment proposals.	This EIR is part of the City's review of the BOMUSP, which is within a redevelopment area.
Goal 5 – Seek to provide adequate levels of emergency services to meet the service demands and known risks of the City.		
Policy 5.1	Provide cost-effective levels of emergency services for the protection of residents, businesses, and visitors.	Implementation of the BOMUSP was determined not to significantly impact fire or police protection services.. (Section 4.10)
Policy 5.2	Respond to 80% of all in-City emergency incidents within a five minute or less response time.	
Economic Element		
Goal 1 – In order to promote a balanced and dynamic economy which supports a high standard of services and facilities for Buena Park the City shall strive to maintain or improve, when possible, the fiscal viability of the City; the employment opportunities within the City; the mix of industrial uses; and the economic viability of commercial development and tourist attractions within the City.		
Policy 1.3	Encourage maintenance and expansion of tourist commercial and entertainment uses along the Beach Boulevard Corridor.	The BOMUSP includes OB 6: “To expand and enhance premier commercial, hotel, and office space opportunities along the Entertainment Corridor to create new jobs, economic growth and stability for the City through the creation of a quality employment center.” The BOMUSP would expand tourist commercial and entertainment facilities by providing new hotel and retail/commercial land uses in the Entertainment Corridor. (Section 3.0)
Policy 1.5	Encourage a balance of commercial uses within the City to meet the needs of residents and visitors.	The BOMUSP would create approximately 1,090 jobs without office uses and 1,870 with office uses related to the hotel, retail, and commercial land uses. The proposed BOMUSP includes a mix of multi-family residential, hotel and retail/commercial uses to serve the needs of both on- and off-site residents as well as visitors to the City and Entertainment Corridor. (Section 4.9)
Policy 1.7	Encourage a diversity of housing types within the City to provide opportunities for people to both live and work in the City.	The proposed BOMUSP would provide up to 1,000 multi-family units, which provides diversity in the City’s housing stock, which is predominantly single-family. Implementation of the BOMUSP would be the first dense mixed-use development within the City of Buena Park. (Section 3.0)
Policy 1.9	Facilitate increased patronage at the Buena Park Mall, as well as other commercial and industrial facilities.	BOMUSP objectives include OB 2: “To create a world-class urban experience for residents and visitors through the cohesive development of a well-balanced mix of upscale residential, retail, restaurant, entertainment, hotel, and office land uses.” The BOMUSP would increase the on-site population and is proposed to increase visitation to the Entertainment Corridor area, which would support further patronage at existing commercial centers throughout the city. (Section 3.0)

**TABLE 4.7-3
BUENA PARK GENERAL PLAN CONSISTENCY ANALYSIS
(Continued)**

Goals and Policies	Consistency Analysis
Policy 1.10 Maintain or expand the infrastructure to keep pace with the development envisioned under the Land Use Plan.	Development implemented in the BOMUSP would be required to implement all necessary additions and/or upgrades to the wastewater, water, and storm drain infrastructure; payment of SB 50 fees for school services; and payment of park in-lieu fees in accordance with the <i>City of Buena Park Municipal Code</i>. The site is subject to local flooding, which would be alleviated by implementation of the BOMUSP. Although flooding in the Fullerton Creek Channel would be impacted by the project, mitigation for impacts is feasible and implementation of the BOMUSP is contingent upon addressing flooding concerns to the satisfaction of the Orange County Flood Control District. In addition, the Property Owner/Developer shall be solely responsible for all traffic intersection and ramp improvements from direct impacts of the project and the fair share of the intersection improvements from the cumulative impact of the project. While there is feasible mitigation required to reduce traffic impacts, improvements along Beach Boulevard and at SR-91/Beach Boulevard are under the jurisdiction of Caltrans and the City of Buena Park cannot require Caltrans to approve implementation of these improvements. Therefore, impacts to facilities under Caltrans jurisdiction have been identified as significant and unavoidable. (Sections 4.6, 4.10, and 4.11)
Policy 1.11 Encourage the retention and promote the expansion of the City's employment base, through a business retention and attraction program and a balance of appropriate land uses.	Implementation of the BOMUSP would expand and enhance premier commercial, hotel, and office space opportunities along the Entertainment Corridor to create new jobs, economic growth and stability for the City through the creation of a quality employment center. The BOMUSP would create approximately 1,090 jobs without office uses and 1,870 with office uses related to the hotel, retail, and commercial land uses. The BOMUSP includes a mix of multi-family residential, hotel and retail/commercial uses to serve the needs of both on- and off-site residents as well as visitors to the City and Entertainment Corridor. (Section 4.9)
Urban Design Element	
Goal 2 – The City should promote a positive image for residents and visitors through quality urban design in the City.	
Policy 2.1 Continue to promote and create a positive identity for the City through the use of architectural design, landscaping, site planning, streetscape elements, and other design elements.	The proposed BOMUSP includes standards for site design, open space, hardscape and landscape, lighting, and signage to support the project objectives. The BOMUSP describes standards for site design, circulation and access, architecture, landscape, lighting, and signage intended to create an aesthetically pleasing development (Section 4.1).
Policy 2.2 Continue to improve the architectural and aesthetic character of residential, commercial, and industrial development throughout the City through the development and implementation of design guidelines.	

**TABLE 4.7-3
BUENA PARK GENERAL PLAN CONSISTENCY ANALYSIS
(Continued)**

Goals and Policies		Consistency Analysis
Goal 3 – The City will continue ongoing redevelopment efforts to promote the revitalization of those areas of the City that are blighted.		
Policy 3.1	Promote the restoration, reuse, rehabilitation, or the replacement of structures that are blighted.	The site is within a City-defined redevelopment area and, as such, would replace structures on the project site with the proposed project consistent with the intent of the City's redevelopment plan. (Section 4.7)
Policy 3.2	Continue to pursue the rehabilitation or demolition of substandard or unsafe buildings and structures that are not feasible to restore or remodel.	
Policy 3.3	Improve the appearance of streetscapes throughout the City using landscaping, signage controls, and the placement of utilities underground.	The BOMUSP includes standards for site design, open space, hardscape and landscape, lighting, and signage to support the project objectives. Above-ground electric poles would be placed underground in the project site. The BOMUSP describes standards for site design, circulation and access, architecture, landscape, lighting, and signage intended to create an aesthetically pleasing development (Section 4.1).
Noise Element		
Goal 1 – The City will strive to located noise sensitive land uses in areas where noise levels are low or where adequate protection can be provided.		
Policy 1.1	Seek to locate noise sensitive land uses in areas where noise attenuation measures, when applied, will meet City established noise standards.	The noise analysis prepared for the proposed BOMUSP determined that, with appropriate setbacks from the intersection of Orangethorpe Avenue and Beach Boulevard, the proposed project's residential structures would have acceptable interior noise levels. The proposed project would be developed in accordance with FAA height restrictions and FAR Part 77 project review requirements, as well as the Orange County Airport Land Use Committee's project review requirements, based on the project site's location with the Airport Environs Land Use Plan for the Fullerton Municipal Airport (Section 4.8 and 4.5).
Goal 2 – The City will implement the appropriate standards, guidelines, and ordinances for noise control.		
Policy 2.1	Adhere to planning guidelines which include noise control for the interior space of new residential, commercial, and industrial developments within noise impacted areas. All residential units should be attenuated, if necessary, to a maximum interior noise level of 45 dB.	The noise analysis prepared for the proposed BOMUSP determined that, with appropriate setbacks from the intersection of Orangethorpe Avenue and Beach Boulevard, the proposed project's residential structures would have acceptable interior noise levels. The proposed project would be developed in accordance with FAA height restrictions and FAR Part 77 project review requirements, as well as the Orange County Airport Land Use Committee's project review requirements, based on the project site's location with the Airport Environs Land Use Plan for the Fullerton Municipal Airport (Section 4.8 and 4.5).
Policy 2.3	Conform to the noise attenuation standards set forth in the <i>Airport Environs Land Use Plan</i> (AELUP) for residential, commercial and industrial development, within the Orange County Land Use Commission's planning area boundaries for the Fullerton Municipal Airport.	

**TABLE 4.7-3
BUENA PARK GENERAL PLAN CONSISTENCY ANALYSIS
(Continued)**

Goals and Policies		Consistency Analysis
Goal 3 – The City will strive to maintain sufficient controls, standards, and guidelines for the reduction of interior and exterior noise.		
Policy 3.3	Seek to reduce or eliminate unnecessary noise near noise sensitive areas, such as parks, residential areas, hospitals, libraries, convalescent homes, etc.	Construction of the proposed project would be in compliance with the City's Noise Ordinance as well as the mitigation measures identified in this EIR to further reduce short-term, temporary noise nuisances and vibration impacts. There would be no significant noise impacts from operation of the proposed project. (Section 4.8).
Policy 3.4	Continue to monitor noise throughout Buena Park and enforce the standards and regulations of the City's Noise Ordinance.	
Growth Management Element ^a		
Policy D.1	Traffic Level of Service: The target for level of service for traffic circulation in the City shall be LOS D.	Feasible mitigation measures have been identified for all impacts of the proposed project on City and Caltrans traffic facilities. In addition, the Property Owner/Developer shall be solely responsible for all traffic intersection and ramp improvements from direct impacts of the project and the fair share of the intersection improvements from the cumulative impact of the project. While there is feasible mitigation required to reduce traffic impacts, improvements along Beach Boulevard and at SR-91/Beach Boulevard are under the jurisdiction of Caltrans and the City of Buena Park cannot require Caltrans to approve implementation of these improvements. Therefore, impacts to facilities under Caltrans jurisdiction have been identified as significant and unavoidable.
Policy D.2	Development Mitigation: All new development shall pay its share of regional traffic mitigation.	
^a The policy statements for the Growth Management Element are summaries, rather than verbatim, for the sake of clarity due to the length and level of detail provided in the Growth Management Element policies.		
FAA – Federal Aviation Administration FAR – Federal Aviation Regulations sf – square feet CMP – Congestion Management Plan ADA – Americans with Disabilities Act SCAQMD – South Coast Air Quality Management District LOS – level of service		
Source: City of Buena Park General Plan 1997.		

As identified through the consistency analysis presented in Table 4.7-3, with implementation of required standards described in the BOMUSP and mitigation as set forth in this EIR, the proposed project would not conflict with major goals and policies of the *City of Buena Park General Plan*.

Beach Boulevard Entertainment Corridor Specific Plan

As discussed, the proposed project would require an amendment to the ECSP to remove the Sub-District A1 planning area in its entirety from the ECSP. The BOMUSP would become the governing land use plan for the property.

The overall objective of the ECSP is to be a comprehensive and cohesive planning guide and implementation tool that provides a strategy for the responsible economic growth and superior physical image for the Beach Boulevard Entertainment Corridor. The ECSP states that, while

there is a strong economic base in the City linked to tourism, warehousing, light manufacturing and regional shopping malls, continued expansion of the economic base must rely on intensification of some existing uses and the provision of appropriate new uses.

The proposed BOMUSP is consistent with the primary planning goals for the Entertainment Corridor, as defined in the ECSP. Implementation of the BOMUSP would not prohibit or limit the City from implementing relevant goals and policies of the ECSP. Specifically, development of the project site with the proposed project would be consistent with the ECSP Land Use goal of ensuring that future development will complement and enhance existing attractions. The proposed project would integrate residential, retail, commercial, hotel and possible office uses that would be intended to serve residents and visitors, including tourists, to regional destinations such as Knott's Berry Farm. Therefore, the proposed project would be complimentary to the policies and planning requirements of the ECSP and impacts would be less than significant.

4.7.6 CUMULATIVE IMPACTS

Within the City of Buena Park, recent development actions have continued the ongoing trend of conversion of undeveloped and/or underutilized land to urban uses, creating land use impacts. However, previously approved and future development within the City is required to comply with the adopted land use standards, policies, and ordinances set forth in both the General Plan and the Zoning Ordinance. Implementation of the BOMUSP would not divide an established community and would be consistent with the City's General Plan goals and policies, the ECSP, and the City's Redevelopment Agency's mandate. Further, any proposed future land uses would be required to be compatible with existing, surrounding uses. As is indicated above, the proposed project is in compliance with the General Plan and is considered to be compatible with the surrounding land uses in the vicinity of the project site. Therefore, cumulative land use impacts are not considered cumulatively considerable.

4.7.7 MITIGATION PROGRAM

No significant land use impacts have been identified; therefore, no mitigation is required.

4.7.8 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Less than significant impacts related to land use and planning would occur with implementation of the proposed project.

