

5. Environmental Analysis

5.7 LAND USE AND PLANNING

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential impacts to land use in the City of Westminster and its sphere of influence (SOI) from implementation of the General Plan Update (proposed project). This section is based on the proposed land use plan, described in detail in Chapter 3, *Project Description*, and shown in Figure 3-4, *Proposed General Plan Land Use*.

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

5.7.1 Environmental Setting

5.7.1.1 REGULATORY BACKGROUND

Laws, regulations, and plans that are potentially applicable to the proposed project are summarized below.

State

State Planning Law and California Complete Streets Act

State planning law (California Government Code § 65300) requires every city in California to adopt a comprehensive, long-term general plan for physical development of the city and its SOI. A general plan should consist of an integrated and internally consistent set of goals and policies that are grouped by topic into a set of elements and are guided by a citywide vision. State law requires that a general plan address seven elements or topics (land use, circulation, housing, conservation, open space, noise, and safety), but allows some discretion on the arrangement and content. Additionally, each of the specific and applicable requirements in the state planning law should be examined to determine if there are environmental issues within the community that the general plan should address, including but not limited to hazards and flooding.

Additionally, on September 30, 2008, Assembly Bill 1358 (AB 1358), the California Complete Streets Act, was signed into law, becoming effective January 1, 2011. AB 1358 places the planning, designing, and building of complete streets into the larger planning framework of the general plan by requiring jurisdictions to amend their circulation elements to plan for multimodal transportation networks.

The General Plan Update's consistency with state planning law and the California Complete Streets Act is provided in Chapter 5.12, *Transportation and Traffic*, of this DEIR under Impact 5.12-5.

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Regional

Southern California Association of Governments

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

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

Regional Transportation Plan/Sustainable Communities Strategy

On April 7, 2016, SCAG adopted the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy: Towards a Sustainable Future (RTP/SCS), which places a greater emphasis than ever on sustainability and integrated planning. The 2016–2040 RTP/SCS vision encompasses three principles that collectively work as the key to the region's future: mobility, economy, and sustainability. It includes a strong commitment to reduce emissions from transportation sources to comply with Senate Bill 375 (SB 375; the Sustainable Communities Act), improve public health, and meet the National Ambient Air Quality Standards set by the federal Clean Air Act. The 2016–2040 RTP/SCS provides a blueprint for to achieve sustainable growth and high quality of life for residents by providing more choices for where they will live, work, and play and how they will move around (SCAG 2016). The General Plan Update's consistency with the applicable RTP/SCS goals is analyzed in detail in Table 5.7-1.

High Quality Transit Areas

With the adoption of the 2016–2040 RTP/SCS, SCAG has reinforced the importance of placing new growth near transit and has designated high quality transit areas (HQTAs), which are a part of and integrated into the RTP/SCS (Chapter 5). An HQTAs is generally a walkable transit village or corridor that is within a half mile of a well-serviced transit stop or a transit corridor with a service frequency of 15 minutes or less during peak commute hours. The overall land use pattern of the 2016–2040 RTP/SCS focuses jobs and housing in the region's designated HQTAs (SCAG 2016). Nearly the entire project area is identified as an HQTAs in the 2016–2040 RTP/SCS, including corridors that follow the routes of I-405, Beach Boulevard, Bolsa Avenue, and Westminster Avenue (SCAG 2016).

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Local

Airport Environs Land Use Plan for the Los Alamitos Joint Forces Training Base

Approximately 50 percent of the project area is within the airport planning area of the Los Alamitos JFTB, which is northwest of Westminster in the City of Los Alamitos. The JFTB is home to an Army Aviation Support Facility and the 1st Battalion of the 140th Aviation Regiment of the California Army National Guard, as well as other units not related to aviation. The JFTB is within the oversight of the Orange County Airport Land Use Commission (ALUC), which is required to prepare and adopt an airport land-use plan for each of the airports within its jurisdiction. The AELUP for the JFTB was issued by ALUC in 2002. The AELUP is a land-use compatibility plan that is intended to protect the public from adverse effects of aircraft noise, to ensure that people and facilities are not concentrated in areas susceptible to aircraft accidents, and to ensure that no structures or activities adversely affect navigable space. The AELUP identifies standards for development in the airport's planning area based on noise contours, accident-potential zones, and building heights. ALUC is an agency authorized under state law to assist local agencies in ensuring compatible land uses in the vicinity of airports. Primary areas of concern for ALUCs are noise, safety hazards, and airport operational integrity (ALUC 2002).

Land uses within the airport planning area boundaries are required to conform to safety, height, and noise restrictions established in the AELUP for the JFTB. The JFTB contains two runways, one 8,001 feet long and one 5,902 feet long, both aligned northeast–southwest. One safety compatibility zone, the Clear Zone (or Runway Protection Zone), encompasses each end of the pair of runways and is limited to within the JFTB boundaries. Safety zones are not located in the project area.

However, portions of the project area are within the height restriction zone for the JFTB, which is a radius of 20,000 feet surrounding the runways and has a 1:100 slope. Additionally, with respect to building heights, development proposals within the project area that include the construction or alteration of structures more than 200 feet above mean sea level require filing with the Federal Aviation Administration (FAA) and notification of ALUC, including filing of a Notice of Proposed Construction or Alteration (FAA Form 7460-1). Any development project that would penetrate the Federal Aviation Regulation (FAR) Part 77 Notification Surface for the JFTB (notification area) is also required to file FAA Form 7460-1. Furthermore, portions of the City are outside of the noise contours for the JFTB (see Appendix H). Westminster is not exposed to noise levels greater than 60 dBA CNEL due to operations at JFTB.

ALUC review is required for adoptions of or amendments to a general plan or specific plan, zoning ordinance, master plan for public use airports, and heliports within the airport influence area (Public Utilities Code §§ 21676(b), 21676(c), 21664.5, and 21661.5). ALUC review is also required for all discretionary projects if the ALUC has not yet determined that the General Plan is consistent with the AELUP or the local agency has overruled the ALUC (Public Utilities Code § 21676.5).

The proposed project's consistency with the AELUP for the Los Alamitos JFTB is provided in the analysis for Impact 5.7-1.

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5.7.1.2 EXISTING SETTING

The City of Westminster and its unincorporated islands (project area) encompass 10.8 square miles, or approximately 6,800 acres, in northern Orange County. As shown in Figure 3-1, *Regional Location*, the City is surrounded by highly urbanized areas of the county and is adjacent to the cities of Garden Grove, Santa Ana, Fountain Valley, Huntington Beach, and Seal Beach. Regional access to the City is provided by Interstate 405 (I-405), which diagonally traverses southwestern portions of the City in a southeast-to-northwest direction; State Route 22 (SR-22), which generally forms the City's northern boundary; and State Route 39 (Beach Boulevard), which travels in a north-south direction through the center of the City. Westminster is also accessible from adjacent communities via Westminster Boulevard and other major arterial surface streets. The City's SOI includes the unincorporated community of Midway City, which consists of four county "islands" (see Figure 3-2, *Citywide Aerial*).

Existing Land Uses

Westminster is a community defined by its established residential neighborhoods; nearly half of the City is devoted to residential uses. As is typical for many cities in Orange County, a quarter of Westminster's land is dedicated to roadways. Public/semi-public uses (schools, religious institutions, and civic buildings) and commercial uses (retail and office) each represent approximately 9 percent of the City's land. Industrial uses (light and heavy) and recreational and open space opportunities each account for approximately 3 percent of the City, and channel uses represent 1.5 percent. Generally, Westminster is considered urbanized and nearly built out.

Table 4-1, *Existing Land Use Summary*, shows various statistics for existing land uses in the project area. Existing land uses are also shown in Figure 4-1, *Existing Land Use*.

Current General Plan and Land Use Designations

The current Westminster General Plan was adopted by the Westminster City Council in 1996. Since then, the General Plan has been updated and supplemented periodically. In particular, the housing element has been updated on a schedule prescribed by the California Department of Housing and Community Development. The current housing element was adopted on January 22, 2014.

The current General Plan is organized into five topical chapters: community development; economic development; infrastructure and community services; community health and safety; and regionalism. These topical chapters encompass the seven state-required General Plan "elements" as well as locally important issues. The General Plan provides the basis for current land-use designations in the City, which are described in Chapter 3, *Project Description*. Table 3-1, *Current General Plan Use Designations*, outlines the existing land-use designations and provides a statistical development summary of the current General Plan. Figure 3-4, *Current General Plan Land Use*, illustrates the location and distribution of land-use designations.

Current Zoning

The City's Zoning Code (Title 17 of the City's Municipal Code), provides the basis for current zoning designations and regulations in the City. The City's zoning map contains 20 zoning districts (5 residential, 6

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commercial/industrial, 3 public, and 6 other) and 3 overlay zones (planned development, parking, and emergency shelter). By a large margin, the City's most extensive zone is the R-1 Single Family Residence district, which reflects the City's numerous single-family residential neighborhoods.

5.7.2 Thresholds of Significance

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

- LU-1 Physically divide an established community.
- LU-2 Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.
- LU-3 Conflict with any applicable habitat conservation plan or natural community conservation plan.

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

- Threshold LU-1
- Threshold LU-3

These impacts will not be addressed in the following analysis.

5.7.3 Environmental Impacts

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

Impact 5.7-1: Implementation of the General Plan Update would not conflict with applicable plans adopted for the purpose of avoiding or mitigating an environmental effect. [Threshold LU-2]

Impact Analysis: The proposed project is an update to the City of Westminster General Plan. The General Plan Update is intended to shape development in the City and its SOI over the next 30 or more years. The General Plan Update would reorganize the current General Plan into eight elements: land use; mobility; parks and recreation; public services, facilities, and natural resources; public health and safety; housing; economic development; and community design. Table 3-2, *Proposed Land Uses and Projections*, outlines the proposed land uses and details the projected population, employment, dwelling units, and nonresidential square footage of development planned for by the General Plan Update. The proposed land-use designations are also shown in Figure 3-4, *Proposed General Plan Land Use*. As shown in Table 3-2, buildout of the General Plan Update would result in a total of 36,484 housing units, 118,463 residents, 19.2 million square feet of nonresidential

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development, and 39,407 jobs in the project area. This represents an increase of 6,812 units, 26,296 residents, 6.4 million square feet, and 16,170 jobs compared to existing conditions.

State Planning Law and California Complete Streets Act Consistency

The General Plan Update has been prepared in accordance with state planning law in California Government Code Section 65300 et seq. The General Plan Update is meant to be a framework for guiding planning and development in Westminster over the next 20 or more years and can be thought of as the blueprint for the City's growth and development. The General Plan Update is comprehensive in its geography and subject matter. It addresses the entire area within the City's boundaries and SOI and the full spectrum of issues associated with management of the City.

The General Plan Update is consistent with California Government Code Section 65302 because it addresses the seven required elements: land use, mobility, housing, conservation, open space, noise, and safety. More specifically, it revises the General Plan land use map and reorganizes the current General Plan into eight elements. The proposed land use plan (see Figure 3-4) and the goals and policies in the General Plan Update strive to ensure land use compatibility throughout the project area.

The land use and mobility elements of the General Plan Update contain policies that help the City implement AB 1358, the California Complete Streets Act. These include policies related to pedestrian amenities, bicycle infrastructure, transit access, transportation demand management, and the transportation needs of special populations. By implementing Complete Streets policies, the City would increase the number of trips made by alternative modes of travel (e.g., transit, bicycling, and walking), correspondingly reducing the number of vehicle trips and associated greenhouse gas emissions. An increase in transit trips, bicycling, and walking would thus help the City meet the transportation needs of all residents and visitors while reducing traffic congestion and helping meet the greenhouse gas reduction goals of AB 32, the Global Warming Solutions Act, and SB 375, which are implemented through SCAG's 2016–2040 RTP/SCS. Refer to Section 5.12, *Transportation and Traffic*, for a detailed discussion of the proposed project's consistency with AB 1358.

Each of the specific and applicable requirements in the state planning law have been examined and considered to determine if there are environmental issues within the City and its SOI that the General Plan Update should address, such as hazards and flooding. The various environmental issues associated with the proposed project (air quality, hazards, flooding, traffic, etc.) are addressed in their respective elements of the General Plan Update and in their respective topical sections in Chapter 5, *Environmental Analysis*, of this DEIR. These elements and topical sections demonstrate that the General Plan Update is consistent with state planning law.

SCAG 2016–2040 RTP/SCS Consistency

Goals contained in the 2016–2040 SCAG RTP/SCS goals focus on transit, transportation and mobility, and protection of the environmental and health of residents. Table 5.7-1, below, evaluates the proposed project's consistency with applicable RTP/SCS goals.

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Consistency with SCAG population growth projections are addressed separately in Section 5.9, *Population and Housing*. A general plan growth forecast typically exceeds the population and housing projections because buildout of the General Plan is not tied to a development timeline, whereas SCAG forecasts are demographic projections based on a time horizon. Therefore, the analysis in Table 5.7-1 focuses on consistency between the proposed project and the broader, policy-oriented goals of the RTP/SCS.

Table 5.7-1 Consistency with SCAG’s 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy

RTP/SCS Goal	Project Compliance with Goal	Relevant General Plan Policies
RTP/SCS G1: Align the plan investments and policies with improving regional economic development and competitiveness.	Not Applicable: This is not a project-specific goal and is therefore not applicable.	Not applicable.
RTP/SCS G2: Maximize mobility and accessibility for all people and goods in the region.	<p>Consistent: The transportation networks in the project area would be designed, developed, and maintained to meet the needs of local and regional transportation and to ensure efficient mobility and accessibility. A number of regional and local plans and programs would be used to guide development and maintenance of transportation networks in the project area, such as:</p> <ul style="list-style-type: none"> • County of Orange Traffic Impact Analysis Guidelines • Orange County Congestion Management Program • Caltrans Traffic Impact Studies Guidelines and Highway Capacity Manual • SCAG’s 2016-2040 RTP/SCS • Assembly Bill 1358 (The California Complete Streets Act) <p>Additionally, the City of Westminster is required by the California Government Code to coordinate its Mobility Element with regional transportation plans, including SCAG’s 2016-2040 RTP/SCS. The Mobility Element is a comprehensive transportation management strategy that addresses infrastructure capacity.</p> <p>Refer to Section 5.12, <i>Transportation and Traffic</i>, which addresses local and regional transportation, traffic, circulation, and mobility in more detail.</p>	Mobility Element Policies M-1.1, M-1.2, M-1.3, M-1.4, M-1.5, M-1.6, M-1.8, M-1.9, M-1.10, M-2.1, M-2.2, M-2.3, M-2.4, M-2.5, M-2.6, M-2.7, M-2.8, M-3.1, M-3.2, M-3.3, M-3.4, M-3.5, M-3.6, M-3.7, M-5.1, and M-5.2.
RTP/SCS G3: Ensure travel safety and reliability for all people and goods in the region.	<p>Consistent: All modes of public (motorized and nonmotorized) and commercial transit throughout the City would be required to follow safety standards established by corresponding state, regional, and local regulatory documents, standards, and regulations.</p> <p>For example, pedestrian walkways and bicycle routes must follow safety precautions and standards established by local (e.g., City of Westminster, County of Orange) and regional (e.g., SCAG, Caltrans) agencies. Additionally, pedestrian</p>	Policies listed under RTP/SCS Goal G2 apply to this goal.

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Table 5.7-1 Consistency with SCAG's 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy

RTP/SCS Goal	Project Compliance with Goal	Relevant General Plan Policies
	<p>circulation systems are required to be designed and constructed for the use of people with disabilities, consistent with the Americans with Disabilities Act and state requirements. The City is also committed to ensuring that adequate pedestrian circulation is provided and maintained throughout the City. Planning for Complete Streets pays close attention to the needs of pedestrians in the planning of new and redeveloped areas. Pedestrian circulation planned as an overall system is important for assuring the safety of pedestrians and separating whenever possible pedestrians from automobile traffic. The reduction of pedestrian/vehicle conflicts is one of the most important goals of the Complete Streets concept.</p> <p>Furthermore, roadways for motorists must follow safety standards established for the local and regional plans mentioned in the analysis for RTP/SCS G2, as well as the City's adopted engineering standards for vehicular circulation improvements and systems. The provision of safe and reliable modes of transit throughout the City would be ensured through the City's development review and building plan check process.</p> <p>The Mobility Element of the General Plan Update provides guidance and policies that promote the safe movement of people and goods, with importance placed on pedestrian and vehicular safety.</p>	
<p>RTP/SCS G4: Preserve and ensure a sustainable regional transportation system.</p>	<p>Consistent: All new roadway developments and improvements to the existing transportation networks must be assessed with some level of traffic analysis (e.g., traffic assessments, traffic impact studies) to determine how the developments would impact existing traffic capacities and to determine the need for improving future traffic efficiencies. This is ensured through the City's development review and building plan check process.</p> <p>Additionally, the regional plans mentioned in the analysis for RTP/SCS G2 would be applicable to the design and development of the regional roadway network in and around the City.</p> <p>The Mobility Element of the General Plan Update encourages regional coordination of transportation issues and provides guidance and policies that help preserve and ensure a sustainable regional transportation system</p>	<p>Mobility Element Policies M-1.2, M-1.6, M-2.1, M-2.7, M-3.2, and M-3.6.</p>
<p>RTP/SCS G5: Maximize the productivity of our transportation system.</p>	<p>Consistent: The local and regional transportation system would be improved and maintained to maximize efficiency and productivity. The City's Public Works Department oversees the improvement</p>	<p>Policies listed under RTP/SCS G1 and G2 apply to this goal.</p>

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Table 5.7-1 Consistency with SCAG's 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy

RTP/SCS Goal	Project Compliance with Goal	Relevant General Plan Policies
	<p>and maintenance of all aspects of the City's public rights of way on a routine basis.</p> <p>The City also strives to maximize productivity of the local and regional public transportation system (e.g., buses and bicycle lanes) for residents, visitors, and workers coming into and out of the project area through the continued implementation and enhancement of the City's alternative modes of travel. As shown in Figure 3-4, <i>Roadway Typologies and Priority Modes</i>, the General Plan Update plans for a variety of roadway types, including "bicycle corridors" that emphasize bicycle travel and "school streets" that emphasize student mobility and safety. Consistent with the City's strategy for Complete Streets, the priority modes identify numerous roadways where pedestrians and bicyclists are prioritized over other travel modes. These roadways are most densely concentrated near existing activity nodes (such as the Civic Center area) and connect to the surrounding local and regional bikeway systems.</p> <p>The Mobility Element of the General Plan Update contains guidance and policies to improve the City's transportation system.</p>	
<p>RTP/SCS G6: Protect the environment and health of our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking).</p>	<p>Consistent: The reduction of energy use, improvement of air quality, and promotion of more environmentally sustainable development would be encouraged through the development of alternative transportation methods, green design techniques for buildings, and other energy-reducing techniques. For example, individual development projects in the City are required to comply with the provisions of the 2008 Building and Energy Efficiency Standards and the 2010 Green Building Standards Code. Compliance with these provisions would be ensured through the City's development review and building plan check process.</p> <p>The City also strives to maximize protection of the environment and improvement of air quality by encouraging and improving the use of the region's public transportation system (e.g., buses and bicycle lanes) for residents, visitors, and workers traveling into and out of Westminster. The City is committed to ensuring that adequate pedestrian circulation is provided and maintained throughout the City. Planning for Complete Streets pays close attention to the needs of pedestrians in the planning for new and redeveloped areas.</p> <p>Further, the close proximity of existing and future housing units in the City and in surrounding communities and region to employment, commercial,</p>	<p>Mobility Element Policies M-2.1, M-2.2, M-2.3, M-2.4, M-2.5, M-2.6, M-2.7, and M-2.8.</p> <p>Public Health and Safety Element PHS-7.1, PHS-7.2, PHS-7.3, PHS-7.4, PHS-7.5, PHS-7.6, PHS-7.7, and PHS-7.8.</p>

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Table 5.7-1 Consistency with SCAG's 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy

RTP/SCS Goal	Project Compliance with Goal	Relevant General Plan Policies
	<p>and mixed uses envisioned by the General Plan Update would reduce vehicle miles traveled and thereby reduce air quality and traffic impacts and greenhouse gas emissions.</p> <p>The Land Use and Mobility Elements of the General Plan Update contain guidance and policies to improve and protect the region's air quality and environment and promote energy efficiency.</p>	
<p>RTP/SCS G7: Actively encourage and create incentives for energy efficiency, where possible.</p>	<p>Consistent: The City would continue to update the citywide Energy Plan which promotes energy conservation measures and considers ongoing programs such as retrofitting appliances and solar assisted energy requirements.</p>	<p>Infrastructure and Natural Resource Element Policies INR_5.7, INR_5.8, INR_5.9, INR_5.10, INR_5.11, INR_5.12, INR_5.13, INR_5.14, and INR_5.15.</p> <p>Public Health and Safety Element PHS-7.1, PHS-7.2, PHS-7.3, PHS-7.4, PHS-7.5, PHS-7.6, PHS-7.7, and PHS-7.8.</p>
<p>RTP/SCS G8: Encourage land use and growth patterns that facilitate transit and active transportation.</p>	<p>Consistent: See response to RTP/SCS G6.</p>	<p>Policies listed under RTP/SCS G2 and G6 apply to this goal.</p>
<p>RTP/SCS G9: Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.</p>	<p>Consistent: The City would continue to monitor existing and newly constructed roadways and transit routes (as needed) to determine the adequacy and safety of these systems. Other local and regional agencies (Caltrans, SCAG, and OCTA) would continue to work with the City to manage these systems. Security situations involving roadways and evacuations would be addressed in the City's emergency management plans developed in accordance with state and federal emergency management regulations.</p> <p>The Mobility Element of the General Plan contains guidance and policies for a safe and efficient transportation system.</p>	<p>Mobility Element Policies M-2.2, M-2.5, M-2.8, M-4.1, M-5.1, and M-5.2.</p> <p>Public Health and Safety Element Policies PHS-1.7, PHS-1.8, PHS-6.2, PHS-6.4, and PHS-6.5.</p>

Source: SCAG 2016.

The analysis in Table 5.7-1 demonstrates that the proposed project would be consistent with the applicable RTP/SCS goals. Therefore, implementation of the proposed project would not result in significant land-use impacts related to consistency with the RTP/SCS.

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Airport Environs Land Use Plan Consistency

Airport operations and their accompanying noise and safety hazards require careful land-use planning on adjacent and nearby lands to protect the residential and business communities from potential hazards that could result from airport operations. The project area falls within the airport planning area of the JFTB; land uses within the airport planning-area boundaries are required to conform to safety, height, and noise restrictions established in the AELUP for the JFTB. Airport operations and their accompanying noise hazards are discussed in detail in Section 5.8, *Noise*, of this DEIR. There are no safety zones within the project area. Additionally, redevelopment projects within the notification area would comply with FAA Part 77 regulations limiting structure heights, since heights would not exceed 200 feet above mean sea level. Furthermore, the City of Westminster's building-height limits are in the City's zoning code, not the general plan. The proposed project does not include changes to the zoning code. General Plan Update buildout would not create substantial hazards to aircraft operating to or from the JFTB and no significant impacts are anticipated.

ALUC review is required for adoptions of or amendments to a general plan or specific plan, zoning ordinance, master plan for public use airports, and heliports within the airport influence area (Public Utilities Code §§ 21676(b), 21676(c), 21664.5, and 21661.5). However, ALUC review is also required for all discretionary projects if the ALUC has not yet determined that the General Plan is consistent with the AELUP or the local agency has overruled the ALUC (Public Utilities Code § 21676.5).

Pursuant to California Public Utilities Code Section 21676, local governments are required to submit all general plan and zoning amendments that occur in the ALUC planning areas for consistency review by the ALUC. Since the proposed project includes an update to the City's General Plan and the City falls within the planning area for JFTB, a determination of consistency with the AELUP by the ALUC is required prior to the Westminster City Council taking action on the proposed project. If the General Plan Update is deemed inconsistent with the AELUP, the City may override the ALUC decision by a two-thirds vote of its governing body, if it makes specific findings that the proposed action is consistent with the purposes of Section 21670(a)(2) of the Public Utilities Code: "to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards in areas around public airports to the extent that these areas are not already devoted to incompatible uses." If the City does not overrule the determination, but nevertheless adopts the General Plan, the ALUC may require the City to submit all land use actions to it for review and determination.

Based on this review and the analysis provided in Section 5.8, *Noise*, of this DEIR, the proposed project would be consistent with the AELUP, and no significant impact would occur. Additionally, the ALUC will also be required to make a determination of consistency. It is expected that the ALUC's determination will be the same.

5.7.4 General Plan Update Goals and Policies

Public Health and Safety Element

- Goal PHS-1: Community Safety

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- PHS-1.7: Traffic Safety
- PHS-1.8: Technology
- Goal PHS-6: Emergency Preparedness
 - PHS-6.2: Emergency Operations and Hazards Planning
 - PHS-6.3: Emergency Management Systems
 - PHS-6.4: Automatic and Mutual Aid
 - PHS-6.5: Emergency Evacuation Routes and Access
 - PHS-6.6: Disaster Preparedness
- Goal PHS-7: Air Quality
 - PHS-7.1: Integrated Planning
 - PHS-7.2: GHG Emissions
 - PHS-7.3: Regional Coordination
 - PHS-7.4: Air Quality Monitoring
 - PHS-7.5: Sensitive Receptors
 - PHS-7.6: Construction Activities
 - PHS-7.7: Airborne Pollutants and Noxious Odors
 - PHS-7.8: Energy Efficiency

Mobility Element

- Goal M-1: Complete Streets
 - M-1.1: Priority Travel Modes
 - M-1.2: Agency Coordination
 - M-1.3: Level of Service
 - M-1.4: Multi-modal Level of Service
 - M-1.6: Funding
 - M-1.7: Future Improvements
 - M-1.8: Residential Streets
 - M-1.9: Traffic Calming Tools
 - M-1.10: Truck Routes
- Goal M-2: Active Transit
 - M-2.1: Facility Enhancement
 - M-2.2: Street Retrofits
 - M-2.3: Development Projects

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- M-2.4: Agency Cooperation
- M-2.5: Safe Routes to School
- M-2.6: Accessibility Standards
- M-2.7: Regional Bike Routes
- M-2.8: Intersection and Signal Enhancements

- Goal M-3: Transit
 - M-3.1: Local Service
 - M-3.2: Regional Service
 - M-3.3: First-Mile/Last-Mile
 - M-3.4: Park-Ride Lots
 - M-3.5: Bus Stops
 - M-3.6: Funding
 - M-3.7: Fixed-Transit Guideway

- Goal M-5: Transportation Management
 - M-5.1: Transportation Demand Management
 - M-5.2: Transportation System Management

Infrastructure and Natural Resources Element

- Goal INR-5: Natural Resources and Conservation (Energy Resources)
 - INR-5.7: Energy Plan
 - INR-5.8: Energy Efficient Building and Site Design
 - INR-5.9: Community Education
 - INR-5.10: Alternative Energy and Fuel Efficient Fleet
 - INR-5.11: Green Buildings
 - INR-5.12: Reclaimed Water Systems
 - INR-5.13: Water Conservation and Supply Shortage
 - INR-5.14: Efficient Use
 - INR-5.15: Landscaping

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5.7.5 Existing Regulations and Standard Conditions

State

- California Complete Streets Act of 2008 (Assembly Bill 1358)

Regional

- SCAG 2016–2040 RTP/SCS

Local

- City of Westminster General Plan
- City of Westminster Zoning Code
- Los Alamitos JFTB Airport Environs Land Use Plan

5.7.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, Impact 5.7-1 would be less than significant.

5.7.7 Mitigation Measures

No significant adverse impacts related to land use and planning were identified and no mitigation is necessary.

5.7.8 Level of Significance After Mitigation

No significant adverse impacts related to land use and planning were identified.

5.7.9 References

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