



# AIRPORT LAND USE COMMISSION

FOR ORANGE COUNTY

3160 Airway Avenue • Costa Mesa, California 92626 • 949.252.5170 fax: 949.252.6012

## AGENDA ITEM 3

December 16, 2021

**TO:** Commissioners/Alternates

**FROM:** Lea U. Choum, Executive Officer

**SUBJECT:** City of Buena Park Request for Consideration of Housing Element Update (2021-2029)

### **Background**

The City of Buena Park has submitted its 2021-2029 Draft Housing Element Update ("Update") for a consistency review. The Update identifies and analyzes the City's existing and projected housing needs and contains goals, policies, objectives, and programs to address those needs. The City's Housing Element was last updated in November 2013, which covered the years 2014 to 2021. It was not submitted to ALUC for a consistency determination.

The Housing Element is one of the seven mandatory elements of the General Plan. Section 65583 of the Government Code sets forth the specific requirements of a jurisdiction's housing element. Included in these requirements are obligations of local jurisdictions to provide for their "fair share" of the regional housing needs. This fair share is determined through the Regional Housing Needs Assessment (RHNA) process which in Orange County is facilitated by the Southern California Association of Governments (SCAG). For the 2021 to 2029 planning period, the City of Buena Park was allocated a total of 8,919 housing units, including 2,119 for very low-income, 1,343 for low-income, 1,573 for moderate-income, and 3,884 for above-moderate income households. The City is able to take credit for 394 units currently pending in the planning process.

The Update identifies "suitable" sites which could accommodate the required new residential units to meet the RHNA. The Update includes four focus areas for residential development – Areas A, B, C, and D. All four of those focus areas include new residential units within the Planning Area for Fullerton Municipal Airport (FMA) and a portion of Focus Area C is within the Planning Area for Joint Forces Training Base JFTB Los Alamitos.

See Attachment 1 for the location of the proposed housing sites in relation to the Planning Area, the Imaginary Obstruction Surfaces and the 60 CNEL contour for FMA. The Focus Areas identified by Buena Park are shown in Attachment 2.

The City of Buena Park has submitted the Draft Housing Element Update to California Housing and Community Development (HCD) on October 15, 2021, and has scheduled the following public hearings:

Planning Commission  
City Council

December 8, 2021  
January 11, 2022

**AEUP for FMA and AEUP for JFTB Los Alamitos Issues**

**Regarding Aircraft Noise Impacts:**

The Draft Update includes 42 potential housing sites which would accommodate up to 304 residential units within the 60 dB CNEL contour (Noise Impact Zone 2) for FMA. Fourteen of those sites are currently in residential use. The remaining 28 sites are mainly in commercial and light industrial use along Commonwealth Avenue and would require rezoning to enable residential use. Attachment 3 shows the location of the sites near FMA. The sites within the 60 dB CNEL contour are highlighted (yellow for existing residential and green for other non-residential uses) and Attachment 4 lists the those sites (within the 60 CNEL contour).

The southwest part of the City is located within the Planning Area for JFTB Los Alamitos with one parcel proposed for housing with the 60 CNEL contour. This site is in a commercial area, but is largely surrounded by residential uses. See Attachment 5 for the Noise Contours for FMA and JFTB.

The *AEUPs for FMA and JFTB Los Alamitos* state that residential uses within the 60 CNEL contour/Noise Impact Zone 2 is “Normally Consistent,” but that the “noise impact in this area is sufficient to require sound attenuation as set forth in the California Noise Insulation Standards, Title 25, California Code of Regulations.” The Commission strongly recommends that residential units be limited or excluded from this area unless sufficiently sound attenuated. The AELUP states, “the residential use interior sound attenuation requirement shall be a CNEL value not exceeding an interior level of 45 dB. In addition, it is recommended that all designated outdoor common or recreational areas within Noise Impact Zone 2 provide outdoor signage informing the public of the presence of operating aircraft.”

The City’s Noise Element includes several policies related to development near the airports including:

Policy N-3.14: Conform to the noise attenuation standards set forth in the Airport Environs Land Use Plan (AELUP) for residential, commercial, and industrial development, within the Orange County Airport Land Use Commissions planning area boundaries for the Fullerton Municipal Airport and Los Alamitos Joint Forces Training Base.

Policy N-4.2: Encourage the use of noise absorbing materials in existing and new development to reduce interior noise impacts to sensitive land uses.

Policy N-5.9: Coordinate with the Fullerton Municipal Airport and the Los Alamitos Joint Forces Training Base to continue the implementation of noise control procedures for the airport and create new procedures and policies to reduce noise impacts to the City.

Excerpts from the City's Noise Element are included in Attachment 6.

As stated in the AELUP, for noise sensitive uses, the Commission recommends a posting of: "NOTICE OF AIRPORT IN VICINITY: This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibrations, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you."

To mitigate the effects of aircraft noise, the City of Fullerton has implemented the City of Fullerton Pilot's Guide. This guide shows recommended arrival and departure paths for Helicopter and Fixed Wing aircraft which have shown to be effective for noise abatement. See Attachment 7.

### **Regarding Height Restrictions:**

A portion of the City of Buena Park is within the Federal Aviation Administration (FAA) Notification Area and the Part 77 Obstruction Imaginary Surfaces for FMA and JFTB Los Alamitos. (See Attachment 8.) The AELUP states that "any object, which by reason of its height or location would interfere with the established, or planned, airport flight procedures, patterns, or navigational systems, is unacceptable to the Commission. Similarly, any proposal which would cause a diminution in the utility of an airport is unacceptable to the Commission. The standards, criteria, and procedures promulgated by the FAA for the thorough evaluation of development projects are designed to ensure the safe and efficient use of the navigable airspace any object which rises above the height of surrounding development, or which is located in close proximity to any of the various flight paths, must be clearly visible during hours of twilight or darkness and must not threaten, endanger, or interfere with aeronautical operations. The Land Use Element of the Buena Park General Plan includes the following policies:

Policy LU-14.6: Refer to the Airport Land Use Commission, for a determination of consistency with the Airport Environs Land Use Plan, any proposed development which would pierce the imaginary surfaces for the Fullerton Municipal Airport or the Joint Forces Training Base Los Alamitos, as defined in the Federal Aviation Regulation Part 77, and

Policy LU-14.7: Building heights shall comply with FAR Part 77 Imaginary Surfaces for the Fullerton Municipal Airport or Joint Forces Training Base Los Alamitos.

In addition, the Zoning Code limits the building height in the RS Residential Zone to 35 feet (two stories), and 15 feet (one story) within 50 feet of any RS zone, or 35 feet if more than 50 feet from the RS zone. Sections from the Zoning Code relating to height are included in Attachment 9.

The Zoning Code building height limits would not penetrate the obstruction imaginary surfaces for FMA or JFTB, Los Alamitos. The horizontal surface for FMA would be penetrated at 246 feet Above Mean Sea Level (AMSL) and the horizontal surface for JFTB, Los Alamitos would be penetrated at 150 feet AMSL.



## **Regarding Safety**

Fullerton Municipal Airport and JFTB do not have Safety Zones, but FMA has Runway Protection Zones (RPZs) at each end of the runway and JFTB has Clear Zones. The FMA RPZ on the west side of the airport is within the City of Buena Park and the closest site identified for housing is approximately 1,925 feet west of the end of the runway (and 925 feet west of the RPZ). Section 2.1.4(iii) of the *AEUP for FMA* refers to Appendix J which contains the Fullerton Municipal Airport Helicopter and Fixed Wing Noise Abatement Procedures which show the FMA traffic pattern and current noise sensitive areas. It states “overflight over these noise sensitive areas should be avoided. And, conversely, new sensitive land uses under the helicopter and fixed wing traffic pattern should be avoided” (*underline added*). The 42 proposed residential sites within the 60 CNEL noise contour are all located within the Noise Abatement Area for FMA. While some of these sites have existing residential uses, 28 of the sites are currently in commercial or light industrial use and more directly under the Noise Abatement Procedures recommended flight pattern. (See Attachment 10).

A number of the proposed housing sites along Commonwealth Avenue are located within the approach and departure corridor for FMA as shown on Attachment 8. Locating residential development under a primary, low-altitude flight corridor in close proximity to the airport would subject residents to helicopter and general aviation overflight. Due to the high number of aircraft accidents in the FMA airport, the *AEUP for FMA* includes an Accident History map which shows the date and location of accidents from the year 2000 to 2018. The Accident History map is included as Attachment 11.

The proposed residential site closest to JFTB Los Alamitos is approximately one mile from the Clear Zone and 1.6 miles from the end of the runway.

## **Regarding Land Use**

The *AEUP for FMA* includes Land Use Policies. Section 3.2.1 - General Policy states, “The General Land Use policy of the Airport Land Use Commission for Orange County shall be: Within the boundaries of the AELUP, any land use may be found to be Inconsistent with the AELUP which; (1) Places people so that they are affected adversely by aircraft noise, (2) Concentrates people in areas susceptible to aircraft accidents, (3) Permits structures of excessive height in areas which would adversely affect the continued operation of the airport, or (4) Permits activities or facilities that would adversely affect aeronautical operations.”

The Land Use Element of the Buena Park General Plan includes policies relating to the Commonwealth Corridor Focus Area. Included are the following policies:

Policy LU-19.41: Ensure existing residential uses generally bounded by Dale Avenue, Artesia Boulevard, Whitaker Street, and Stanton Avenue are considered in the design and siting of future development along the Commonwealth Corridor, and

Policy LU-19.44: Ensure new development and redevelopment are compatible with the Airport Environs Land Use Plan for the Fullerton Municipal Airport.

## **Regarding Heliports:**



The development of heliports is not proposed within the Housing Element Update, therefore consistency with the *AELUP for Heliports* was not reviewed.

### **Conclusion**

Attachment 12 to this report contains the submittal letter and Housing Element Submittal Form and Checklist received from the City of Buena Park. The Housing Element Update and supporting documents are also available on the City's website at:  
[https://www.buenapark.com/city\\_departments/community\\_development/planning\\_division/2021\\_housing\\_element\\_update.php](https://www.buenapark.com/city_departments/community_development/planning_division/2021_housing_element_update.php).

ALUC staff has reviewed this project with respect to compliance with the *AELUP for FMA* and the *AELUP for JFTB Los Alamitos*, including review of noise, height and safety.

### **Recommendation:**

That the Commission find the proposed City of Buena Park 2021-2029 Housing Element Update is

- 1) Inconsistent with the *AELUP for Fullerton Municipal Airport* due to Section 2.1.2 - Safety, Section 2.1.4. – Overflight, and Section 3.2.1(1), (2), and (4); and
- 2) Consistent with the *AELUP for JFTB Los Alamitos*.

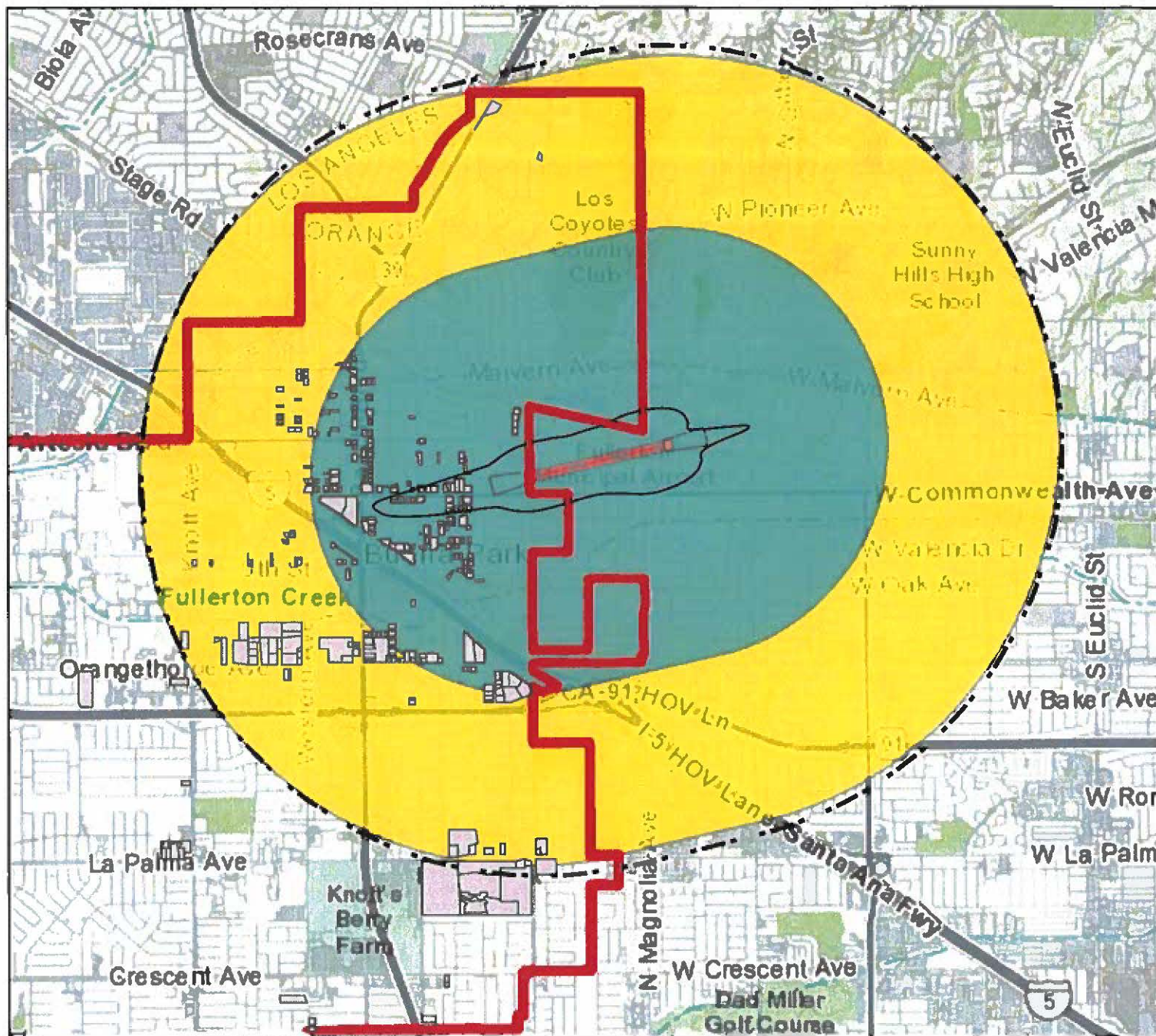
Respectfully submitted,



Lea U. Choum  
Executive Officer







### **Attachments:**

1. Proposed Site Inventory with Noise Contours and Imaginary Surfaces
2. Sites Inventory Map
3. Proposed Sites Near FMA
4. List of Sites within 60 CNEL Contour
5. FMA and JFTB Noise Contours
6. Excerpts from BP Noise Element
7. Fullerton Noise Abatement Procedures
8. Obstruction Imaginary Surfaces for FMA and JFTB
9. Height Restrictions in Zoning Code
10. Appendix J of AELUP for FMA (Noise Abatement)
11. Fullerton Airport Accident Map
12. City of Buena Park Submittal Letter and Checklist



**CITY OF BUENA PARK, CA**

## HOUSING ELEMENT UPDATE 6TH CYCLE - ORANGE COUNTY ALUC

-  6th Cycle Sites
-  City Boundary
-  FMA Obstruction Imaginary Surface (Conical)
-  FMA Obstruction Imaginary Surface (Horizontal)
-  FMA 60 CNEL Noise Contour
-  FMA Notification Area Radius



**ATTACHMENT 1**





## Chapter 11 *Housing Element*



HOUSING ELEMENT UPDATE 6TH CYCLE - SITES INVENTORY ANALYSIS

## 6th Cycle Sites

 **Focus Area Boundary**

\* FMA location added by ALUC staff.



Category	0	0.7	1.4
No	0.8	0.7	1.4
Yes	0.7	0.7	0.7
Don't know	0.7	0.7	0.7
Refuse to answer	0.7	0.7	0.7





# Chapter 11 *Housing Element*



**CITY OF BUENA PARK, CA**

## HOUSING ELEMENT UPDATE 6TH CYCLE - SITES INVENTORY ANALYSIS

### FOCUS AREA A / FOCUS AREA B INSET

- 6th Cycle Sites
- Existing Residential Uses in 60 CNEL\*
- Consolidated Sites
- Other Uses in 60 CNEL to be Rezoned\*
- Focus Area Boundary
- \*Parcels in 60 CNEL Highlighted by ALUC Staff



0 0.065 0.13 Miles



COMMUNITY PLAN AND REPORT 2020

**Buena Park Sites Located within 60 dB CNEL for Fullerton Municipal Airport  
from Table C-1: Housing Element Sites Inventory - Housing Overlay**

Key Map Site ID #	Focus Area	Site Address/ Intersection	APN	Current General Plan	Current Zoning	Min. Density Allowed	Max. Density Allowed	Parcel Size (Acres)	Existing Use/ Vacancy	Publicly Owned	Identified in Last/ Last Two Planning Cycles)	Lower Income Capacity	Moderate Income Capacity	Above Moderate Income Capacity	Total Capacity	Residential Overlay?
35	A	6151 INDIANA AVE	066-260-09	HDR	RM-20	30	50	0.26	Residential, 1	No	Yes		7		7	Housing Opportunities Overlay
46	B	6321 INDIANA AVE	070-012-22	RSF	RS-6	7	50	0.26	Residential, 1	No	Yes	7			7	Housing Opportunities Overlay
47	B	8141 7TH ST	070-012-28	RSF	RS-6	7	50	0.14	Residential, 1	No	Yes	3			3	Housing Opportunities Overlay
48	B	6311 INDIANA AVE	070-012-21	RSF	RS-6	7	50	0.26	Residential, 1	No	Yes	7			7	Housing Opportunities Overlay
49	B	8201 7TH ST	070-012-06	RSF	RS-6	7	50	0.17	Residential, 1	No	Yes	4			4	Housing Opportunities Overlay
50	B	6292 LOS ROBLES AVE	070-012-16	RSF	RS-6	7	50	0.16	Residential, 1	No	Yes	4			4	Housing Opportunities Overlay
51	B	8191 7TH ST	070-012-25	RSF	RS-6	7	50	0.17	Residential, 1	No	Yes	4			4	Housing Opportunities Overlay
52	B	8185 7TH ST	070-012-24	RSF	RS-6	7	50	0.17	Residential, 1	No	Yes	4			4	Housing Opportunities Overlay
53	B	8171 7TH ST	070-012-08	RSF	RS-6	7	50	0.17	Residential, 1	No	Yes	4			4	Housing Opportunities Overlay
54	B	8161 7TH ST	070-012-10	RSF	RS-6	7	50	0.17	Residential, 1	No	Yes	4			4	Housing Opportunities Overlay
55	B	6281 INDIANA AVE	070-012-30	RSF	RS-6	7	50	0.17	Residential, 1	No	Yes	4			4	Housing Opportunities Overlay
56	B	8151 7TH ST	070-012-11	RSF	RS-6	7	50	0.23	Residential, 1	No	Yes	6			6	Housing Opportunities Overlay
57	B	6282 LOS ROBLES AVE	070-012-37	RSF	RS-6	7	50	0.20	Residential, 1	No	Yes	5			5	Housing Opportunities Overlay
58	B	6302 LOS ROBLES AVE	070-012-32	RSF	RS-6	7	50	0.20	Residential, 1	No	Yes	5			5	Housing Opportunities Overlay

Excerpts from Appendix C-1

**ATTACHMENT 4**



## Buena Park Sites Identified within 60 dB CNEL of Fullerton Municipal Airport to be Rezoned for Housing

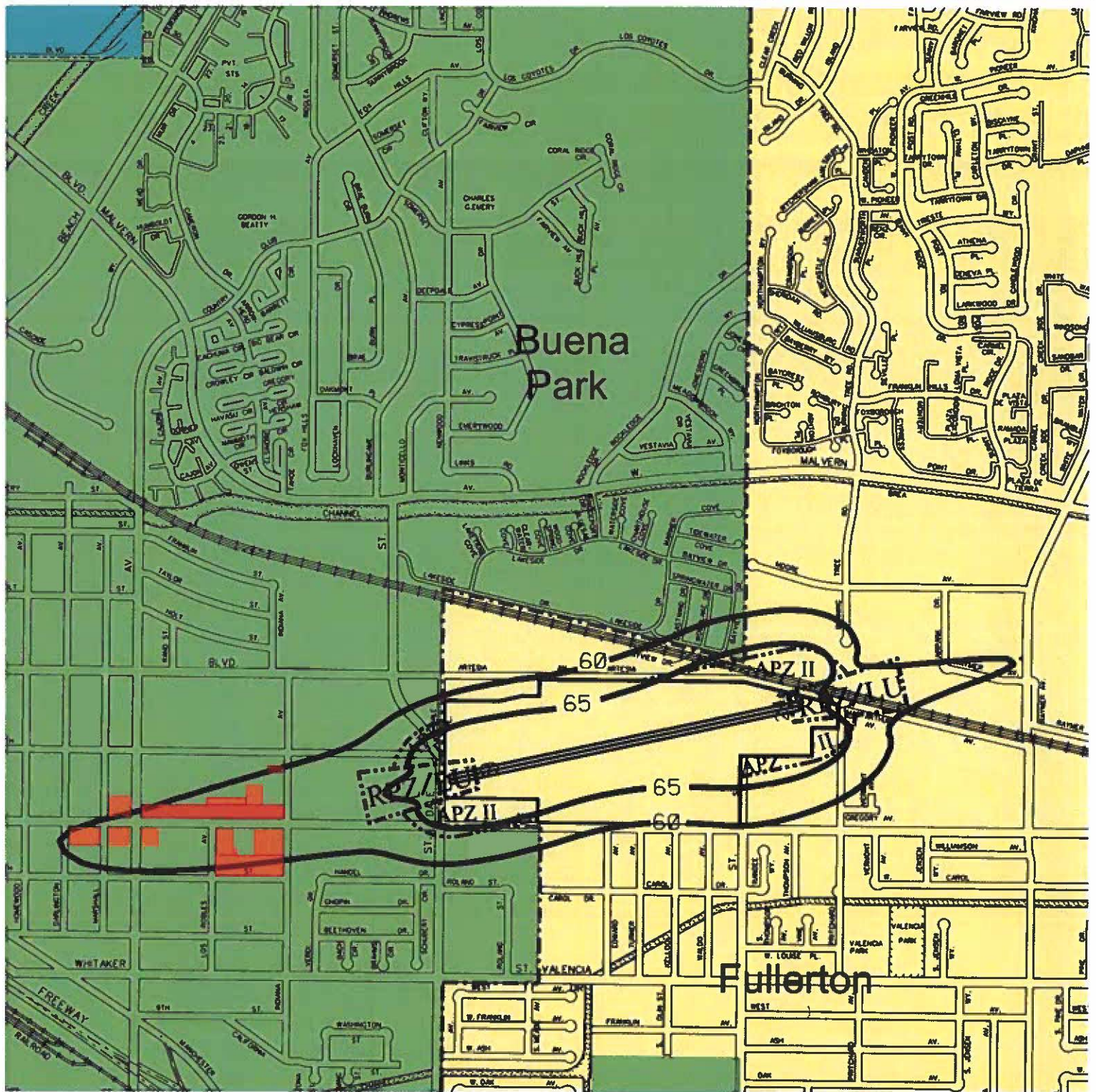
Key Map Site ID #	Focus Area	Site Address/ Intersection	APN	Current General Plan	Current Zoning	Proposed General Plan	Proposed Zoning	Min. Density Allowed	Max. Density Allowed	Parcel Size (Acres)	Description of Existing Uses	Identified in Last/ Last Two Planning Cycle(s)	Very Low Income Capacity	Low Income Capacity	Moderate Income Capacity	Above Moderate Income Capacity	Total Capacity	Year Built
187	A	6192 MARSHALL AVE	066-254-08	CBPMU	RS-6	CBPMU	Mixed-Use Overlay	30	60	0.12	Parking Lot	No	4				4	
187	A	6192 MARSHALL AVE	066-254-09	CBPMU	RS-6	CBPMU	Mixed-Use Overlay	30	60	0.06	Parking Lot	No	2				2	
212	A	8011 COMMONWEALTH AVE	066-260-44	COMU	ML/NC	COMU	Mixed-Use Overlay	30	45	0.41	Parking lot	No			11		11	
	A	COMMONWEALTH AVE/STANTON AVE	066-260-45	COMU	ML/NC	COMU	Mixed-Use Overlay	30	45	0.15	Parking lot	No			4		4	
213	A	8071 COMMONWEALTH AVE	066-260-46	COMU	ML/NC	COMU	Mixed-Use Overlay	30	45	0.31	Auto service	No	2	1	1	4	8	
	A	8111 COMMONWEALTH AVE	066-260-16	COMU	ML/NC	COMU	Mixed-Use Overlay	30	45	0.93	Auto service	No	6	4	5	10	25	
	A	8121 COMMONWEALTH AVE	066-260-40	COMU	ML/NC	COMU	Mixed-Use Overlay	30	45	0.50	Industrial Office	No	3	2	2	6	13	
214	A	8143 COMMONWEALTH AVE	066-260-39	COMU	ML/NC	COMU	Mixed-Use Overlay	30	45	0.51	Auto service	No			14		14	
215	A	8171 COMMONWEALTH AVE	066-260-36	COMU	ML/NC	COMU	Mixed-Use Overlay	30	45	0.51	Parking lot	No			14		14	
216	A	8181 COMMONWEALTH AVE	066-260-25	COMU	ML/NC	COMU	Mixed-Use Overlay	30	45	0.33	Industrial Office	No				9	9	
217	A	8201 COMMONWEALTH AVE	066-260-31	COMU	ML/NC	COMU	Mixed-Use Overlay	30	45	0.70	Office	No			19		19	
218	A	8223 COMMONWEALTH AVE	066-260-27	COMU	ML/NC	COMU	Mixed-Use Overlay	30	45	0.48	Retail	No			13		13	
256	B	8010 COMMONWEALTH AVE	070-011-07	COMU	ML/NC	COMU	Mixed-Use Overlay	30	45	0.41	Auto service	No			12		12	
257	B	8142 COMMONWEALTH AVE	070-012-35	COMU	ML/NC	COMU	Mixed-Use Overlay	30	45	0.48	Office	No			14		14	
258	B	6272 LOS ROBLES AVE	070-012-36	COMU	ML/NC	COMU	Mixed-Use Overlay	30	45	0.17	Residential, 1	No				4	4	
259	B	8182 COMMONWEALTH AVE	070-012-02	COMU	ML/NC	COMU	Mixed-Use Overlay	30	45	0.28	Vacant	No				8	8	
260	B	8192 COMMONWEALTH AVE	070-012-03	COMU	ML/NC	COMU	Mixed-Use Overlay	30	45	0.28	Retail	No				8	8	
261	B	8200 COMMONWEALTH AVE	070-012-18	COMU	ML/NC	COMU	Mixed-Use Overlay	30	45	0.89	Retail	No			26		26	
313	B	6262 DARLINGTON AVE	277-033-03	GMU	CG	GMU	Mixed-Use Overlay	30	45	0.16	Residential, 1	No				3	3	
314	B	6261 MARSHALL AVE	277-033-14	GMU	CG	GMU	Mixed-Use Overlay	30	45	0.15	Residential, 1	No				3	3	
315	B	6251 MARSHALL AVE	277-033-15	GMU	CG	GMU	Mixed-Use Overlay	30	45	0.15	Residential, 1	No				3	3	
316	B	6241 MARSHALL AVE	277-033-16	GMU	CG	GMU	Mixed-Use Overlay	30	45	0.14	Retail	No				4	4	



## Buena Park Sites Identified within 60 dB CNEL of Fullerton Municipal Airport to be Rezoned for Housing

Key Map Site ID #	Focus Area	Site Address/ Intersection	APN	Current General Plan	Current Zoning	Proposed General Plan	Proposed Zoning	Min. Density Allowed	Max. Density Allowed	Parcel Size (Acres)	Description of Existing Uses	Identified in Last/ Last Two Planning Cycle(s)	Very Low Income Capacity	Low Income Capacity	Moderate Income Capacity	Above Moderate Income Capacity	Total Capacity	Year Built
317	B	7870 COMMONWEALTH AVE	277-033-17	GMU	CG	GMU	Mixed-Use Overlay	30	45	0.15	Auto service	No				4	4	
318	B	7942 COMMONWEALTH AVE	277-034-01	GMU	CG	GMU	Mixed-Use Overlay	30	45	0.12	Retail	No				3	3	
319	B	6252 MARSHALL AVE	277-034-02	GMU	CG	GMU	Mixed-Use Overlay	30	45	0.13	Residential, 1	No				2	2	
320	B	6262 MARSHALL AVE	277-034-03	GMU	CG	GMU	Mixed-Use Overlay	30	45	0.13	Residential, 1	No				2	2	
321	B	6261 STANTON AVE	277-034-13	GMU	CG	GMU	Mixed-Use Overlay	30	45	0.12	Med office	No				3	3	
	B	6251 STANTON AVE	277-034-14	GMU	CG	GMU	Mixed-Use Overlay	30	45	0.12	Med office	No				3	3	
322	B	7954 COMMONWEALTH AVE	277-034-15	GMU	CG	GMU	Mixed-Use Overlay	30	45	0.10	Retail	No				3	3	





Note – Larger format map is available through Commission office at 949-252-5170

Proposed Housing Sites (Approximate)

## Fullerton Municipal Airport Airport Impact Zones And Noise Contours

D2

### LEGEND

- RPZ / LU RUNWAY PROTECTION ZONE LAND USE
- 60 CNEL CONTOUR
- 65 RUNWAY PROTECTION ZONE
- APZ II ACCIDENT POTENTIAL ZONE II
- CITY BOUNDARIES
- AIRPORT BOUNDARIES

### CERTIFICATION

Adopted by the Airport Land Use Commission for Orange County

**ATTACHMENT 5**

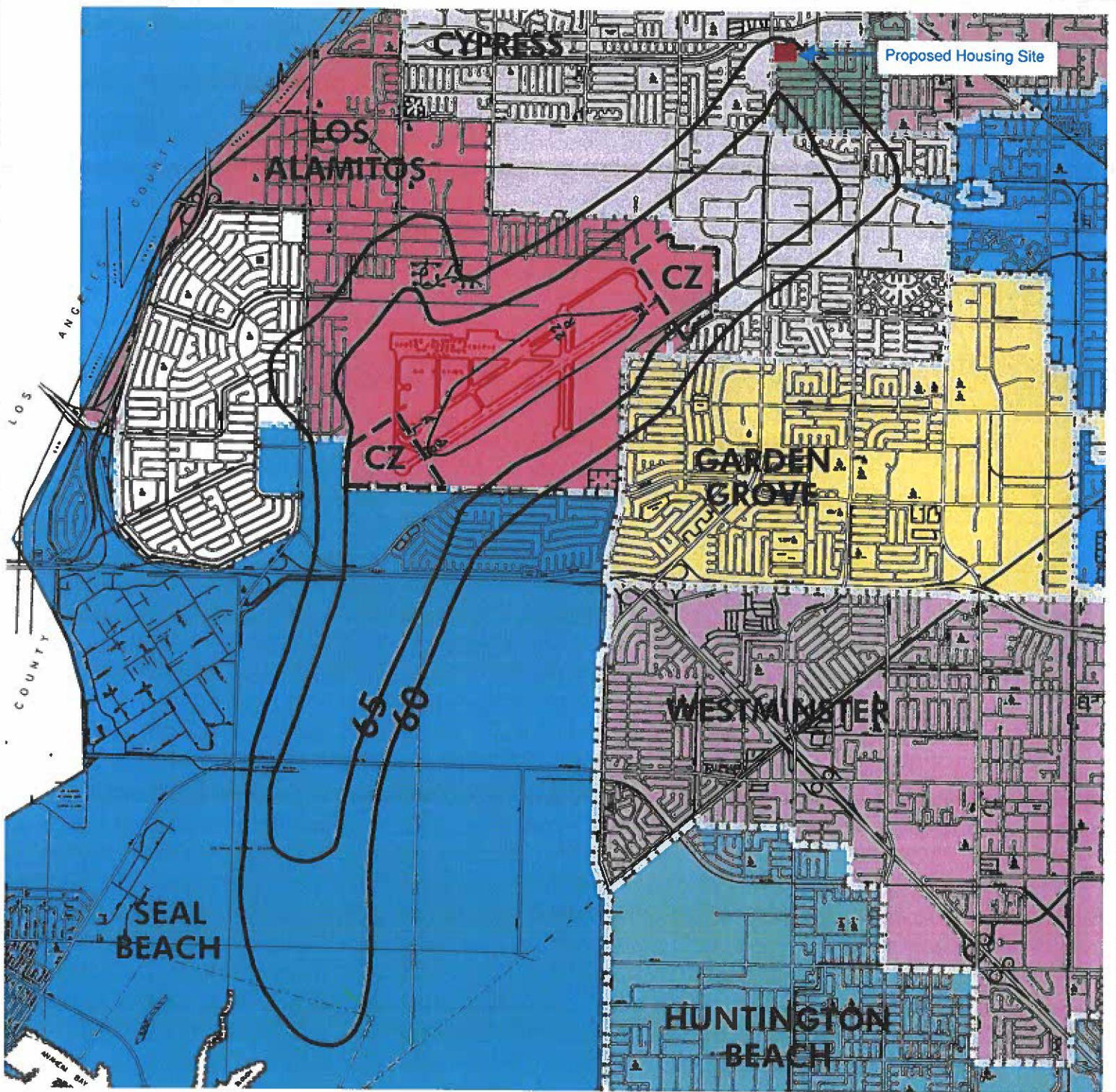
Kari A. Rigon, Executive Officer

Date



Scale in Feet





Note: County Unincorporated areas are shown in white.

## Los Alamitos Impact Zones Joint Forces Training Base



### LEGEND

- 60— CNEL CONTOUR
- — — — RUNWAY PROTECTION ZONE
- · — · — CITY BOUNDARIES

### CERTIFICATION

Adopted by the Airport Land Use Commission for Orange County

Joan S. Golding, Executive Officer

Date



## Chapter 8 *Noise Element*

- ***Acoustic Architectural Design.*** Involves the incorporation of noise reduction strategies in the design and layout of individual structures. Building heights, room arrangements, window size and placement, balcony and courtyard design, and the provision of air conditioning all play an important role in shielding noise sensitive activities from intrusive sound levels.
- ***Acoustic Construction.*** Involves the treatment of various parts of a building to reduce interior noise levels. Acoustic wall design, doors, ceilings and floors, as well as dense building materials, the use of acoustic windows (i.e., double glazed, double paned, thick, non-opening, or small with air-tight seals), and the inclusion of maximum air spaces in attics and walls are all available options.
- ***Noise barriers.*** Ideally, noise barriers incorporate the placement of berms, walls, or a combination of the two in conjunction with appropriate landscaping to create an aesthetically pleasing environment. Where space is available (clustered developments), a meandering earth berm is both effective and aesthetically pleasing. Where space is restricted, a wall is an effective treatment.



The City will continue to enforce State laws and will ensure compliance with the Buena Park Noise Ordinance. The City may require acoustical studies be prepared as part of the development review process to ensure adequate analysis of potential noise impacts associated with the proposed development project. Additionally, the City will continue to coordinate with airport and rail operators to minimize noise impacts associated with these uses.

### 8.11 PRINCIPLES, GOALS, AND POLICIES

#### PRINCIPLE: NOISE CONTROL STANDARDS

The City recognizes the need for noise control standards and is committed to complying with the applicable requirements.

**Goal N-1: Appropriate Federal, State, and City standards, guidelines, and ordinances for noise control implemented and enforced throughout the City.**

**Policy N-1.1:** Continue to monitor noise throughout Buena Park and enforce the standards and regulations of the City's Noise Ordinance.

ATTACHMENT 6

## Chapter 8 *Noise Element*

- Policy N-1.2: Continue to enforce noise standards consistent with health and quality of life goals and employ effective techniques of noise abatement through such means as a noise ordinance, building codes, and subdivision and zoning regulations.
- Policy N-1.3: Adhere to the City's Municipal Code Standards and planning guidelines that include noise control for the interior space of residential developments.
- Policy N-1.4: Continue to encourage the enforcement of regulations such as the State Vehicle Code Noise Standards for automobiles, trucks, and motorcycles operating within the City.
- Policy N-1.5: Coordinate with California Occupational Safety and Health Administration (Cal-OSHA) to provide information on occupational noise requirements within the City.
- Policy N-1.6: Conform to the noise attenuation standards sets forth in the Airport Environs Land Use Plan (AELUP) for residential, commercial, and industrial development within the Fullerton Municipal Airport and Los Alamitos Joint Forces Training Center planning areas.

### **PRINCIPLE: CONSTRUCTION AND MAINTENANCE ACTIVITY NOISE**

The City seeks to reduce noise levels created by construction and maintenance activities.

### **Goal N-2: Minimized noise levels from construction and maintenance equipment, vehicles, and activities.**

- Policy N-2.1: Regulate construction activities to ensure all noise associated with construction activities comply with the City's Noise Ordinance.
- Policy N-2.2: Employ construction noise reduction methods to the maximum extent feasible. These measures may include, but not limited to, shutting off idling equipment, installing temporary acoustic barriers around stationary construction noise sources, maximizing the distance between construction equipment staging areas and occupied sensitive receptor areas, and use of electric air compressors and similar power tools, rather than diesel equipment.



## Chapter 8 *Noise Element*

- Policy N-2.3: Require municipal vehicles and noise-generating mechanical equipment purchased or used by the City to comply with noise standards specified in the City's Municipal Code, or other applicable codes.
- Policy N-2.4: Exceedance of noise standards may occur on a case-by-case basis for special circumstances including emergency situations, special events, and expedited development projects.
- Policy N-2.5: Ensure acceptable noise levels are maintained near schools, hospitals, convalescent homes, churches, and other noise-sensitive areas.

### PRINCIPLE: LAND USE AND NOISE CONSIDERATIONS

Land use planning decisions can result in potential noise impacts. Buena Park recognizes the need for careful consideration of noise affects when considering land use decisions.

### Goal N-3: Consideration of noise affects in the land use planning process.

- Policy N-3.1: Fully integrate noise considerations into land use planning decisions to prevent new noise/land use conflicts.
- Policy N-3.2: Consider the compatibility of proposed land uses with the noise environment when preparing, revising, or reviewing development proposals.
- Policy N-3.3: Adhere to the City's Municipal Code Standards and planning guidelines that include noise control for the interior space of new residential developments within noise impacted areas (noise control practices include installing thick glass windows, restricting the hours of construction, double glazing, façade treatment, installing and maintaining mufflers, erecting noise barriers, etc.).
- Policy N-3.4: Permit only those new development or redevelopment projects that have incorporated appropriate mitigation measures, so that standards contained in the Noise Element or adopted ordinance are met.
- Policy N-3.5: Encourage proper site planning and architecture to reduce noise impacts.
- Policy N-3.6: Discourage the development of sensitive uses in areas in excess of 65 dBA CNEL without appropriate mitigation.



## Chapter 8 *Noise Element*

- Policy N-3.7:** Require all residential units be attenuated to comply with the City's Noise Ordinance.
- Policy N-3.8:** Encourage all new entertainment, tourist-related, commercial, or industrial development adjacent to residential or sensitive land uses to prepare an Acoustical Assessment discussing the existing noise environment, analyzing potential noise impacts of the operation of the new development, and recommending measures to mitigate potential impacts to meet established Federal, State, and City Standards, Guidelines, and Ordinances for noise control.
- Policy N-3.9:** Incorporate noise reduction features for items such as but not limited to parking and loading areas, ingress/egress point, HVAC units, and refuse collection areas, during site planning to mitigate anticipated noise impacts on affected noise sensitive land uses.
- Policy N-3.10:** Require the design of mixed-use structures to incorporate techniques to prevent the transfer of noise and vibration from the commercial to residential use.
- Policy N-3.11:** Encourage commercial uses in mixed-use developments that are not noise intensive.
- Policy N-3.12:** Orient mixed-use residential units, where possible, away from major noise sources.
- Policy N-3.13:** Locate balconies and operable windows of residential units in mixed-use projects away from the primary street and other major noise sources, where possible, or provide appropriate mitigation.
- Policy N-3.14:** Conform to the noise attenuation standards set forth in the Airport Environs Land Use Plan (AELUP) for residential, commercial, and industrial development, within the Orange County Airport Land Use Commissions planning area boundaries for the Fullerton Municipal Airport and Los Alamitos Joint Forces Training Base.
- Policy N-3.15:** Continue to address community concerns about entertainment- or tourist-related uses, trains, or other uses that generate excessive noise adjacent to noise-sensitive uses.

## Chapter 8 *Noise Element*

### PRINCIPLE: NOISE SENSITIVE LAND USES

The City seeks to reduce noise spillover or encroachment of non-residential uses on adjoining residential areas and other noise sensitive land uses.

#### **Goal N-4: Ambient noise conditions in sensitive land use areas maintained and/or improved.**

- Policy N-4.1: Identify and reduce or eliminate unnecessary noise near noise sensitive areas (such as parks, residential areas, hospitals, libraries, convalescent homes, etc.) to meet established regulations outlined in the City's Municipal Code.
- Policy N-4.2: Encourage the use of noise absorbing materials in existing and new development to reduce interior noise impacts to sensitive land uses.
- Policy N-4.3: Encourage existing noise sensitive uses, including schools, libraries, health care facilities, and residential uses in areas where existing or future noise levels exceed 65 dBA CNEL to incorporate fences, walls, and/or other noise buffers and barriers, where appropriate and feasible.
- Policy N-4.4: Discourage new projects located in commercial or entertainment areas from exceeding stationary-source noise standards at the property line of proximate residential or commercial uses, as appropriate.
- Policy N-4.5: For sensitive land uses located near to or adjacent to industrial land uses, evaluate the ambient noise condition and, as appropriate, reduce noise affects upon the sensitive land use (such as erecting noise barriers, restricting hours of operation, investing in noise canceling technologies, etc.).
- Policy N-4.6: Ensure new industrial uses comply with the City's Noise Ordinance.
- Policy N-4.7: Encourage school districts or other educational facilities to locate outdoor activity areas, such as play grounds and sport fields, away from residential areas.

**The Land Use and Community Design Element also acknowledges the importance of protecting sensitive land uses through goals and policies that address compatible development.**



### **PRINCIPLE: TRANSPORTATION NOISE**

The City seeks to minimize transportation noise impacts from motor vehicles, trains, and airport operations.

#### **Goal N-5: Reduction of noise from circulation-related sources such as motor vehicles, trains, and airplanes.**

- Policy N-5.1: Encourage the construction of noise barriers and maintenance of existing noise barriers for residential uses along the Artesia (SR-91) and Santa Ana (I-5) Freeways.
- Policy N-5.2: Continue to encourage the enforcement of regulations such as the State Vehicle Code Noise Standards for automobiles, trucks, and motorcycles operating within the City.
- Policy N-5.3: Enforce established hours and routes for delivery trucks and through truck traffic.
- Policy N-5.4: Discourage through traffic on residential local streets to reduce noise.
- Policy N-5.5: Employ noise mitigation practices, as necessary, when designing future streets and highways, and when improvements occur along existing road segments. Mitigation measures should emphasize the establishment of buffers or setbacks between the arterial roadways and adjoining noise-sensitive areas.
- Policy N-5.6: Continue to encourage all active railroads within the City to reduce the level of noise produced by train movements within the City.
- Policy N-5.7: Encourage all active railroads within the City to schedule trains during daylight hours when possible.
- Policy N-5.8: Encourage the Public Utilities Commission, Southern California Regional Rail Authority, Union Pacific, Burlington Northern & Santa Fe, Amtrak, and Metrolink to minimize the level of noise produced by train movements and whistle noise within the City by reducing the number of nighttime operations, improving vehicle system technology, and developing improved sound barriers where residences exist next to the track.

## Chapter 8 *Noise Element*

**Policy N-5.9:** Coordinate with the Fullerton Municipal Airport and the Los Alamitos Joint Forces Training Base to continue the implementation of noise control procedures for the airport and create new procedures and policies to reduce noise impacts to the City.

**Policy N-5.10:** Encourage Caltrans to meet the State standard of 65 dBA CNEL for exterior noise levels for the Artesia Freeway (SR-91) and Santa Ana Freeway (I-5).

**Policy N-5.11:** Encourage Caltrans to keep the interior residential noise levels below the State standard of 45 dBA CNEL, where appropriate and feasible.

**Policy N-5.12:** Continue to work with Caltrans to ensure that soundwalls or other appropriate mitigations are provided where the Artesia Freeway (SR-91) and Santa Ana Freeway (I-5) abuts residential areas or areas with sensitive receptors within the City.

**Policy N-5.13:** Encourage Caltrans to develop a range of sound attenuation alternatives to mitigate noise impacts from the Artesia Freeway (SR-91) and Santa Ana Freeway (I-5).

**Goal N-6:** Noise levels created by the Union Pacific, Southern Pacific, Metrolink, and any other future rail systems located in close proximity to residential and other noise-sensitive land uses will be minimized or reduced.

**Policy N-6.1:** Work with rail operators to ensure noise impacts are considered and mitigated through proper design, siting, and construction.

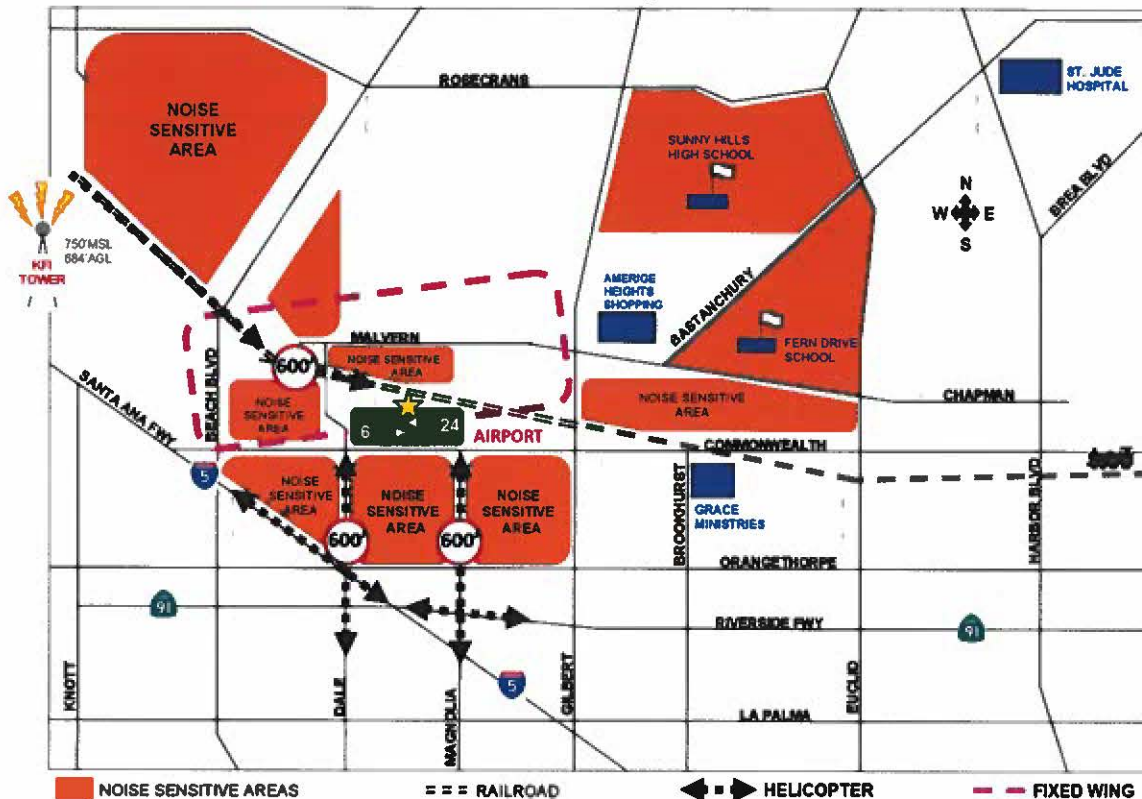
**Policy N-6.2:** Work with rail operators to install and maintain noise mitigation features where operations adversely impact existing or planned residential and other noise-sensitive land uses.

**Policy N-6.3:** Encourage noise attenuation measures be incorporated into all new development, renovations, and remodels of residential, health care facilities, schools, libraries, senior facilities, and churches in close proximity to existing or known planned rail lines.

**Policy N-6.4:** Require future rail projects under the City's control to analyze noise impacts and to identify and incorporate noise reducing features into the project design.



## FLY FRIENDLY



**SAFETY IS PARAMOUNT. ALWAYS COMPLY WITH ATC INSTRUCTIONS.**

### FIXED WING

**Low RPM produces the least noise.**

**TWIN PROP/JET: 1000' MSL SINGLE PROP: 1100' MSL**

**Departures:** Runway 6: Turn right 085 degrees to follow railroad tracks until reaching 1100'.

Runway 24: 700' or Beach Blvd prior to turning

Use best rate of climb to arrive at traffic pattern altitude as quickly as possible.

### HELICOPTER

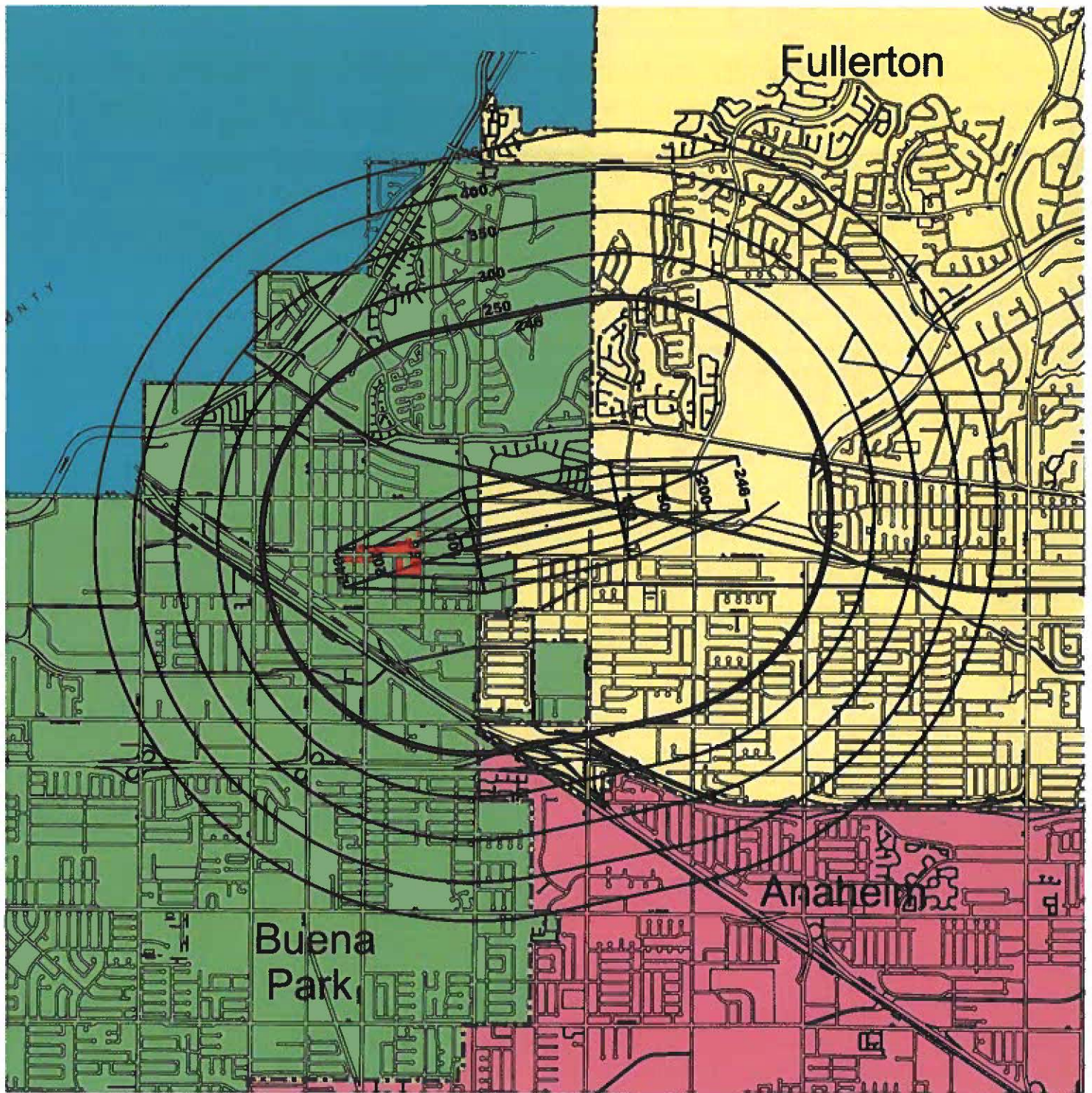
**Arrivals:** N/W-N/E - For both runway operations follow railroad tracks

S/W-S/E - For runway 24 operations use Magnolia routing. For runway 6 operations use Dale routing.

**Departures:** N/W-N/E—Fly north until railroad tracks, turn west OVER railroad tracks. Cross a point (see map) east of Beach Blvd at 600msl. Make N/E turn over Beach Blvd. Continue west over railroad tracks before making any other turns.

S/W-S/E—Fly south on appropriate route until over either freeway (I-5 or 91) before making any turns. Cross a point (see map) south at 600msl.





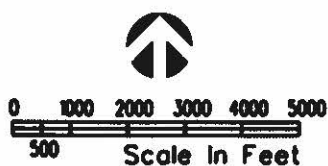
Note: – County Unincorporated areas are shown in white.  
 – Larger format map is available through Commission office at 949-252-5170

 Proposed Housing Sites (Approximate)

## FAR PART 77

D3

### Fullerton Municipal Airport Obstruction Imaginary Surfaces



#### LEGEND

- CITY BOUNDARIES
- AIRPORT BOUNDARIES

Adopted by the Airport

CERTIFICATION

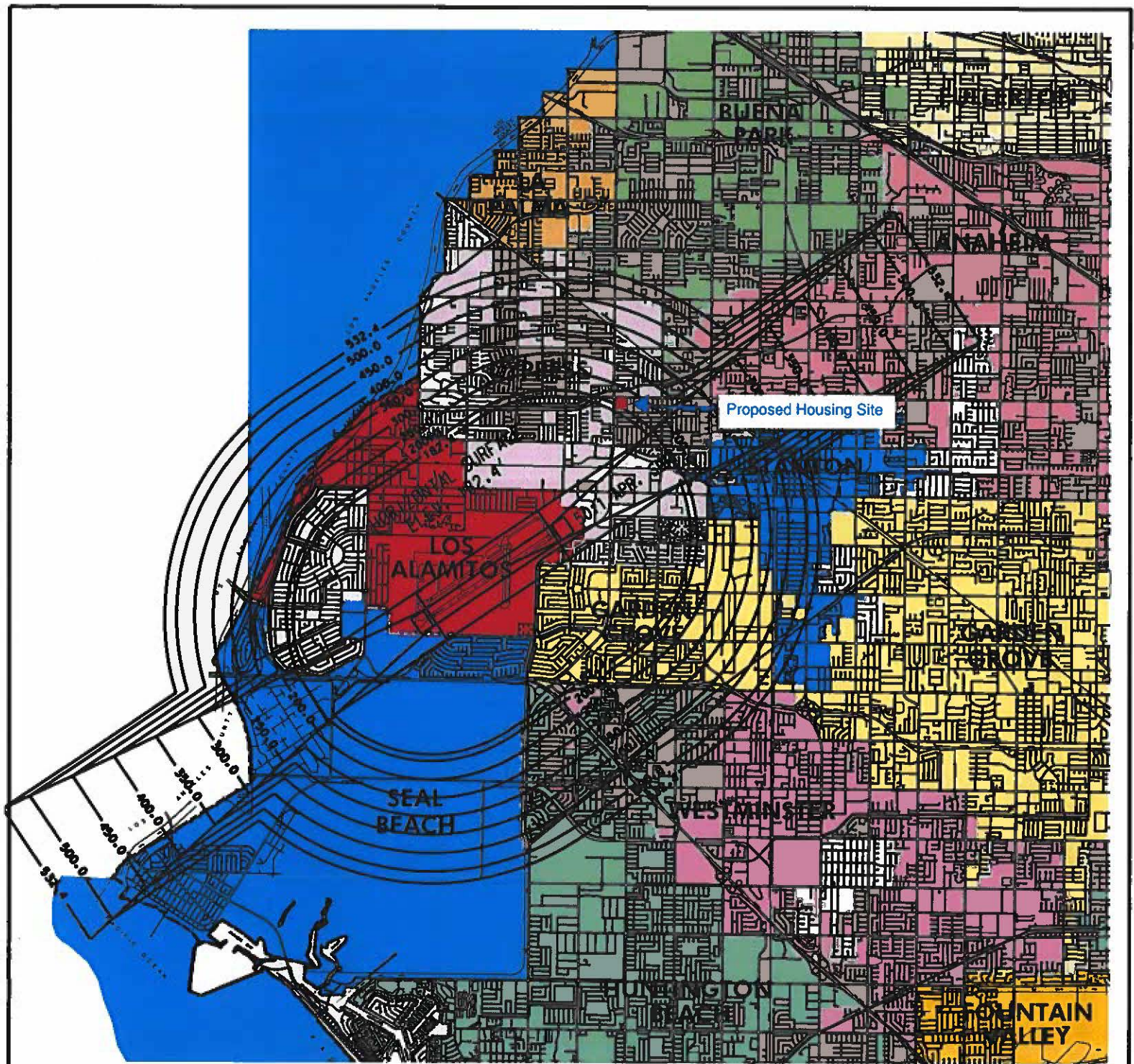
**ATTACHMENT 8**

Kari A. Rigoni, Executive Officer

Date



# AELUP Height Restriction Zone for JFTB



Note: County Unincorporated areas are shown in white.

## FAR PART 77

### JFTB Los Alamitos Obstruction Imaginary Surfaces



#### LEGEND

- 20,000' Radius
- CITY BOUNDARIES

#### CERTIFICATION

Adopted by the Airport Land Use Commission for Orange County

Joan S. Golding, Executive Officer

Date



**Buena Park Municipal Code**[Up](#)[Previous](#)[Next](#)[Main](#)[Search](#)[Print](#)[No Frames](#)[Title 19 ZONING](#)[Division 3 Single Family Residential Zones](#)[Chapter 19.316 Development Standards—Buildings](#)**19.316.090 Height of Structures.**

A. The maximum height of any building or structure shall be as shown in Table 19.316.090.

Table 19.316.090 HEIGHT LIMITS—RS ZONES		
Type of Building	Maximum Height	
Main building	2 stories	not to exceed 30 feet.
Accessory building or structure	1 story	not to exceed 15 feet at peak of roof or 12 feet for a flat roofed structure.

B. **Antennae.** Notwithstanding the restrictions of subsection A of this section, radio, television, microwave antennae, and similar equipment shall be subject to the following regulations:

1. Ground-mounted antennae which are incidental or accessory uses are permitted to a height of sixty feet, unless permitted higher by a conditional use permit.
2. Roof-mounted antennae, which shall include dishes to a maximum of twenty-four inches in diameter, may be used but may not be more than twenty-five feet higher than the highest point of the building to which they are attached, excluding chimneys and like projections, unless permitted higher by the issuance of a conditional use permit.
3. Any antenna that is primary to the use shall be subject to the height limit established under a conditional use permit.

View the [mobile version](#).



## Buena Park Municipal Code

[Up](#)[Previous](#)[Next](#)[Main](#)[Search](#)[Print](#)[No Frames](#)[Title 19 ZONING](#)[Division 4 Multifamily Residential Zones](#)[Chapter 19.416 Development Standards—Buildings](#)**19.416.090 Height of Structures.**

- A.** The maximum height of any building or structure shall be as shown in Table 19.416.090.
- B. Antennae.** Notwithstanding the restrictions of subsection A of this section, radio, television, microwave antennae, and similar equipment shall be subject to the following regulations:
1. Ground-mounted antennae which are incidental or accessory uses are permitted to a height of sixty feet, unless permitted higher by a conditional use permit.
  2. Roof-mounted antennae, which shall include dishes to a maximum of twenty-four inches in diameter, may be used but may not be more than twenty-five feet higher than the highest point of the building to which they are attached, excluding chimneys and like projections, unless permitted higher by the issuance of a conditional use permit.
  3. Any antenna that is primary to the use shall be subject to the height limit established under a conditional use permit.

(Ord. 1338 § 16, 1996)

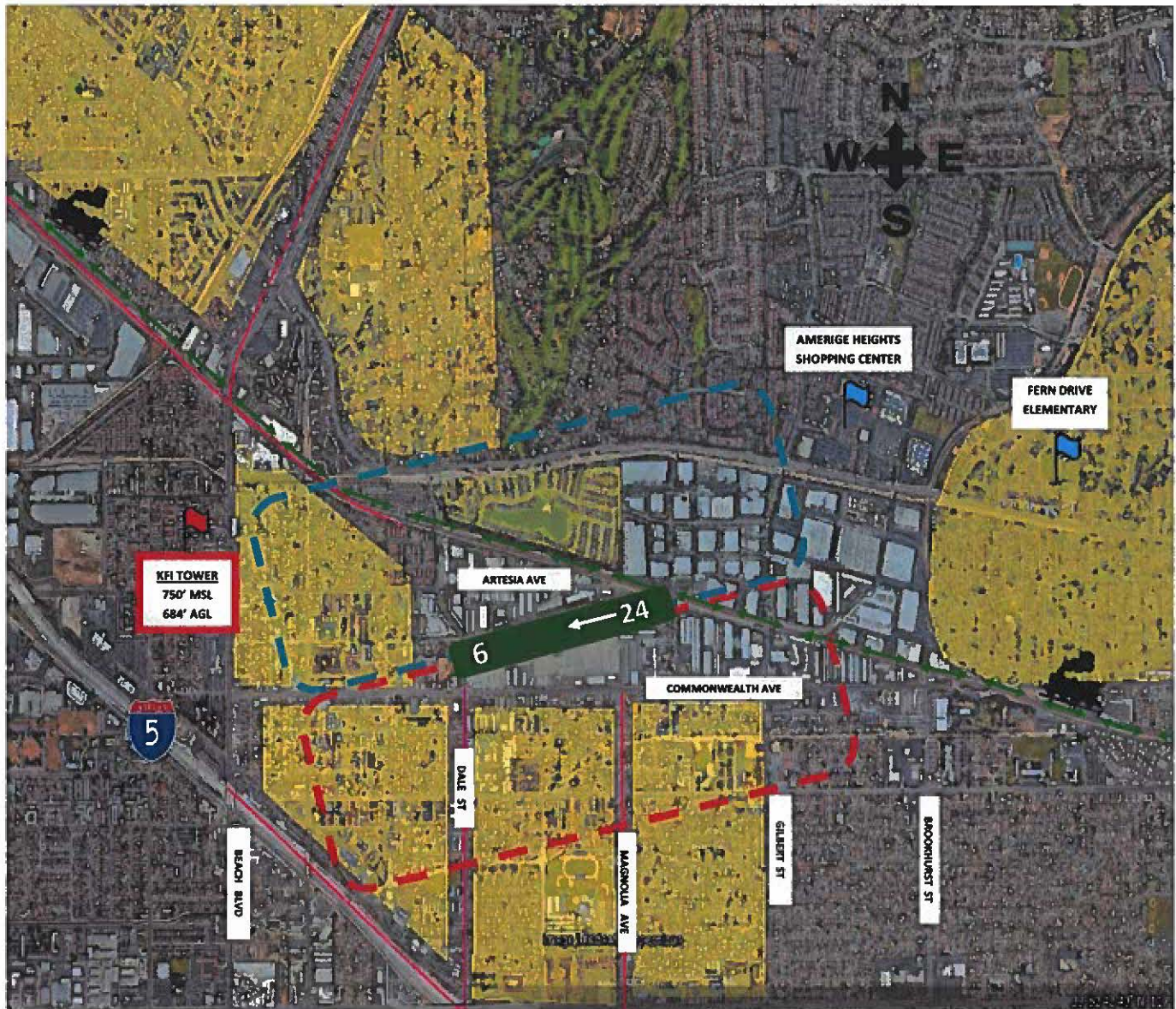
<b>Table 19.416.090</b> <b>HEIGHT LIMITS—RM ZONES (1) (2)</b> <b>(Other than RMH) (3)</b>		
Type of Building	Maximum Height	
	Within Fifty Feet of Any RS Zone	More than Fifty Feet from RS Zone
Any building or structure	1 story or 15 feet, whichever is less	35 feet, except a greater height may be authorized by conditional use permit
(1) For a single family dwelling (one dwelling unit on a lot) in the RM zones, the height limits of Section 19.316.090 of Division 3 shall apply. (2) For multi-family units on a lot in the RM-20 zone with non-conforming lot width and/or lot area, special height requirements of Section 19.448.025 shall apply. (3) See subsection F of Section 19.448.020 for height limits in RMH Zone.		

View the [mobile version](#).



# **NOISE ABATEMENT PROCEDURES**

HIGHLIGHTED AREAS ARE NOISE SENSITIVE



## **HELICOPTER**

**Arrivals:** N/W-N/E - For both runway operations follow railroad tracks

S/W-S/E - For runway 24 operations use Magnolia routing. For runway 6 operations use Dale routing.

**Departures:** N/W-N/E—Fly north until railroad tracks, turn west OVER railroad tracks. Cross a point (see map) east of Beach Blvd at 600msl. Make N/E turn over Beach Blvd. Continue west over railroad tracks before making any other turns.

S/W-S/E—Fly south on appropriate route until over either freeway (I-5 or 91) before making any turns. Cross a point (see map) south at 600msl.

## **FIXED WING**

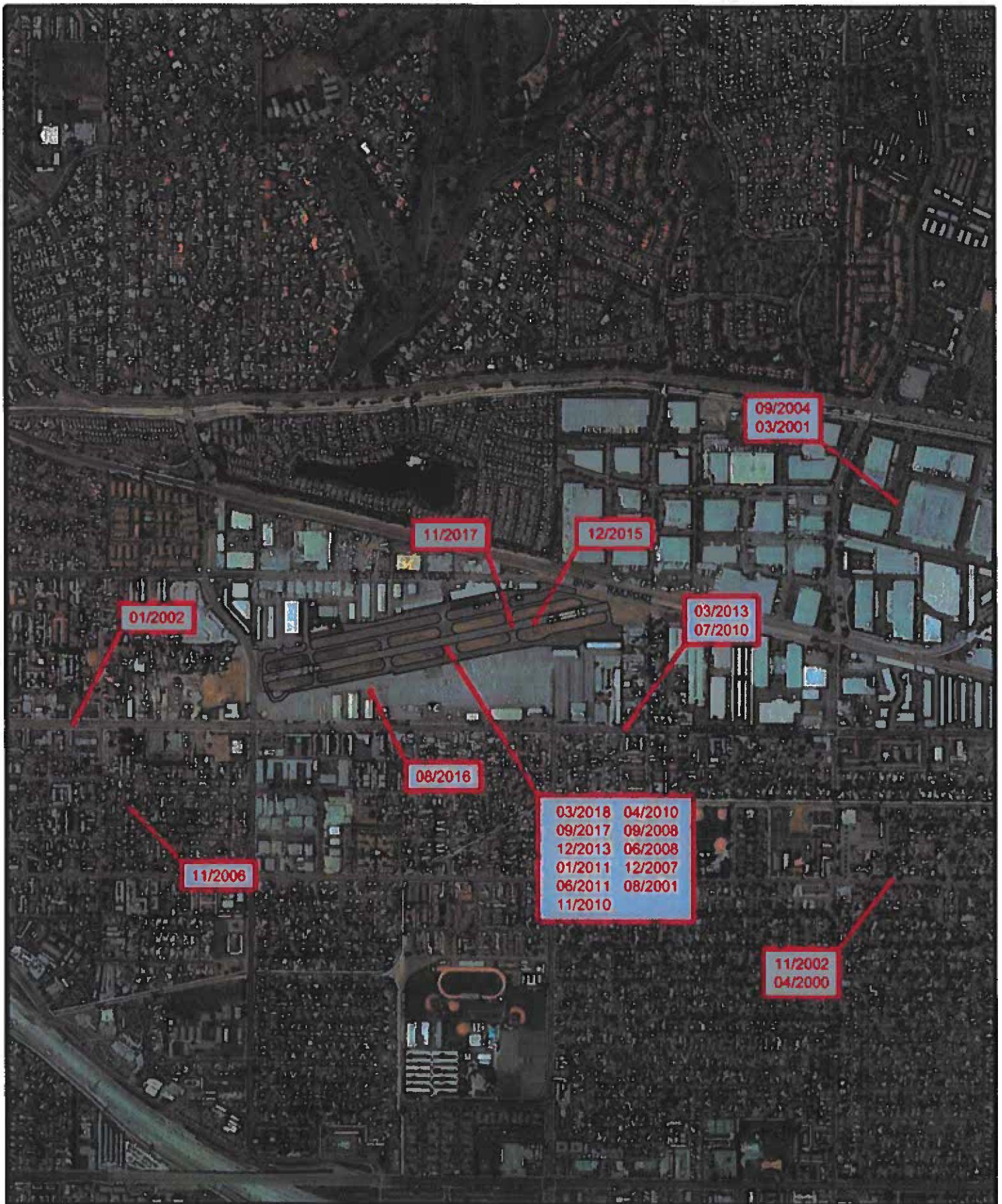
Use best rate of climb. Low RPM produces the least noise.

**Arrivals:** Runway 24 - Follow railroad tracks

**Departures:** Runway 6: Turn right 085 degrees, follow railroad tracks. No turns before 1100'

Runway 24: 800' or Beach Blvd prior to turning





## FULLERTON AIRPORT ACCIDENT HISTORY 2000-2018

Month/Year - ACCIDENT DATE

ATTACHMENT 11







November 29, 2021

COMMUNITY DEVELOPMENT DEPARTMENT

RECEIVED

NOV 29 2021

AIRPORT LAND USE COMMISSION

Lea U. Choum, Executive Officer  
Orange County Airport Land Use Commission  
3160 Airway Avenue  
Costa Mesa, CA 92626

**SUBJECT: CITY OF BUENA PARK DRAFT 2021-2029 HOUSING ELEMENT  
SUBMITTAL FORM (SUBMITTED VIA EMAIL TO ALUCINFO@OCAIR.COM)**

Dear Ms. Choum:

The City of Buena Park is pleased to submit the draft 2021-2029 Housing Element (6<sup>th</sup> Cycle) to the Orange County Airport Land Use Commission (ALUC) for review and recommendation. For the 6<sup>th</sup> Cycle, the City was given a Regional Housing Needs Assessment (RHNA) allocation of 8,919 units which is approximately 26 times more than the 5<sup>th</sup> Cycle RHNA allocation of 339 units. Based on the Sites Inventory Analysis within the housing element document, the City has identified a projected capacity of 9,964 units to satisfy the 6<sup>th</sup> Cycle RHNA. The draft 2021-2029 Housing Element can be accessed on the city's website via the following link: [https://www.buenapark.com/city\\_departments/community\\_development/planning\\_division/2021\\_housing\\_element\\_update.php](https://www.buenapark.com/city_departments/community_development/planning_division/2021_housing_element_update.php). Pursuant to ALUC Submittal Form instructions, the previous Housing Element (2013-2021) has also been provided and can be accessed via the following link: [https://www.buenapark.com/Document\\_center/City%20Departments/Community%20development/Planning%20Division/2021%20Housing%20Element%20Update/20132021HousingElement.pdf](https://www.buenapark.com/Document_center/City%20Departments/Community%20development/Planning%20Division/2021%20Housing%20Element%20Update/20132021HousingElement.pdf)

Enclosed you will find the ALUC Submittal Form, Submittal Checklist, the draft Environmental Justice Element, excerpts from the Buena Park General Plan and Zoning Ordinance, and the required exhibit depicting sites within the Fullerton Municipal Airport (FMA) Notification Area (378 projected sites/8,370 projected units), the FMA Obstruction Imaginary Surface (377 projected sites/7,196 projected units), and FMA 60 CNEL Noise Contour (42 projected sites/304 projected units) for ALUC review. Based on the OC AELUP Maps, no sites identified in the Buena Park 2021-2029 Housing Element are located within either the FMA Runway Protection or Accident Potential zones.

The City of Buena Park respectfully request to be placed on the December 16, 2021 ALUC meeting agenda. If you have any questions or require any additional information, please contact me at your convenience. Thank you.

Sincerely,

Digitally signed by Swati  
Meshram  
Date: 2021.11.29 14:18:21  
-08'00'

Swati Meshram, PhD, AICP, Planning Manager  
Planning Division  
City of Buena Park



**DRAFT 2021-2029 HOUSING ELEMENT SUBMITTAL FORM**

**Page 2**

**Enclosures:**

**ALUC Submittal Form and Checklist**

**Draft Buena Park Environment Justice Element**

**Buena Park General Plan Excerpts – Noise Policies/Mitigation Measures**

**Buena Park Zoning Ordinance – RS and RM Building Height Regulations**

**Notification Area/Obstruction Imaginary Surfaces/Noise Contours Planning Area Exhibit**



# AIRPORT LAND USE COMMISSION

## FOR ORANGE COUNTY

### HOUSING ELEMENT UPDATE - SUBMITTAL FORM

1. City/County: City of Buena Park
2. Contact information - Swati Meshram, AICP, Planning Manager  
Agency: City of Buena Park – Community Development Department  
Address: 6650 Beach Blvd. Buena Park, CA 90622  
Phone/email: 714-562-3614
3. Airport Planning Area(s):  
☐ John Wayne Airport ☒ Fullerton Municipal Airport ☐ Joint Forces Air Base Los Alamitos
4. Are there additional General Plan Element(s) being submitted for review: ☐ No ☒ Yes –  
Name of Elements: Environmental Justice Element
5. Scheduled date of Planning Commission Public Hearing: 12/8/2021
6. Tentative date of City Council Public Hearing: 1/11/2022
7. Requested month of ALUC Review: December  
(Complete submittal must be received by the first day of the month)
8. Does the Housing Element Update identify new housing sites within the airport Notification/Planning Area\*? ☐ No (skip items # 9-12). ☒ Yes (continue below).
9. Does the Housing Element Update identify new housing sites within the: ☒ 60 CNEL or ☐ 65 CNEL Noise Contours of the airport(s)\*? Please attach an exhibit showing location(s) of proposed housing sites and number of units in relation to noise contours.
10. Are noise policies or mitigation measures identified in the Housing Element or elsewhere in the General Plan? ☐ No ☒ Yes - Please attach pages with noise policies/mitigation measures highlighted.
11. Are any new housing sites identified within the Runway Protection Zone (RPZ), Clear Zone (CZ), or Airport Safety Zones of the airport\*? ☒ No ☐ Yes - Please attach exhibit showing location(s) of proposed housing site(s) and number of units in relation to the applicable zones.
12. Are any new housing sites identified within the Obstruction Imaginary Surfaces\*?  
☐ No ☒ Yes - Please attach an exhibit showing location(s) of proposed housing sites and number of units in relation to the Obstruction Imaginary Surfaces.
13. Maximum height allowed for proposed housing. See attached Buena Park Zoning Ordinance Excerpts (Please provide link and identify section(s) of General Plan and/or Zoning Code where housing maximum height is specified.)



### HOUSING ELEMENT UPDATE - SUBMITTAL CHECKLIST

<input checked="" type="checkbox"/>	Cover letter on City/County letterhead.
<input checked="" type="checkbox"/>	Completed Submittal Form.
<input checked="" type="checkbox"/>	Copy of existing Housing Element (and any other applicable Elements).
<input checked="" type="checkbox"/>	Copy of proposed Housing Element Update attached (and any other proposed elements) with requested information highlighted.
<input checked="" type="checkbox"/>	Exhibit showing location(s) of proposed housing sites and number of units within the Notification Area/Planning Area for airport.
<input checked="" type="checkbox"/>	Exhibit showing location(s) of proposed housing sites, and how many units for each, in relation to noise contours for airport(s).
<input checked="" type="checkbox"/>	Noise policies/mitigation measures in Housing Element Update highlighted and/or pages from other elements attached.
<input checked="" type="checkbox"/>	Exhibit showing location(s) of proposed housing sites, and how many units for each, in relation to Airport Safety Zones.
<input checked="" type="checkbox"/>	Exhibit showing location(s) of proposed housing sites, and how many units for each, in relation to the Obstruction Imaginary Surfaces.
<input checked="" type="checkbox"/>	Pages of General Plan and/or Zoning Code which indicate height restrictions for each new housing site within Airport Notification/Planning Area.
<input checked="" type="checkbox"/>	Explanation of how the Housing Element Update (or other General Plan Elements) addresses the AELUP standards for noise impact, safety compatibility, and height restriction zones: <b><i>The Noise Element and Environmental Justice Element appropriately address AELUP related issues and contain/propose policies for mitigation. Existing height restrictions can be found within the Zoning Ordinance (see attached excerpts). New Mixed-Use zones created as a result of the 2021-2019 Housing Element Update will contain building height limitations when crafted during the housing element implementation period.</i></b>

\*For airport planning/notification areas, noise contours, safety zones and obstruction imaginary surfaces see Appendix D of the applicable Airport Environs Land Use Plan (AELUP) at:  
<https://www.ocair.com/about/administration/airport-governance/commissions/airport-land-use-commission/>

Mail or deliver Submittal Form, Checklist and attachments to: Airport Land Use Commission for Orange County,  
 Attn: Executive Officer, 3160 Airway Avenue, Costa Mesa, CA 92626 / Phone: (949) 252-5170