

- Commercial parcels on the east side of Harbor and the south side of Commonwealth – potential to include in Downtown area and not in Transportation Center area; character of these areas is more similar to Downtown.
- Move south boundary by Transportation Center to Santa Fe.
- South west corner by Harbor (old juice factory) – potential to include this with the Transportation Center instead – may be future parking for Transportation Center.
- Downtown issues of safety and security are not the same by the high school and college – possibly remove these areas from the Downtown area.
- City has little control over the high school and college, may not be any value in putting these in the Downtown focus area.
- Density and activity level increase as Chapman crosses Berkeley – characterizes the entrance to the Downtown – keep in this focus area.
- Keeping schools in this focus area will focus intentional development across from the schools.
- Residential areas currently included in this area, potential to include residential area north of Chapman (Jacaranda area).
- Keep focal point at Commonwealth and Harbor and make focus area a radius from focal point.
- Potential to overlap focus areas (i.e. Downtown and Transportation Center).
- Linkage between Transportation Center, Civic Center, and Downtown – need connections, mobility.
- Downtown should be a specific plan.
- Downtown focus area to include Transportation Center specific plan area since it will be approved prior to General Plan completion – allow for connections between the two areas.
- Pedestrian friendly is key to the Downtown.
- Set Downtown center as Harbor and Commonwealth intersection, look at pedestrian-shed radius off of that point to define Downtown.
- High school and college taken into consideration because of pedestrian use and connections should include residential neighborhoods as well.
- Use Commonwealth corridor and ¼ mile from corridor.

The following comments were received from the public:

- Neighborhood northwest of Harbor/Chapman is becoming a young family neighborhood, and they are walking more to the Downtown. Include this area to increase pedestrian-friendly connections to the Downtown.
- Better pedestrian connectivity – look at pedestrian shed of ¼ mile from activity nodes, and this is how far people are willing to walk. Pedestrian connections across Chapman need improvement; currently dangerous intersections.
- Address incompatible development, low scale residential and triplexes next to larger buildings currently.
- High school and college are not subject to approval of the city, why were they included in this focus area.
- Is there a preservation zone in this focus area.
- Natural break in activity is at Ford.
- Intent to preserve historical resources and/or scale of development in the focus area.

- Neighborhoods are similar in age and scale all the way to Euclid – potential to extend focus area out to Euclid.
- Encouraging pedestrian, bicycle, and horse access to Downtown area will encourage people to use the Downtown businesses.
- Reassure people that issues outside the boundaries of the Downtown focus area will also be addressed.
- What Fullerton does will affect La Mirada.

After discussion, it was the consensus of the Committee that this focus area should remain.

Focus Area F – Transportation Center

The following comments were received from the Committee:

- Linkage to Downtown – pedestrian friendly.
- Maintain open space in front of the depot, open plaza, historic buildings.
- Proposed train museum land is too valuable for this use.
- Overlap Downtown Focus Area and the Transportation Center Focus Area because of linkages.
- This area provides one of the biggest assets to the City, and an opportunity to comply with SB 375 and the new green house gas legislation/requirements; help reduce vehicle miles traveled.
- Parking for Transportation Center is important.
- Train museum will create a destination for visitors, similar to the Sacramento train museum.
- Move boundary further south to include recent development – align with the Redevelopment area.
- Do not want to see buildings similar to large apartment buildings in this area.
- Include some open space requirements (public or private), design standards, height standard, and visual relief.

The following comments were received from the public:

- Open plaza in front of the train depot will be needed to move pedestrians in and out and also create a framed view of the depot – coordinate with current activity.
- Need to plan enough parking for the Transportation Center, and integrate it with entertainment, residential, and evening activity to utilize the same parking.
- Increased bus flow through the Transportation Center will reduce the need for parking; current bus area is not well laid out or labeled.

After discussion, it was the consensus of the Committee that this focus area should remain.

Focus Area G – North Harbor Corridor

The following comments were received from the Committee:

- Elks Lodge is already developed – should this be included in the focus area.
- Challenges – high use of recreational trails, consider where these cross major streets, i.e. harbor, Bastanchury, and Euclid.
- Extend west boundary on Bastanchury to Euclid – trails west of Harbor.

- Focus area contains expansion of medical center – logical.
- Extend focus area west to railroad track, include existing medical building.
- Link Fullerton Towers and south to the Downtown – natural break between south node and north node.
- Keeping all medical uses within the one focus area is logical.
- Transportation and security considerations for medical uses.
- North on Harbor there are more existing medical and office uses – extend the boundary of this focus area north to the City limits.
- Possible scenic corridor along harbor.
- Possibly add a separate trail focus area.

The following comments were received from the public:

- Aesthetic value of this corridor – green hillsides and nice looking medical buildings. Maintain green hillsides as open space.
- Open hillside creates visual break between business areas.
- Fullerton loop crossing under Harbor is dangerous. Need more defined trail from dam to courthouse – easy to get lost on current trail.
- Harbor separates trails into east and west.
- Crossing Harbor for pedestrians, etc. needs to be improved.

After discussion, it was the consensus of the Committee that this focus area should remain.

Focus Area H – North Industrial

The following comments were received from the Committee:

- Include the northeast and southeast corners of Imperial and Harbor – existing commercial/retail.
- Important to maintain large lot sizes in the industrial areas.
- Retail should serve industrial areas – uses should be appropriate for area.
- Largest economic drivers on the north side of the City.
- Economic development considerations of Beckman property – try to bring in another manufacturer with similar needs.
- City is starting to lose technology manufacturers and their employees.
- Take advantage of universities in the area – resource for technology/industrial.
- Possible industrial zone with a retail overlay.
- Remove this focus area – concerned with speculation for development of retail and/or housing.
- Take retail out of this focus area (north side of Imperial).
- Keep this focus area and put in strong policies to keep industrial use.
- The need to retain industrial uses is inherent in the previous comments from the GPAC.
- What is currently industrial should stay industrial – economic development team needs to find the highest and best industrial use/company to come in.
- Remove wording about the alternative uses from the description.

The following comments were received from the public:

- Transitioning land to retail and housing will equal loss of large industrial lots/resource, which currently locates jobs near homes and generates employment.

After discussion, it was the consensus of the Committee that this focus area should remain.

AGENDA FORECAST

The next General Plan Advisory Committee meeting will be held December 1, 2008 at 7:00 p.m.

STAFF/COMMITTEE COMMUNICATION

Member Bennett asked staff for information on feedback received regarding the letter to the U.S. Army Corps of Engineers from the Friends of Coyote Hills that had been brought up during public comment, and Mr. St. Paul responded that he was not aware of any, but would get back to the GPAC with the information.

ADJOURNMENT

Chair Stopper adjourned the meeting at 9:25 p.m.