CHAIR DIEP
VICE CHAIR JUDEH
COMMISSIONER DAVIS
COMMISSIONER PATINO
COMMISSIONER SCHOALES

Wednesday, August 27, 2025, 6:30 PM
COUNCIL CHAMBER
6650 Beach Boulevard
Buena Park, CA 90621

**** Revised ****

PLANNING COMMISSION AGENDA

6:30 p.m.

Members of the public may submit their comments in writing for the Planning Commission by sending them to the Community and Economic Development Department at bpplancomments@buenapark.com. Please submit all comments by 6:00 p.m. on Wednesday, August 27, 2025. Please contact the Planning Division at (714) 562-3620 for any questions.

All actions by the Planning Commission are final unless an appeal to the City Council is filed with the City Clerk within ten (10) working days of the decision.

Appeal period ends on September 16, 2025.

1. GENERAL

1.A. CALL TO ORDER

1.B. ROLL CALL

1.C. PLEDGE OF ALLEGIANCE

2. ORAL COMMUNICATIONS

2.A. ORAL COMMUNICATIONS

This is the portion of the meeting set aside to invite public comments regarding any matter within the jurisdiction of the Planning Commission. Public comments are limited to no more than three minutes each. If comments relate to a specific agenda item, those comments will be taken following the staff report for that item and prior to the Planning Commission vote. Those wishing to speak are asked to add their information at the digital kiosk located at the entrance of the Council Chamber.

3. CONSENT CALENDAR

The item listed under the Consent Calendar is considered routine business and will be voted on together by one motion unless a Commissioner requests separate action. At this time the Commissioner or public may ask to speak on any item on the Consent Calendar.

3.A. APPROVAL OF MINUTES
August 13, 2025

4. PUBLIC HEARING

4.A. GENERAL PLAN AMENDMENT GP-25-3 AMENDING CHAPTER 7 SAFETY ELEMENT OF THE GENERAL PLAN

General Plan Amendment No. GP-25-3 amending Chapter 7 Safety Element of the 2035 General Plan to update the text and exhibits to include Principles, Goals and Policies for climate change and resiliency, fire safety, hazardous materials, emergency management, flood hazards, and incorporation of relevant State Laws.

An Initial Study/Negative Declaration (IS/ND) was prepared in accordance with the California Environmental Quality Act (CEQA) Guidelines Sections 15070-15073; and found that the project would have no impacts or less than significant impacts on the environment with no mitigation measures required.

— RECOMMENDED ACTION: Adopt Resolution recommending City Council approval to update Chapter 7 Safety Element of the 2035 General Plan and a Negative Declaration.

5. STAFF REPORTS

5.A. STAFF REPORTS

6. AGENDA FORECAST

6.A. ANNOUNCEMENTS, CONFERENCE REPORTS AND CALENDAR REQUESTS

7. COMMISSION REPORTS

7.A. COMMISSION REPORTS

8. ADJOURNMENT

8.A. ADJOURNMENT

This agenda contains a brief general description of each item to be considered. Supporting documents are available for review and copying at City Hall or at www.buenapark.com. Supplementary materials distributed to the Planning Commission less than 72 hours before the meeting are posted to the City's website at www.buenapark.com and copies are available for public inspection beginning the next regular business day in the Planning Division Office. Video streaming of the meeting is available on the City's website. This governing body is prohibited from discussing or taking action on any item which is not included in this agenda; however, may ask clarifying questions, ask staff to follow-up, or provide other direction. The order of business as it appears on this agenda may be modified by the governing body.

In compliance with the Americans with Disabilities Act, if you need accommodations to participate in this meeting, contact the City Clerk's Office at (714) 562-3750 or the California Relay Service at 711. Notification at least 48 hours prior to the meeting will enable the City to make arrangements to assure accessibility.

If you would like to participate in any matter of business on the agenda and would like translation in Chinese, Korean, Spanish, Tagalog, or Vietnamese, please contact the **Planning Division at (714) 562-3620 48-hours prior to the meeting**. Residents requiring translation during Oral Communications are encouraged to bring interpreters.

시의제 목록에 있는 정식 안건에 대해 의견을 발표하고 싶으신 경우, 중국어, 한국어, 스패니쉬, 타갈로에 대한 통역사가 필요하시면 시미팅 48시간전 시서기 오피스로 (714-562-3750) 연락하시면 됩니다. 정식안건이 아닌 주민 발언시간에 발표하실 경우, 본인의 통역사를 직접 모시고 오시면 감사하겠습니다.

Si le gustaría participar en audiencia pública o cualquier asunto de negocios programado en la agenda y necesita traducción en chino, coreano, español, tagalo o vietnamita, comuníquese con la Oficina del Secretario de la Ciudad, 48 horas antes de la reunión al (714) 562-3750. Para participar en los comentarios públicos sobre cualquier otro asunto dentro de la jurisdicción del ayuntamiento, se les recomienda que traiga un intérprete.

I, Ruth Santos, City of Buena Park, do hereby certify, under penalty of perjury under the laws of the State of California that a full and correct copy of this agenda was posted pursuant to Government Code Section 54950 et. seq., at Buena Park City Hall, 6650 Beach Blvd., and uploaded to the City of Buena Park website www.buenapark.com.

Ruth Santos
Sr. Administrative Assistant

Date Posted: August 21, 2025

August 27, 2025
CONSENT CALENDAR
Item No. 3A.

Planning Commission Agenda Report

APPROVAL OF MINUTES

PREPARED BY	PRESENTED BY
Ruth Santos, Senior Administrative Assistant	Ruth Santos, Senior Administrative Assistant
REVIEWED AND APPROVED BY	**DIRECTOR APPROVAL**
HARALD LUNA, PLANNING MANAGER	MATT FOULKES, DIRECTOR OF COMMUNITY AND ECONOMIC DEVELOPMENT

Attachments

2025-08-13 PC M Draft.pdf

CITY OF BUENA PARK
MINUTES OF CITY PLANNING COMMISSION
August 13, 2025

The regular meeting of the Planning Commission of the City of Buena Park convened at 6:30 p.m. on August 13, 2025, in the City Council Chamber, 6650 Beach Boulevard, Buena Park, California, with Chair Diep presiding.

PRESENT: COMMISSIONERS: Davis, Judeh, Patiño, Schoales, and Diep

Matt Foulkes, Community and Economic Development Director
Harald Luna, Planning Manager
Ian McAleese, Senior Planner
Josh Alvarez, Assistant Planner
Carlos Castellanos, Assistant Planner
John Lam, Assistant City Attorney
Deepthi Arabolu, P.E., T.E., Assistant City Engineer
Ray Tae, Senior Office Assistant
Ruth Santos, Senior Administrative Assistant

1. GENERAL

1A. CALL TO ORDER
1B. ROLL CALL
1C. PLEDGE OF ALLEGIANCE

2. ORAL COMMUNICATIONS

None

3. CONSENT CALENDAR

3A. APPROVAL OF MINUTES – July 23, 2025 Planning Commission Meeting

RECOMMENDED ACTION: Approve

Vice Chair Judeh moved and Commissioner Davis seconded the motion to approve the minutes of the July 23, 2025 Planning Commission meeting.

The motion carried unanimously.

AYES: 5 COMMISSIONERS: Judeh, Davis, Patiño, Schoales, and Diep

NOES: 0 COMMISSIONER:

ABSENT: 0 COMMISSIONER:

ABSTAINED: 0 COMMISSIONER:

4. PUBLIC HEARING

4A. MINOR MODIFICATION OF CONDITIONS NO. MM-25-6 MODIFYING PREVIOUSLY APPROVED CONDITIONAL USE PERMIT NO. CU-21-11

A request to modify the permitted hours of live entertainment for an existing full-service restaurant (Golden Rose Mediterranean Grill) to match the business hours of operation; 11:00 a.m. - 12:00 a.m. Sunday through Thursday, and 11:00 a.m. - 2:00 a.m. Friday and Saturday, at 7115 Beach Boulevard.

The property owner is Nemty LLC, 21520 Yorba Linda Blvd., Unit G521, Yorba Linda, CA 92887. The applicant is Fouad Yacoub, 21520 Yorba Linda Blvd., Unit G521, Yorba Linda, CA 92887.

Mr. Alvarez presented the staff report.

Commissioner Schoales said he remembered that when this restaurant was considered by Planning Commission in the past, a sound wall was required in order to address noise concerns raised by adjacent neighbors. He asked if noise is still a problem.

Mr. Foulkes stated that the sound wall has been an effective solution to past noise concerns.

There being no speakers and no written communications, Chair Diep closed the public hearing.

Commissioner Davis moved and Vice Chair Judeh seconded the motion to adopt the resolution approving Minor Modification of Conditions No. MM-25-6 modifying previously approved Conditional Use Permit No. CU-21-1.

AYES: 5 COMMISSIONERS: Davis, Judeh, Patiño, Schoales, and Diep

NOES: 0 COMMISSIONER:

ABSENT: 0 COMMISSIONER:

ABSTAINED: 0 COMMISSIONER:

RESOLUTION NO. 6385
MINOR MODIFICATION OF CONDITIONS NO. MM-25-6
FOR CONDITIONAL USE PERMIT NO. CU-21-11

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BUENA PARK APPROVING A REQUEST TO MODIFY THE PERMITTED HOURS OF LIVE ENTERTAINMENT FOR AN EXISTING FULL-SERVICE RESTAURANT (GOLDEN ROSE MEDITERRANEAN GRILL) AT 7115 BEACH BOULEVARD IN THE ECSP (ENTERTAINMENT CORRIDOR SPECIFIC PLAN) ZONE SUB-DISTRICT A-3

4B. CONDITIONAL USE PERMIT NO. CU-25-1

A request to allow the development of an approximately 3,786 sq. ft. restaurant with drive-through service, required off-street parking, landscaping, and associated on- and off-site improvements at 6201 Lincoln Avenue.

The property owners are Kenneth and Joanne Skoumbis, 1261 Lemon Tree Drive, La Habra, CA 90631. The applicant is Sararee Jirattikanchote of DesignUA, Inc., 153 E. City Place Drive, Santa Ana, CA 92705.

Mr. Castellanos presented the staff report, including written comments from three residents who expressed concerns about possible increased traffic, parking, noise, and light (glare) affecting adjacent residents.

Vice Chair Judeh asked how staff will address the concerns raised by adjacent neighbors about trash and mosquitos, and cactus plants on the north side of the proposed project.

Mr. Castellanos stated that all cactus plants will be removed, and the new landscaping plans will include Jacaranda trees. He explained that trash enclosures will meet all development standards, as well as requirements by EDCO (the City's contracted company).

Commissioner Schoales, noting that the new landscaping will include Jacaranda trees, asked who will be responsible for maintenance of the trees, especially overgrowth extending to the property of the adjacent neighbors.

Mr. Castellanos said the owner/operator is responsible for landscape maintenance, which is part of the conditions of approval.

Commissioner Patiño asked about staff's response to concerns on traffic impact, especially along Lincoln Avenue during the rush hours.

Ms. Arabolu stated that the Traffic Study shows that the number of trips that the proposed project will generate will not significantly impact traffic, and will not trigger safety concerns.

Commissioner Judeh asked staff to address noise concerns expressed by two residents.

Mr. Castellanos said that the proposed resolution includes conditions of approval that requires the owner/operator to submit an acoustic analysis for the drive-through speaker system to ensure that noise levels do not exceed maximum decibels during hours of operation.

There being no other questions for staff, Chair Diep opened the public hearing.

Robert Preece, representing the business operator, reiterated that the trash enclosures for the proposed project will meet City and EDCO standards, and added that they have well-trained staff to make sure that standards are maintained. He also gave an assurance that there are no complaints, at their other restaurants, regarding concerns raised by residents.

Commissioner Davis asked about the frequency of monitoring the site to avoid potential problems about trash, odor, and pest, and if the standards are case by case.

Mr. Foulkes explained that standards about trash are based on the results of EDCO's review process, such as how much trash the type of business generates. He added that McDonald's, like other national worldwide brands, has strict standards, but the City's Code Enforcement staff will respond to complaints that may come up.

Mr. Preece said that their contracted pest control company conducts regular inspections at the site, and the frequency may increase as needed.

Commissioner Patiño asked how the business operator will address potential vagrancy in the area.

Mr. Preece said that the property will be properly maintained to deter vagrancy. He said that one of the reasons why they propose a 24-hour (drive-through) business is because the activity deters loitering.

There being no other speakers and no other written communications, Chair Diep closed the public hearing.

Commissioner Schoales moved and Commissioner Davis seconded the motion to adopt the resolution approving Conditional Use Permit No. CU-25-1.

AYES:	4	COMMISSIONERS:	Schoales, Davis, Judeh, and Diep
NOES:	0	COMMISSIONER:	
ABSENT:	0	COMMISSIONER:	
ABSTAINED:	1	COMMISSIONER:	Patiño

RESOLUTION NO. 6386
CONDITIONAL USE PERMIT NO. CU-25-1

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BUENA PARK, CALIFORNIA, APPROVING CONDITIONAL USE PERMIT NO. CU-25-1 TO ALLOW THE DEVELOPMENT OF AN APPROXIMATELY 3,786 SQUARE-FOOT RESTAURANT WITH DRIVE-THROUGH SERVICE, REQUIRED OFF-STREET PARKING, LANDSCAPING, AND ASSOCIATED ON- AND OFF-SITE IMPROVEMENTS LOCATED AT 6201 LINCOLN AVENUE (APN: 260-022-05 & 260-022-06), AND MAKING FINDINGS IN SUPPORT THEREOF

5. STAFF REPORT:

None

6. AGENDA FORECAST:

Mr. Luna announced that the next regularly scheduled Planning Commission meeting on August 27, 2025 will include a General Plan Amendment to the Safety Element of the General Plan.

7. COMMISSION REPORTS:

NONE

8. ADJOURNMENT:

At 7:06 p.m., Chair Diep adjourned the Planning Commission meeting.

_____
Deborah Diep
Chair

ATTEST:

_____
Harald Luna
Planning Manager

August 27, 2025
PUBLIC HEARING
Item No. 4A.

Planning Commission Agenda Report

GENERAL PLAN AMENDMENT GP-25-3 AMENDING CHAPTER 7 SAFETY ELEMENT OF THE GENERAL PLAN

PREPARED BY	PRESENTED BY
Ian McAleese, Senior Planner	Ian McAleese, Senior Planner
REVIEWED AND APPROVED BY	**DIRECTOR APPROVAL**
HARALD LUNA, PLANNING MANAGER	MATT FOULKES, DIRECTOR OF COMMUNITY AND ECONOMIC DEVELOPMENT

RECOMMENDED ACTION

1) Conduct a public hearing; and 2) thereafter, based on the analysis provided in this agenda report and the facts and findings provided in the attached Resolution, Staff recommends that the Planning Commission adopt the attached Resolution recommending that the City Council adopt the Resolution approving General Plan Amendment No. GP-25-3, and find that there is not substantive evidence that the project will have a significant effect on the environment based on the findings of fact provided in the Negative Declaration.

BACKGROUND:

State law requires that each jurisdiction adopt a comprehensive General Plan to guide long-term City planning, including physical development and allocation of resources to establish community priorities and guide decision-making. The General Plan must consist of at least nine elements or topic areas, including the Safety Element (SE), and is the City's statement of guiding values, principles, goals, and policies. The State requires periodic City updates to elements of the General Plan to ensure that the City policies continue to reflect community needs, challenges, and opportunities in compliance with State law.

The SE was last updated during the City's comprehensive General Plan update in 2010. Since that time, Senate Bill 379 (SB 379) was signed into law in 2015 and, along with California Government Code 65302(g), now requires cities to include climate change vulnerability assessments and comprehensive hazard mitigation and emergency response strategies in its SE. The current SE contains sections that address risks posed by earthquakes, flooding, severe storms, fire, hazardous materials, and terrorism, but does not include adequate policies and analysis regarding climate change vulnerability and emergency preparedness through fire protection.

To better address the risks associated with climate change, the City Council approved a contract with Dudek in December 2023 to assist the city with the preparation of a Climate Action and Adaptation Plan (CAAP). The CAAP comprehensively analyzes and programmatically addresses the City's Greenhouse Gas (GHG) emissions impacts and is considered a qualified GHG emission reduction plan for the purpose of meeting the requirements of the California Environmental Quality Act (CEQA). The CAAP was completed in August 2025 and will be presented to City Council for its consideration at a future hearing. While the CAAP and SE are separate documents, they are very much interrelated because they analyze and propose policies around many of the same potential hazards. Although the CAAP does not require Planning Commission review because it is not part of the City's General Plan, the environmental analysis (CEQA) that was prepared included both the SE and CAAP.

The SE was presented before the State Board of Forestry and Fire Protection (BOF) Resource Protection Committee for review on August 19, 2025, in accordance with State requirements. The BOF concluded their review with no recommended changes to the SE.

DISCUSSION:

The SE addresses the potential short- and long-term risks of death, injuries, property damage, and economic and social dislocation resulting from fires, floods, droughts, earthquakes, landslides, climate change, and other hazards. The SE identifies hazards and hazard-abatement provisions to guide local decisions related to zoning, subdivisions, and entitlement permits. The City used the risk assessment and mitigation strategies from the Local Hazard Mitigation Plan (LHMP), which was updated in 2024, to update the SE. The SE was also updated to ensure compliance with State law, as described in Section 65302(g) of the California Government Code, related to severe heat, climate change, fire protection, and evacuation.

As required by State law, the SE consists of extensive analysis of the risks and hazards that the City may face as a result of seismic and other geologic hazards, flooding, and wild fires. Updates have been made to Section 7.3 Summary of Existing Conditions Natural Hazards and Section 7.4 Emergency Preparedness and Management found in the SE as follows:

- **Seismic Hazards**: added language that deals with liquefaction risks within the City.
- **Flooding and Severe Storm Hazards**: updates to floodplains within the City and updated dam inundation maps.
- **Fire Hazards**: updated to comply with new fire maps.
- **Fire Protection**: added information on Orange County Fire Authority (OCFA) practices and response times.
- **Law Enforcement**: updated information on Buena Park Police Department (BPPD) staffing, response times, and calls for service.

Amongst the updates to Sections 7.3 and 7.4 of the SE, several new natural hazards were identified and emergency preparedness strategies have been added including Climate Change, Hazard Mitigation, Evacuation Planning, and Climate Adaptation. In addition to these updates, the Orange County map of Very High Fire Hazard Severity Zones (VHFHSZ) in the Local Responsibility Areas (LRA), updated in March of 2025, identified a VHFHSZ at the north end of the City just south of Rosecrans Avenue, including Ralph B. Clark Regional Park and the Los Coyotes Golf Course (Exhibit SAF-9 of the SE), and extending north and east into the City of Fullerton. This hazard zone includes part of the Buena Tierra condominium development and three (3) single-family parcels. Furthermore, the SE also includes updates to all of Section 7.5 Principles, Goals, and Policies to meet State requirements.

ENVIRONMENTAL ASSESSMENT:

An Initial Study/Negative Declaration (IS/ND) was prepared in accordance with the California Environmental Quality Act (CEQA) Guidelines Sections 15070-15073. The IS/ND found that the project would have no impacts or less than significant impacts on the environment with no mitigation measures required. A 20-day public review period for the IS/ND began on July 11, 2025, and concluded on July 31, 2025. The City received no comment letters on the IS/ND during the public review period.

Notice of Availability and Intent to Adopt a Negative Declaration (NOI) was posted as required by law on July 11, 2025, and notices were mailed to interested agencies, organizations, and individuals.

PUBLIC HEARING NOTIFICATION:

Notice of the public hearing was posted at the Buena Park City Hall, the Buena Park Library, and Ehlers Event Center on August 14, 2025. Notice of the public hearing was also published in the Buena Park Independent on August 15, 2025, as required by law. As of the publication date of this report, no comments have been received.

Attachments

Proposed Planning Commission Resolution for General Plan Amendment No. GP-25-3.pdf

Draft Intial Study and Negative Declaration.pdf

Draft Safety Element.pdf

RESOLUTION NO.
GENERAL PLAN AMENDMENT NO. GP-25-3

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BUENA PARK, CALIFORNIA, RECOMMENDING THAT THE CITY COUNCIL APPROVE GENERAL PLAN AMENDMENT NO. GP-25-3 TO UPDATE CHAPTER 7 SAFETY ELEMENT OF THE 2035 GENERAL PLAN AND A NEGATIVE DECLARATION

A. Recitals.

(i) WHEREAS, the City Council of the City of Buena Park adopted the Buena Park General Plan as required by law on December 7, 2010, through the adoption of Resolution No. 12497; and

(ii) WHEREAS, the General Plan establishes the fundamental policy framework to guide decisions related to land use and development, public services and facilities, public safety, resource management, recreation, culture, and the overall health and quality of life in the community; and

(iii) WHEREAS, the proposed amendments are for planning purposes only and no specific construction projects are proposed as part of the action to adopt the amendment to the General Plan; and

(iv) WHEREAS, on August 27, 2025, the Planning Commission of the City of Buena Park conducted a duly noticed public hearing as required by law, to consider General Plan Amendment No. GP-25-3, amending Chapter 7 Safety Element of the 2035 General Plan and concluded said hearing prior to the adoption of this Resolution; and

(v) WHEREAS, the Planning Commission of the City of Buena Park has reviewed and considered all components of the proposed General Plan Amendment No. GP-25-3, amending Chapter 7 Safety Element of the 2035 General Plan and Initial Study/Negative Declaration (IS/ND); and

(vi) All legal prerequisites to the adoption of this Resolution have occurred.

B. Resolution.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF BUENA PARK, does hereby finds, determines, resolves, and recommends the City Council find as follows:

1. The Planning Commission hereby specifically finds that all the facts set forth in the Recitals, Part A, of this Resolution are true and correct.

2. The proposed General Plan Amendment No. GP-25-3 will continue to promote the orderly development of the City and the public health, safety, and welfare by enhancing and maintaining public safety and security practices guided by the Safety Element.

3. The proposed General Plan Amendment No. GP-25-3 will increase and not diminish the land available for housing within the City. The proposed General Plan

Amendment will provide updates to the Summary of Existing Conditions Natural Hazards and Emergency Preparedness and Management, and principles, goals and policies of the Safety Element to mitigate any potential unforeseeable risks related to fires, floods, droughts, earthquakes, landslides, climate change, and other hazards.

4. The Planning Commission has reviewed and considered all components of General Plan Amendment No. GP-25-3 including compliance with the California Environmental Quality Act (CEQA) of 1970, as amended, and the Guidelines promulgated, thereunder, through the preparation of an IS/ND for the Safety Element and Climate Action and Adaptation Plan (CAAP). The Planning Commission has determined that the IS/ND is legally adequate and reflects the independent judgment of the City of Buena Park. Further, the Planning Commission has reviewed and considered the information contained in the IS/ND and determines that no significant adverse environmental effects will occur with respect to the General Plan Amendment No. GP-25-3 as identified in this Resolution.

5. The Planning Commission hereby recommends that the City Council of the City of Buena Park together with all documents prepared with respect to the proposed General Plan Amendment No. GP-25-3, amending Chapter 7 Safety Element of the 2035 General Plan attached hereto as Exhibit A.

6. The Secretary of the Planning Commission shall:

(a) Certify to the adoption of this Resolution.

(b) Transmit a copy of this Resolution to the City Council of the City of Buena Park together with all documents prepared with respect to General Plan Amendment No. GP-25-3, amending Chapter 7 Safety Element of the General Plan, attached hereto as “Exhibit A”, and transcripts of any and all hearings conducted with respect to the application recommended for approval herein.

PASSED AND ADOPTED this 27th day of August 2025 by the following called vote:

AYES: COMMISSIONER:

NOES: COMMISSIONER:

ABSENT: COMMISSIONER:

ABSTAINED: COMMISSIONER:

_____
Deborah Diep
Chair

ATTEST:

_____
Harald Luna
Planning Manager

DRAFT

Initial Study/Negative Declaration

City of Buena Park Climate Action and Adaptation Plan and General Plan Safety Element Update

JULY 2025

Prepared for:

CITY OF BUENA PARK
6650 Beach Boulevard
Buena Park, California 90621
Contact: Lotus Thai

Prepared by:

DUDEK

27271 Las Ramblas, Suite 340
Mission Viejo, California 92691
Contact: Brian Grattidge

Printed on 30% post-consumer recycled material.

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FIGURES

TABLES

EXHIBITS

Acronyms and Abbreviations

Acronym/Abbreviation	Definition
AB	Assembly Bill
ABAU	adjusted business-as-usual
AELUP	Airport Environs Land Use Plan
AQMP	Air Quality Management Plan
BAAD	Bay Area Air District
BAU	business-as-usual
BMP	best management practice
BPMC	Buena Park Municipal Code
BPPD	Buena Park Police Department
CAAP	City of Buena Park Climate Action and Adaptation Plan
CAAQS	California Ambient Air Quality Standards
CAL FIRE	California Department of Forestry and Fire Protection
CALGreen	California Green Building Standards
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFGC	California Fish and Game Code
City	City of Buena Park
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
CO_2	carbon dioxide
Co_2e	carbon dioxide equivalent
DAMP	Drainage Area Management Plan
dB	decibels
dBA	A-weighted decibel
DOC	California Department of Conservation
DPM	diesel particulate matter
EO	Executive Order
EOP	Emergency Operations Plan
EPA	U.S. Environmental Protection Agency
EV	electric vehicle
FEMA	Federal Emergency Management Agency
FESA	federal Endangered Species Act
FHSZ	Fire Hazard Severity Zone
FMMP	Farmland Mapping and Monitoring Program
GHG	greenhouse gas
GPSE	City of Buena Park General Plan Safety Element Update
HCP	Habitat Conservation Plan

Acronym/Abbreviation	Definition
I	Interstate
IS	initial study
LCI	Governor's Office of Land Use and Climate Innovation
L_{dn}	day–night average noise level
L_{eq}	equivalent noise level over a given period
LST	localized significant threshold
MBTA	Migratory Bird Treaty Act
MS4	Municipal Separate Storm Water Sewer System
MT	metric tons
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCCP	Natural Communities Conservation Plan
ND	negative declaration
NO_2	nitrogen dioxide
NO_x	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
O_3	ozone
OCFA	Orange County Fire Authority
OCPA	Orange County Power Authority
PM_{10}	particulate matter equal to or less than 10 microns in aerodynamic diameter
$PM_{2.5}$	particulate matter equal to or less than 2.5 microns in aerodynamic diameter
ppm	parts per million
PPV	peak particle velocity
PRC	Public Resources Code
PV	photovoltaic
RMS	root-mean-square
ROG	reactive organic gas
RTP	Regional Transportation Plan
Santa Ana RWQCB	Santa Ana Regional Water Quality Control Board
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCS	Sustainable Communities Strategy
SO_2	sulfur dioxide
SoCalGas	Southern California Gas Company
SR	State Route
SWPPP	Stormwater Pollution Prevention Plan
TAC	toxic air contaminant
VdB	vibration decibels
VMT	vehicle miles traveled

1 Introduction

1.1 Project Overview

The City of Buena Park Climate Action and Adaptation Plan (CAAP) and the City of Buena Park General Plan Safety Element Update (GPSE), herein referred to as the CAAP and GPSE, establish a comprehensive road map to reduce greenhouse gas (GHG) emissions in the City of Buena Park (City) while also increasing resilience to the impacts of climate change, as well as reducing the potential for short- and long-term hazard risks. The proposed CAAP and GPSE do not authorize the development of any specific development or infrastructure project.

The CAAP comprehensively analyzes and programmatically addresses the City's GHG impacts and is considered a qualified GHG emission reduction plan for the purpose of meeting the requirements of the California Environmental Quality Act (CEQA). The GPSE is a required element in General Plans and, per Senate Bill (SB) 379, is required to include a climate change vulnerability assessment, measures to address vulnerabilities, and comprehensive hazard mitigation and emergency response strategy. Accordingly, the GPSE was updated to synergize the efforts of the CAAP and consistently guide the City in preparing the community for a changing climate among other hazards.

Climate change is a global emergency that requires coordinated efforts and cooperation across all levels of governance. Recognizing this, the City is proactively preparing its first CAAP, building on existing sustainability efforts. At the state level, California's climate action framework has been established through a series of Executive Orders (EOs) and adopted Assembly Bills (ABs) and SBs. The key legislation related to the State's GHG reduction goals and the CAAP include SB 32 in 2016, which codified the State's goal to reduce GHG emissions to 40% below 1990 levels by 2030, and AB 1279 in 2022, which codified the goal to achieve net-zero GHG emissions as soon as possible, but no later than 2045, and achieve and maintain net-negative GHG emissions thereafter. SB 32 also added the goal to reduce statewide anthropogenic GHG emissions to at least 85% below 1990 levels by 2045. The CAAP is designed to support the State in meeting its GHG reduction goals established in SB 32 and AB 1279 and, together with the GPSE, also prepares the community for the adverse effects of climate change.

1.2 California Environmental Quality Act Compliance

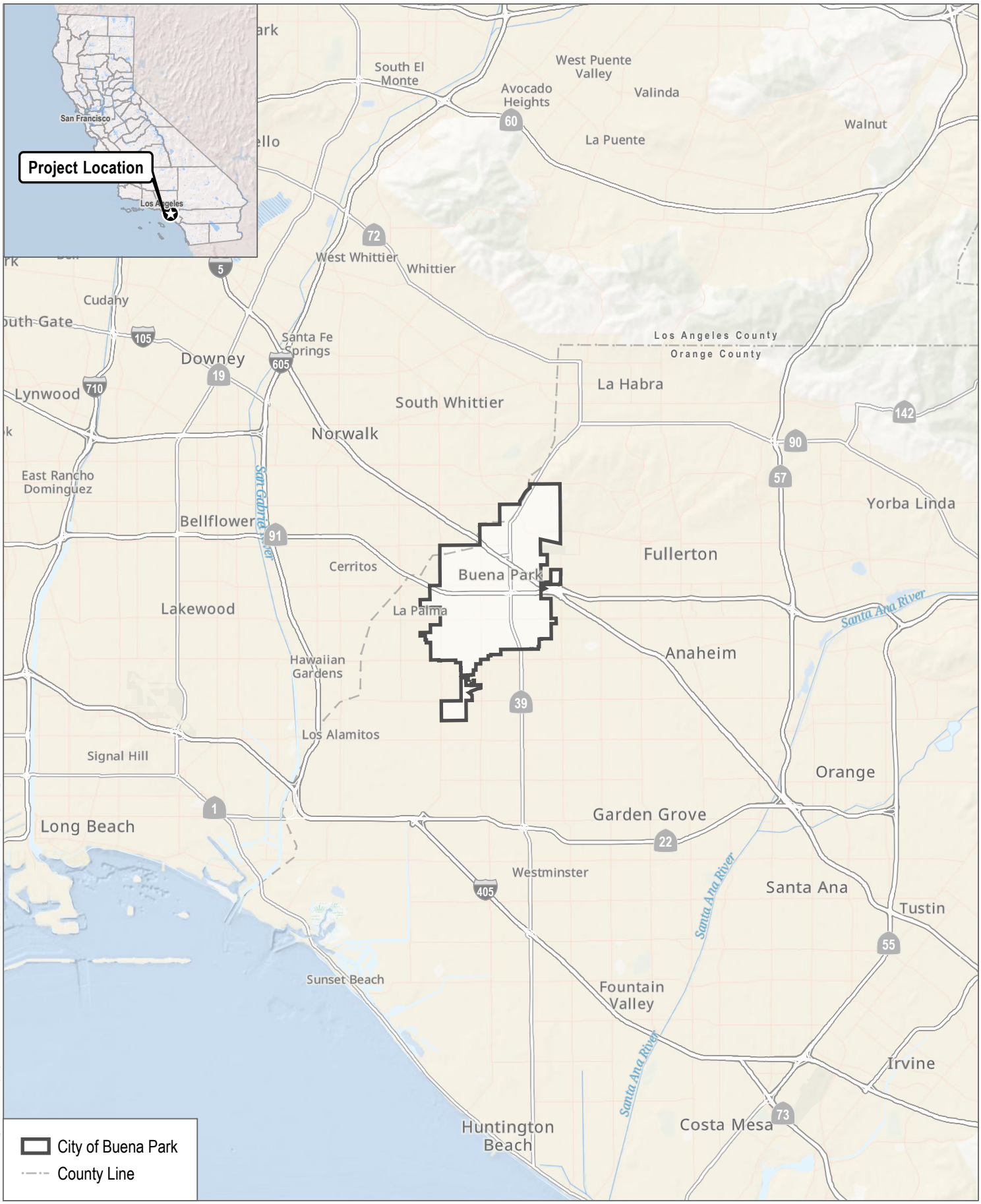
CEQA applies to projects carried out, funded or approved by State or local government agencies. The CAAP and GPSE constitute a project as defined by CEQA (California Public Resources Code [PRC] Section 21000 et seq.). State CEQA Guidelines Section 15367 states that a "Lead Agency" is "the public agency which has the principal responsibility for carrying out or approving a project." Therefore, the City of Buena Park is the lead agency responsible for compliance with CEQA for the CAAP and GPSE.

As lead agency for the proposed project, the City has prepared an initial study (IS) to determine if implementation of the CAAP and GPSE would result in significant adverse environmental impacts. The proposed CAAP and GPSE would not authorize development proposals and therefore would not directly result in physical environmental effects because of the construction or operation of facilities. However, as the project would encourage development of certain land uses and development patterns, the indirect effects of plan approval and implementation must be considered. Based on the results of the IS, this proposed negative declaration (ND) has been prepared. CEQA Guidelines Section 15070 states that an ND can be prepared when:

> (a) the initial study shows that there is not substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, or (b) the initial study identifies potentially significant effects, but (1) revisions in the project plans or proposals made by, or agreed to by the applicant, before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur; and (2) there is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.

1.3 Project Planning Setting

The Buena Park CAAP and GPSE apply to all areas, plans, and projects within City limits. Figure 1 shows the regional location and Figure 2 shows the plan location.



SOURCE: Esri World Oceans Base

FIGURE 1

Regional Location

City of Buena Park Climate Action and Adaptation Plan and General Plan Safety Element Update

DUDEK

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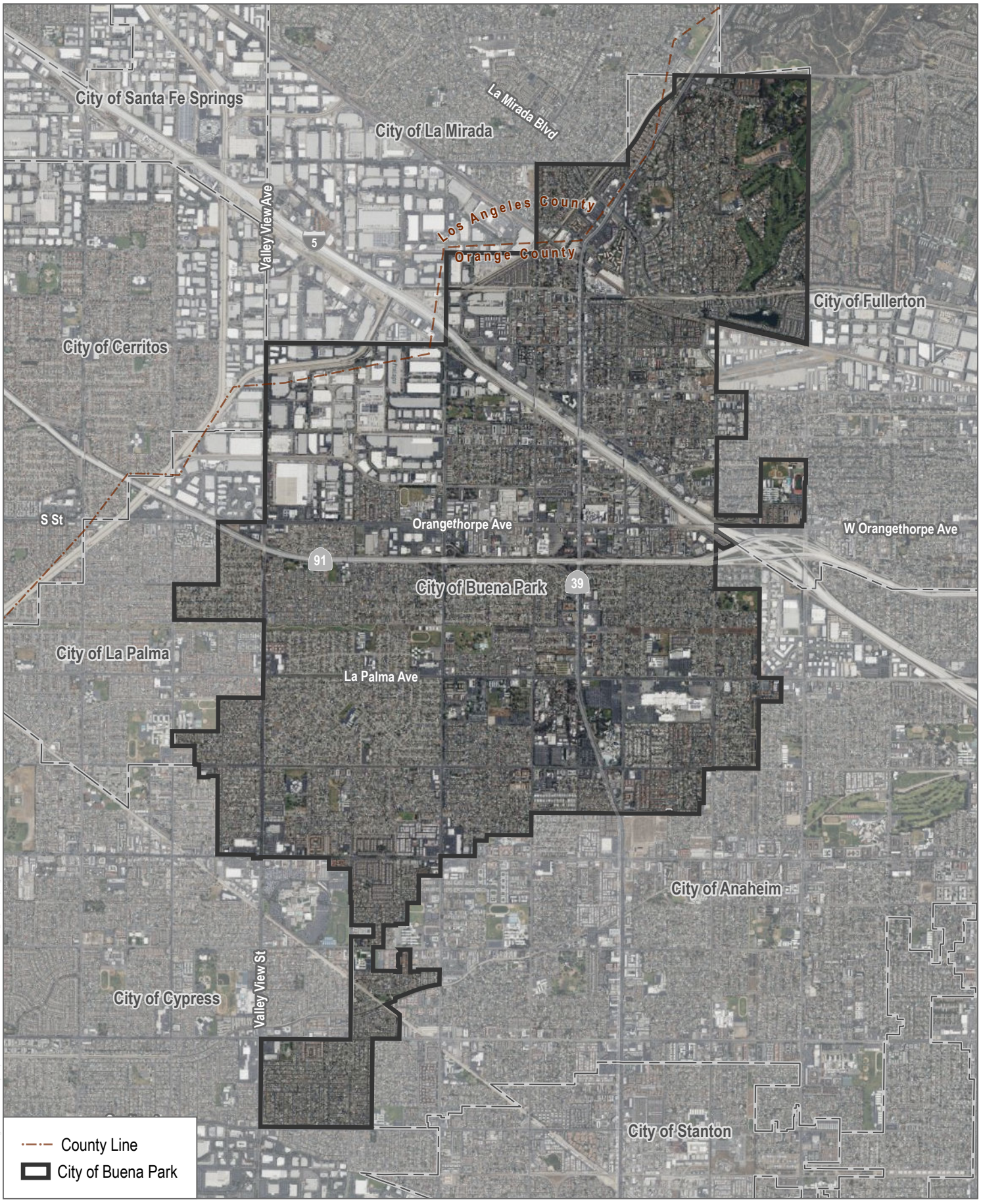

SOURCE: Bing Maps 2025

FIGURE 2

Plan Location

DUDEK

0 1,500 3,000 Feet

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1.4 Public Review Process

The proposed IS/ND shall be circulated for a public review period of at least 30 days. The review period is identified in the Notice of Intent to Adopt a Negative Declaration. The Notice of Intent includes where to submit written or electronic comments on the proposed IS/ND.

In reviewing the IS/ND, affected public agencies and the interested public should focus on the sufficiency of the document in identifying and analyzing the possible impacts on the environment, as well as the ways in which the significant effects of the CAAP and GPSE are proposed to be avoided or mitigated.

Following the public review period, prior to taking action on the CAAP and GPSE, the City shall consider the proposed IS/ND together with any comments received during the public review process. The City shall adopt the proposed IS/ND if it finds on the basis of the whole record before it that there is no substantial evidence that the CAAP and GPSE will have a significant effect on the environment and that the IS/ND reflects the City's independent judgment and analysis.

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2 Project Description

2.1 Project Location

The CAAP and GPSE, respectively, apply to all areas, plans, and projects within the City. The City comprises 10.29 square miles located in the northwestern portion of Orange County, southeast of the Los Angeles County line. Surrounding cities include La Mirada to the north, Anaheim to the south and east, Fullerton to the east, La Palma and Cerritos to the west, and Cypress to the west and south. Regional access to the City is provided by the Artesia Freeway/State Route (SR) 91 and the Santa Ana Freeway/Interstate (I) 5. The City's population is 83,884.

The City's approximately 6,751.90 acres is mostly built out, with only 117.69 acres (1.74%) of vacant land remaining. Existing land uses within the City include 24,705 dwelling units and 18,014,425 square feet of non-residential uses. Single-family residential uses represent the largest land use within the City at 35.01%. Multifamily residential uses comprise 8.89%, commercial uses comprise 9.24%, and industrial uses comprise 11.46% of the City. Smaller percentages of the City include office, flood control, public use, lake, open space, railroad, school, tourist entertainment, utility, and right-of-way (City of Buena Park 2010b).

The CAAP and GPSE are discussed separately below in Sections 2.3 and 2.4. The GPSE policies were considered in development of the CAAP actions, specifically related to adaptation actions, and the GPSE incorporates the CAAP to align with City policies.

2.2 Environmental Setting

Existing Sustainability Setting

Buena Park is among the leaders in sustainability in Orange County. In 2022, Buena Park became the first member of the Orange County Power Authority (OCPA) to choose 100% renewable energy as the default option for residential and commercial customers. Under this program, residents and businesses receive all their energy from renewable sources unless they select a lower tier or opt out of OCPA services. Community Choice Energy, such as OCPA, helps to not only reduce GHG emissions but also builds and funds new renewable energy projects, supports the local workforce, and promotes long-term rate stability and energy reliability.

In 2023, the City established the Office of Sustainability to further existing actions and coordinate efforts to improve sustainability and address climate change. The City's Office of Sustainability has many functions extending beyond climate change, but this CAAP is a major steppingstone for City sustainability actions moving forward. In addition, the City's Climate Action Commission was created by the City Council in 2023 to provide guidance to the City Council on Citywide sustainability initiatives.

Climate action and adaptation issues have also been addressed indirectly through existing City plans, including the Local Hazard Mitigation Plan (2022), Urban Water Management Plan (2020), Active Transportation Plan (2024), Emergency Operations Plan (2021), Urban Forest Management Plan (2010), and 2035 General Plan (2010). Several plans outline hazard vulnerabilities and offer strategies.

Regional and State Greenhouse Gas Reduction Efforts

Connect SoCal

California's 18 Metropolitan Planning Organizations have been tasked with creating Sustainable Communities Strategies (SCSs) to reduce the region's vehicle miles traveled (VMT) to help meet AB 32 and other statewide GHG targets through integrated transportation, land use, housing, and environmental planning. The Regional Transportation Plan (RTP)/SCSs do not require that local General Plans, Specific Plans, or zoning be consistent with it but provide incentives for consistency for governments and developers.

Connect SoCal 2024 is the RTP/SCS for the Southern California region that encompasses the City of Buena Park. Connect SoCal 2024 builds on the prior RTP/SCS and identifies the following strategy areas to support its environmental goals: Sustainable Development, Air Quality, Clean Transportation, Natural and Agricultural Lands Preservation, and Climate Resilience.

State Efforts

Climate Change Targets

The State has taken a number of actions to address climate change. These include EOs, legislation, and California Air Resources Board (CARB) plans and requirements.

EO S-3-05. EO S-3-05 (June 2005) established the following statewide goals: GHG emissions should be reduced to 2000 levels by 2010, to 1990 levels by 2020, and to 80% below 1990 levels by 2050.

AB 32. In furtherance of the goals established in EO S-3-05, the legislature enacted AB 32 (Núñez and Pavley). AB 32 provided initial direction on creating a comprehensive multiyear program to limit California's GHG emissions to 1990 levels by 2020 and initiate the transformations required to achieve the State's long-range climate objectives.

SB 32. SB 32 and AB 197 (enacted in 2016) are companion bills that set a new statewide GHG reduction target, make changes to CARB's membership, increase legislative oversight of CARB's climate change-based activities, and expand dissemination of GHG and other air-quality-related emissions data to enhance transparency and accountability. More specifically, SB 32 codified the 2030 emissions reduction goal by requiring CARB to ensure that statewide GHG emissions are reduced to 40% below 1990 levels by 2030.

AB 1279. The legislature enacted AB 1279, the California Climate Crisis Act, in September 2022. The bill declares the policy of the State to achieve net-zero GHG emissions as soon as possible, but no later than 2045, and achieve and maintain net-negative GHG emissions thereafter. Additionally, the bill requires that by 2045, statewide anthropogenic GHG emissions be reduced to at least 85% below 1990 levels. Although AB 1279 establishes an overall policy to achieve net-zero GHG emissions as soon as possible, but no later than 2045, recognizing the need to implement carbon dioxide (CO_2) removal and carbon capture, utilization, and storage technologies, the legislature established a specific target of 85% below 1990 levels by 2045 for anthropogenic GHG emissions.

CARB's Climate Change Scoping Plan

One specific requirement of AB 32 was for CARB to prepare a scoping plan for achieving the maximum technologically feasible and cost-effective GHG emission reductions by 2020 (Health and Safety Code Section 38561[a]), and to update the plan at least once every 5 years. In 2008, CARB approved the first scoping plan. The Climate Change Scoping Plan: A Framework for Change (Scoping Plan) included a mix of recommended strategies to meet the 2020 statewide GHG emissions limit and initiate the transformations needed to achieve the State's long-range climate objectives (CARB 2008).

The Scoping Plan also identified local governments as essential partners in achieving California's goals to reduce GHG emissions. Specifically, the Scoping Plan encouraged local governments to adopt a reduction goal for municipal operations, and for community emissions to reduce GHGs by approximately 15% from then levels (2008) by 2020. Many local governments developed community-scale local GHG reduction plans based on this Scoping Plan recommendation.

In 2014, CARB approved the first update to the Scoping Plan. The First Update to the Climate Change Scoping Plan: Building on the Framework (First Update) defined the State's GHG emission reduction priorities for the next 5 years and laid the groundwork to start the transition to the post-2020 goals. The First Update concluded that California is on track to meet the 2020 target but recommended a 2030 mid-term GHG reduction target be established to ensure a continuum of action to reduce emissions. CARB recalculated the State's 1990 emissions level, using more recent global warming potentials identified by the Intergovernmental Panel on Climate Change, from 427 million metric tons carbon dioxide equivalent (CO_2e) to 431 million metric tons CO_2e (CARB 2014).

In December 2017, CARB adopted California's 2017 Climate Change Scoping Plan (2017 Scoping Plan) for public review and comment (CARB 2017). The 2017 Scoping Plan builds on the successful framework established in the initial Scoping Plan and First Update while identifying new, technologically feasible, and cost-effective strategies that will serve as the framework to achieve the 2030 GHG target as established by SB 32 and define the State's climate change priorities to 2030 and beyond.

CARB adopted the 2022 Scoping Plan Update in December 2022, which outlines the State's plan to reach carbon neutrality by 2045 or earlier, while also assessing the progress the State is making toward reducing GHG emissions by at least 40% below 1990 levels by 2030, as is required by SB 32 and laid out in the Second Update. The carbon neutrality goal requires CARB to expand proposed actions from only the reduction of anthropogenic sources of GHG emissions to also include those that capture and store carbon (e.g., through natural and working lands, or mechanical technologies). The carbon reduction programs build on and accelerate those currently in place, including moving to zero-emission transportation; phasing out use of fossil gas use for heating homes and buildings; reducing chemical and refrigerants with high global warming potential; providing communities with sustainable options for walking, biking, and public transit; displacing fossil-fuel fired electrical generation through use of renewable energy alternatives (e.g., solar arrays and wind turbines); and scaling up new options such as green hydrogen (CARB 2022).

The 2022 Scoping Plan also emphasizes that there is no realistic path to carbon neutrality without carbon removal and sequestration, and to achieve the State's carbon neutrality goal, carbon reduction programs must be supplemented by strategies to remove and sequester carbon.

Energy

Title 24, Part 6 of the California Code of Regulations. Title 24 of the CCR was established in 1978 and serves to enhance and regulate California's building standards. Although not initially promulgated to reduce GHG emissions, Part 6 of Title 24 specifically established building energy efficiency standards that are designed to ensure new and existing buildings in California achieve energy efficiency and preserve outdoor and indoor environmental quality. The Building Standards Commission and California Energy Commission (CEC) review these energy efficiency standards every few years and revise them if necessary (California PRC Section 25402[b][1]). The regulations receive input from members of industry and the public, with the goal of "reducing of wasteful, uneconomic, inefficient, or unnecessary consumption of energy" (California PRC Section 25402). These regulations are carefully scrutinized and analyzed for technological and economic feasibility (California PRC Section 25402[d]) and cost effectiveness (California PRC Sections 25402[b][2] and [b][3]). As a result, these standards save energy, increase electricity supply reliability, increase indoor comfort, avoid the need to construct new power plants, and help preserve the environment.

The 2022 Title 24 standards are the currently applicable building energy efficiency standards and became effective on January 1, 2023. The 2025 Title 24 building energy efficiency standards were adopted in September 2024 and will become effective on January 1, 2026. The Title 24 standards are updated on a 3-year cycle and continue to increase energy efficiencies to reduce wasteful, uneconomical, and unnecessary uses of energy for the State.

Title 24, Part 11 of the California Code of Regulations. In addition to the CEC's efforts, in 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (Part 11 of Title 24) is commonly referred to as CALGreen and establishes minimum mandatory standards and voluntary standards pertaining to the planning and design of sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and interior air quality. The CALGreen 2022 standards, which are the current standards, became effective on January 1, 2023.

Title 20 of the California Code of Regulations. Title 20 of the CCR requires manufacturers of appliances to meet state and federal standards for energy and water efficiency. Performance of appliances must be certified through the CEC to demonstrate compliance with standards.

Transportation

State Vehicle Standards (AB 1493 and EO B-16-12). AB 1493 (2002) was enacted in response to the transportation sector accounting for more than one-half of California's CO_2 emissions. AB 1493 required CARB to set GHG emission standards for passenger vehicles, light-duty trucks, and other vehicles determined to be vehicles that are primarily used for noncommercial personal transportation in the state. AB 1493 required that CARB set GHG emission standards for motor vehicles manufactured in 2009 and all subsequent model years. CARB adopted the standards in September 2004. EO B-16-12 (2012) required that State entities under the governor's direction and control support and facilitate the rapid commercialization of zero-emission vehicles. It ordered CARB, CEC, the California Public Utilities Commission, and other relevant agencies to work with the Plug-In Electric Vehicle Collaborative and the California Fuel Cell Partnership to establish benchmarks to help achieve goals by 2015, 2020, and 2025. On a statewide basis, EO B-16-12 established a target reduction of GHG emissions from the transportation sector equaling 80% less than 1990 levels by 2050. This directive did not apply to vehicles that have special performance requirements necessary for the protection of public safety and welfare.

SB 375. SB 375 (2008) addresses GHG emissions associated with the transportation sector through regional transportation and sustainability plans. SB 375 required CARB to adopt regional GHG reduction targets for the automobile and light-truck sector for 2020 and 2035. Regional metropolitan planning organizations were then responsible for preparing an SCS within their RTP. The goal of the SCS is to establish a forecasted development pattern for the region that, after considering transportation measures and policies, would achieve, if feasible, the GHG reduction targets.

Advanced Clean Trucks Regulation. The purpose of the Advanced Clean Trucks Regulation (2020) is to accelerate the market for zero-emission vehicles in the medium- and heavy-duty truck sector and to reduce emissions of oxides of nitrogen, fine particulate matter, toxic air contaminants (TACs), GHGs, and other criteria pollutants generated from on-road mobile sources (CARB 2024). Requiring medium- and heavy-duty vehicles to transition to zero-emission technology will reduce health risks to people living in and visiting California and is needed to help California meet established near- and long-term air quality and climate mitigation targets.

EO S-1-07. EO S-1-07 (2007, amended 2009, re-adopted 2015, amended 2018, amended 2024) sets a declining Low Carbon Fuel Standard for GHG emissions measured in CO_2e grams per unit of fuel energy sold in California. The targets of the Low Carbon Fuel Standard are to reduce the carbon intensity of California passenger vehicle fuels by at least 10% by 2020, 30% by 2030, and 90% by 2045. The carbon intensity measures the amount of GHG emissions in the lifecycle of a fuel—including extraction/feedstock production, processing, transportation, and final consumption—per unit of energy delivered.

Safety and Adaptation

SB 379 and California Government Code 65302. California Government Code Section 65302(g) includes the requirements that should be addressed in a community's General Plan safety element. These requirements are organized into nine subsections (65302[g][1] through 65302[g][9]), which are summarized below:

- 65302(g)(1) identifies the primary hazards/issues that should be included in the safety element, which include seismically induced surface rupture, ground shaking, ground failure, slope instability leading to mudslides and landslides, tsunami, seiche, dam failure, flooding, subsidence, liquefaction, other geologic hazards, wildland and urban fires, evacuation routes, military installations, peak-load water supply requirements, and minimum road widths and clearances around structures, as those items relate to identified fire and geologic hazards.
- 65302(g)(2), adopted through AB 162 (2007), identifies the requirements to update floodplain mapping and information.
- 65302(g)(3), adopted through SB 1241 (2012), identifies the requirements for updating wildfire mapping, information, and goals and policies to address wildfire hazards.
- 65302(g)(4), adopted through SB 379 (2015), identifies the requirements for updating the safety element to address potential impacts associated with climate change and potential strategies to adapt/mitigate these hazards.
- 65302(g)(5), adopted through SB 99 (2019), requires identification of specified evacuation constraints associated with residential developments.
- 65302(g)(6), adopted through SB 1035 (2018), requires review, and possible revision, of the safety element every time the housing element or local hazard mitigation plan is updated (but not less than eight years) with regard to current information regarding flood and fire hazards and climate adaptation and resiliency strategies.

- 65302(g)(7) allows for the incorporation of a floodplain management ordinance into the safety element.
- 65302(g)(8) requires consultation with the California Geological Survey, California Office of Emergency Services, and Central Valley Flood Protection Board, when applicable.
- 65302(g)(9) allows cities to adopt a County Safety Element if adequate detail is provided to address city-level concerns.

SB 379 (2015) amended Government Code Section 65302 to require cities to adopt comprehensive, long-term General Plans that address environmental risks. To elaborate on relevant portions of Subsection 4, Section 65302 includes the following requirements:

- **Vulnerability Assessment (Government Code Section 65302[g][4][A]):** Create a vulnerability assessment that identifies both the risks posed by climate change, including flood and wildfire, and the geographic areas at risk.
- **Goals, Policies and Objectives (Government Code Section 65302[g][4][B]):** Create adaptation and resilience goals, policies, and objectives based on this vulnerability assessment.
- **Climate Change – Feasible Mitigation (Government Code Section 65302[g][4][C]):** Create a set of feasible implementation measures designed to carry out these goals, policies, and objectives.

2.3 Climate Action and Adaptation Plan

Purpose and Objectives

The CAAP serves as the City's strategic plan to reduce GHG emissions and to adapt to effects brought onto the City by climate change. The CAAP builds on recent City actions to mitigate climate impacts and will serve as a road map for the City to achieve carbon neutrality, improve environmental sustainability, and create a climate-resilient city. The key components of the Buena Park CAAP include the following:

- An inventory of the City's current GHG emissions from both the community and municipal government to understand existing and future GHG emissions, as well as the GHG emission reductions necessary to meet goals
- An evaluation of the City's vulnerability to climate hazards to understand priorities for protecting the community and the most vulnerable populations from reasonably foreseeable climate hazards
- A thorough community engagement strategy to understand barriers to implementation and community feedback
- Tailored opportunity areas, measures, and actions to meet the City's GHG reduction and adaptation goals
- An implementation and monitoring framework, including metrics to track ongoing progress, to ensure the City is on track to accomplish its CAAP goals

As the CAAP comprehensively analyzes and programmatically addresses the City's GHG impacts, it is a "qualified" GHG emission reduction plan per CEQA Guidelines Section 15183.5. Accordingly, the CAAP can be used for tiering and streamlining future land use development projects subject to CEQA. To aid in streamlining future CEQA GHG emissions analyses, the CAAP includes a compliance checklist for new development.

A CAAP Consistency Review Checklist will be developed to provide a streamlined review process for proposed new development projects that are subject to discretionary review and trigger environmental review pursuant to CEQA.

Background

Before developing measures and actions to accomplish the City's CAAP goals, the City undertook multiple initiatives to understand the current state of Buena Park. This foundational research, assessment, and outreach are included as chapters in the CAAP, and are summarized briefly below.

Outreach and Engagement

Community outreach has been a vital part of developing the CAAP, with residents and business owners playing an essential role in providing valuable feedback throughout the planning process. The community's strong interest and commitment to sustainability helped shape a CAAP that reflects the unique needs and priorities of Buena Park. The outreach process was multipronged and multilingual to engage Buena Park's diverse community. The outreach process prioritized inclusive and accessible engagement opportunities, offering a variety of tools, convenient options, and touchpoints for participation. Outreach methods and events included in-person pop-ups/tabling, social media polls, online surveys, commission and committee presentations, community meetings, and virtual office hours. In addition, the Buena Park Sustainabuddies™ was created to help educate the community on environmental sustainability and programs.

Climate Action

The background climate action evaluation includes a baseline GHG emissions inventory, forecasts for future emissions, establishing GHG reduction targets, and estimating the local GHG emissions gap. GHGs are gases that absorb infrared radiation (i.e., trap heat) in the earth's atmosphere. Principal GHGs evaluated in the CAAP include CO_2, methane, and nitrous oxide.

The CAAP includes two GHG emissions inventories—community-wide and municipal—as described below:

- **Community-Wide Inventory:** All GHG emissions generated within the City's direct or indirect jurisdiction constitute the community-wide inventory. This includes all the GHG emissions that result from activities associated with residents, businesses, tourists, visitors, and other community sources.
- **Municipal Inventory:** The municipal inventory is limited to emissions generated by City-owned operations. Examples of these sources include wastewater treatment, City vehicle fleet, and City buildings and facilities. By establishing a municipal inventory, the City can identify its own footprint and better lead the emission-reduction effort by example.

Table 2-1 provides a summary of the City's community-wide GHG emissions inventory for baseline year 2023 by sector.

Table 2-1. 2023 Community-Wide Baseline Inventory

Sector	MT CO_2e	Percent of Total
On-Road Transportation	277,347	51%
Energy	234,466	44%

Table 2-1. 2023 Community-Wide Baseline Inventory

Sector	MT CO_2e	Percent of Total
Water	271	<1%
Wastewater	3,612	1%
Solid Waste	9,212	2%
Off-Road Equipment	14,023	3%
Total	**538,932**	**100%**

Notes: MT CO_2e = metric tons of carbon dioxide equivalent.
Percentage may not total due to rounding.

Table 2-2 provides a summary of the City's municipal GHG emissions inventory for baseline year 2023 by sector.

Table 2-2. 2023 Municipal Baseline Inventory

Sector	MT CO_2e	Percent of Total
On-Road Transportation	3,739	53%
Energy	3,261	46%
Water	<1	<1%
Wastewater	3	<1%
Solid Waste	53	1%
Off-Road Equipment	12	<1%
Total	**7,068**	**100%**

Notes: MT CO_2e = metric tons of carbon dioxide equivalent.
Percentage may not total due to rounding.

Projecting future GHG emissions allows the City to understand how emissions, both community-wide and municipal, are expected to change in the future. GHG emissions are forecasted using two scenarios: (1) a business-as-usual (BAU) scenario; and (2) an adjusted business-as-usual (ABAU) scenario. The BAU and ABAU projections are both based on the demographic trends discussed in the following section to reflect anticipated growth in the City. The BAU scenario describes emissions based on projected growth in population, employment, and other factors and does not consider policies that would reduce GHG emissions in the future. The ABAU scenario describes emissions based on projected growth *and* considers policies that will achieve GHG reductions in the future (i.e., assumes federal- and State-mandated GHG emission reduction measures would be implemented by the projected forecast year). The City's community-wide and municipal BAU and ABAU GHG emissions forecasts for future years 2030 and 2045 are outlined in Tables 2-3 and 2-4, respectively.

As discussed above, the City's CAAP is developed to align with the goals of SB 32 and AB 1279 for future years 2030 and 2045, respectively. Tables 2-3 and 2-4 outline the City's community-wide and municipal GHG reduction targets, which were estimated using the percentage reductions calculated from the adjusted CARB statewide inventory and Scoping Plan Scenario projections in Table 2-2. Given that the Scoping Plan Scenario projections were modeled to demonstrate achievement of the relevant future State legislative targets for 2030 and 2045, aligning the City of Buena Park reduction targets with these adjusted percentages will ensure that the City is doing its fair share in helping the State reach its SB 32 and AB 1279 reduction goals.

Tables 2-3 and 2-4 compare the City's GHG reduction targets to the ABAU emissions projections for community-wide and municipal, respectively, along with the remaining GHG reductions needed to meet targets, referred to as the "local gap."

Table 2-3. Community-Wide 2030 and 2045 BAU and ABAU Emissions, Reduction Targets, and Local Gap

	GHG Emissions (MT CO_2e)	
Sector	2030	2045
BAU	555,682	588,979
ABAU	438,036	309,265
Targets	330,645 (38.7% below 2023 baseline)[a]	68,272 (87.3% below 2023 baseline)[a]
Local Gap	*107,391*	*240,993*

Notes: BAU = business-as-usual; ABAU = adjusted business-as-usual; GHG = greenhouse gas; MT CO_2e = metric tons of carbon dioxide equivalent.

[a] 2023 baseline GHG emissions inventory is estimated to be 538,932 MT CO_2e.

Table 2-4. Municipal 2030 and 2045 BAU and ABAU Emissions, Reduction Targets, and Local Gap

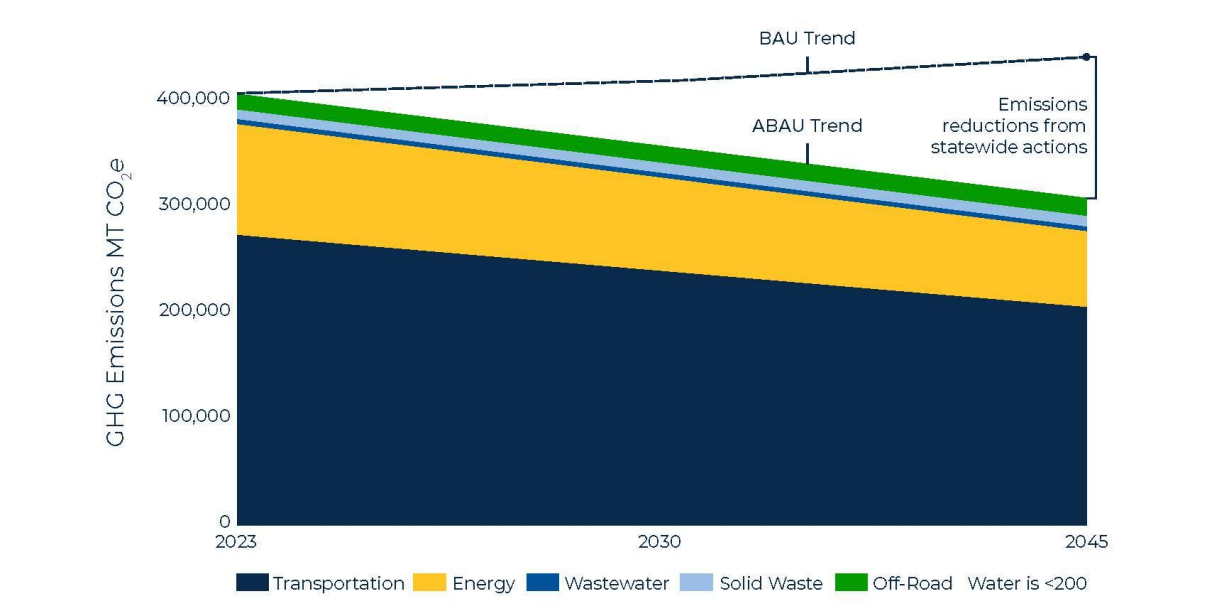
	GHG Emissions (MT CO_2e)	
Sector	2030	2045
BAU	7,344	7,901
ABAU	5,819	4,175
Targets	4,451 (37.0 % below 2023 baseline)[a]	829 (88.3% below 2023 baseline)[a]
Local Gap	*7,068*	*3,346*

Notes: BAU = business-as-usual; ABAU = adjusted business-as-usual; GHG = greenhouse gas; MT CO_2e = metric tons of carbon dioxide equivalent.

[a] 2023 baseline GHG emissions inventory is estimated to be 7,068 MT CO_2e.

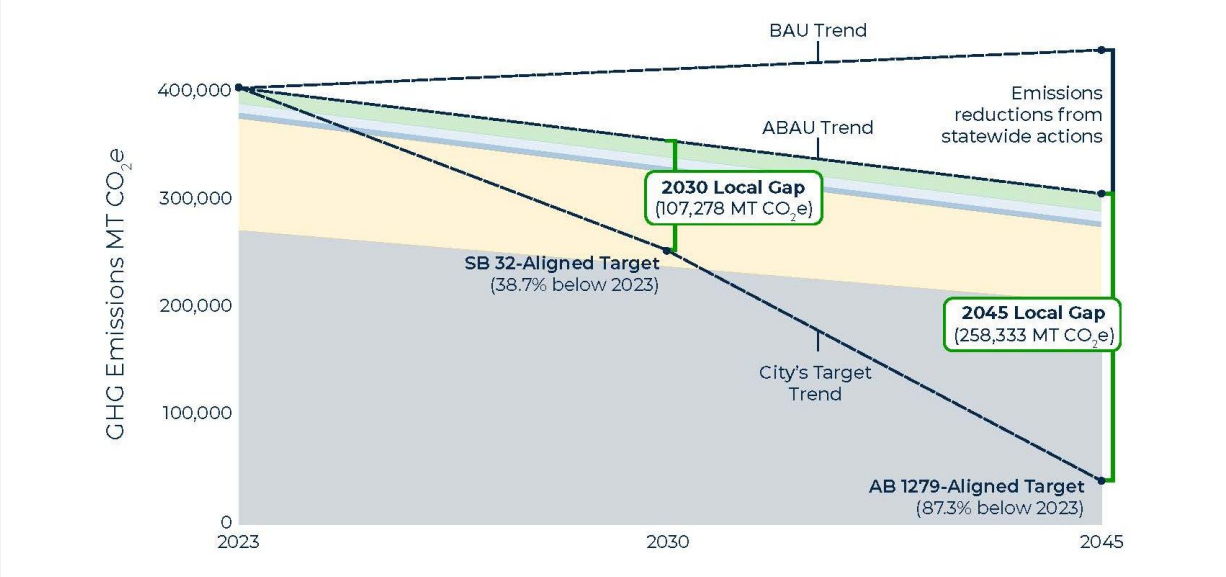
A summary of the City's community-wide ABAU emissions is provided in Exhibit 1, and the State-aligned community-wide reduction targets and local gap is provided in Exhibit 2. Similarly, a summary of the City's municipal ABAU emissions is provided in Exhibit 3, and the State-aligned municipal reduction targets and local gap is provided in Exhibit 4. As shown, while State legislative actions would account for a meaningful portion of the reductions needed to achieve the City's 2030 and 2045 GHG emissions reduction goals, legislative actions on their own would not be adequate to achieve the City's goals. To close the local gap and meet the specified targets, the City will need to implement additional actions to achieve reductions of approximately 107,391 metric tons (MT) CO_2e by 2030 and 240,993 MT CO_2e by 2045 within the community. At the municipal level, the City will need to implement actions to achieve reductions of approximately 1,368 MT CO_2e by 2030 and 3,346 MT CO_2e by 2045.

Exhibit 1. Community-wide ABAU Emissions.



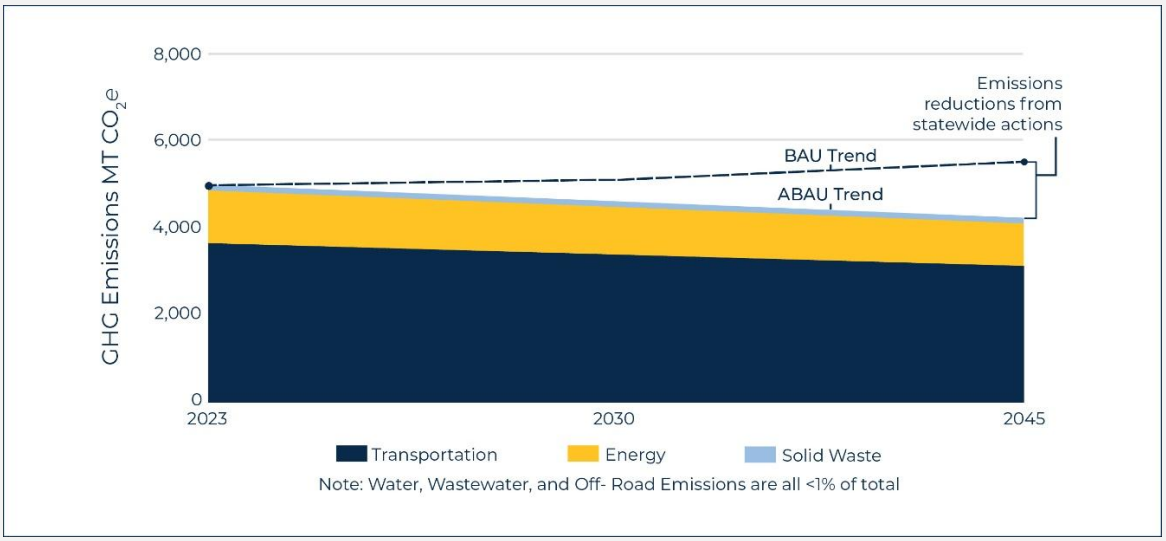
Source: City of Buena Park Climate Action and Adaptation Plan.

Exhibit 2. Community-wide Reduction Targets and Local Gap.



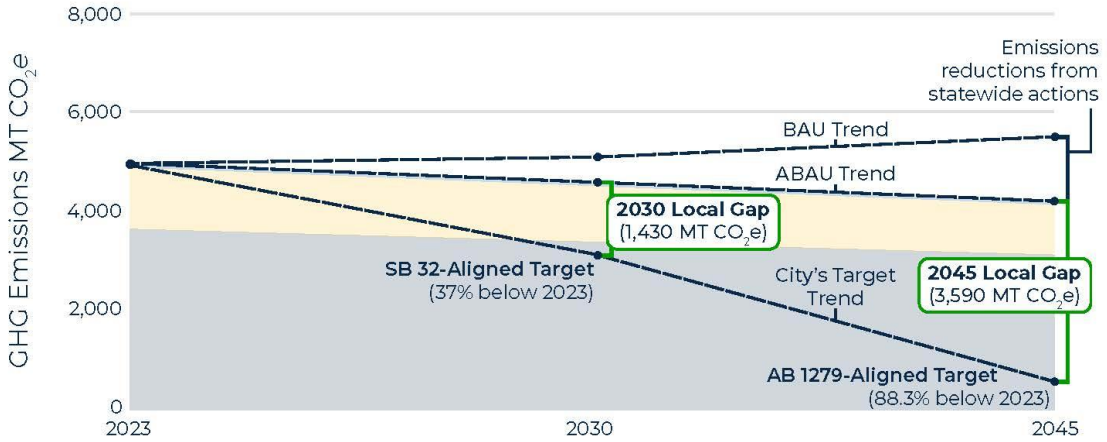
Source: City of Buena Park Climate Action and Adaptation Plan.

Exhibit 3. Municipal ABAU Emissions.



Source: City of Buena Park Climate Action and Adaptation Plan.

Exhibit 4. Municipal Reduction Targets and Local Gap.



Source: City of Buena Park Climate Action and Adaptation Plan.

Climate Adaptation

The background climate adaptation evaluation includes a Citywide vulnerability assessment. The vulnerability assessment evaluates climate-related hazard projections and community impacts. Hazards evaluated include extreme heat, flooding, wildfires and Santa Ana winds, drought, and climate migration. For each hazard, the magnitude and spatial extent were assessed, along with potential impact on Buena Park. Timing and certainty of hazards were also evaluated.

The vulnerability assessment concluded that hazards are projected to worsen throughout much of California, including Buena Park. Air pollution is a chronic hazard primarily related to transportation emissions, but worsening extreme heat, flooding, and regional wildfires each contribute to worse air pollution. Flooding is an issue in acute locations within the City, and extreme precipitation is projected to increase in both magnitude and frequency. However, the most pressing hazard in Buena Park is extreme heat, which is projected to more than triple in frequency by 2050. Though Buena Park is not expected to experience temperatures like those seen in more inland cities, even modest heat waves can lead to serious public health impacts. Locally certain demographic groups have seen higher rates of emergency room visits for extreme heat, including African Americans, males, older adults, and young adults. Much of the City's built environment has limited shade, and its older homes and cost-burdened households may need to choose between running air conditioning and paying for other necessary costs.

The City has several existing plans and programs to mitigate risks, prepare residents, and plan for response and recovery. Local public facilities, such as parks, water features, and community centers, offer residents access to resilience, such as air conditioning or shade. In addition, regional agencies, utilities, transportation authorities, and neighboring jurisdictions influence hazards within the City, and communication and partnerships with these agencies and organizations can aid in building further resilience. The CAAP builds on the findings of this assessment to generate measures and actions that adapt the City to changing hazards.

Opportunity Areas, Measures, and Actions

Following background evaluation and community outreach, actions were developed to meet the CAAP goals. The CAAP is organized within a tiered framework that includes opportunity areas, measures, and actions. This framework provides structure and a systematic approach to ensure that the City's broad goals are achievable with concrete, manageable steps that can be monitored over time. The CAAP includes eight opportunity areas, which represent the broad categories for enacting climate action and adaptation within the City, and are as follows:

- On-Road Transportation
- Energy and the Built Environment
- Off-Road Equipment
- Water and Wastewater
- Solid Waste
- People and Community
- Natural and Urban Lands
- Municipal

Within each opportunity area, there are measures that outline the specific climate action and adaptation objectives relevant to the area. Measures provide broad objectives for each opportunity area, touching on a common mechanism or approach to reducing emissions and enhancing resilience. Finally, within each measure are actions that are the individual concrete tasks that must be carried out collectively to successfully implement the CAAP and achieve the City's goals. Table 2-5 provides the CAAP opportunity areas, measures, and actions.

Table 2-5. CAAP Opportunity Areas, Measures, and Actions

Measure	Action
On-Road Transportation (T)	
T1: Encourage Transition to Electric Vehicles	**T1a.** Develop and implement a Citywide education program that educates residents and businesses on the advantage of EVs.
	T1b. Install EV charging stations at non-residential public parking areas.
	T1c. Develop an incentive program to encourage building owners to install EV supply equipment. Target apartment buildings and medium- and low-income homeowners.
	T1d. Adopt an ordinance to require California Green Building Standards (CALGreen) Tier 2 standards or similar EV charging requirements for EV receptacles and supply equipment for new residential and nonresidential construction.
	T1e. Apply for state grants to fund the installation of EV chargers.
	T1f. Continue to exempt up to two EV charging stations from non-conforming use requirements when added to an existing business or property when it does not require additional non-conforming construction.
	T1g. Develop an ordinance to require Transport Refrigeration Units (TRUs) and auxiliary power units (APUs) to utilize electric plug-in units at loading docks, if capable.
T2: Enhance Active Transportation Environment	**T2a.** Update municipal code to require installation of enhanced end-of-trip bike facilities, including bike racks, lockers, and employee showers.
	T2b. Implement micromobility (e-bike, bikeshare, and scootershare) programs. Partner with businesses, hotels, etc. to designate stations/docks and develop maps with destinations and safe routes, particularly suited for tourists and visitors.
	T2c. Expand the City's sidewalk network in alignment with the City's ATP.
	T2d. Construct new bike facilities in alignment with the City's ATP.
	T2e. Change lane configuration at under capacity roadway segments from six lanes to four lanes.
T3: Reduce Single-Occupancy Vehicle Trips	**T3a.** Develop voluntary citywide commute trip reduction program for employers to opt-in that provides alternative travel options to/from work (e.g., carpool, transit, walking/biking).
	T3b. Educate the community on travel options for commuters to reduce commute trips via marketing campaigns.
	T3c. Require employers with 200 or more employees to develop a program to facilitate ridesharing/carpooling and vansharing for employees.
	T3d. Require employers with 200 or more employees to provide a cash payment to employees that forgo provided parking at their place of employment.
	T3e. Review parking minimums and reduce parking requirements in new multifamily households.
	T3f. Separate parking costs from property costs in residential developments/ apartment complexes.

Table 2-5. CAAP Opportunity Areas, Measures, and Actions

Measure	Action
T4: Optimize Land Use to Minimize Commute Distances	**T4a.** Upzone residential zoning to allow for increased residential density.
	T4b. Increase job density through commercial and industrial rezoning.
	T4c. Streamline City permitting of applications that would increase development around major transit stations, including the Buena Park Metrolink Station, the Fullerton Park & Ride Station, and the Beach Boulevard Corridor.
	T4d. Develop inclusionary housing ordinance to incentivize or require affordable housing beyond state requirements.
T5: Incentivize Use of Public Transit	**T5a.** Conduct a feasibility study and community engagement on potential Mobility Hub locations in alignment with the ATP.
	T5b. Conduct a feasibility analysis for the development of a mobility as a service (MaaS) platform that offers a centralized hub for transportation choices in alignment with the ATP.
	T5c. Implement a subsidized transit pass program.
	T5d. Expand local transit coverage (e.g., community circulator, microtransit service, tourist shuttles) to improve local circulation.
	T5e. Construct improvements along roadways to improve transit service and reliability, including queue jump lanes, transit signal priority, dedicated transit lanes, business access/transit lanes, and enhanced bus stops.
Energy and the Built Environment (E)	
E1: Increase Energy Efficiency in Buildings	**E1a.** Facilitate third-party energy audits for existing residential and commercial buildings by providing resources and technical assistance.
	E1b. Incentivize private building owners to retrofit buildings with energy-efficient upgrades by collaborating with utilities to provide reduced cost energy upgrades and providing permit streamlining as applicable.
	E1c. Adopt a time-of-renovation energy efficiency ordinance requiring use of energy-efficient features in plan designs.
E2: Decarbonize and Electrify Buildings	**E2a.** Incentivize new buildings to include zero emissions/very low emissions appliances (heat pumps, stove tops, ovens, water heaters, clothes driers).
	E2b. Adopt a time-of-renovation electrification ordinance that requires replacement of HVAC systems, hot water heaters, and other natural gas appliances.
	E2c. Educate the community on the replacement of natural gas appliances with electric appliances in residential and commercial buildings and highlight the cost savings and health benefits.
	E2d. Provide technical assistance to private building owners and tenants regarding building decarbonization.
E3: Increase Renewable Energy Generation and Storage	**E3a.** Incentivize the installation of on-site zero-GHG and renewable energy generation systems.
	E3b. Incentivize installation of on-site zero-GHG and renewable energy generation systems in existing buildings by continuing to streamline City permitting processes.
	E3c. Provide technical assistance and education programs to private building owners on the benefits of paired PV solar and battery systems.
E4: Procure Zero-Carbon Electricity	**E4a.** Promote community participation in 100% renewable energy tier through continued education and marketing.
	E5a. Implement a cool pavement pilot program within the City right-of-way.

Table 2-5. CAAP Opportunity Areas, Measures, and Actions

Measure	Action
E5: Increase Reflectance and Cool Buildings	**E5b.** Pursue grant funding to incentivize the use of cool roofs and walls during roof replacements and home renovations or alterations.
Off-Road Equipment (OR)	
OR1: Increase Electric and Zero-Emission Off-Road and Landscaping Equipment Adoption	**OR1a.** Implement the City's Electric Lawn Equipment Transition Plan for businesses and residents.
	OR1b. Support adoption of zero-emission off-road equipment during construction through permit streamlining and promotion of contractors who have zero-emission off-road equipment within their fleet.
	OR1c. Adopt an ordinance requiring use of only zero-emission or near-zero-emission operational off-road equipment, where commercially available, by 2045.
Water and Wastewater (W)	
W1: Reduce Water Consumption	**W1a.** Adopt an ordinance requiring new buildings incorporate water-efficient appliances and technologies and drought-tolerant landscaping.
	W1b. Adopt a time-of-renovation/retrofit ordinance requiring use of water-efficient appliances, technologies, and drought-tolerant landscaping.
	W1c. Develop a community education program for drought-tolerant landscaping, including recommended native and low-water plant species and off-the-shelf water-efficient landscape designs.
W2: Increase Water Reuse and Recycling	**W2a.** Streamline City permitting processes for installation of residential graywater systems.
	W2b. Provide incentives to encourage homeowners to adopt graywater systems.
	W2c. Encourage use of rain barrels for use in irrigation of residential and commercial landscaping.
	W2d. Conduct a feasibility analysis of recycled water reuse for residential and commercial irrigation.
Solid Waste (SW)	
SW1: Reduce Waste to Landfills	**SW1a.** Continue the diversion and recycling of construction and demolition waste in line with CALGreen and explore incentives for deconstruction (in place of demolition) in construction and renovation projects.
	SW1b. Partner with schools to educate youth of various ages on proper waste sorting and composting practices.
	SW1c. Communicate with multi-unit property owners/managers and develop proper waste sorting signage for their properties.
	SW1d. Develop partnerships and study feasibility of an urban wood reuse program.
	SW1e. Educate the public on the reuse and repair of consumer products by providing information on the City's webpage to increase public awareness and access to opportunities for reuse, repairs, product rentals, and donation centers. Partner with local organizations when possible to promote community reuse and repair learning opportunities, such as sewing or bike maintenance workshops.
People and Community (PC)	
PC1: Prepare Vulnerable Communities for Hazards	**PC1a.** Engage residents about extreme heat preparedness and community resources using equitable, innovative, and culturally appropriate methods. Consider in-person, physical, and digital communications, and regularly consider adjustments to messaging.

Table 2-5. CAAP Opportunity Areas, Measures, and Actions

Measure	Action
	PC1b. Engage local Non-Governmental Organizations (NGOs) to develop a database of their interests and capabilities on a variety of topics related to climate action and adaptation, which could be leveraged in the future for distributing related news, volunteer events, grant opportunities, or other resources.
PC2: Create Resilient Public Gathering Spaces	**PC2a.** Increase accessibility and promote the use of cooling centers through expanded amenities, programming, hours, or locations. Consider potential for cooling center offerings or other methods of involvement with local organizations and businesses.
	PC2b. Continue to publicize location and hours of existing water features. Consider allocation of additional funding and resources to allow for maintenance, hours of operations, and water efficiency measures.
	PC2c. Pursue funding to pilot the design and deployment of pop-up built shade or temporary water features. Consider design competitions that involve local organizations, institutions, or artists.
	PC2d. Ensure zero-emission backup power at new City cooling centers, where feasible.
PC3: Improve Equitable Distribution of Resources	**PC3a.** Include annual Office of Sustainability staff time for grant coordination with City grant-writing partners. Pursue grants that fill financing gaps for low-income households, small local businesses, and disadvantaged communities.
	PC3b. Include anti-displacement provisions within City-led grant or rebate retrofit programs related to climate action or adaptation.
	PC3c. Build a contact database of property owners and managers to facilitate participation in climate action for residential and commercial rental units.
	PC3d. Offer resources to renters, such as landlord approval sheets and FAQs, which facilitate renter interactions with landlords regarding facility or property improvements related to climate action or adaptation.
	PC3e. Promote rebates for air purifiers, or similar programs, as they become available. Coordinate with South Coast AQMD and local NGOs.
	PC3f. Continue to collaborate with SCE and OCPA to distribute information regarding energy cost assistance programs for qualified households.
PC4: Educate and Incentivize Responsible Consumption	**PC4a.** Develop and implement a responsible consumption education program and webpage that promotes the benefits of less-carbon-intensive practices, including but not limited to retaining and repairing instead of replacing; using electricity during off-peak hours and turning off appliances and lights when not in use; organizing vehicle trips to get the most out of each trip and reduce miles traveled; line-drying clothes rather than using a dryer; eating more locally grown fruits, vegetables, and meat, and fewer processed foods; and purchasing environmentally friendly products and reducing fast fashion purchases.
PC5: Collaborate to Improve Regional Resilience and GHG Reduction Efforts	**PC5a.** Coordinate with the U.S. Army Corps of Engineers Los Angeles District regarding Prado Dam operational planning and the flood risks presented to the City.
	PC5b. Update the Safety Element upon Housing Element revisions and at least every 8 years. Coordinate with the California Department of Forestry and Fire Protection to continue to incorporate best practices that mitigate fire hazards and improve community resilience.
	PC5c. Regularly communicate with Orange County Fire Authority and the Cities of Fullerton, La Habra, and La Mirada regarding fire mitigation in the Coyote Hills, and offer letters of support for related grant pursuits.

Table 2-5. CAAP Opportunity Areas, Measures, and Actions

Measure	Action
	PC5d. Monitor updates and participate in discussions with SCAG and the Orange County Council of Governments regarding regional climate migration planning and policies.
	PC5e. Implement the CAAP in coordination with other Orange County jurisdictions to create a consistent regional approach to GHG reduction as outlined in the Orange County Priority Climate Action Plan (PCAP). Participate in regional initiatives, disseminate information on green building opportunities, and discuss GHG reduction best practices.
PC6: Spark Sustainable Economic Development	**PC6a.** Continue to support the Sustainable Champion Program to recognize green businesses and residents.
	PC6b. Publicize grants available to businesses for reducing GHG emissions and host grant-writing trainings for local organizations, businesses, and property owners.
	PC6c. When possible, foster workforce development opportunities when implementing climate action and adaptation projects.
Natural and Urban Lands (NU)	
NU1: Enhance Carbon Sequestration and Support Urban Greening	**NU1a.** Incorporate tree replacement requirements into the zoning code.
	NU1b. Educate the community on developing and managing landscapes to increase carbon sequestration and drought tolerance.
	NU1c. Pursue grant funding for private shade tree planting programs, ensuring the program prioritizes residential neighborhoods directly adjacent to the City's highest rates of impervious surfaces.
	NU1d. Encourage local businesses to integrate low-impact, nature-based climate solutions into new and existing developments. Examples include installation of bioswales, tree-shaded parking lots, and green roofs.
	NU1e. Work with local schools to develop an urban greening education program, including implementation of green schoolyards, urban farms, and rain gardens.
	NU1f. Expand the City's community garden with additional sites within Buena Park, prioritizing areas near vulnerable communities.
Municipal (M)	
M1: Electrify City Fleet	**M1a.** Transition City light-duty gasoline- and diesel-fueled vehicles to EVs.
	M1b. Install EV charging stations at City facilities to facilitate the use of City-owned EVs.
	M1c. Develop a City facility zero-emission vehicle transition plan that evaluates the implications for vehicle transition and prioritizes appropriately based on feasibility and availability, infrastructure needs, and phasing.
M2: Reduce Employee Commute Emissions	**M2a.** Implement a voluntary commute trip reduction program.
	M2b. Provide commute trip reduction marketing materials to City employees.
	M2c. Implement an employee rideshare/vanshare program.
	M2d. Implement an employee EV incentive program.
M3: Reduce City Operation Energy Use and Increase Renewable Energy	**M3a.** Conduct energy audits of existing City buildings and facilities to determine energy-saving opportunities.
	M3b. Implement energy efficiency retrofits of existing City-owned buildings and facilities based on the results of the energy audits.

Table 2-5. CAAP Opportunity Areas, Measures, and Actions

Measure	Action
	M3c. Require new City-owned buildings or facilities to be all-electric (i.e., no natural gas), unless required for emergency services in the City's Emergency Operations Plan.
	M3d. Retrofit City-owned buildings and facilities to remove natural gas and install all-electric end uses.
	M3e. Install solar photovoltaic (PV) systems as shade structures at City-owned parking lots and facilities.
	M3f. Include solar panel installation and cool roofs in the design of all new City-owned buildings.
	M3g. Retrofit City-owned buildings and facilities to include PV solar and cool roofs where feasible.
	M3h. Install battery energy storage systems at key City facilities to supplement PV solar.
	M3i. Enroll municipal utility in the OCPA 100% renewable energy program.
	M3j. Develop a Microgrid Feasibility Plan for City-owned emergency response and critical facilities.
M4: Electrify City-Operated Off-Road and Landscaping Equipment	**M4a.** Implement the Electric Lawn Equipment Transition Plan for City-owned and City-contracted uses.
	M4b. Transition City-owned and contracted off-road equipment during construction or operation to zero-emission.
	M4c. Accelerate replacement of diesel or natural gas-powered backup generators at City facilities to zero-emission options.
M5: Reduce City Facility Water Consumption and Increase Water Reuse	**M5a.** Require use of water-efficient appliances in new City buildings.
	M5b. Upgrade existing City buildings with water-efficient appliances.
	M5c. Replace non-programmed turf at City-owned buildings and facilities with native, drought-tolerant landscaping.
	M5d. Install graywater systems at City-owned buildings and facilities.
M6: Reduce City-Generated Solid Waste	**M6a.** Develop guidelines for food waste prevention planning for City food service operations and large events at City facilities.
	M6b. Continue to implement three-stream waste sorting (trash, recycling, and compost) at all City facilities in line with SB 1383.

Note: CAAP = City of Buena Park Climate Action and Adaptation Plan.

The City is targeting reductions of 107,278 MT CO_2e by 2030 and 258,333 MT CO_2e by 2045. These ambitious goals will be achieved through the six emissions-reducing focused opportunity areas: municipal, on-road transportation, energy and the built environment, off-road equipment, water and wastewater, and solid waste. The 2030 and 2045 reduction goals will further be supported by the carbon sequestration actions within the natural and urban lands opportunity area, which help draw down existing CO_2 in the atmosphere and capture it for long-term storage in vegetation and soils.

The CAAP includes an implementation and monitoring strategy to ensure the CAAP is successfully implemented by monitoring quantitative measure performance indicators, supporting measure tracking metrics, and phasing. The implementation and monitoring strategy provides additional information such as responsible City department and funding opportunities to guide City staff throughout plan implementation.

CEQA Streamlining

The CAAP update meets the requirements for a qualified plan under State CEQA Guidelines Section 15183.5 for the reduction of GHG emissions for use in cumulative impact analysis pertaining to development projects. One such requirement is that the plan be adopted through a public process following environmental review. This IS/ND constitutes the environmental review process for the CAAP. The CAAP is intended to be used for future project-specific GHG emissions analyses by providing the appropriate level of environmental review to allow for future projects to streamline their analysis of GHG emissions pursuant to CEQA Guidelines Section 15183.5(b)(2), unless otherwise determined to be cumulatively considerable.

2.4 Safety Element Update

The GPSE addresses the potential short- and long-term risks of death, injuries, property damage, and economic and social dislocation resulting from fires, floods, droughts, earthquakes, landslides, climate change, and other hazards. The GPSE identifies hazards and hazard-abatement provisions to guide local decisions related to zoning, subdivisions, and entitlement permits. The City used the risk assessment and mitigation strategies from the Local Hazard Mitigation Plan, which was updated in 2024, to update the GPSE. The GPSE was also updated to ensure compliance with State law, as described in Section 65302(g) of the California Government Code, related to severe heat, climate change, and evacuation.

GPSE principles, goals, and policies are presented in Table 2-6 with new or revised text as a result of the GPSE update noted in underline.

Table 2-6. GPSE Principles, Goals, and Policies

Goal	Policy
Seismic and Geologic Hazards	
SAF-1: Decrease in the potential risk of seismic and geologic hazards to the community.	**SAF-1.1**: Seek to avoid or minimize seismic risk by appropriately designating land uses and adhering to current building codes.
	SAF-1.2: Enforce the requirements of current building codes relative to seismic design for all new development or redevelopment.
	SAF-1.3: Require geologic and soils reports for all new development or redevelopment, especially in identified areas of the Norwalk Fault Zone and areas with high liquefaction potential.
	SAF-1.4: Require appropriate mitigation measures and/or conditions of approval relative to terrain, soils, slope stability, and erosion for new development or redevelopment in order to reduce hazards.
	SAF-1.5: Ensure that schools, hospitals, and critical facilities, such as fire, police, or emergency service facilities, meet the standards outlined in Title 24 of the California Administrative Code.
Flood Hazards	
SAF-2: Provision of adequate flood protection to protect the community.	**SAF-2.1**: Seek to provide adequate flood protection from 100-year (or other state-defined scenario) flood frequency storms.
	SAF-2.2: Improve defensive measures against 100-year (or other state-defined scenario) flood conditions through land use regulation and design, such as

Table 2-6. GPSE Principles, Goals, and Policies

Goal	Policy
	increased pervious surfaces, onsite water capture and re-use, minimized building footprints, etc.
	SAF-2.3: Require that new development or redevelopment located within areas identified within a 100-year flood plain meet the requirements of the current building code and the National Flood Insurance Protection Program.
	SAF-2.4: Work with the Orange County Flood Control District and the U.S. Army Corps of Engineers, Los Angeles District, to ensure future flood control plans incorporate adequate seismic safety measures.
	SAF-2.5: Continue to implement adopted flood control programs and regulations.
	SAF-2.6: Continue to monitor regional flood hazard improvements in the Santa Ana River Basin area to understand impacts of 100- and 500-year storms within the City.
	SAF-2.7: Continue planning evacuation operations in the City's forecasted dam inundation zones.
	SAF-2.8: Manage future flood risk by prioritizing the use of nature-based solutions.
Emergency Management	
SAF-3: A reduction in the potential for loss of life and property from natural and human-caused disasters.	**SAF-3.1**: Strengthen coordination among and between City officials and other agencies that provide disaster response or relief services.
	SAF-3.2: Coordinate with local and regional jurisdictions to conduct emergency and disaster preparedness exercises to test operational and emergency plans.
	SAF-3.3: Monitor alerts, warnings, and advisories issued by local, state, and federal law enforcement, intelligence, public health, and emergency management agencies, and take appropriate actions to prepare for or prevent imminent threats as required.
	SAF-3.4: Improve emergency preparedness and planning with a particular focus on disproportionately vulnerable populations.
Hazardous Materials	
SAF-4: Minimize the threat posed by a release of hazardous materials to public health and safety and to the environment.	**SAF-4.1**: Strictly enforce federal, state, and local laws and regulations relating to the use, storage, and transportation of toxic, explosive, and other hazardous and extremely hazardous materials to prevent unauthorized discharges.
	SAF-4.2: Periodically review and amend the appropriate ordinances that regulate the storage and handling of hazardous materials to conform to the standards and definitions of the state and other regulatory agencies.
	SAF-4.3: Continue to monitor the operations of businesses and individuals that handle hazardous materials using the planning and business permit processes.
	SAF-4.4: Periodically review the emergency plans of transportation and flammable gas/liquid distribution companies.
	SAF-4.5: Explore the possibility of identifying specific routes for the transport of hazardous materials.
	SAF-4.6: Develop an educational awareness program for residents and businesses about the dangers of hazardous materials.
	SAF-4.7: Maintain cooperative relationships with the chemical handlers, response agencies, and community representatives to ensure an informed and coordinated response to chemical emergencies.

Table 2-6. GPSE Principles, Goals, and Policies

Goal	Policy
Climate Change and Resiliency	
SAF-5: Minimize the economic and physical threats posed by climate change and the attendant extreme weather and climatic events.	SAF-5.1: Identify populations that will disproportionally experience the consequences of climate change.
	SAF-5.2: Address underlying health inequities for all residents, including those related to hazards such as localized air pollution, extreme heat, and flooding.
	SAF-5.3: Prioritize solutions towards reducing climate change risks for vulnerable populations and communities.
	SAF-5.4: Incorporate adaptation initiatives that provide multiple co-benefits, including reduction in greenhouse gas emissions, support for the local economy, enhancements to the natural environment, or alleviating underlying health inequities.
	SAF-5.5: Incorporate inclusive decision making in climate-adaptation planning efforts.
	SAF-5.6: Promote the integration of economic development and climate adaptation to provide sustainable benefits.
	SAF-5.7: Leverage land use planning to reduce exposure to climate hazards.
	SAF-5.8: Design and implement nature-based projects and green infrastructure to protect and enhance the adaptive capacity of natural resources and urban environments.
	SAF-5.9: Consider short- and long-term actions in the capital improvement program which would promote resilience of physical infrastructure to climate change impacts.
	SAF-5.10: Prioritize efforts to restore residents' access to basic services such as electricity, gas, water, sewage treatment, public transportation, telephone lines, and wireless communication during and after climate hazard events.
	SAF-5.11: Align public infrastructure and investment decisions with the Buena Park Climate Action and Adaptation Plan.
	SAF-5.12: Participate in regional planning efforts related to climate change adaptation.
Fire Protection	
Goal SAF-6: Decrease wildfire hazards in the community.	SAF-6.1: Minimize new residential development within a VHFHSZ unless fire protection plans are submitted to harden structures against possible wildfires.
	SAF-6.2: Place all new essential public facilities outside of any VHFHSZ, unless infeasible.
	SAF-6.3: Enforce City and State building and fire codes within the VHFHSZ, and incorporate new techniques and best practices as they become available to reduce future risks to all new development or redevelopment within a VHFHSZ.
	SAF-6.4: Require appropriate mitigation measures and/or conditions of approval relative to areas of varying fire hazard severity based upon the proximity of terrain, soils, slope stability, and erosion for new development or redevelopment in order to reduce hazards.
	SAF-6.5: Ensure existing access points to open space areas within a VHFHSZ are maintained for fire suppression with respect to roadway widths, obstructions, and other criteria.

Table 2-6. GPSE Principles, Goals, and Policies

Goal	Policy
	SAF-6.6: Continue to leverage the City's fire service provider's review of new development to ensure development complies with any fuel modification requirements, creation of defensible space, and habitat restoration by replacing invasive and fire-susceptible plants with indigenous species, thus reducing baseline fire risk in the City's VHFHSZ and elsewhere as applicable.
	SAF-6.7: Work with the City's fire service provider and surrounding jurisdictions that are subject to the continuous VHFHSZ that may impact the City to coordinate vegetation management strategies and wildfire hazard protection and prevention services.
	SAF-6.8: Maintain a weed abatement program to ensure clearing of dry brush areas.
	SAF-6.9: Provide for the long-term maintenance of fire hazard reduction projects and activities, such as fuel clearing and vegetation management, with the City administering these activities on public lands and working with fire protection agencies and landowners to ensure maintenance of privately held parcels.
	SAF-6.10: Following major wildfire events, reevaluate development standards and current building codes for new development or redevelopment in order to reduce hazards for the VHFHSZ and apply stricter standards for redevelopment as needed to maintain high levels of wildfire protection.
	SAF-6.11: The City will continue to work with property owners on street and building addressing as required in the Municipal Code and California Building Code. Street signage shall follow the latest edition of the California Manual on Uniform Traffic Control Devices.
	SAF-6.12: The City shall identify residential developments within VHFHSZ areas lacking at least two available and identified emergency evacuation routes, and recommend appropriate improvements to enhance evacuation capacity and safety.
	SAF-6.13: Proposed developments within a VHFHSZ shall be located in areas with a minimum of two distinct and reliable ingress and egress routes.
	SAF-6.14: Public roads within a VHFHSZ that do not meet current roadway width and fire access standards shall be evaluated and improved, where feasible, to enhance emergency access and evacuation. Hazardous vegetation conditions shall be mitigated in accordance with applicable defensible space and vegetation management regulations.
	SAF-6.15: For proposed new development located within a VHFHSZ, require upkeep of landscaped areas as per OCFA standards detailed in Vegetation Management Guideline: Technical Design for New Construction Fuel Modification Plans and Maintenance Program.
	SAF-6.16: New development within a VHFHSZ shall be designed to ensure adequate and reliable ingress and egress for emergency response and evacuation, with multiple access points where feasible, consistent with California Fire Code.
	SAF-6.17: Residential development within a VHFHSZ shall be designed to provide multiple unobstructed evacuation routes with sufficient capacity to support community evacuation while maintaining emergency responder access.
	SAF-6.18: The City shall conduct periodic assessments of residential areas within all VHFHSZ to identify deficiencies in access and evacuation routes, and shall

Table 2-6. GPSE Principles, Goals, and Policies

Goal	Policy
	develop and prioritize mitigation measures and capital improvement plans to enhance emergency egress and emergency responder access where feasible.
	SAF-6.19: Maintain educational programs and continue public outreach efforts to all members of the community pertaining to defensible space and evacuation routes.
	SAF-6.20: The City will continue to update and follow best practices for fire safety such as vegetative clearance maintenance of all roads and community fire breaks, as adopted in Ordinance 1713.
	SAF-6.21: The City shall continue to work with OCFA to ensure the highest level of fire-fighting and emergency service training to current and best practices.

Notes: GPSE = City of Buena Park General Plan Safety Element Update.
Revised or added principles, goals, and policies noted as underlined text.

2.5 Environmental Review Context

The proposed CAAP and GPSE would not authorize development proposals and therefore would not directly result in physical environmental effects because of the construction or operation of facilities. However, as the project would encourage development of certain land uses and development patterns, the indirect effects of plan approval and implementation must be considered. Individual programs or projects to implement the CAAP or GPSE will require subsequent approval and environmental review under CEQA.

2.6 General Plan Designation and Zoning

The CAAP and GPSE would be implemented throughout the City and would occur in all existing General Plan designations and zoning designations. To reduce VMT and associated GHG emissions, the CAAP includes action T4a and T4b that direct the City to increase residential density and increase job density in certain areas already designated for these uses.

Increasing residential density would affect areas with high-density and mixed-use classification and would increase the maximum allowable residential density identified in the General Plan. This may require changes to the development standards of the zoning ordinance to achieve higher densities. Similarly, the maximum floor area ratio would be increased for certain commercial land use designations to increase the number of employees. The change in floor area ratio may require changes to the development standards of the zoning ordinance. These changes would allow for a higher density/intensity of development within areas already designated for such uses, rather than “rezoning” areas from one use to another. These increases are designed to bring residents and jobs within the City into closer proximity, reducing the amount of vehicle travel. These actions are consistent with existing General Plan policies, including the certified housing element. These actions would require subsequent approvals by the City Council. This IS/ND considers these changes on a Citywide level. Site-specific issues may be examined at a time as the City Council approves these land use revisions.

2.7 Project Approvals

The following approvals are required from the City of Buena Park:

- Adoption of the CAAP and the GPSE IS/ND
- Approval of the CAAP
- General Plan Amendment to adopt the GPSE Update

There are no required approvals by other public agencies because the City of Buena Park has sole approval authority of the CAAP and GPSE.

3 Initial Study Checklist

1. **Project title:**

   City of Buena Park Climate Action and Adaptation Plan and General Plan Safety Element Update

2. **Lead agency name and address:**

   City of Buena Park
   6650 Beach Boulevard
   Buena Park, California 90621

3. **Contact person and phone number:**

   Lotus Thai
   Sustainability Manager
   City of Buena Park
   6650 Beach Boulevard
   Buena Park, California 90621

4. **Project location:**

   City of Buena Park, California

5. **Project sponsor's name and address:**

   City of Buena Park
   6650 Beach Boulevard
   Buena Park, California 90621

6. **General Plan designation:**

   The CAAP and GPSE would be implemented throughout the City and would occur in all City of Buena Park General Plan designations. These plans would not alter any existing General Plan designations.

7. **Zoning:**

   The CAAP and GPSE would be implemented throughout the City and would occur in all City of Buena Park zoning designations. These plans would not alter any existing zoning designations.

8. **Description of project. (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary):**

   Refer to Section 2, Project Description, above.

9. **Surrounding land uses and setting:**

   Refer to Section 2.1, Project Location, above.

10. **Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):**

    There are no other public agencies whose approval is required.

11. **Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?**

    Two California Native American tribes have been notified of the proposed CAAP and GPSE: the Gabrieleño Band of Mission Indians, Kizh Nation, and the Gabrieleño/Tongva San Gabriel Band of Mission Indians. The CAAP and GPSE do not authorize ground-disturbing activities, which may impact tribal cultural resources.

Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact," as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Energy
☐ Geology and Soils	☐ Greenhouse Gas Emissions	☐ Hazards and Hazardous Materials
☐ Hydrology and Water Quality	☐ Land Use and Planning	☐ Mineral Resources
☐ Noise	☐ Population and Housing	☐ Public Services
☐ Recreation	☐ Transportation	☐ Tribal Cultural Resources
☐ Utilities and Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance

Determination (To be completed by the Lead Agency)

On the basis of this initial evaluation:

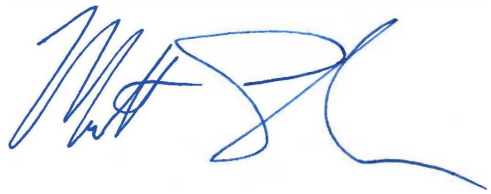
☒ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature

7/8/2025

Date

3.1 Aesthetics

		Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
I.	**AESTHETICS** – Except as provided in Public Resources Code Section 21099, would the project**:**				
a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c)	In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

The predominant land uses within the City are residential, commercial, industrial, and a tourist/entertainment sector. The density of development is relatively low for all types of development in the City. Additionally, the City maintains a low-rise profile in that there are limited high-rise structures in the City. The Buena Park 2035 General Plan does not identify significant scenic resources or other important visual resources within the City. Due to the City's relatively flat topography and dense development, distant views are obstructed by existing development. Buildings, including existing residences, and the adjacent roadways are the dominant visual element in the City's environment (City of Buena Park 2010a). The California Department of Transportation (Caltrans) provides information regarding officially designated or eligible state scenic highways, designated as part of the California Scenic Highway Program. According to Caltrans, there are no officially designated scenic highways within or adjacent to the City (Caltrans 2025).

The majority of light and glare sources presently within the City are associated with the residential, commercial, and industrial land uses, as well as Knott's Berry Farm and surrounding entertainment uses. Additionally, light sources within the City are associated with traffic signals and vehicle lights on roadways within the City (City of Buena Park 2010a).

a) Would the project have a substantial adverse effect on a scenic vista?

c) In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less-than-Significant Impact. The Buena Park 2035 General Plan (General Plan) does not identify significant scenic resources or other important visual resources that may be affected by the proposed CAAP and GPSE. As policy documents, the CAAP and GPSE would not result in impacts related to scenic vistas or existing visual character. However, implementation of some CAAP opportunity measures may promote infrastructure development and redevelopment that may alter the visual setting of future CAAP-related project sites. The implementation of CAAP opportunity measures would result in short-term construction and long-term changes to the physical environment. CAAP measures and actions would encourage the construction of new electric vehicle (EV) charging infrastructure, solar photovoltaic (PV) and renewable energy generation systems and associated battery storage facilities, and transit, bicycle, and pedestrian facilities. Implementation of CAAP opportunity measures and actions would also result in tree planting and landscaping at City parks and open spaces, residential neighborhoods, and throughout the City. Additionally, CAAP opportunity actions would result in upzoning residential zoning and rezoning commercial and industrial zones.

Construction associated with implementation of the CAAP opportunity measures and actions would require heavy equipment, staging of materials, and fencing. However, construction activities would be short-term and temporary in nature, and would typically not involve equipment of substantial height, bulk, or massing that would alter existing scenic vistas. In addition, construction activities associated with implementation of the CAAP opportunity measures and actions would primarily occur in already disturbed, urbanized developed areas such as roadways and parking lots or at existing buildings and would not occur within non-urbanized areas.

Long-term changes due to implementation of the CAAP opportunity measures and actions would include improvements at or near grade level of existing roadways; would include additions to existing buildings or parking lots; would involve minor changes such as the planting of new trees; and would not otherwise involve features with substantial height, bulk, or massing that could block or impede existing scenic vistas. Increased residential density in certain areas would increase the number, and potentially size, of residential structures. The enforcement of the Buena Park Municipal Code (BPMC) would avoid substantial adverse effects on scenic vistas and degradation of public views. For example, Title 19 of the BPMC, Zoning, provides specific development standards that influence the City's visual character related to building design, yards and related encroachments, outdoor improvements, landscaping, and utilities and mechanical equipment. Moreover, one primary purpose of Title 19 is to ensure that the growth and development of the City is attractive. Implementation of the CAAP opportunity measures and actions that require construction would adhere to applicable zoning standards and City ordinances. Thus, the CAAP and GPSE would not result in a substantial adverse effect on a scenic vista and would not substantially degrade the visual character or quality of public views in non-urbanized areas. This impact would be **less than significant**.

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. There are no State-designated scenic highways or corridors within the City. As policy documents, the CAAP and GPSE would not result in impacts related to scenic highways. Therefore, the CAAP and GPSE would not result in adverse impacts to scenic resources adjacent to or near a State Scenic Highway. **No impact** would occur.

d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less-than-Significant Impact. As policy documents, the CAAP and GPSE would not directly result in impacts related to light and glare. The implementation of CAAP measures and actions related to EV charging infrastructure, solar PV and renewable energy generation systems and associated battery storage facilities, and bicycle, pedestrian, and transit infrastructure may require the use of temporary lighting sources during the construction phase. Construction associated with these CAAP measures would be short-term and temporary in nature and would not be considered a new source of substantial light or glare that would adversely affect day or nighttime views in the area. Solar PV panels have the potential to result in new sources of glare within the City if not thoughtfully designed and located. The design and location of proposed solar PV infrastructure would be complementary to existing development in the City, such as the addition of small-scale rooftop solar panels and as shade structures at City-owned parking lots and facilities, in order to reduce potential glare impacts. Implementation of CAAP measures and actions that would require the installation of permanent lighting would be required to comply with BPMC Sections 19.344.030, 19.444.030, 19.548.030, and 19.648.030, which include standards that address the provision of lighting in various residential and non-residential zones. Compliance with these regulations would minimize environmental impacts related to light and glare by limiting the use of highly reflective materials and requiring the shielding and limitation of spillover of exterior lighting. Thus, the CAAP and GPSE would result in a **less-than-significant** impact related to light and glare.

3.2 Agriculture and Forestry Resources

		Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
II.	**AGRICULTURE AND FORESTRY RESOURCES** – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d)	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

The California Department of Conservation (DOC) Farmland Mapping and Monitoring Program (FMMP) prepares maps and statistical data for analyzing land use impacts on California's agricultural resources. The FMMP categorizes agricultural production potential based on a combination of physical and chemical characteristics of the soil and climate that determine the degree of suitability of the land for crop production. Important Farmland categories include Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance. The City is designated as "Urban and Built-Up Land" by the FMMP (DOC 2022). There are no lands designated or zoned for agricultural use within the City.

The California Land Conservation Act (Williamson Act) recognizes the importance of agricultural land and includes provisions to protect and ensure the orderly conservation of agricultural land. The DOC FMMP produces a yearly California Williamson Act Enrollment map. Based on Williamson Act enrollment for 2023, there are no Williamson Act Contracts within the City (DOC 2023).

a) Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. There is no Important Farmland within the City. Therefore, implementation of the CAAP and GPSE would not convert Important Farmland to non-agricultural use, and **no impact** would occur.

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. There are no Williamson Act contracts within the City. Therefore, implementation of the CAAP and GPSE would not conflict with existing zoning for agricultural use or a Williamson Act contract, and **no impact** would occur.

c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. There are no lands currently used for timber production or management in the City, nor is there a zoning designation for forest land, timberland, or timberland productions within the City. Therefore, implementation of the CAAP and GPSE would not conflict with existing zoning, or cause the rezoning of forest land, timberland, or timberland production land, and **no impact** would occur.

e) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. As discussed above, the City does not contain Important Farmland. Therefore, implementation of the CAAP and GPSE would not involve changes in the existing environment that would result in the conversion of farmland to non-agricultural use or conversion of forest land to non-forest use. **No impact** would occur.

3.3 Air Quality

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Ambient air quality is generally affected by climatological conditions, the topography of the air basin, the type and amounts of pollutants emitted, and, for some pollutants, sunlight. The City is located within South Coast Air Basin (SCAB). Topographical and climatic factors in the SCAB create the potential for high concentrations of regional and local air pollutants. The SCAB includes the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, and all of Orange County, and is within the jurisdictional boundaries of the South Coast Air Quality Management District (SCAQMD).

Criteria air pollutants are defined as pollutants for which the federal and State governments have established ambient air quality standards, or criteria, for outdoor concentrations to protect public health. The federal and State standards have been set, with an adequate margin of safety, at levels above which concentrations could be harmful to human health and welfare. These standards are designed to protect the most sensitive persons from illness or discomfort. Pollutants of concern include ozone (O_3), nitrogen dioxide (NO_2), carbon monoxide (CO), sulfur dioxide (SO_2), particulate matter equal to or less than 10 microns in aerodynamic diameter (PM_{10}), particulate matter equal to or less than 2.5 microns in aerodynamic diameter ($PM_{2.5}$), and lead. In California, sulfates, vinyl chloride, hydrogen sulfide, and visibility-reducing particles are also regulated as criteria air pollutants.

The SCAQMD is the regional agency responsible for the regulation and enforcement of federal, State, and local air pollution control regulations in the SCAB, where the project site is located. The SCAQMD operates monitoring stations in the SCAB, develops rules and regulations for stationary sources and equipment, prepares emissions inventory and air quality management planning documents, and conducts source testing and inspections. The SCAQMD's Air Quality Management Plans (AQMPs) include control measures and strategies to be implemented to attain State and federal ambient air quality standards in the SCAB. The SCAQMD then implements these control measures as regulations to control or reduce criteria pollutant emissions from stationary sources or equipment.

The most recently adopted AQMP is the 2022 AQMP (SCAQMD 2022), which was adopted by the SCAQMD governing board on December 2, 2022. The SCAQMD's 2022 AQMP assesses the attainment status of the SCAB. The 2022 AQMP builds upon measures already in place from previous AQMPs. It also includes a variety of additional strategies such as regulation, accelerated deployment of available cleaner technologies (e.g., zero-emission technologies, when cost-effective and feasible, and low oxides of nitrogen [NO_x] technologies in other applications), best management practices (BMPs), co-benefits from existing programs (e.g., climate and energy efficiency), incentives, and other Clean Air Act measures to achieve the 2015 8-hour ozone standard. The 2022 AQMP was approved and adopted by CARB on January 26, 2023.

Pursuant to the 1990 federal Clean Air Act amendments, the U.S. Environmental Protection Agency (EPA) classifies air basins (or portions thereof) as "attainment" or "nonattainment" for each criteria air pollutant, based on whether the National Ambient Air Quality Standards (NAAQS) have been achieved. Generally, if the recorded concentrations of a pollutant are lower than the standard, the area is classified as "attainment" for that pollutant. If an area exceeds the standard, the area is classified as "nonattainment" for that pollutant. If there are not enough data available to determine whether the standard is exceeded in an area, the area is designated as "unclassified" or "unclassifiable." The designation of "unclassifiable/attainment" means that the area meets the standard or is expected to meet the standard despite a lack of monitoring data. Areas that achieve the standards after a nonattainment designation are re-designated as maintenance areas and must have approved Maintenance Plans to ensure continued attainment of the standards. The California Clean Air Act, like its federal counterpart, called for the designation of areas as "attainment" or "nonattainment," but based on California Ambient Air Quality Standards (CAAQS) rather than the NAAQS.

The SCAB is designated as a nonattainment area for federal and State O_3 standards and federal and State $PM_{2.5}$ standards. The SCAB is designated as a nonattainment area for State PM_{10} standards; however, it is designated as an attainment area for federal PM_{10} standards. The SCAB is designated as an attainment area for federal and State CO standards, federal and State NO_2 standards, and federal and State SO_2 standards. While the SCAB has been designated as nonattainment for the federal rolling 3-month average lead standard, it is designated attainment for the State lead standard (CARB 2023; EPA 2025).

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

Less-than-Significant Impact. The CAAP and GPSE are policy-level documents for future actions that would occur within the SCAB, which includes the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, and all of Orange County, and is within the jurisdictional boundaries of the SCAQMD.

The SCAQMD administers the AQMP for the SCAB, which is a comprehensive document outlining an air pollution control program for attaining all CAAQS and NAAQS. The most recent adopted AQMP is the 2022 AQMP (SCAQMD 2022). The SCAQMD has established criteria for determining consistency with the currently applicable AQMP in Chapter 12, Sections 12.2 and 12.3, in the SCAQMD CEQA Air Quality Handbook. The purpose of a consistency finding is to determine if a project is inconsistent with the assumptions and objectives of the regional air quality plans, and, thus, if it would interfere with the region's ability to comply with federal and State air quality standards. The relevant criteria are as follows, discussed below (SCAQMD 1993):

> **Consistency Criterion No. 1:** The project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the timely attainment of air quality standards of the interim emissions reductions specified in the AQMP.

The CAAP and GPSE are policy-level documents and adoption would not directly result in short-term construction or long-term operational emissions. However, some CAAP opportunity measures and actions would result in the construction of projects such as EV charging infrastructure, solar PV and renewable energy generation systems and associated battery storage facilities, and bicycle, pedestrian, and transit infrastructure. The construction of these types of projects would result in short-term emissions of criteria air pollutants such as PM_{10}, $PM_{2.5}$, NO_x, and reactive organic gas (ROG) from construction equipment exhaust and fugitive dust from ground disturbance. As discussed in Air Quality Checklist Question (b) below, it is not anticipated that construction of these types of projects would be prolonged and intensive so as to result in exceedances of SCAQMD; as such, impacts would be less than significant. Future CAAP/GPSE-related projects would also be reviewed for consistency with SCAQMD air quality regulations and other applicable local, State, and federal regulations once project details and locations are known. Therefore, the CAAP and GPSE would not conflict with Consistency Criterion No. 1 because the CAAP and GPSE would not result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay the timely attainment of air quality standards of interim emission reductions specified in the AQMP.

> **Consistency Criterion No. 2:** The project will not exceed the assumptions in the AQMP or increments based on the year of project buildout and phase.

The SCAQMD primarily uses demographic growth forecasts for various socioeconomic categories (e.g., population, housing, employment by industry) developed by the Southern California Association of Governments (SCAG) for its RTP/SCS to develop the emission inventory for the 2022 AQMP (SCAQMD 2022). The RTP/SCS's forecasts are in turn based on General Plans for cities and counties in the SCAB.[1] The SCAG 2020 RTP/SCS and associated Regional Growth Forecast are also generally consistent with the local plans. Therefore, the 2022 AQMP is generally consistent with local government plans through its use of information in SCAG's RTP/SCS.

The CAAP and GPSE are policy documents containing programs that are consistent with the General Plan. As policy documents, the CAAP and GPSE would not facilitate specific development projects, such as new housing or employment opportunities, that could directly result in population growth. CAAP Opportunity Measure T4 includes actions to upzone residential zoning to allow for increased residential density and increased job density through commercial and industrial rezoning. The intent of residential densification is to accommodate population growth more efficiently, reduce sprawl, and locate workforce housing closer to employment opportunities. Actions outlined in CAAP Opportunity Measure T4 would be consistent with the overall General Plan buildout. Further, future plans or projects (including potential changes to land use designations or zoning) requiring discretionary approval would be subject to environmental review under CEQA, and individual impact analyses would identify required plan- or project-specific mitigation measures where applicable. Therefore, the CAAP and GPSE would not exceed the assumptions in the AQMP. The CAAP and GPSE do not conflict with the AQMP and would not increase population growth beyond what is forecasted in the most recently adopted AQMP.

[1] Information necessary to produce the emission inventory for the SCAB is obtained from the SCAQMD and other governmental agencies, including CARB, Caltrans, and SCAG. Each of these agencies is responsible for collecting data (e.g., industry growth factors, socioeconomic projections, travel activity levels, emission factors, emission speciation profile, and emissions) and developing methodologies (e.g., model and demographic forecast improvements) required to generate a comprehensive emissions inventory. SCAG incorporates these data into its Travel Demand Model for estimating/projecting VMT and driving speeds. SCAG's socioeconomic and transportation activities projections in its 2020 RTP/SCS are integrated in the 2022 AQMP (SCAQMD 2022).

Based on the considerations presented for the two criteria, the CAAP and GPSE would not conflict with or obstruct the implementation of the 2022 AQMP, and impacts relating to the CAAP and GPSE's potential to conflict with, or obstruct implementation of, the applicable AQMP would be **less than significant**.

b) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Less-than-Significant Impact. As policy documents, the CAAP and GPSE would not directly result in impacts related to criteria pollutants. However, some CAAP opportunity measures and actions would result in the construction of projects such as EV charging infrastructure, solar PV and renewable energy generation systems and associated battery storage facilities, and bicycle, pedestrian, and transit infrastructure.

The implementation of CAAP measures and actions that would result in the construction of EV charging infrastructure, solar PV and renewable energy generation systems and associated battery storage facilities, and bicycle, pedestrian, and transit infrastructure could require a temporary increase in the number of construction workers, ground disturbance, or use of construction equipment. Additionally, the electrification of existing homes and commercial buildings and tree planting and landscaping at City parks and open spaces, residential neighborhoods, and throughout the City could result in construction. As such, implementation of CAAP measures and actions could result in an increase in criteria pollutants during construction activities, such as excavation and grading, which would also contribute to the nonattainment status (O_3, PM_{10}, and $PM_{2.5}$) of the SCAB. Fugitive dust emissions would result from land clearing, grading operations, and construction equipment operations over unpaved project sites. Combustion emissions, such as NO_x and PM_{10}, are most significant when using large diesel-fueled scrapers, loaders, bulldozers, haul trucks, compressors, generators, and other types of equipment. Implementation of the CAAP opportunity measures and actions and GPSE policies would not include large-scale construction within the City and would involve temporary and short-term criteria pollutant emissions.

Some air districts, such as the Bay Area Air District (BAAD), previously known as the Bay Area Air Quality Management District, provide screening criteria to determine if projects have the potential to result in exceedances of regional thresholds for pollutants for which the air basin is in nonattainment. The SCAQMD does not have screening criteria like BAAD, but notably its regional thresholds for construction are higher than BAAD's; as such, the use of BAAD's screening criteria would present a conservative screening of potential impacts. For example, BAAD's construction screening provides for construction of 416 apartment units or 254 single-family residences, or 10 acres of a city park, or 452,000 square feet of strip mall before having the potential to exceed BAAD's daily thresholds of an average of 54 pounds per day of ROG, NO_x, and $PM_{2.5}$ (exhaust), and 82 pounds per day of PM_{10} (exhaust). The construction of EV charging infrastructure, solar PV and renewable energy generation systems and associated battery storage facilities, and bicycle, pedestrian, and transit infrastructure would be much less extensive compared to the BAAD screening criteria. It would be reasonable to conclude that these opportunity measure projects would not result in exceedances of SCAQMD's construction thresholds of 100 pounds per day of NO_x, 75 pounds per day volatile organic compounds (ROG), 150 pounds per day of PM_{10}, 55 pounds per day of $PM_{2.5}$, 150 pounds per day of oxides of sulfur, and 550 pounds per day of CO. Additionally, implementation and construction of the CAAP opportunity measures and actions discussed above would be required to comply with all regional and local regulations, such as with SCAQMD Rule 403 to control dust emissions during any dust-generating activities. Implementation of CAAP Opportunity Measure OR1 would support adoption of zero-emission off-road equipment during construction, which would reduce criteria air pollutant emissions

from construction equipment. As such, the CAAP and GPSE would result in low-level criteria pollutant emissions and less-than-significant impacts to air quality. Future CAAP/GPSE-related projects would also be reviewed for consistency with SCAQMD air quality regulations and other applicable local, State, and federal regulations once project details and locations are known. Thus, the construction required for implementation of the CAAP and GPSE would result in a **less-than-significant** impact related to net increase of criteria pollutants.

Regarding potential operational impacts, many CAAP opportunity measures and actions and GPSE policies would reduce criteria air pollutant emissions with measures and actions that aim to increase energy efficiency and electrification; encourage EV use, carpooling, and travel by alternative modes; and reduce VMT. In addition, future CAAP/GPSE-related projects would be required to comply with local, regional, and State air quality regulations. Thus, operational impacts associated with the CAAP and GPSE would be **less than significant** related to net increase of criteria pollutants.

c) Would the project expose sensitive receptors to substantial pollutant concentrations?

Less-than-Significant Impact. The CAAP and GPSE are policy-level documents that do not propose specific development plans and would not result in impacts related to exposure of sensitive receptors to substantial pollutant concentrations. However, implementation and construction of CAAP opportunity measures and actions GPSE policies could potentially be located in close proximity to other residences, schools, and/or parks and would be subject to policies and standards presented by SCAQMD, as well as the General Plan and BPMC for construction standards regarding air quality. Additionally, CARB has published the Air Quality and Land Use Handbook: A Community Health Perspective (CARB 2005), which identifies certain types of facilities or sources that may emit substantial quantities of TACs and therefore could conflict with sensitive land uses, such as "schools and schoolyards, parks and playgrounds, daycare centers, nursing homes, hospitals, and residential communities." The facilities or sources that may emit substantial quantities of TACs include the following:

- High-traffic freeways and roads
- Distribution centers
- Rail yards
- Ports
- Refineries
- Chrome plating facilities
- Dry cleaners
- Large gas dispensing facilities

The Air Quality and Land Use Handbook is a guide for siting of new sensitive land uses, but it does not mandate specific separation distances to avoid potential health impacts. CARB recommends that sensitive receptors not be located downwind or in proximity to such sources to avoid potential health hazards. Implementation of the CAAP and GPSE would not include any of the previously listed land uses that may emit substantial quantities of TACs.

The greatest potential for TAC emissions would be diesel particulate matter (DPM) emissions from heavy equipment operations and heavy-duty trucks during construction of EV charging infrastructure, solar PV and renewable energy generation systems and associated battery storage facilities, and bicycle, pedestrian, and transit infrastructure. Additionally, the electrification of existing homes and commercial buildings and tree planting and landscaping at City parks and open spaces, residential neighborhoods, and throughout the City could result in construction. According to the Office of Environmental Health Hazard Assessment, health risk assessments (which determine the exposure of sensitive receptors to toxic emissions) should be based on a 30-year exposure period for the maximally exposed individual receptor; however, such assessments should also be limited to the period/duration of activities associated with the project. As previously discussed, specific projects are not identified and, as the CAAP and GPSE are policy-level documents, adoption would not result in direct short-term construction emissions. Furthermore, off-road equipment used by potential contractors for the construction of the project is subject to CARB's In-Use Off-Road Diesel Fueled Fleets Regulation (Off-Road Regulation). The Off-Road Regulation applies to all equipment greater than 25 horsepower; the goal is to reduce particulate matter and NO_x emissions from in-use (existing) off-road heavy-duty diesel vehicles in California through retiring, replacing, or repowering older engines, or installing Verified Diesel Emission Control Strategies. The Off-Road Regulation prohibits the addition of older vehicles into fleets in January 2014 and the phaseout of the oldest and dirtiest engines began in January 2024. Use of off-road heavy-duty construction equipment and on-road diesel trucks are also subject to CARB Airborne Toxics Control Measure to limit idling and reduce DPM.

As discussed previously, implementation of CAAP Opportunity Measure OR1 would support adoption of zero-emission off-road equipment during construction, which would also serve to reduce DPM from construction equipment. As such, the CAAP and GPSE would result in reduced DPM emissions and negligible impacts to sensitive receptors. Future CAAP/GPSE-related projects would also be reviewed for consistency with SCAQMD air quality regulations and other applicable local, State, and federal regulations once project details and locations are known. Thus, the construction required for implementation of the CAAP and GPSE would result in a less-than-significant impact related to DPM.

The SCAQMD recommends a localized significance threshold (LST) analysis to evaluate the potential of localized air quality impacts to sensitive receptors in the immediate vicinity of a project from construction and operation; however, an operational LST analysis is only applicable to land uses with on-site emission sources and is generally not applicable to land uses that do not include substantial on-site sources of localized emissions. In addition, the LST methodology was developed to be used as a tool to assist lead agencies with analyzing localized impacts associated with project-level impacts. However, the LSTs are applicable to projects at the project-specific level and are not applicable to regional projects, such as the CAAP and GPSE, as specific projects have not been identified at this time. Therefore, neither a construction nor an operational LST analysis is recommended or provided herein.

Localized CO impacts or CO hotspots can be associated with heavily congested intersections. In 2007, the SCAQMD was designated in attainment for CO under both the CAAQS and NAAQS as a result of the steady decline in CO concentrations in the SCAB due to turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities; therefore, the potential for CO hotspots in the SCAB is steadily decreasing. The SCAQMD conducted CO modeling for the 2003 AQMP[2] for the four worst-case intersections in the SCAB. At the time that the 2003 AQMP was prepared, the intersection of

[2] SCAQMD's CO hotspot modeling guidance has not changed since 2003.

Wilshire Boulevard and Veteran Avenue was the most congested intersection in Los Angeles County, with an average daily traffic volume of approximately 100,000 vehicles per day; however, the peak modeled CO 1-hour concentration was estimated to be 4.6 parts per million (ppm) while the CAAQS is 20 ppm. Similarly, the maximum 8-hour CO concentration was 3.4 ppm at the Wilshire Boulevard and Veteran Avenue in 2002, while the CAAQS is 9.0 ppm.

Accordingly, CO concentrations at congested intersections would not exceed the 1-hour or 8-hour CO CAAQS unless projected daily traffic would be at least over 100,000 vehicles per day. Although there would be a temporary increase in vehicle trips related to construction worker commute and equipment delivery associated with certain CAAP opportunity measures and actions, implementation of the CAAP would not result in substantial long- or short-term vehicle trip generation at levels that could cause unhealthy concentrations of CO on nearby roadways. The CAAP proposes several opportunity measures and actions that would reduce VMT and, thus, CO impact, such as encouraging carpooling, installing and upgrading bicycle infrastructure and facilities, expanding pedestrian facilities and transit coverage, reducing parking requirements, upzoning residential zoning, and increasing job density and development around major transit stations. Therefore, a CO hotspot is not anticipated to occur, and associated impacts would be less than significant.

Regarding health effects associated with criteria air pollutants, health effects associated with O_3 include respiratory symptoms, worsening of lung disease leading to premature death, and damage to lung tissue. Health effects associated with NO_x include lung irritation and enhanced allergic responses. Health effects associated with CO include chest pain in patients with heart disease, headaches, light-headedness, and reduced mental alertness. Lastly, health effects associated with particulate matter (PM_{10}) include premature death and hospitalization, primarily for worsening of respiratory disease (CARB 2025). Because the CAAP and GPSE are policy-level documents, they are not directly anticipated to generate construction or operational criteria air pollutant emissions or potential associated health effects. As noted previously, some CAAP opportunity measures and actions would result in the construction of projects such as EV charging infrastructure, solar PV and renewable energy generation systems and associated battery storage facilities, and bicycle, pedestrian, and transit infrastructure that would generate emissions, but at levels that would be anticipated to be less than significant relative to SCAQMD thresholds based on the potential size of these projects. Because construction of those opportunity measure projects would not result in exceedances of SCAQMD's thresholds, potential health effects associated with criteria air pollutants would be considered less than significant. Future CAAP/GPSE-related projects would also be reviewed for consistency with SCAQMD air quality regulations and other applicable local, State, and federal regulations once project details and locations are known.

In summary, the CAAP and GPSE would not expose students, faculty, children, elderly, and other sensitive receptors to substantial pollutant concentrations. As such, impacts would be **less than significant**.

d) Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less-than-Significant Impact. The CAAP and GPSE are policy-level documents that would not result in impacts related to odors. However, implementation of and any associated construction related to CAAP opportunity measures and actions would result in temporary emissions of odors from construction activities such as asphalt paving and use of diesel-powered construction vehicles and equipment.

CAAP opportunity measures and actions that would result in the construction of new EV charging infrastructure, solar PV and renewable energy generation systems, and transit, bicycle, and pedestrian facilities would result in odorous emissions from construction equipment. Expansion of the City's sidewalk network and construction of new bicycle lane facilities, outlined in CAAP Opportunity Measure T2, would result in asphalt paving. However, these activities would involve minimal use of heavy-duty diesel equipment and, thus, diesel emissions would be minimal, temporary, and highly localized. Additionally, implementation of CAAP Opportunity Measure OR1 would support adoption of zero-emission off-road equipment during construction, which would reduce odorous emissions from construction equipment. Furthermore, these emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of construction. Because odors would be temporary and would disperse rapidly with distance from source, construction-generated odors would not adversely affect a substantial number of people. Therefore, the CAAP and GPSE would result in a **less-than-significant** impact related to odors.

3.4 Biological Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES – Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

No rare or endangered plant or animal species occur in the City, although several species have been previously identified within the surrounding area. Limited riparian habitats remain along the Brea Creek Channel south of Malvern Avenue (City of Buena Park 2010b).

a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Less-than-Significant Impact. As policy documents, the CAAP and GPSE would not directly result in impacts related to special-status species. However, implementation of CAAP opportunity measures and actions that would involve ground-disturbing activities, including grading and excavation, could result in substantial adverse direct and indirect effects to special-status species depending on their location. Minor grading, excavation, and other ground disturbance would occur during the construction of new EV charging infrastructure, solar PV and renewable energy generation systems and associated battery storage facilities, and bicycle, pedestrian, and transit infrastructure, and during tree planting and landscaping at City parks and open spaces, residential neighborhoods, and throughout the City. Given the nature of the CAAP opportunity measures and actions, ground-disturbing activities associated with implementation of the CAAP would generally occur in already disturbed, developed areas such as roadways or parking lots where candidate, sensitive, or special-status species or their habitats are not present. Future CAAP/GPSE-related projects would be located and designed strategically to reduce ground disturbance to the maximum extent possible. Notably, the CAAP opportunity measures and actions, while encouraging more efficient development, would not result in development in lands not already developed or designated for development. Implementation of CAAP opportunity measures and actions would be required to comply with existing local, State, and federal regulations that conserve, protect, and preserve special-status species, and their habitat. Specifically, the federal Endangered Species Act (FESA) (16 U.S.C. Section 1531 et seq.) regulates the taking of species listed in the FESA as threatened or endangered. In general, persons subject to FESA (including private parties) are prohibited from "taking" endangered or threatened fish and wildlife species on private property, and from "taking" endangered or threatened plants in areas under federal jurisdiction or in violation of State law. Pursuant to the California Endangered Species Act (CESA), a permit from the California Department of Fish and Wildlife (CDFW) is required for projects that could result in the "take" of a plant or animal species that is listed by the State as threatened or endangered. In addition, California Fish and Game Code (CFGC) Sections 3511, 4700, 5050, and 5515 prohibit take or possession of fully protected species and do not provide for authorization of incidental take. As stated above, the City is not known to provide habitat for special-status species and plants, although protected species (such as

migratory birds) may find nesting or foraging habitat within the City. Construction activities for implementation of CAAP opportunity measures and actions that would disturb nesting habitat for birds and raptors would be required to comply with the Migratory Bird Treaty Act (MBTA) and CFGC Sections 3503, 3503.5, and 3513. Compliance with FESA, CESA, CFGC, and the MBTA would minimize impacts and protect special-status species and their habitat. Future CAAP/GPSE-related projects would be required to comply with General Plan Policy CS-4.3, which calls for the preservation and protection of rare or endangered species. In addition, future CAAP/GPSE-related projects on vacant lands—the most likely to provide potential habitat—would undergo the City's discretionary review process, including completion of subsequent project-level planning and environmental review under CEQA that would ensure that identified resources are appropriately protected. Therefore, the CAAP and GPSE would result in a **less-than-significant** impact related to special-status species.

b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Less-than-Significant Impact. As policy documents, the CAAP and GPSE would not directly result in impacts related to riparian habitat or other sensitive natural community. However, implementation of CAAP opportunity measures and actions that would involve ground-disturbing activities, including grading and excavation, could result in substantial adverse direct and indirect effects to riparian habitat or other sensitive natural community depending on their location. Minor grading, excavation, and other ground disturbance would occur during the construction of new EV charging infrastructure, solar PV and renewable energy generation systems and associated battery storage facilities, and bicycle, pedestrian, and transit infrastructure throughout the City. Given the nature of the CAAP opportunity measures and actions, ground-disturbing activities associated with implementation of the CAAP would generally occur in already disturbed, developed areas such as roadways or parking lots where riparian habitat or other sensitive natural communities are not present. Future CAAP/GPSE-related projects would be located and designed strategically to reduce ground disturbance to the maximum extent possible. The location and details of future CAAP/GPSE-related projects would be reviewed for consistency with applicable local, State, and federal regulations related to sensitive habitat prior to approval and would undergo the City's discretionary review process, where applicable, including completion of subsequent project-level planning and environmental review under CEQA that would ensure that riparian habitat or other sensitive natural community are appropriately protected. Therefore, the CAAP and GPSE would result in a **less-than-significant** impact related to riparian habitat or other sensitive natural community.

c) Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Less-than-Significant Impact. As policy documents, the CAAP and GPSE would not directly result in impacts related to wetlands. However, implementation of CAAP opportunity measures and actions that would involve ground-disturbing activities, including grading and excavation, could result in substantial adverse direct and indirect effects to wetlands if present in the area of disturbance. Minor grading, excavation, and other ground disturbance would occur during the construction of new EV charging infrastructure, solar PV and renewable energy generation systems and associated battery storage facilities, and bicycle, pedestrian, and transit infrastructure. Given the nature of the CAAP opportunity measures and actions,

ground-disturbing activities associated with implementation of the CAAP would generally occur in already disturbed, developed areas such as roadways or parking lots where riparian habitat or other sensitive natural communities are not present. Future CAAP/GPSE-related projects would be located and designed strategically to reduce ground disturbance to the maximum extent possible. The location and details of future CAAP/GPSE-related projects would be reviewed for consistency with applicable local, State, and federal regulations related to wetlands prior to approval and would undergo the City's discretionary review process, where applicable, including completion of subsequent project-level planning and environmental review under CEQA that would ensure that wetlands are appropriately protected. Therefore, the CAAP and GPSE would result in a **less-than-significant** impact related to wetlands.

d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less-than-Significant Impact. As policy documents, the CAAP and GPSE would not directly result in impacts related to wildlife corridors. However, implementation of CAAP opportunity measures and actions would involve construction activities and new structures. Minor grading, excavation, and other ground disturbance would occur during the construction of new EV charging infrastructure, solar PV and renewable energy generation systems and associated battery storage facilities, and bicycle, pedestrian, and transit throughout the City. As discussed above, the City has limited riparian areas, no significant identified migratory corridors, and an overall lack of habitat as a highly developed area. Given the nature of the CAAP opportunity measures and actions, ground-disturbing activities associated with implementation of the CAAP would generally occur in already disturbed, developed areas such as roadways or parking lots where wildlife corridors are not present. Future CAAP/GPSE-related projects would be located and designed strategically to reduce ground disturbance to the maximum extent possible. In addition, CAAP Opportunity Measures M7 and NU1 include actions aimed at maximizing carbon sequestration and supporting urban greening. The location and details of future CAAP/GPSE-related projects would be reviewed for consistency with applicable local, State, and federal regulations related to biological resources prior to approval and would undergo the City's discretionary review process, where applicable, including completion of subsequent project-level planning and environmental review under CEQA that would ensure that wildlife corridors are appropriately protected. Therefore, the CAAP and GPSE would result in a **less-than-significant** impact related to wildlife corridors.

e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. The General Plan includes policies to protect natural resources, such as plants and rare or endangered plant and wildlife species. The purpose of the CAAP and GPSE is to reduce GHG emissions within the City while also increasing resilience to the impacts of climate change. Implementation of CAAP opportunity measures and actions would be beneficial by helping Buena Park meet applicable local policies for protecting biological resources, including CAAP Opportunity Measures M7 and NU1, which involve actions aimed at maximizing carbon sequestration and supporting urban greening. The CAAP and GPSE would not conflict with or obstruct implementation of the applicable policies for preserving biological resources and would improve the City's ability to achieve policies that protect biological resources. Therefore, the CAAP and GPSE would result in **no impact** related to consistency with local biological resources protection policies.

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The City is not located in a Habitat Conservation Plan (HCP), Natural Communities Conservation Plan (NCCP), or other approved HCP area. For this reason, the CAAP and GPSE would not conflict with the provisions of an adopted HCP, NCCP, or other approved local, regional, or State HCP. Therefore, the CAAP and GPSE would have **no impact** in this regard.

3.5 Cultural Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☐	☒	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

Historical resources generally consist of buildings, structures, improvements, and remnants associated with a significant historic event or person(s) and/or have a historically significant style, design, or achievement. In general, resources greater than 50 years old have the potential to be considered historical resources. There are no structures within Buena Park included in the National Register of Historic Places. However, the Old Maizeland School is registered with the California Register of Historical Resources as California Historical Landmark No. 729. Additionally, there are 14 other landmarks registered with the Orange County Historical Commission, and several landmarks of local interest identified in the General Plan (City of Buena Park 2010b). Table 3.5-1 lists the historical resources in Buena Park.

Table 3.5-1. Buena Park Historical Resources

Historical Resource	Location/Address
Emery Borrow Fossil Pit	Ralph B. Clark Regional Park, 8800 Rosecrans Avenue
Los Coyotes Monument	Los Coyotes Country Club (adjacent to flagpole), 8888 Los Coyotes Drive
Dr. D.W. Hasson Home	7611 10th Street, south of Southern Pacific Railroad
Whitaker-Jaynes House	6631 Beach Boulevard
Bacon House	6631 Beach Boulevard
Warren Building	6555 Beach Boulevard, south of Southern Pacific Railroad
William E. Tice House	6591 Beach Boulevard
Stage Stop Hotel	6603 Beach Boulevard, across from Civic Center

Table 3.5-1. Buena Park Historical Resources

Historical Resource	Location/Address
Knott's Berry Farm	8039 Beach Boulevard
Old Maizeland School	Knott's Berry Farm Ghost Town
George Trapp House	8352 Crescent Avenue
First Congregational Church	6633 Beach Boulevard
Buena Park Women's Club	6701 Beach Boulevard
Lily Creamery Site	6586 Beach Boulevard
Bacon Avocado	Buena Park Grand Hotel & Suites (Courtyard), 7762 Beach Boulevard
California Pepper Trees	North side of Orangethorpe Avenue between St. Pius Catholic Church property and Stater Bros. property

Source: City of Buena Park 2010b.

Archaeological resources are defined as the material remains of any area's prehistoric (aboriginal/Native American) or historic (European and Euro-American) human activity. A record search at the Archaeological Information Center at the University of California, Los Angeles, completed for the General Plan indicated the possibility of a prehistoric resource site extending into the City's northwest boundary (also incorporated into the Ralph B. Clark Regional Park), near the Bellehurst neighborhood. The site was identified in 1975 as being within the boundaries of Buena Park and Fullerton. The site contained a lithic scatter, including a mano, pestle fragment with asphaltum, obsidian and chert flakes, polished stone fragments, and charred bone fragments. This site was later resurveyed in 1976 and based on a 1995 re-evaluation, the site boundaries were found to lie in Fullerton. The Native American Heritage Commission (NAHC) conducted a search of its Sacred Lands File for the General Plan for the affected project area (i.e., the City of Buena Park). The Sacred Lands File search did not indicate the presence of Native American cultural resources within a 0.5-mile radius of the City (City of Buena Park 2010b).

a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

Less-than-Significant Impact. As policy documents, the CAAP and GPSE would not directly result in impacts to historical resources. However, implementation of CAAP opportunity measures and actions would involve structural improvements that could result in direct or indirect impacts to listed or eligible historical resources depending on their location. Such impacts could result from the construction of new EV charging infrastructure, solar PV and renewable energy generation systems and associated battery storage facilities, and bicycle, pedestrian, and transit infrastructure throughout the City. Additionally, CAAP actions that would implement retrofits for energy efficiency, all electric end uses, and solar PV panels could result in direct or indirect impacts to listed or eligible historical resources. CAAP opportunity measures and actions would be required to comply with General Plan Policies LU-19.35, LU-20.22, LU-22.5, CS-1.1, CS-1.2, CS-1.3, CS-1.4, CS-1.5, CS-1.6, CS-1.7, CS-2.1,CS-2.2, and CS-2.3 and Implementation Measures LU-6 and CS-12 through CS-22. Modifications to designated historic properties would be conducted consistent with Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings, as outlined in General Plan Policy CS-2.2. Therefore, with compliance with the required General Plan policies and implementation measures and the Secretary of the Interior's Standards, the CAAP and GPSE would result in a **less-than-significant** impact related to historical resources.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Less-than-Significant Impact. As policy documents, the CAAP and GPSE would not directly result in impacts to archaeological resources. However, implementation of CAAP opportunity measures and actions that would involve ground-disturbing activities, including grading and excavation, could cause a substantial adverse change in the significance of an archaeological resource depending on their location. Minor grading, excavation, and other ground disturbance would occur during the construction of new EV charging infrastructure, solar PV and renewable energy generation systems and associated battery storage facilities, installing recycled water pipelines, and bicycle, pedestrian, and transit infrastructure throughout the City. Given the nature of the CAAP opportunity measures and actions, ground-disturbing activities associated with implementation of the CAAP would generally occur in already disturbed, developed areas such as roadways or parking lots. Future CAAP/GPSE-related projects would be located and designed strategically to reduce ground disturbance to the maximum extent possible. In addition, future CAAP/GPSE-related projects would be reviewed for consistency with applicable local, regional, and State archaeological regulations prior to final siting, and construction would be required to implement BMPs in accordance with General Plan Policy CS-3.1, which calls for protection and preservation of archaeological resources, and Implementation Measures CS-23 through CS-28, which require site surveys for archaeological resources, the halting of construction and investigation and protection of previously undiscovered archaeological resources, and the implementation of mitigation plans, as necessary, to protect archaeological resources. Therefore, with compliance with the required General Plan policies and implementation measures, the CAAP and GPSE would result in a **less-than-significant** impact related to archaeological resources.

c) Would the project disturb any human remains, including those interred outside of formal cemeteries?

Less-than-Significant Impact. No conditions exist that suggest human remains are likely to be found in the City. Due to the level of past disturbance in the City, it is not anticipated that human remains, including those interred outside of formal cemeteries, would be encountered during earth removal or disturbance activities. Moreover, the NAHC Sacred Lands File search did not indicate the presence of Native American cultural resources within the City. However, ground-disturbing activities associated with the construction of EV charging infrastructure, solar PV and renewable energy generation systems and associated battery storage facilities, and bicycle, pedestrian, and transit infrastructure, and during tree planting and landscaping at City parks and open spaces, residential neighborhoods, and throughout the City have the potential to disturb as-yet-unidentified human remains. Implementation of future CAAP/GPSE-related projects would be reviewed for compliance with applicable local, regional, and State regulations regarding cultural resources, including the General Plan, such as General Plan Implementation Measure CS-29, which requires the halting of construction if human remains are discovered and proper notification procedures, to avoid impacts related to unknown human remains. In addition, as required by State law, the requirements and procedures set forth in PRC Section 5097.98 would be implemented, including notification of the Orange County Coroner, notification of the NAHC, and consultation with the individual identified by the NAHC to be the “most likely descendant.” If human remains are found during excavation, excavation must stop in the vicinity of the find and any area that is reasonably suspected to overlay adjacent remains until the County Coroner has been called out, the remains have been investigated, and appropriate recommendations have been made for the treatment and disposition of the remains. Therefore, compliance with the General Plan and State regulations identified above would ensure that the CAAP and GPSE would result in **less-than-significant** impacts related to the inadvertent disturbance of any human remains.

3.6 Energy

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. Energy – Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

Southern California Edison (SCE) is an investor-owned public utility that provides energy service to 15 million people within a 50,000-square-mile service area that encompasses 180 incorporated cities and 15 counties across Central, Coastal, and Southern California (SCE 2025). SCE is the primary electricity provider for the City. SCE obtains electricity from a variety of sources, including SCE-owned facilities and other private and publicly owned facilities that provide electricity through contracts and agreements. In 2022, SCE achieved a renewable energy procurement rate of 33% (SCE 2022).

Southern California Gas Company (SoCalGas) is an investor-owned public utility that provides natural gas service to 21.1 million people within a 24,000-square-mile service area that encompasses more than 500 communities throughout Central and Southern California (SoCalGas 2025). SoCalGas is the primary natural gas supplier for the City. SoCalGas provides natural gas through an integrated natural gas transmission system, including pipelines and storage facilities.

a) Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less-than-Significant Impact. As policy documents, the CAAP and GPSE would not directly result in impacts due to wasteful, inefficient, or unnecessary consumption of energy resources. However, implementation of CAAP opportunity measures and actions would result in the consumption of energy resources during construction and operation. CAAP opportunity measures and actions that would result in the construction of EV charging infrastructure, solar PV and renewable energy generation systems and associated battery storage facilities, and bicycle, pedestrian, and transit infrastructure would consume energy resources such as electricity, fuels, and nonrenewable resources during construction. Construction associated with implementation of CAAP opportunity measures and actions would not involve large amounts of labor or extensive use of construction equipment. Worker trips and construction equipment may be required during installation of these facilities and infrastructure, resulting in the short-term consumption of diesel fuel and gasoline. Demand for energy resources during construction would vary throughout the construction period and would generally cease upon completion of construction. In addition, construction contractors would be required to comply with the provisions of California Code of Regulations Title 13 Sections 2449 and 2485,

which would minimize unnecessary fuel consumption. Construction equipment would be subject to the EPA Construction Equipment Fuel Efficiency Standard, which would also minimize inefficient, wasteful, or unnecessary fuel consumption. Occasional maintenance activities for these facilities and operational vehicle trips would be minimal; thus, associated operational fuel consumption would also be minimal.

The CAAP includes opportunity measures and actions that would improve energy efficiency by retrofitting new buildings with energy-efficient upgrades, requiring energy-efficient features, requiring new buildings to include zero-emission/very-low-emission appliances, adopting an electrification ordinance, and increasing solar PV panel requirements. Additionally, CAAP opportunity measures and actions would reduce fuel consumption by encouraging the adoption of EVs; installing bicycle, pedestrian, and transit infrastructure; implementing micromobility programs; encouraging carpooling; and reducing parking requirements. Therefore, the CAAP and GPSE would result in **less-than-significant** impacts related to wasteful, inefficient, or unnecessary consumption of energy.

b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

No Impact. As policy documents, the CAAP and GPSE would not directly result in impacts due to conflict with or obstruction of a State or local plan for renewable energy or energy efficiency. Construction and operation of future CAAP/GPSE-related projects would be designed to comply with the energy source standards of the CALGreen and the California Building Energy Efficiency Standards by implementing sustainability and energy efficiency measures such as high-efficiency lighting and HVAC systems, low-flow water fixtures, dual-paned windows, and water-efficient landscaping and irrigation systems. Compliance with these regulations would minimize potential conflicts with adopted energy conservation plans. In addition, as discussed in Section 3.6(a) above, the CAAP includes opportunity measures and actions that would improve energy efficiency and reduce fuel consumption. These CAAP implementation measures and actions are consistent with goals and policies established by SB 100, CALGreen, and the California Building Energy Efficiency Standards. Thus, the CAAP and GPSE would not conflict with adopted renewable energy or energy conservation plans, and there would be **no impact**.

3.7 Geology and Soils

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. GEOLOGY AND SOILS – Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☐	☒
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☒
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

The City is made up of urbanized land on generally flat topography with a slope of less than 20 feet per mile. The City consists of two different geomorphic areas: the Coyotes Hills and the Downey Plain. The Coyotes Hills form the northeast portion of the City and have an elevation ranging from approximately 400 to 600 feet. The Coyotes Hills were formed through earth movement and local faulting. The Downey Plain comprises the majority of the City's land area and is characterized by nearly level topography. This plain was formed through a series of stream deposits from the Los Angeles, San Gabriel, Rio Hondo, and Santa Ana Rivers and consists of weathered unconsolidated and semi-consolidated alluvial soils. The City is underlain by the Talbert Aquifer, and sedimentary deposits from recent times (15,000 years ago) and the Pleistocene period (1 million years ago) (City of Buena Park 2010a).

Earthquake Hazards

The City is not located within an Alquist-Priolo Fault Zone. The City is in a region of high seismic potential due to several active faults in the greater region, including the Norwalk Fault, Los Coyotes Fault, Los Alamitos Fault, Whittier-Elsinore Fault, and the Newport-Inglewood Fault. The Norwalk Fault is located in the north and northeast portion of the City and the Los Coyotes Fault is north of the City boundary (City of Buena Park 2010a).

Liquefaction can be defined as the loss of soil strength or stiffness due to a buildup of pore-water pressure during a seismic event and is associated primarily with relatively loose, saturated fine- to medium-grained unconsolidated soils. Seismic ground shaking of relatively loose, granular soils that are saturated or submerged can cause the soils to liquefy and temporarily behave as a dense fluid. Liquefaction is caused by a sudden temporary increase in pore-water pressure due to seismic densification or other displacement of submerged granular soils. Liquefaction susceptibility is considered high throughout the majority of the City. The northeastern portion of the City is generally not mapped as susceptible to liquefaction, except for those areas adjoining Coyote Creek. Lateral spreading is commonly induced by liquefaction of material during an earthquake. Due to the high susceptibility of liquefaction in the City, the potential similarly exists for lateral spreading (City of Buena Park 2010a).

The City is not located within an area identified as having the potential for earthquake-induced landslides. However, the areas which are underlain by the Norwalk Fault (northeastern portion of the City) may be prone to earthquake-induced slope failure. Additionally, landslide potential in Buena Park is considered low due to the flat topography of the majority of the City. However, there is potential for landslides in the Coyote Hills area due to the sloping topography (City of Buena Park 2010a).

Soil Characteristics and Soil Expansion

The City is urbanized and primarily built out. Surface soils in the City may no longer reflect the natural soil associations and characteristics because topsoil in the City has been predominantly developed. Fill material of unknown origin and varying composition currently covers most of the City's developed area. Soil types within the City include the following: Bolsa silt loam, drained; Metz loamy sand; Metz loamy sand, moderate fine substratum; San Emigdio fine sandy loam, 0% to 2% slopes; Mocho loam, 0% to 2% slopes; Chino silty clay loam, drained; and Corralitos loamy sand (City of Buena Park 2010a).

Expansiveness, or the potential to swell and shrink with repeated cycles of wetting and drying, is a common feature of fine-grained clayey soils. The change in volume exerts stress on buildings and other loads placed on these soils. The occurrence of these soils is often associated with geologic units having marginal stability. The distribution of expansive soils can be widely dispersed, and they can occur in hillside areas as well as low-lying alluvial basins. Expansive soils are present on Knott's Berry Farm; at the western edge of the City, west of Knott Avenue; north of La Palma and south of Orangethorpe; in the northeastern portion of the City near the intersection of Fullerton Creek and I-5; and are expected in the Coyote Hills (City of Buena Park 2010a).

Paleontological Resources

Paleontological resources are plant and animal fossils dated from 3.5 million to 7,000 years ago. Typical paleontological resources include hardened remains from plants, vertebrates, or invertebrates. Paleontological resources are afforded protection by federal, State, and county environmental laws and guidelines. Known

paleontological resources within the City include the Emery Borrow Pit Fossil site located in the Ralph B. Clark Regional Park (City of Buena Park 2010b).

a) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

No Impact. There are no delineated Alquist-Priolo Earthquake Fault Zones within the City. Therefore, implementation of the CAAP and GPSE would not result in rupture of a known earthquake fault. **No impact** would occur.

ii) Strong seismic ground shaking?

No Impact. The City is in a region of high seismic potential due to several active faults in the greater region. However, the CAAP and GPSE do not include construction of habitable structures and thus would not result in the exposure of new people or property to strong seismic ground shaking hazards. **No impact** would occur.

iii) Seismic-related ground failure, including liquefaction?

No Impact. Liquefaction susceptibility is considered high throughout the majority of the City. However, the CAAP and GPSE do not include construction of habitable structures and thus would not result in the exposure of new people or property to seismic-related ground failure, including liquefaction. **No impact** would occur.

iv) Landslides?

No Impact. The City is not located within an area identified as having the potential for earthquake-induced landslides. Therefore, implementation of the CAAP and GPSE would not result in landslides. **No impact** would occur.

b) Would the project result in substantial soil erosion or the loss of topsoil?

Less-than-Significant Impact. Based on the soil types in the City, runoff is slow and the erosion hazard is slight, if the soil is bare. However, the City is urbanized and approximately 98% built out. Therefore, surface soils in the City may no longer reflect the natural soil associations because the City's topsoil has been predominantly replaced through development. Implementation of CAAP opportunity measures and actions that would involve ground-disturbing activities have the potential to cause soil erosion and loss of topsoil. Minor grading, excavation, and other ground disturbance would occur during the construction of EV charging infrastructure, solar PV and renewable energy generation systems and associated battery storage facilities, and bicycle, pedestrian, and transit infrastructure, and during tree planting and landscaping at City parks and open spaces, residential neighborhoods, and throughout the City. Given the nature of the CAAP opportunity measures and actions, ground-disturbing activities associated with implementation of the CAAP would generally occur in already disturbed, developed areas such as roadways

or parking lots. Future CAAP/GPSE-related projects would be required to comply with General Plan Policy CF-7.6 and Implementation Measure CF-32, which require BMPs to provide erosion and sediment control (City of Buena Park 2010b). Therefore, the CAAP and GPSE would not result in substantial soil erosion of the loss of topsoil. Impacts would be **less than significant**.

c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

No Impact. Landslide hazards and liquefaction are discussed in Sections 3.7(a.iii) and 3.7(a.iv) above. The City has had no known cases of lateral spreading resulting in damage to property or structures and has a very low potential of subsidence. Furthermore, implementation of the CAAP and GPSE do not include construction of habitable structures that could be affected by lateral spreading, subsidence, or collapse. **No impact** would occur.

d) Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

No Impact. Expansive soils are known to occur within the City; however, the CAAP and GPSE do not include construction of habitable structures that could be affected by expansive soils. **No impact** would occur.

e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact. The CAAP and GPSE do not include installation of any septic tanks or alternative wastewater disposal systems. Therefore, implementation of the CAAP and GPSE would not result in soils incapable of supporting septic tanks or alternative wastewater disposal systems. **No impact** would occur.

f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less-than-Significant Impact. There are known paleontological resources within the City at the Emery Borrow Pit Fossil site located in the Ralph B. Clark Regional Park (City of Buena Park 2010b). This facility would not be affected by the CAAP. Potential for undiscovered resources elsewhere in the City does exist. Minor grading, excavation, and other ground disturbances would occur during the construction of EV charging infrastructure, solar PV and renewable energy generation systems and associated battery storage facilities, and bicycle, pedestrian, and transit infrastructure, and during tree planting and landscaping at City parks and open spaces, residential neighborhoods, and throughout the City. Given the nature of the CAAP opportunity measures and actions, ground-disturbing activities associated with implementation of the CAAP would generally occur in already disturbed, developed areas such as roadways or parking lots. Furthermore, future CAAP/GPSE-related projects would be consistent with General Plan Policy CS-3.1, which calls for the preservation and protection of paleontological resources, and General Plan Implementation Measures CS-27 and CS-28, which outline procedures for inadvertent discovery of paleontological resources and requirements for paleontological resources monitoring. As such, the CAAP and GPSE would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. Impacts would be **less than significant**.

3.8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. GREENHOUSE GAS EMISSIONS – Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

GHGs are gases that absorb infrared radiation (i.e., trap heat) in the earth's atmosphere. The trapping and buildup of heat in the atmosphere near the earth's surface (the troposphere) is referred to as the "greenhouse effect" and is a natural process that contributes to the regulation of the earth's temperature, creating a livable environment. The earth's temperature depends on the balance between energy entering and leaving the planet's system, and many factors (natural and human) can cause changes in the earth's energy balance. Human activities that generate and emit GHGs to the atmosphere increase the amount of infrared radiation that gets absorbed before escaping into space, thus enhancing the greenhouse effect and causing the earth's surface temperature to rise. This rise in temperature has led to large-scale changes to the earth's system (e.g., temperature, precipitation, wind patterns), which are collectively referred to as climate change.

Climate change refers to significant shifts in global or regional climate patterns due to human-caused increases in GHGs. Principal GHGs relevant to the CAAP include CO_2, methane, and nitrous oxide. Historically, climate changes were driven by natural causes like solar energy variations, volcanic eruptions, and natural GHG changes. However, recent warming observed over the past century is primarily due to human activities. Evidence includes rapid increases in atmospheric GHG concentrations, positive radiative forcing, observed warming, and improved understanding of the climate system.

The federal government regulates GHGs through several key measures. The U.S. Supreme Court's ruling in *Massachusetts v. EPA* led to the EPA's Endangerment and Cause or Contribute Findings, establishing the foundation for regulating GHGs from new motor vehicles under the Clean Air Act. The Energy Independence and Security Act of 2007 aims to reduce national GHG emissions by increasing alternative fuel sources and setting fuel economy standards. Federal vehicle standards have been established to reduce GHG emissions from various types of vehicles. The Inflation Reduction Act of 2022 includes significant investments in renewable energy and energy efficiency, aiming to reduce GHG emissions by 40% by 2030 compared to 2005 levels. Recent EOs have impacted these regulations, with some measures being reconsidered or paused.

The State of California has enacted numerous regulations, including EOs, ABs, SBs, and other plans and policies, aimed at directly or indirectly reducing GHG emissions and addressing climate change issues. The following regulations highlight the State's foundational climate goals related to climate mitigation.

- EO S-3-05 (2005) identified the following targets: reduce GHG emissions to 2000 levels by 2010, to 1990 levels by 2020, and to 80% below 1990 levels by 2050.
- AB 32 (2006), the California Global Warming Solutions Act of 2006 (California Health and Safety Code Sections 38500–38599), provided initial direction on creating a comprehensive multiyear program to reduce California's GHG emissions to 1990 levels by 2020 and initiate the transformations required to achieve the State's long-range climate objectives.
- SB 32 (2016) codified the 2030 emissions reduction goal of EO B-30-15 by requiring CARB to ensure that statewide GHG emissions are reduced to 40% below 1990 levels by 2030. EO B-30-15 (2018) identified an interim GHG reduction target in support of targets previously identified under EO S-3-05 and AB 32. EO B-30-15 set an interim target goal of reducing GHG emissions to 40% below 1990 levels by 2030 to keep California on its trajectory toward meeting or exceeding the long-term goal of reducing GHG emissions to 80% below 1990 levels by 2050, as set forth in EO S-3-05.
- EO B-55-18 (2018) identified a policy for the State to achieve carbon neutrality as soon as possible (no later than 2045) and achieve and maintain net-negative emissions thereafter.
- AB 1279 (2022), the California Climate Crisis Act (2022) declares the policy of the State to achieve net-zero GHG emissions as soon as possible, but no later than 2045, and achieve and maintain net-negative GHG emissions thereafter; and by 2045, statewide anthropogenic GHG emissions must be reduced to at least 85% below 1990 levels.

SCAQMD plays an important role in regulating GHGs within the context of CEQA by providing guidance to local lead agencies on estimating emissions and assessing impacts of GHG emissions in their CEQA documents. SCAQMD has adopted GHG significance thresholds for projects where SCAQMD is the lead agency and draft GHG significance thresholds for projects where other agencies are the lead.

California's 18 Metropolitan Planning Organizations have been tasked with creating SCSs to reduce the region's VMT in order to help meet AB 32 targets through integrated transportation, land use, housing, and environmental planning. The RTP/SCSs do not require that local General Plans, Specific Plans, or zoning be consistent with it but provide incentives for consistency for governments and developers.

Connect SoCal 2024 is the RTP/SCS for the Southern California region that encompasses the City of Buena Park. Connect SoCal 2024 builds on the prior RTP/SCS and identifies the following strategy areas to support its environmental goals: Sustainable Development, Air Quality, Clean Transportation, Natural and Agricultural Lands Preservation, and Climate Resilience.

As noted above, the CAAP is a comprehensive road map that outlines the activities and informs the decisions that an agency will undertake to achieve reductions in GHG emissions while also increasing resilience to the impacts of climate change.

The City of Buena Park decided to prepare a CAAP to strategically address and mitigate the impacts of climate change. The CAAP aims to:

- Reduce GHG Emissions: Establishing a road map to lower emissions from both municipal operations and the community
- Adapt to Climate Change: Evaluating local and regional climate impacts, assessing the City's vulnerability, and recommending strategies to enhance resilience
- Improve Environmental Sustainability: Implementing actions to achieve carbon neutrality and create a climate-resilient city

The plan builds on existing sustainability efforts and provides tailored strategies, metrics, and potential policies to meet GHG reduction goals.

a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less-than-Significant Impact. The CAAP and GPSE are policy-level documents and adoption would not directly result in short-term construction or long-term operational emissions. However, some CAAP opportunity measures and actions would result in the construction of projects such as EV charging infrastructure, solar PV and renewable energy generation systems and associated battery storage facilities, and bicycle, pedestrian, and transit infrastructure. The construction of these types of projects would not include large-scale construction but would result in short-term increases in GHG emissions due to the combustion of petroleum-based fuels. This includes fuel used for off-road construction equipment, construction worker travel, and vendor deliveries. However, these short-term emissions would be offset by long-term reductions achieved through the implementation of opportunity measures that serve to reduce VMT, energy use, decarbonize buildings and vehicles, and increase renewable energy. Tables 2-1 and 2-2 show the baseline inventory for the community and municipal operations, respectively. Table 2-3 shows the community-wide GHG inventory for the City's BAU and ABAU scenarios, and Table 2-4 shows the municipal GHG inventory for the City's BAU and ABAU scenarios.

Implementation of opportunity measures along with State and federal regulations would result in a net decrease in the overall total baseline GHG inventories from 546,000 MT CO_2e annually in 2023 to 443,855 MT CO_2e annually in 2030 and 313,440 MT CO_2e annually in 2045.

Importantly, construction-related GHG emissions have been factored into the GHG baseline and future GHG emissions inventory for the City, which forms the basis for target setting. The City's reduction targets are informed by the framework of GHG reduction legislation established through State legislation. The City's reduction targets were chosen to align with the relevant reduction goals for future years 2030 and 2045 established by SB 32 and AB 1279, respectively. By aligning with the State's goals and framework, the City will ensure it is doing its fair share in helping the State reach its reductions. As such, the proposed CAAP and GPSE would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. The impact would be **less than significant**.

b) Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less-than-Significant Impact. The CAAP and GPSE's potential to conflict with applicable GHG reduction plans is evaluated below.

Potential to Conflict with SCAG's RTP/SCS

In April 2024, SCAG adopted the 2024–2050 RTP/SCS, also referred to as Connect SoCal 2024. Connect SoCal 2024 builds on the prior RTP/SCS and identifies the following strategy areas to support its environmental goals: Sustainable Development, Air Quality, Clean Transportation, Natural and Agricultural Lands Preservation, and Climate Resilience (SCAG 2024). The primary objective of the RTP/SCS is to provide guidance for future regional growth (i.e., the location of new residential and non-residential land uses) and transportation patterns throughout the region, as stipulated under SB 375. The CAAP and GPSE's potential to conflict with the 2024–2050 RTP/SCS strategies is presented below.

- **Sustainable Development.** The 2024–2050 RTP/SCS identifies sustainable development, including water- and energy-efficient building practices and green infrastructure, as a strategy to reduce GHG emissions. The CAAP and GPSE are policy-level documents that include opportunity measures that would help reduce water and energy use and encourage the development of green infrastructure. Accordingly, the CAAP and GPSE would support this strategy.
- **Air Quality.** The 2024–2050 RTP/SCS identifies air quality as an environmental strategy because the transportation sector is the predominant source of criteria air pollutant emissions in the region. The 2024–2050 RTP/SCS states that a comprehensive and coordinated regional solution with integrated land use and transportation planning from all levels of governments will be required to achieve the needed emission reductions (SCAG 2024). The CAAP and GPSE would support this strategy through opportunity measures that seek to optimize land use and reduce commute distances, enhancing the active transportation environment, and incentivizing the use of public transit.
- **Clean Transportation.** One of the technology innovations identified in the 2024–2050 RTP/SCS that would apply to the CAAP and GPSE is the promotion and support of low-emission technologies for transportation, such as alternative-fueled vehicles to reduce per-capita GHG emissions. The CAAP and GPSE includes opportunity measures to electrify the City fleet, encourage the transition to EV vehicles, and encourage the electrification of loading docks to decrease emissions from truck refrigeration units.
- **Natural and Agricultural Lands Preservation.** The 2024–2050 RTP/SCS promotes the conservation and restoration of natural and agricultural lands through several policies, such as quantifying the carbon sequestration potential of natural and agricultural lands and prioritizing sensitive habitat and wildlife corridors for permanent protection. The CAAP and GPSE would encompass the City boundaries and do not include agricultural lands; however, opportunity measures in the CAAP would enhance carbon sequestration on public lands and support the urban greening of the City. Accordingly, the CAAP and GPSE would support this strategy.
- **Climate Resilience.** The 2024–2050 RTP/SCS promotes regional coordination and solutions for effective emergency response for climate-related hazards. Additionally, in the category of climate resilience, SCAG has established the following policies: prioritize the most vulnerable populations

and communities subject to climate hazards, support local and regional climate and hazard planning, support nature-based solutions to increase regional resilience, promote sustainable water use planning, and support an integrated planning approach to help jurisdictions meet housing needs in a drier environment. The CAAP and GPSE are policy-level documents that identify potential climate hazards and include specific policies to address those hazards. Specifically, Chapter 4 of the CAAP discusses how to address the impacts of climate-related natural hazards on communities. The CAAP also includes a Vulnerability Assessment in Appendix C to help inform the development of policies and measures to increase climate resiliency.

Based on the analysis above, the project would not conflict with the SCAG 2024–2050 RTP/SCS. The impact would be **less than significant**.

Potential to Conflict with State Reduction Targets and CARB's Scoping Plan

As discussed above, the City's reduction targets were chosen to align with the relevant reduction goals for future years 2030 and 2045 established by SB 32 and AB 1279, respectively. By aligning with the State's goals and framework, the City will ensure it is doing its fair share in helping the State reach its reductions. As such, the proposed CAAP and GPSE would not conflict with State reduction targets identified in the Scoping Plans. The impact would be **less than significant**.

Summary

The CAAP and GPSE are policy-level documents that include opportunity measures that are supportive of strategies encapsulated in the regional GHG reduction plan, Connect SoCal 2024, and the State reduction plans of the CARB Scoping Plans and, as such, would not conflict with applicable plans, policies, or regulations adopted for the purpose of reducing GHG emissions. The impact would be **less than significant**.

3.9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HAZARDS AND HAZARDOUS MATERIALS – Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

For the purposes of this analysis, the term "hazardous material" includes any material that, because of its quantity, concentration, or physical, chemical, or biological characteristics, poses a considerable present or potential hazard to human health or safety, or to the environment. It refers generally to hazardous chemicals, radioactive materials, and biohazards materials. "Hazardous waste," a subset of hazardous material, is material that is to be abandoned, discarded, or recycled, and includes chemicals, radioactive, and bio-hazardous waste (including medical waste) (City of Buena Park 2010a). Table 3.9-1 includes a summary of known hazardous materials release sites located within the City (SWRCB 2025).

Table 3.9-1. Hazardous Material Release Sites Within the City

Site Type	Site Count	Site Status
Leaking Underground Storage Tank (LUST) Cleanup Site	99	Case Closed
	8	Open
Cleanup Program Site	23	Case Closed
	4	Open

Source: SWRCB 2025.

Fullerton Municipal Airport is located immediately adjacent to the City of Buena Park's northeastern City limits. Additionally, the Los Alamitos Joint Forces Training Base is located approximately 2 miles to the southwest. The Fullerton Municipal Airport is a general aviation airport and the Los Alamitos Joint Forces Training Base provides facilities for multiple armed services. The City is not located within 2 miles of any other public airport or public use airport. The next closest air facility is the Long Beach Airport located approximately 14 miles to the west (City of Buena Park 2010a).

The California Department of Forestry and Fire Protection (CAL FIRE) has mapped Fire Hazard Severity Zones (FHSZs) for the entire state. FHSZs are based on an evaluation of fuels, fire history, terrain, housing density, and occurrence of severe fire weather and are intended to identify areas where urban fires could result in catastrophic losses. FHSZs are categorized as Moderate, High, and Very High. According to CAL FIRE's Fire Hazard Severity Zone Viewer, the northeast corner of the City near Ralph B. Clark Regional Park includes moderate, high, and very high FHSZs in the Local Responsibility Area (CAL FIRE 2025). There are no FHSZs in State Responsibility Areas in the City (CAL FIRE 2024).

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less-than-Significant Impact. As policy documents, the CAAP and GPSE would not directly result in impacts related to the routine transport, use, or disposal of hazardous materials. However, implementation of CAAP opportunity measures and actions would involve the use of hazardous materials during construction and routine maintenance. Future CAAP/GPSE-related projects would be required to comply with relevant federal, State, and local regulations that require strict adherence to guidelines regarding the safe use, transportation, and disposal of hazardous materials as well as ensuring the reduction of the potential for humans or the environment to be affected by an accidental release of hazardous materials. Consequently, use of these materials for their intended purpose would not pose a significant risk to the public or environment. With adherence to federal, State, and local regulations, impacts associated with routine transport, use, and disposal of hazardous materials would be **less than significant**.

b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less-than-Significant Impact. As discussed in Section 3.9(a) above, future CAAP/GPSE-related projects would be required to comply with relevant federal, State, and local regulations that require strict adherence to guidelines regarding the safe use, transportation, and disposal of hazardous materials as well as ensuring the reduction of the potential for humans or the environment to be affected by an accidental release of hazardous materials. CAAP opportunity measures and actions would increase renewable energy generation and storage within the City to provide clean energy sources by establishing micro-grid projects and encouraging small-scale renewable energy infrastructure such as rooftop solar PV on new and existing buildings and solar PV shade structures over parking lots. Hazardous materials used in battery energy storage systems would generally consist of lithium-ion batteries. Lithium-ion technology is a common battery storage medium and is considered one of the most efficient methods of energy storage on the market. During normal operation, lithium-ion batteries do not represent a risk to off-site receptors, and safety standards applicable to energy storage facilities and safety certification tests established by independent bodies, such as Underwriters Laboratories, National Fire Protection Association, and

International Electrotechnical Commission, would prevent any reasonable possibility of a substantial adverse effect on the environment related to the lithium-ion batteries. However, in the unlikely event of a fire, there is a risk of the accidental release of hazardous materials associated with battery energy storage systems. Any future proposed battery energy storage facilities would, therefore, be carefully reviewed for appropriate locations, safety measures, and consistency with the General Plan and BPMC, as well as the applicable local, State, and federal regulations. Therefore, the CAAP and GPSE would result in a **less-than-significant** impact related to reasonably foreseeable upset and accident conditions involving the release of hazardous materials.

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less-than-Significant Impact. As policy documents, the CAAP and GPSE would not directly result in impacts related to hazardous emissions, materials, or substances emitted in proximity to a school. Future CAAP/GPSE-related projects would be required to comply with relevant federal, State, and local regulations that require strict adherence to guidelines regarding the safe use, transportation, and disposal of hazardous materials as well as ensuring the reduction of the potential for humans or the environment to be affected by an accidental release of hazardous materials. Because such laws are established to be protective of human health and the environment, compliance with applicable regulations is sufficient to ensure that any hazardous materials used during CAAP/GPSE implementation would not result in hazardous emissions within 0.25 miles of an existing or proposed school. Enforcement of General Plan policies would prevent hazardous emissions within 0.25 miles of an existing school. General Plan Policy SAF-4.3 directs the City to monitor the operations of businesses and individuals that handle hazardous materials through the planning and business permit process and Implementation Measure SAF-12 requires that businesses located within 0.25 miles or less from a residential neighborhood, or 0.50 miles from a critical care facility, follow the strictest guidelines possible regarding the handling, storage, containment, and transportation of extremely hazardous substances. With adherence to federal, State, and local regulations, impacts associated with hazardous emissions, materials, or substances emitted in proximity to a school would be **less than significant**.

d) Would the project be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Less-than-Significant Impact. Sites with the potential to contain soil and/or groundwater contamination are located throughout the City. As policy documents, the CAAP and GPSE would not directly result in impacts related to location on a hazardous materials site. However, future CAAP/GPSE-related projects could be located on listed hazardous materials sites and would be reviewed for consistency with the General Plan and BPMC and would be required to comply with applicable local, State, and federal regulations related to hazardous materials sites. Therefore, the CAAP and GPSE would result in a **less-than-significant** impact related to location on a listed hazardous materials site.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact. The City is located within the vicinity of the Fullerton Municipal Airport and the Los Alamitos Joint Forces Training Base. Areas located in the northeastern portion of the City within 10,000 feet of the nearest runway of the Fullerton Municipal Airport are located within the Fullerton Municipal Airport Environs Land Use Plan (AELUP) planning area and are subject to building height restrictions and land use compatibility criteria of the AELUP. Areas located west of Knott Avenue and south of Ball Avenue are located within the aircraft noise contours of the Los Alamitos Joint Forces Training Base. The CAAP and GPSE are policy documents that would not increase airport activity or result in additional habitable development or commercial development that could increase potential exposure of residents and employees to aircraft-related hazards. Additionally, CAAP/GPSE-related projects would be reviewed for consistency with the AELUPs and other applicable local and State regulations related to the Fullerton Municipal Airport and the Los Alamitos Joint Forces Training Base. Therefore, the CAAP and GPSE would result in **no impact** related to risks associated with proximity to an airport.

f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less-than-Significant Impact. The City has prepared an Emergency Operations Plan (EOP) (City of Buena Park 2021). The EOP describes a comprehensive emergency management system that provides for a response to natural disasters, technological incidents, terrorism, and other emergencies and major disasters. The EOP delineates operational concepts relating to various emergency situations, identifies components of the Emergency Management Organization, and describes the overall responsibilities for protecting life and property and ensuring the overall well-being of the population.

As policy documents, the CAAP and GPSE would not directly result in impacts related to impairment or interference of implementation of an adopted emergency response plan or emergency evacuation plan. Implementation of CAAP opportunity measures and actions, such as the addition of new pedestrian, bicycle, and public transit facilities, would require construction on local roadways. Such projects would generally occur on local roads and not affect major highways typically used for emergency evacuation. Nonetheless, construction activities have the potential to require lane closures and may impact traffic and vehicle speeds on the affected roadways. These impacts would be temporary and access to roadways would generally be maintained throughout project construction. Furthermore, future CAAP/GPSE-related projects involving work in the public right-of-way or lane closures would be performed pursuant to a traffic-control plan subject to City approval, which would demonstrate that emergency access or evacuation would not be impeded. Therefore, the CAAP and GPSE would result in a **less-than-significant** impact related to impairment or interference with implementation of an emergency response or evacuation plan.

g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact. As policy documents, the CAAP and GPSE would not directly result in impacts related to exposure of people or structures to wildland fires. Construction and operation of future CAAP/GPSE-related projects would be required to comply with Section 16.00.010 of the BPMC, which adopts the 2022

California Fire Code by reference. Additionally, the CAAP and GPSE do not include construction of habitable structures that could be exposed to wildland fire. Therefore, the CAAP and GPSE would result in **no impact** related to risks associated with exposure to wildland fires.

3.10 Hydrology and Water Quality

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
X. HYDROLOGY AND WATER QUALITY – Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
iv) impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

The City of Buena Park is within the Santa Ana River Basin watershed and is under the authority of the Santa Ana Regional Water Quality Control Board (Santa Ana RWQCB). The Santa Ana RWQCB is responsible for designing and implementing the Santa Ana River Basin Plan (Basin Plan), which is designed to preserve and enhance water quality and protect the beneficial uses of all regional waters. Specifically, the Basin Plan designates beneficial uses for surface and ground waters, sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the State's antidegradation policy, and describes implementation programs to protect all waters in the region. In addition, the Basin Plan incorporates all applicable State and Regional Board plans and policies and other pertinent water quality policies and regulations.

The Clean Water Act and other federal, State, and regional regulations require the City to control the discharge of pollutants to the storm drain system, including the discharge of pollutants from construction sites and areas of new development or significant redevelopment. The Clean Water Act provides that states are authorized to operate their own National Pollutant Discharge Elimination System (NPDES) programs provided such programs meet minimum federal requirements. The Santa Ana RWQCB issues the municipal stormwater NPDES permit. Further, permittees are to ensure that stormwater discharges from the Municipal Separate Storm Water Sewer System (MS4) shall neither cause nor contribute to the exceedance of water quality standards and objectives, nor create conditions of nuisance in the receiving waters, and that the discharge of non-stormwater to the MS4 has been effectively prohibited.

The Orange County Drainage Area Management Plan (DAMP) was created to satisfy NPDES permit conditions for creating and implementing a Stormwater Management Plan/Program to reduce pollutant discharges to the maximum extent possible. The DAMP contains guidelines on structural and nonstructural BMPs for meeting the NPDES goals. The DAMP identifies activities required to implement the minimum control measures required under the MS4 permit. In order to ensure that construction sites implement the appropriate pollution control measures, the DAMP details recommended BMPs to be applied to new development and significant redevelopment in Orange County. The City of Buena Park, as a co-permittee, participates in the implementation of the DAMP by requiring a Water Quality Management Plan.

The majority of the City is located outside the 1% chance (100-year) flooding. However, certain portions of the City lie in Zone AO, identified as having a 100-year shallow flooding with average depths between 1.0 and 3.0 feet. The City is also located within proximity to four dams that can pose flooding hazards: Prado Dam, Fullerton Dam, Brea Dam, and Carbon Canyon Dam (City of Buena Park 2010b).

a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less-than-Significant Impact. As policy documents, the CAAP and GPSE would not directly result in impacts to violation of water quality standards or waste discharge requirements or degradation of water quality. However, implementation of CAAP opportunity measures and actions that would involve ground-disturbing activities, including grading and excavation, could cause erosion and degraded water quality depending on their location. Minor grading, excavation, and other ground disturbance would occur during the construction of new EV charging infrastructure, solar PV and renewable energy generation systems and associated battery storage facilities, and bicycle, pedestrian, and transit infrastructure, and during tree planting and landscaping at City parks and open spaces, residential neighborhoods, and throughout the City. Given the nature of the CAAP opportunity measures and actions, ground-disturbing activities would generally occur in already disturbed, developed areas such as roadways or parking lots. Future CAAP/GPSE-

related projects that would disturb over 1 acre of land would be required to prepare and implement a Stormwater Pollution Prevention Plan (SWPPP), which would include water quality BMPs to ensure that water quality standards are met and that runoff from the construction work areas does not cause degradation of water quality in receiving water bodies. Further, future CAAP/GPSE-related projects would be required to comply with BPMC Section 13.32.030, which requires new development and significant redevelopment within the City to comply with the DAMP. General Plan Policies CF-6.5, CF-6.6, and CF-7.6 require the City to continue to participate in the NPDES permit program, prepare a Water Quality Management Plan consistent with the RWQCB requirements for new development or redevelopment projects, and implement BMPs during site control and grading to prevent construction-related contaminants from polluting waterways. Therefore, the CAAP and GPSE would result in **less-than-significant** impacts related to surface or groundwater water quality

b) Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less-than-Significant Impact. As policy documents, the CAAP and GPSE would not directly result in impacts related to decreased groundwater supplies or interference with groundwater recharge. Implementation of CAAP opportunity measures and actions that would involve ground-disturbing activities, including grading and excavation, could require the use of water for dust abatement as needed via a water truck. These activities would be temporary and intermittent and would not involve the substantial use of groundwater. In addition, implementation of CAAP opportunity measures and actions would reduce water use by requiring water-efficient appliances and drought-tolerant landscaping and encouraging installation of residential graywater systems and use of rain barrels for irrigation, which would aid in maintaining groundwater supplies. Therefore, the CAAP and GPSE would not decrease groundwater supplies or interfere with groundwater recharge and impacts would be **less than significant**.

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i) Result in substantial erosion or siltation on- or off-site?

Less-than-Significant Impact. As policy documents, the CAAP and GPSE would not directly result in impacts related to erosion or siltation. Implementation of CAAP opportunity measures and actions that would involve construction activities could increase the amount of impervious surface that could result in an increase of surface runoff, depending on their location. However, given the nature of future CAAP/GPSE-related projects, it is likely that construction activities would occur in already disturbed areas developed with impervious surfaces. Further, future CAAP/GPSE-related projects would be required to comply with BPMC Section 13.32.030 and General Plan policies related to erosion control and water quality. Therefore, the CAAP and GPSE would not result in substantial soil erosion and impacts would be **less than significant**.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?

iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less-than-Significant Impact. As policy documents, the CAAP and GPSE would not directly result in impacts related to runoff water. Implementation of CAAP opportunity measures and actions that would result in ground-disturbing activities, including grading and excavation, could require the use of water for dust abatement as needed via a water truck. These activities would be temporary and intermittent and would not generate permanent water drainage flows. Furthermore, compliance with General Plan Policies CF-6.11 and CF-6.12 would minimize the amount of impervious surfaces and disturbance of natural drainage systems in conjunction with new development or redevelopment. Therefore, implementation of the CAAP and GPSE would not increase the rate or amount of surface runoff, create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems, or provide substantial additional sources of polluted runoff. Impacts would be **less than significant**.

iv) Impede or redirect flood flows?

Less-than-Significant Impact. As policy documents, the CAAP and GPSE would not directly result in impacts related to impedance or redirection of flood flows. Portions of the City are located within zones identified as having a 100-year shallow flooding with average depths between 1.0 and 3.0 feet. Future CAAP/GPSE-related projects developed within a flood zone would be subject to the BPMC. Development within a Federal Emergency Management Agency (FEMA) Flood Zone would be required to meet FEMA standards referenced in Title 18, Subdivisions and Floodplain Management, of the BPMC. The BPMC requires any development within a special flood hazards zone to be reviewed and approved by the City Engineer or designee, and mandates specific siting, design, and construction requirements for development within a flood zone. As such, the CAAP and GPSE would not impede or redirect flood flows. Impacts would be **less than significant**.

d) In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?

Less-than-Significant Impact. As policy documents, the CAAP and GPSE would not directly result in impacts related to release of pollutants due to project inundation. Portions of the City are located within zones identified as having a 100-year shallow flooding with average depths between 1.0 and 3.0 feet. Future CAAP/GPSE-related projects developed within a flood zone would be subject to the BPMC. Development within a FEMA Flood Zone would be required to meet FEMA standards referenced in Title 18, Subdivisions and Floodplain Management, of the BPMC. The BPMC requires any development within a special flood hazards zone to be reviewed and approved by the City Engineer or designee, and mandates specific siting, design, and construction requirements for development within a flood zone. As discussed in Section 3.9, Hazards and Hazardous Materials, CAAP/GPSE projects would generally not involve the regular use or storage of hazardous materials with the exception of battery energy storage facilities that include the storage of lithium-ion batteries. Future CAAP/GPSE-related projects, such as battery energy storage facilities, would be reviewed for compliance with the applicable local, State, and federal regulations related

to flooding and hazardous materials use. Therefore, the CAAP and GPSE would result in a **less-than-significant** impact related to flooding and inundation resulting in the release of pollutants.

*e) **Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?***

Less-than-Significant Impact. As policy documents, the CAAP and GPSE would not directly result in impacts related to conflict with or obstruction of implementation of a water quality control plan or sustainable groundwater management plan. As discussed in Section 3.10(a) above, future CAAP/GPSE-related projects that would disturb over 1 acre of land would be required to prepare and implement a SWPPP and implement BMPs to reduce erosion. Further, future CAAP/GPSE-related projects would be required to comply with BPMC Section 13.32.030 and General Plan policies related to erosion control and water quality. Therefore, implementation the CAAP and GPSE would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Impacts would be **less than significant**.

3.11 Land Use and Planning

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. LAND USE AND PLANNING – Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

Buena Park is an urbanized community with development concentrated throughout the City. Based on an inventory conducted for the City's General Plan Land Use Element, existing land uses include 24,705 dwelling units and 18,014,425 square feet of non-residential uses. Single-family residential uses represent 35.01% of land in the City, multifamily residential represents 8.89%, commercial uses represent 9.24%, and industrial uses represent 11.46%. Smaller percentages of the City include office, flood control, public use, lake, open space, railroad, school, tourist entertainment, utility, and right-of-way.

Existing land use designations in the City include residential land uses that range from low density to high density; several types of commercial, mixed-use, and industrial land uses with varying development intensity; entertainment; office; open space; and focus areas (City of Buena Park 2010b).

a) Would the project physically divide an established community?

No Impact. The physical division of an established community is typically associated with the construction of a linear feature, such as a major highway or railroad tracks, which would impair mobility within an existing community or between a community and an outlying area. As policy documents, the CAAP and GPSE would not directly result in impacts related to physical division of an established community. The construction of new bicycle, pedestrian, and transit infrastructure would reduce vehicle congestion, encourage alternative modes of travel, and improve the public transit system, which would help to increase connectivity and access within the City. Therefore, the CAAP and GPSE would result in **no impact** related to division of an established community.

b) Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less-than-Significant Impact. Adoption of the CAAP would implement General Plan Goal CS-22 (an action plan established to reduce or encourage reductions in GHG emissions from all sectors within the City). Opportunity measures in the CAAP would be consistent with Goal CS-23 (incentives aimed at reducing unnecessary energy and water consumption are implemented), Goals CS-6 through CS-8 (encouraging green building techniques), Goal CS-10 (solid waste reduction), Goal CS-11 (participation in source reduction, recycling, and composting activities), Goal CS-12 (reduction of the volume of solid waste generated and raw materials used by the City), Goal CS-13 (reduction of per-capita nonrenewable energy usage and Citywide peak electricity demand through energy efficiency and conservation), Goal CS-17 (development of transportation and transit-based measures to reduce trips and vehicle miles traveled), Goal CS-18 (increased transit ridership and reduced automobile usage), and Goal CS-20 (encouragement of alternative modes of travel and fuel sources).

The GPSE would update the currently adopted (2010) Safety Element to reflect current information on natural hazards, including revised wildfire severity hazards, and incorporate new policies to address climate adaptation and resiliency.

Implementation of the CAAP opportunity measures and actions and GPSE policies would require some modification of existing land use regulations. CAAP Opportunity Measure T4 includes residential upzoning, consistent with Housing Element Policy 3.2, and increasing job density through commercial and industrial rezoning, consistent with Land Use Policy LU-18.2. These changes would require amendments to the zoning ordinance and to General Plan land use classifications. The changes to residential and commercial/industrial land uses would be consistent overall with the principles, goals, and policies of the General Plan. Therefore, the CAAP and GPSE would result in a **less-than-significant** impact related to consistency with current land use plans or policies.

3.12 Mineral Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. MINERAL RESOURCES – Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

The California Division of Mines and Geology does not identify any significant mineral aggregate resource areas within City boundaries. The riverbeds of the Brea, Carbon, Coyote, and Fullerton Creeks may have been a good source of sand, but channelization of these creeks and adjacent development precludes any mining activity. Large pockets of natural gas and oil have been found in adjacent communities, but they are not known to extend into Buena Park. No active oil extraction has occurred in the City (City of Buena Park 2010b). Additionally, the City's General Plan does not include a designation for mineral resources or extraction operations. Mining and extraction operations are not listed as a permitted or conditionally permitted use for any zone in the City's Zoning Ordinance

a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. There are no significant mineral aggregate resource areas within the City. The CAAP and GPSE would not facilitate additional urban growth or infrastructure development projects within the City that could result in the loss of availability of known mineral resources. Therefore, the CAAP and GPSE would not result in the loss of availability of a known mineral resource and **no impact** would occur.

b) Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. The City's General Plan and zoning ordinance does not include any designations for mineral resources or extraction operations, nor does it identify any locally important mineral resource recovery sites. The CAAP and GPSE would not facilitate additional urban growth or infrastructure development projects within the City that could result in the loss of availability of a locally important mineral resource recovery site. Therefore, the CAAP and GPSE would not result in the loss of availability of a locally important mineral resource recovery site and **no impact** would occur.

3.13 Noise

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. NOISE – Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Noise Basics

Noise is defined as unwanted sound. Sound may be described in terms of level or amplitude (measured in decibels [dB]), frequency or pitch (measured in hertz or cycles per second), and duration (measured in seconds or minutes). The standard unit of measurement of the amplitude of sound is the decibel. Because the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale is used to relate noise to human sensitivity. The A-weighted decibel (dBA) scale performs this compensation by discriminating against low and very high frequencies in a manner approximating the sensitivity of the human ear at moderate sound levels. Several descriptors of noise (noise metrics) exist to help predict average community reactions to the adverse effects of environmental noise on a community. These descriptors include the equivalent noise level over a given period (L_{eq}), the statistical sound level, the day–night average noise level (L_{dn}), and the Community Noise Equivalent Level (CNEL). Each of these descriptors uses units of dBA. Table 3.13-1 provides examples of A-weighted noise levels from common sounds. In general, human sound perception is such that a change in sound level of 3 dBA is barely noticeable, a change of 5 dBA is clearly noticeable, and a change of 10 dBA is perceived as doubling or halving the loudness.

Table 3.13-1. Typical Exterior and Interior Sound Levels in the Environment

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
—	110	Rock band
Jet flyover at 300 meters (1,000 feet)	100	—
Gas lawn mower at 1 meter (3 feet)	90	—

Table 3.13-1. Typical Exterior and Interior Sound Levels in the Environment

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Diesel truck at 15 meters (50 feet), at 80 kilometers per hour (50 mph)	80	Food blender at 1 meter (3 feet) Garbage disposal at 1 meter (3 feet)
Noisy urban area, daytime gas lawn mower at 30 meters (100 feet)	70	Vacuum cleaner at 3 meters (10 feet)
Commercial area Heavy traffic at 90 meters (300 feet)	60	Normal speech at 1 meter (3 feet)
Quiet urban daytime	50	Large business office Dishwasher, next room
Quiet urban nighttime	40	Theater, large conference room (background)
Quiet suburban nighttime	30	Library
Quiet rural nighttime	20	Bedroom at night, concert hall (background)
—	10	Broadcast/recording studio
Lowest threshold of human hearing	0	Lowest threshold of human hearing

Source: Caltrans 2013.
Note: dBA = A-weighted decibel.

The L_{eq} value is a sound level energy-averaged over a specified period (typically no less than 15 minutes for environmental studies). It is a single numerical value that, if constant over time, represents the same amount of variable sound energy received by a receptor during a time interval. For example, a 1-hour L_{eq} measurement would represent the average amount of energy contained in all the noise that occurred in that hour. L_{eq} is an effective noise descriptor because of its ability to assess the total time-varying effects of noise on sensitive receptors.

Unlike the L_{eq} metric, L_{dn} and CNEL descriptors always represent 24-hour periods, often on an annualized basis. L_{dn} and CNEL also differ from L_{eq} because they apply a time-weighted dB adjustment designed to emphasize noise events that occur during the evening and nighttime hours (when speech and sleep disturbance are of more concern). "Time weighted" refers to the fact that L_{dn} and CNEL penalize noise that occurs during certain sensitive periods. In the case of CNEL, noise occurring during the daytime (7:00 a.m.–7:00 p.m.) receives no penalty. Noise during the evening (7:00 p.m.–10:00 p.m.) is penalized by adding 5 dB, while nighttime (10:00 p.m.–7:00 a.m.) noise is penalized by adding 10 dB. L_{dn} differs from CNEL in that the daytime period is defined as 7:00 a.m.–10:00 p.m., thus eliminating the evening period. L_{dn} and CNEL are the predominant criteria used to rate environmental noise affecting residential receptors. These two metrics generally differ from one another by no more than 0.5 to 1 dB and, as such, are often treated as equivalent to one another.

Vibration Basics

Vibration is the periodic oscillation of a medium or object with respect to a given reference point. Sources of vibration include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) and those introduced by human activity (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous, such as factory machinery, or transient in nature, such as explosions.

Vibration amplitudes are commonly expressed in peak particle velocity (PPV) or root-mean-square (RMS) vibration velocity. PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is

typically used in the monitoring of transient and impact vibration and has been found to correlate well to the stresses experienced by buildings (FTA 2006; Caltrans 2013). PPV and RMS vibration velocity are normally described in inches per second. Although PPV is appropriate for evaluating the potential for building damage, it is not always suitable for evaluating human response. It takes some time for the human body to respond to vibration signals. In a sense, the human body responds to average vibration amplitude. The RMS of a signal is the average of the squared amplitude of the signal, typically calculated over a 1-second period. As with airborne sound, the RMS velocity is often expressed in decibel notation as vibration decibels (VdB), which serves to compress the range of numbers required to describe vibration (FTA 2006).

The typical background vibration-velocity level in residential areas such as the project area is approximately 50 VdB. Typical outdoor sources of perceptible ground vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the ground vibration is rarely perceptible. Constant or transient vibrations can weaken structures, crack facades, and disturb occupants (FTA 2006).

Existing Sensitive Receptors

Noise- and vibration-sensitive land uses are generally considered to include those uses for which noise exposure could result in health-related risks to individuals, as well as uses for which quiet is an essential element of their intended purpose. Residences, schools, hospitals, guest lodging, libraries, and some passive recreation areas would be considered noise- and vibration-sensitive and may warrant unique measures for protection from intruding noise.

Existing Noise Sources

Buena Park is an urbanized community with numerous noise sources that contribute to the ambient background noise. Buena Park's noise environment is dominated by vehicular traffic, including vehicular generated noise along the I-5 and SR-91 freeways, as well as major and primary arterials. The primary arterials that serve the City are Valley View Street, Beach Boulevard, Knott Avenue, Lincoln Avenue, and Orangethorpe Avenue. During peak travel hours, heavy traffic on Buena Park's streets cause higher noise levels compared to noise levels during non-peak hours. These roadways have been designed to specifically carry large volumes, although long-established land use patterns have placed residential uses along some portions of these roadways.

Freight trains traverse the City during the daytime, evening, and nighttime periods along two branches. The Santa Ana Branch traverses the northern part of the City and the West Santa Ana Branch traverses the southern part of the City. Amtrak's Pacific Surfliner and Southwest Chief trains, as well as the Metrolink 91 and Orange County Lines, use the tracks on a shared right-of-way agreement. Rail noise levels can exceed 75 dBA CNEL up to 20 feet from the tracks.

The two sources of air traffic affecting noise levels within the City are Fullerton Municipal Airport and the Los Alamitos Joint Forces Training Base. The Fullerton Municipal Airport is located adjacent to the City's eastern boundary across Dale Street and the Los Alamitos Joint Forces Training Base is located approximately 1 mile southwest of the City. Both airports must comply with the Orange County Airport Land Use Commission land use plan limitations on aircraft noise.

Commercial and industrial land uses located near residential areas currently generate occasional noise impacts. The primary noise sources associated with these facilities are caused by delivery trucks, air compressors,

generators, outdoor loudspeakers, and gas venting. Other significant stationary noise sources in the City may include noise from construction activities, street sweepers, and landscaping equipment.

Noise from roller coasters and other rides at Knott's Berry Farm can be heard in the areas surrounding the amusement park. Mechanical noise and guest screaming are the predominant sources of sound. Knott's Berry Farm has taken measures to reduce noise from roller coasters by installing new wheels, valves, and diffusers to quiet the rides. Additionally, features such as metal canopies have been added on roller coaster drops to reduce noise.

Industrial noise sources are located in industrial zoned properties throughout the City. In general, industrial noise sources are not creating large-scale problems, but some localized noise problems related to industrial sources do exist. Depending on the type of industrial operation, noise sources could involve mechanical equipment, loading and unloading of vehicles and trucks, and amplified or unamplified communications. The level and intrusiveness of the noise generated also vary depending on the size and type of the facility, type of business, hours of operation, and location relative to sensitive land uses (City of Buena Park 2010a).

Existing Vibration Sources

The existing vibration environment, similar to that of the noise environment, is dominated by transportation-related vibration from roadways and rail lines in the City. Heavy truck traffic on local and regional roadway networks can generate groundborne vibration, which varies considerably depending on vehicle type, weight, and pavement conditions. However, groundborne vibration levels generated from vehicular traffic are not typically perceptible outside of the right-of-way for major roadways and smart streets with a large capacity of heavy vehicle traffic. Railroad operation and transit systems, such as freight trains and Metrolink operations, are an additional potentially substantial source of groundborne vibration that occurs within the City (City of Buena Park 2010b)

Buena Park Noise Standards

The City's noise regulations are included in Chapter 8.28 of the BPMC, also known as the Noise Ordinance. Construction-related and operational noise restrictions are discussed below:

- Construction Noise. Section 8.28.040 of the City of Buena Park Noise Ordinance regulates construction noise. The Noise Ordinance prohibits noise generated by construction activities between the hours of 8:00 p.m. and 7:00 a.m. Monday through Saturday, and at any time on Sundays. The Noise Ordinance does not include specific noise level limits for construction activities.
- Operational Noise. Within the City, the Noise Ordinance governs operational noise generated between two properties and does not regulate noise from transportation sources, such as traffic, aircraft, and railways. Section 8.28.010 of the Noise Ordinance establishes the ordinance through the adoption of the Title 4, Division 6 of the Orange County Code. Sections 4-6-5 and 4-6-6 of the Orange County Code set exterior and interior level limits for residential properties, respectively. The Orange County Code does not set noise level limits for other land uses, such as commercial or industrial uses. The City-adopted exterior noise level limits between properties are presented in Table 3.13-2 below.

Table 3.13-2. City of Buena Park Exterior and Interior Noise Limits

Land Use	Noise Level (dBA) at Property Line	Time Period
Exterior Noise Limits		
Residential	55	7:00 a.m.–10:00 p.m.
	50	10:00 p.m.–7:00 a.m.
Interior Noise Levels		
Residential	50	7:00 a.m.–10:00 p.m.
	45	10:00 p.m.–7:00 a.m.

Source: City of Buena Park 2010a.
Note: dBA = A-weighted decibel.

Section 4-6-5 of the Orange County Municipal Code further restricts noise levels by 5 dBA when the "offensive noise consists entirely of impact noise, simple tone noise, speech, music, or any combination thereof." Section 4-6-5 states, in part:

> It shall be unlawful for any person…to create any noise, or to allow the creation of any noise on property owned, leased, occupied, or otherwise controlled by such person, when the foregoing causes the noise level, when measured on any other residential property…to exceed:
>
> 1. The noise standard for a cumulative period of more than thirty (30) minutes in any hour; or
> 2. The noise standard plus five (5) dB(A) for a cumulative period of more than fifteen (15) minutes in any hour; or
> 3. The noise standard plus ten (10) dB(A) for a cumulative period of more than five (5) minutes in any hour; or
> 4. The noise standard plus fifteen (15) dB(A) for a cumulative period of more than one (1) minute in any hour; or
> 5. The noise standard plus twenty (20) dB(A) for any period of time.

Section 4-6-5(c) of the Orange County Municipal Code further allows correction to the noise level standard depending on the measured ambient noise levels. Section 4-6-6 sets forth interior noise levels limits for residential properties, which are shown in Table 3.13-2. Section 4-6-6 states, in part:

> It shall be unlawful for any person…to create any noise, or to allow the creation of any noise on property owned, leased, occupied, or otherwise controlled by such person, when the foregoing causes the noise level, when measured within any other dwelling unit on any residential property…to exceed:
>
> 1. The interior noise standard for a cumulative period of more than five (5) minutes in any hour; or
> 2. The interior noise standard plus five (5) db(A) for a cumulative period of more than one (1) minute in any hour; or
> 3. The interior noise standard plus ten (10) db(A) for any period of time.

Buena Park Vibration Standards

Transportation and construction activities can generate varying degrees of groundborne vibration, depending on the construction procedure and the construction equipment used. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of a construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels. Groundborne vibrations from construction activities rarely reach levels that damage structures.

The City does not have regulatory standards for construction or operational vibration sources. The Federal Transit Administration and Caltrans have published guidelines for the analysis of groundborne noise and vibration relating to transportation- and construction-induced vibration. Caltrans guidelines recommend that a standard of 0.2 inches per second PPV not be exceeded for the protection of normal residential buildings, and that 0.08 inches per second PPV not be exceeded for the protection of old or historically significant structures. With respect to human response within residential uses (i.e., annoyance), the Federal Transit Administration recommends a maximum acceptable vibration standard of 80 VdB (City of Buena Park 2010b).

a) Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less-than-Significant Impact. As policy documents, the CAAP and GPSE would not directly result in impacts related to noise generation. However, implementation of CAAP opportunity measures and actions that would result in construction of new EV charging infrastructure, solar PV and renewable energy generation systems and associated battery storage facilities, and bicycle, pedestrian, and transit could require the use of heavy equipment and temporary vehicle trips that generate noise. Future CAAP/GPSE-related projects would be reviewed for consistency with the General Plan and the BPMC. Additionally, construction activities would be expected to occur during the permitted construction hours provided in the BPMC. Therefore, the CAAP and GPSE would not result in significant construction noise–related impacts.

Future CAAP/GPSE-related projects would not result in substantial operational noise. The CAAP includes opportunity measures and actions that would reduce transportation noise by reducing VMT, encouraging carpooling, and supporting alternative modes of travel. The CAAP also includes opportunity measures and actions that would reduce mechanical and stationary noise by encouraging the replacement of existing appliances with more efficient, quieter appliances such as heat pumps. In addition, CAAP opportunity measures and actions that encourage the adoption of EVs would have a beneficial impact on noise as EVs generate less traffic noise than standard vehicles. Therefore, the implementation of the CAAP and GPSE would not generate excessive noise levels and would result in an overall **less-than-significant** impact related to noise exposure.

b) Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Less-than-Significant Impact. As policy documents, the CAAP and GPSE would not directly result in impacts related to groundborne vibration. However, implementation of CAAP opportunity measures and actions that

would result in construction of new EV charging infrastructure, solar PV and renewable energy generation systems and associated battery storage facilities, and bicycle, pedestrian, and transit infrastructure could require the use of heavy equipment and temporary vehicle trips that generate vibration. The types of development that may be encouraged by the CAAP and GPSE, such as solar PV and EV charging infrastructure, are not generally of a scale that requires equipment such as piledriving or blasting that is associated with significant vibration levels. In addition, construction activities would be required to comply with applicable local, State, and federal regulations to ensure that temporary construction impacts related to groundborne vibration would not occur. Furthermore, future CAAP/GPSE-related projects would not include operational sources of groundborne vibration. Therefore, the CAAP and GPSE would result in a **less-than-significant** impact related to groundborne vibration.

c) ***For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?***

No Impact. The City is located within the vicinity of the Fullerton Municipal Airport and the Los Alamitos Joint Forces Training Base. Areas located in the northeastern portion of the City within 10,000 feet of the nearest runway of the Fullerton Municipal Airport are located within the Fullerton Municipal Airport AELUP planning area and are subject to building height restrictions and land use compatibility criteria of the AELUP. Areas located west of Knott Avenue and south of Ball Avenue are located within the aircraft noise contours of the Los Alamitos Joint Forces Training Base. The CAAP and GPSE are policy documents that would not increase airport activity or result in additional habitable development or commercial development that could increase potential exposure of residents and employees to aircraft-related noise. Therefore, the CAAP and GPSE would result in **no impact** related to aviation-related noise exposure.

3.14 Population and Housing

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. POPULATION AND HOUSING – Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

According to the California Department of Finance E-5 Population and Housing Estimates, in 2024 the City had a population of 82,772 people with an average household size of approximately 3.2 people. The City had a total of

25,999 housing units with vacancy rate of 2.4% (DOF 2025). By 2045, SCAG forecasts that the population in the City will increase to 96,200 people and the number of households will increase to 28,600 (SCAG 2020).

a) Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. As policy documents, the CAAP and GPSE would not directly result in impacts related to population growth or displacement of existing people or housing. Implementation of the CAAP and GPSE would not facilitate specific development projects, such as new housing or employment opportunities, that could result in population growth. Nor do the CAAP and GPSE include measures, actions, or policies that would displace existing residents or housing. CAAP Opportunity Measure T4 includes actions to upzone residential zoning to allow for increased residential density and increase job density through commercial and industrial rezoning. However, the CAAP and GPSE would not alter land use designations or zoning. Future CAAP/GPSE-related projects that would result in potential changes to land use designations or zoning requiring discretionary approval would be subject to environmental review under CEQA and individual impact analyses would identify required plan- or project-specific mitigation measures where applicable. While the CAAP encourages higher density and a mix of uses where appropriate, the opportunity measures do not include the displacement of existing housing.

Implementation of CAAP opportunity measures and actions would reduce VMT and commute distances, rather than result in substantial new housing or development that could result in unplanned population growth. In addition, new active transportation and public transit facility infrastructure that would result from implementation of the CAAP and GPSE would be for purposes of replacing existing single-occupancy vehicle use rather than extending infrastructure to support growth in population. CAAP opportunity measures that would result in the construction of new EV charging infrastructure, solar PV and renewable energy generation systems and associated battery storage facilities, and transit, bicycle, and pedestrian facilities, or tree planting and landscaping throughout the City could require a temporary increase in the number of construction workers. These types of projects are small construction projects, which would not require a large construction crew. Furthermore, construction workers would likely be from the Southern California region and permanent, substantial relocation of workers would not be required. Therefore, the CAAP and GPSE would not directly increase the population, indirectly induce additional unplanned population growth, or displace people or housing. As such, the CAAP and GPSE would result in **no impact** related to population and housing.

3.15 Public Services

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. PUBLIC SERVICES – Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☐	☒
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

The City is a member of the Orange County Fire Protection Authority Joint Powers Authority. The Orange County Fire Authority (OCFA) provides fire protection and emergency medical services response in the City. OCFA serves 23 cities in Orange County and all unincorporated areas in Orange County. OCFA contains 78 fire stations, three of which are located within the City: Fire Station 61 located at 8081 Western Avenue, Fire Station 62 located at 7780 Artesia Boulevard, and Fire Station 63 located at 9120 Holder Street. OCFA response times for engines to arrive on scene after an emergency has been called are between 5 to 7 minutes.

The Buena Park Police Department (BPPD) provides police protection in the City. The BPPD headquarters are located in the central portion of the City at 6640 Beach Boulevard, next to City Hall. The BPPD comprises three divisions: Administrations, Operations, and Support Services. The BPPD consists of 157 sworn police officers and professional staff members,

There are six elementary school districts and two high school districts serving students with the City. Elementary and middle school educational services within the City are provided by Anaheim Elementary School District, Buena Park School District, Centralia School District, Cypress Elementary School District, Magnolia Elementary School District, and Savanna School District. High school services are provided by Anaheim Union High School District and Fullerton Joint Union High School District. In addition to public schools operated by the school districts mentioned above, the City contains a variety of charter and private school facilities (City of Buena Park 2025a).

The City operates a number of other facilities that include various government buildings, a library, and parks and recreational facilities. The City operates approximately 100 acres of parkland and 13 recreation parks ranging in size from 0.5 acres to 22.5 acres (City of Buena Park 2010b, 2025b). Library services in the City are provided by the Buena Park Library District. The Buena Park Library is located at 7150 La Palma Avenue.

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

Fire protection?

Police protection?

Schools?

Parks?

Other public facilities?

No Impact. As policy documents, the CAAP and GPSE would not directly result in impacts related to public services. Implementation of the CAAP and GPSE do not include development of new residences nor the creation of permanent jobs requiring increased fire or police services. As discussed in Section 3.14, Population and Housing, the CAAP and GPSE would not induce population growth that would generate new students in the community or new residents who would require school services, new or expanded park facilities, other public facilities. Therefore, **no impact** would occur.

3.16 Recreation

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

The City of Buena Park Community Services, which is responsible for maintaining parks and recreation facilities within Buena Park, offers a wide variety of recreation, sports and cultural activities, senior programs, services, and events for all age groups. The City operates approximately 100 acres of parkland and 13 recreation parks, as well as a community recreation center and senior center, community gymnasium, and a community garden. Facilities at these parks and recreation facilities include children's play areas, athletic fields, tennis courts, volleyball courts,

basketball courts, swimming pools, handball courts, shuffleboard, a dog park, skate park, and other amenities. Additional regional recreation facilities include Ralph B. Clark Regional Park, La Mirada Regional Park, Craig Regional Park, and Cerritos Regional County Park (City of Buena Park 2010b, 2025b).

a) ***Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?***

No Impact. As policy documents, the CAAP and GPSE would not directly result in impacts related to increased use of existing recreational facilities. Implementation of the CAAP and GPSE would not increase the use of recreational facilities to the extent that substantial deterioration would occur. Typically, this impact occurs when a project induces population growth, such as new development or a business that would necessitate many new employees. Implementation of the CAAP and GPSE would not include construction of new housing or commercial development. In addition, the number of construction workers needed to install future projects would be minimal and would not substantially increase the use of existing recreational facilities. Furthermore, CAAP Opportunity Measures M7 and NU1 seek to enhance carbon sequestration, protect and expand City parks and open spaces, and expand urban tree canopy in public spaces, which would help protect and preserve existing recreational areas in the City. Therefore, the CAAP and GPSE would result in **no impact**.

b) ***Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?***

No Impact. As policy documents, the CAAP and GPSE would not directly result in impacts related to recreational facilities or the construction or expansion of recreational facilities. Implementation of the CAAP and GPSE would not include development of residential communities or other similar types of development, nor would it induce population growth that would require the construction or expansion of recreational facilities. Therefore, the CAAP and GPSE would result in **no impact**.

3.17 Transportation

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. TRANSPORTATION – Would the project:				
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☐	☒	☐
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Result in inadequate emergency access?	☐	☐	☒	☐

The transportation system in the City consists of highways, streets, pedestrian pathways, transit routes, and bikeways. The circulation system is connected to the larger regional network that includes I-5, SR-91, and SR-39/Beach Boulevard. Orange County Transit Authority provides local and regional bus service in the City. Service is generally provided along major circulation corridors, such as SR-39/Beach Boulevard and Knott Avenue. Metrolink provides regional commuter rail service via the Orange County Line and the 91/Perris Valley Line. The Orange County Line provides service between Union Station in downtown Los Angeles and the City of Oceanside, and the 91/Perris Valley Line provides service between Union Station and the City of Perris (Metrolink 2024). A Metrolink station is located at the intersection of Lakeknoll Drive and Dale Street in the northeast portion of the City. Several major roadways within the City are equipped with bike lanes, including SR-39/Beach Boulevard, Knott Avenue, Malvern Avenue, South Western Avenue, Ball Road, and West Cerritos Avenue. In addition to street bicycle facilities, there is an off-street bike path through El Rancho Verde Park.

a) Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less-than-Significant Impact. The CAAP would be consistent with several General Plan goals and policies to encourage alternative travel and reduce VMT, including Goal CS-17 (development of transportation and transit-based measures to reduce trips and vehicle miles traveled), Goal CS-18 (increased transit ridership and reduced automobile usage), and Goal CS-20 (encouragement of alternative modes of travel and fuel sources). The GPSE would add new policies to address climate adaptation and resilience, as well as make minor updates to reflect current conditions and regulations, and would not conflict with plans and policies addressing the circulation system. Implementation of CAAP opportunity measures and actions would improve circulation by reducing VMT and vehicle trips, encouraging carpooling and commuter trips reduction, installing end-of-trip bike facilities and micromobility programs, expanding the City's sidewalk network, and constructing new bike facilities and transit improvements. Therefore, CAAP and GPSE implementation would not conflict with any applicable transportation programs, plans, ordinances, or policies or transportation facilities and impacts would be **less than significant**.

b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

Less-than-Significant Impact. CEQA Guidelines Section 15064.3(b) states that, generally, VMT is the most appropriate metric for determining the significance of transportation impacts. The Guidelines define VMT as "the amount and distance of automobile travel attributable to a project." "Automobile" refers to on-road passenger vehicles, specifically cars and light trucks. The Governor's Office of Land Use and Climate Innovation (LCI), formerly known as the Governor's Office of Planning and Research, has clarified in its Technical Advisory on Evaluating Transportation Impacts in CEQA (LCI 2018) that heavy-duty truck VMT is not required to be included in the estimation of a project's VMT.

Consistent with LCI's Technical Advisory, the City developed the City of Buena Park Transportation Impact Analysis Guidelines, which establishes VMT screening criteria and thresholds for evaluating a project's potential impact on VMT (City of Buena Park 2020). Based on guidance provided by LCI, and per the City's guidelines, land use projects can be screened from a VMT analysis if the project is within a transit priority screening area, is within a low VMT area, or is a project type that has been identified as having the presumption of a less-than-significant impact. A project only needs to satisfy one of the screening criteria to be exempt from further VMT.

As discussed in Section 3.14, Population and Housing, the CAAP and GPSE would not induce substantial population or employment growth in the City and would not generate additional VMT over the long term. Rather, implementation of the CAAP opportunity measures and actions would reduce VMT in the City over the long term. Therefore, the CAAP and GPSE would not conflict with or be inconsistent with CEQA Guidelines Section 15064.3(b) and the impact would be **less than significant**.

c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

d) Would the project result in inadequate emergency access?

Less-than-Significant Impact. As policy documents, the CAAP and GPSE would not directly result in impacts due to hazardous geometric design features or inadequate emergency access. Implementation of CAAP opportunity measures and actions that would improve multi-modal transportation, such as through installation of end-of-trip bike facilities and micromobility programs, expansion of the sidewalk network, construction of new bike facilities and transit improvements, and planting of new trees and landscaping, which could involve construction within the local right-of-way. These construction activities have the potential to require lane closures and may impact traffic and vehicle speeds on the affected roadways; however, these impacts would be temporary and access to roadways would generally be maintained throughout project construction. Adaptation and resilience strategies included in the GPSE would support maintaining and improving emergency access. Therefore, the CAAP and GPSE would result in a **less-than-significant** impact related to transportation hazards and emergency access.

3.18 Tribal Cultural Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. TRIBAL CULTURAL RESOURCES				
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	☐	☐	☒	☐
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☒	☐

The City is located within the Peninsular Range Geomorphic Province, which extends from Mount San Jacinto in the north to Baja California in the south and includes the Inland Empire, Los Angeles, Orange County, and San Diego areas of California. The Los Angeles Basin, parts of the San Gabriel Mountains, and the San Clemente, San Nicholas, and Santa Catalina Islands were occupied by the Gabrieliño Indians prior to European contact. The Gabrieliños migrated into the Los Angeles coastal areas in 500 B.C. They lived in small villages near water streams and along sheltered portions of the coast. They did not live in permanent dwellings and survived on hunting, gathering, and fishing with the best-known artifacts made of steatite, decorated with inlaid shells or carvings reflecting an elaborately developed artisanship (City of Buena Park 2010a).

AB 52, signed into law in September of 2014, established a new class of resources under CEQA—"tribal cultural resources"—defined in PRC 21074. Pursuant to PRC Sections 21080.3.1, 21080.3.2, and 21082.3, where one or more California Native American tribes has requested formal written notification of proposed projects from a lead agency, the lead agency shall begin consultation with those tribes by providing them with formal written notification of proposed projects prior to the release of an environmental impact report, negative declaration, or mitigated negative declaration.

There are two California Native American Tribes that have requested to be informed of proposed projects within the City. In compliance with PRC Section 21080.3.1, the City provided formal written notification of the proposed CAAP and GPSE on June 17, 2025, to the Gabrieleño Band of Mission Indians, Kizh Nation, and the Gabrieleño/Tongva San Gabriel Band of Mission Indians.

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a) ***Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?***

b) ***A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.***

Less-than-Significant Impact. As policy documents, the CAAP and GPSE would not directly result in impacts to tribal cultural resources, as no ground disturbance or other physical construction is authorized by the two plans. Implementation of CAAP opportunity measures and actions would encourage future development of EV charging infrastructure, solar PV and renewable energy generation systems and associated battery storage facilities, and bicycle, pedestrian, and transit infrastructure, and tree planting and landscaping at City parks and open spaces, residential neighborhoods, and throughout the City. Specific future projects that would further the objectives of the CAAP and GPSE requiring CEQA review would be subject to the requirements of AB 52, allowing for consultation on specific project sites. In addition, General Plan Policy CS-3.1 calls for protection and preservation of archaeological resources, including tribal cultural resources, and Implementation Measures CS-23 through CS-28 require site surveys for archaeological resources, the halting of construction and investigation and protection of previously undiscovered archaeological resources, and the implementation of mitigation plans, as necessary, to protect archaeological resources. Therefore, the CAAP and GPSE would result in a **less-than-significant** impact related to tribal cultural resources.

3.19 Utilities and Service Systems

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. UTILITIES AND SERVICE SYSTEMS – Would the project:				
a) Require or result in the relocation or construction of new or expanded water, waste water treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Result in a determination by the waste water treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☐	☒
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

Water for Buena Park residents and businesses is provided by the Metropolitan Water District and the City of Buena Park. Wastewater services are provided by the City of Buena Park Public Works Department. Solid waste disposal is provided by Park Disposal, which is part of EDCO. Residential waste collected by Park Disposal is hauled to CR&R Incorporated Material Recovery Facility where it is sorted prior to being transported to the Prima Deshecha Landfill or other nearby landfills (City of Buena Park 2010a).

SCE, an investor-owned public utility, supplies electricity to the City. SCE procures electricity generated from a variety of energy sources including coal, natural gas, nuclear, hydroelectric, and a mix of renewable resources. SoCalGas, an investor-owned public utility, supplies natural gas to the City.

a) ***Would the project require or result in the relocation or construction of new or expanded water, waste water treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?***

Less-than-Significant Impact. As policy documents, the CAAP and GPSE would not directly result in impacts related to the relocation or construction of new or expanded utilities. Implementation of the CAAP and GPSE would not induce population growth or require the relocation or construction of new or expanded utilities. CAAP opportunity measures supporting renewable energy may indirectly result in the need for additional facilities or transmission. The location and type of such facilities are speculative, and would be subject to further environmental review. Thus, the CAAP and GPSE would result in **less-than-significant** impacts related to the relocation or construction of new or expanded utilities.

b) Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

c) Would the project result in a determination by the waste water treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

No Impact. As policy documents, the CAAP and GPSE would not directly result in impacts related to water supplies and wastewater treatment capacity. Implementation of the CAAP and GPSE would not induce population growth and increase demand for water and wastewater treatment. Implementation of CAAP opportunity measures and actions would reduce water use by requiring water-efficient appliances and drought-tolerant landscaping and encouraging installation of residential graywater systems and use of rain barrels for irrigation. Thus, the CAAP and GPSE would result in **no impact** related to water supply and wastewater treatment.

d) Would the project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

No Impact. As policy documents, the CAAP and GPSE would not directly result in impacts related to solid waste generation and solid waste regulations. Implementation of the CAAP and GPSE would not induce population growth and increase solid waste generation. Implementation of CAAP opportunity measures and actions would divert and recycle construction and demolition waste consistent with CALGreen requirements, and encourage recycling and composting practices to reduce the waste stream. Thus, the CAAP and GPSE would result in **no impact** related to solid waste generation and compliance with solid waste regulations.

3.20 Wildfire

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XX. WILDFIRE – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

CAL FIRE has mapped FHSZs for the entire state. FHSZs are based on an evaluation of fuels, fire history, terrain, housing density, and occurrence of severe fire weather, and are intended to identify areas where urban fires could result in catastrophic losses. FHSZs are categorized as moderate, high, and very high. According to CAL FIRE's Fire Hazard Severity Zone Viewer, the northeast corner of the City near Ralph B. Clark Regional Park includes moderate, high, and very high FHSZs in the Local Responsibility Area (CAL FIRE 2025). There are no FHSZs in State Responsibility Areas in the City (CAL FIRE 2024).

OCFA is the primary agency responsible for fire protection in the City. Section 16.00.010 of the BPMC adopts the most recent 2022 California Fire Code, which contains regulations regarding defensible space, vegetation management, and fire safety during construction.

a) Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. The City has prepared an EOP (City of Buena Park 2021). The EOP describes a comprehensive emergency management system that provides for a response to natural disasters, technological incidents, terrorism, and other emergencies and major disasters. The EOP delineates operational concepts relating to various emergency situations, identifies components of the Emergency Management Organization, and describes the overall responsibilities for protecting life and property and ensuring the overall well-being of the population.

As policy documents, the CAAP and GPSE would not directly result in impacts related to impairment of an adopted emergency response plan or emergency evacuation plan. The GPSE would include policies for climate adaptation and resilience, and would also reflect the latest FHSZs adopted by CAL FIRE. As such, the GPSE supports and reinforces policies related to emergency response and evacuation. Therefore, the CAAP and GPSE would result in **no impact** related to impairment of an emergency response or evacuation plan.

b) Due to slope, prevailing winds, and other factors, would the project exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No Impact. As policy documents, the CAAP and GPSE would not directly result in impacts related to exposure of people or structures to pollutant concentrations from a wildfire. Construction and operation of projects encouraged by the CAAP, such as renewable energy projects, would be required to comply with Section 16.00.010 of the BPMC, which adopts the 2022 California Fire Code by reference. The CAAP and GPSE do not include construction of habitable structures that could be exposed to wildland fire. The GPSE will incorporate the latest FHSZs adopted by CAL FIRE. Therefore, the CAAP and GPSE would result in **no impact** related to risks associated with exposure of project occupants to pollutant concentrations from a wildfire.

c) Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

Less-than-Significant Impact. As policy documents, the CAAP and GPSE would not directly result in impacts related to installation or maintenance of infrastructure that may exacerbate fire risk. Implementation of CAAP opportunity measures and actions that would result in the construction of new bicycle and transit infrastructure, changing of land configurations, and expansion of the City's sidewalk network could alter existing roadways. Infrastructure, such as new roads, fuel breaks, power lines, or other utilities, that may exacerbate fire risk is not proposed under implementation of the CAAP opportunity measures and actions. The temporary and periodic use of construction vehicles and equipment within a very high FHSZ have the potential to increase the risk of an accidental fire ignition. However, given the nature of the CAAP opportunity measures and actions, construction activities associated with their implementation would occur in already disturbed, developed areas such as roadways where wildfire risk is low. Additionally, construction of future CAAP/GPSE-related projects would be required to comply with Section 16.00.010 of the BPMC, which adopts the 2022 California Fire Code by reference, and requires the implementation of fire safety measures during construction. The GPSE will incorporate the latest FHSZs adopted by CAL FIRE and update related policies. Therefore, the CAAP and GPSE would not exacerbate fire risks and impacts would be **less than significant**.

d) Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Less-than-Significant Impact. As policy documents, the CAAP and GPSE would not directly result in impacts related to exposure of people or structures as a result of runoff, post-fire instability, or drainage changes. For reasons described previously in Sections 3.9(g) and 3.20(a), 3.20(b), and 3.20(c), future CAAP/GPSE-related projects would not pose a substantial risk for wildfire. The GPSE will incorporate the latest FHSZs adopted by CAL FIRE and update related policies. Implementation of the CAAP and GPSE would not expose people or structures to significant risks from post-fire slope instability or drainage changes. Impacts would be **less than significant**.

3.21 Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XXI. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☐	☐	☒	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

Less-than-Significant Impact. The purpose of the CAAP and GPSE is to reduce GHG emissions in the City while also increasing resilience to the impacts of climate change through the implementation of opportunity measures and actions and policies related to municipal operations, community-wide on-road transportation, community-wide energy and the built environment, community-wide water and wastewater, community-wide solid waste, community-wide off-road equipment, people and the community, and natural and urban lands. Implementation of the opportunity measures and actions and policies would primarily serve to reduce GHG emissions throughout the City, but would also reduce VMT, noise, and solid waste generation; conserve energy and water; and improve air quality. As discussed throughout the IS/ND, implementation of the CAAP and GPSE would not degrade the quality of the environment; reduce wildlife

species habitat, populations, or rare or endangered species; threaten a plant or animal community; or eliminate important example of history or prehistory. As discussed more in Section 3.4, Biological Resources, and Section 3.5, Cultural Resources, the CAAP and GPSE would result in **less-than-significant** impacts related to biological and cultural resources.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

Less-than-Significant Impact. Implementation of the CAAP and GPSE would result in a cumulatively beneficial reduction of GHG emissions and air pollutants and would not result in development that would make a considerable contribution to any significant cumulative impacts. Implementation of the CAAP opportunity measures and actions and GPSE policies would primarily serve to reduce GHG emissions throughout the City, but would also reduce VMT, noise, and solid waste generation; conserve energy and water; and improve air quality which would generally result in beneficial environmental effects. Therefore, the CAAP and GPSE would not result in any adverse environmental impacts that are cumulatively considerable. Impacts would be **less than significant**.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less-than-Significant Impact. Impacts to human beings are associated with air quality, hazards and hazardous materials, noise, transportation, wildfire, and—indirectly—GHG emissions. As discussed in this IS/ND, the CAAP and GPSE would not result in significant impacts. Implementation of the CAAP and GPSE would reduce GHG emissions and improve air quality. Changes in the transportation system and associated noise levels may also be beneficial. The GPSE addresses hazards and wildfire impacts, updating information and policies, and addressing climate adaptation and resilience. Overall, the project would provide beneficial changes to the environment and reduce adverse effects on human beings. The CAAP and GPSE would therefore have a **less-than-significant** impact related to potential for adverse effects on human beings.

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4 References and Preparers

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4.2 List of Preparers

City of Buena Park

Lotus Thai – Sustainability Manager, Community & Economic Development Department

Dudek

Brian Grattidge – Senior Project Manager
Elena Nuño – Senior Air Resources Specialist
Jennifer Reed – Senior Air Resources Specialist
Hayley Rundle – Environmental Planner

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Chapter 7
Safety Element

7.1 INTRODUCTION

Community safety and security is an essential component to the overall health of Buena Park. The City fosters a safe and secure environment by anticipating and planning for potential emergencies and promoting practices to preserve residents' health and welfare. The Safety Element identifies and evaluates public health and safety hazards, and outlines the means of limiting risks and minimizing losses that occur because of natural and human-caused disasters. This Element also addresses emergency preparedness and coordinated response to reduce the potential loss of life and property in the event of a local or regional disaster. The General Plan's Community Facilities Element discusses police and fire-rescue emergency facilities and services.

7.2 AUTHORITY FOR THE ELEMENT

California Government Code Section 65302(g) requires that a General Plan include "…a safety element for the protection of the community from any unreasonable risk associated with the effects of seismically induced surface ruptures, ground shaking, ground failure, tsunami, seiche, and dam failure; slope instability leading to mudslides and landslides; subsidence, liquefaction and other seismic hazards identified pursuant to chapter 7.8 (commencing with §2690) of the Public Resources Code, and other geologic hazards known to the legislative body; flooding and wild land and urban fires."

7.3 SUMMARY OF EXISTING CONDITIONS

NATURAL HAZARDS

Natural hazards have the potential to cause loss of life and damage to buildings and infrastructure. Natural hazards that threaten Buena Park include earthquakes, floods, and severe rainstorms. Buena Park can avoid or mitigate potential impacts by preparing for incidents that may result from these hazards.

Seismic Hazards

The City of Buena Park is located in a seismically active region, with a number of nearby faults (refer to Exhibit SAF-1, Regional Faults, page 2). The Norwalk Fault traverses the north and northeast portion of Buena Park, and the Los Coyotes Fault is located near the City's northern boundary. Faults located within five miles of the City include the Whittier-Elsinore, Newport-Inglewood, and Los Alamitos faults. The Norwalk Fault is the only fault located within the City; however, no surface trace has been associated with this fault. Furthermore, the Norwalk Fault is not a state-designated Alquist-Priolo Earthquake Fault Zone.

Buena Park is subject to seismic shaking due to the close proximity and potential earthquake magnitude of nearby faults. The extent of ground shaking depends on the magnitude of the earthquake and the distance between the City and the earthquake epicenter. While the Norwalk Fault has the greatest potential of causing the greatest extent of ground shaking in the City, the Whittier-Elsinore Fault and Newport-Inglewood Fault could also result in significant ground shaking.

A related seismic hazard of some concern in the City of Buena Park is liquefaction. Liquefaction is the loss of soil strength or stiffness due to a buildup of pore-water pressure during a seismic event. It is associated primarily with relatively loose, saturated, fine- to medium-grained unconsolidated soils. Seismic ground shaking of relatively loose, granular soils that are saturated or submerged can cause the soils to liquefy and temporarily behave as a dense fluid. According to the California Geologic Survey Quadrangles, liquefaction susceptibility is considered high throughout the majority of the City. Because of this liquefaction risk, the areas of the City south of Malvern Avenue are most susceptible to damage resulting from an earthquake. The northern part of the City is not generally recognized as susceptible to liquefaction except for those areas adjoining Coyote Creek. Section 6 of the Local Hazard Mitigation Plan includes an extensive discussion of the various seismic hazards in the area.

Landslide potential in Buena Park is considered to be low due to the flat topography of the City. However, there is the potential for landslides in the Coyote Hills area due to the sloping topography, though the City is not located within an area identified as having the potential for earthquake-induced landslides (refer to Exhibit SAF-2, Liquefaction/Landslide Potential, page 2).

Soil conditions subject to settlement include unconsolidated soils or areas where weak soils of variable thickness overlie firm soil or bedrock. The type of materials that would most likely experience seismically-induced settlement and differential compaction are deposits of alluvium, clays, silts, and possibly poorly constructed manmade fills. Structures built on such soil conditions are likely to suffer settlement damage in the event of strong seismic shaking. Moderately expansive soil potential occurs in the west-central portion of Buena Park (near State Route 91 and Valley View Street and Orangethorpe Avenue) and in the southern portion of Buena Park (near Carbon Creek). Refer to Exhibit SAF-3, Differential Settlement and Expansion Potential, on page 2.

Flooding and Severe Storm Hazards

Large winter storms can lead to localized flooding in the City of Buena Park, especially in its northern portion. The majority of the City is located outside the annual-one-percent chance (100-year) of flooding (refer to Exhibit SAF-4, FEMA Flood Zones, page 2). However, certain portions of the City lie in Zone AO, identified as having a 100-year, shallow-flooding risk with average depths between one and three feet.

Buena Park Municipal Code Title 18, Division II, is the City's floodplain management ordinance. It specifies how the City reviews development within known floodplains, its program for flood hazard reduction, and variance procedures.

Orange County Public Works, through its OC Environmental Resources division, maintains and manages the Fullerton Creek, Carbon Creek, and Coyote Creek stormwater channels that cross the City. These channels are engineered to control both natural creek drainage and urban runoff caused by the above referenced storms. There are no levees or other flood-control structures in the city other than these storm channels. As climate change generates larger and potentially wetter storms, the capacities of these channels may become inadequate over time.

The City is located near four dams that can pose flooding hazards: Brea Dam, Carbon Canyon Dam, Fullerton Dam, and Prado Dam (refer to Exhibit SAF-5 through Exhibit SAF-8, pages 2-2). Section 8 of the Local Hazard Mitigation Plan contains an extensive discussion of dam failure modes, possible effects, and historical dam failures in the region.

While tornados are infrequent in the area, tornado-like winds have occurred in Buena Park. High winds have the potential to damage roofs and structures, bring down power lines, disrupt telephone, electrical, and cable television services, and blow over trees.

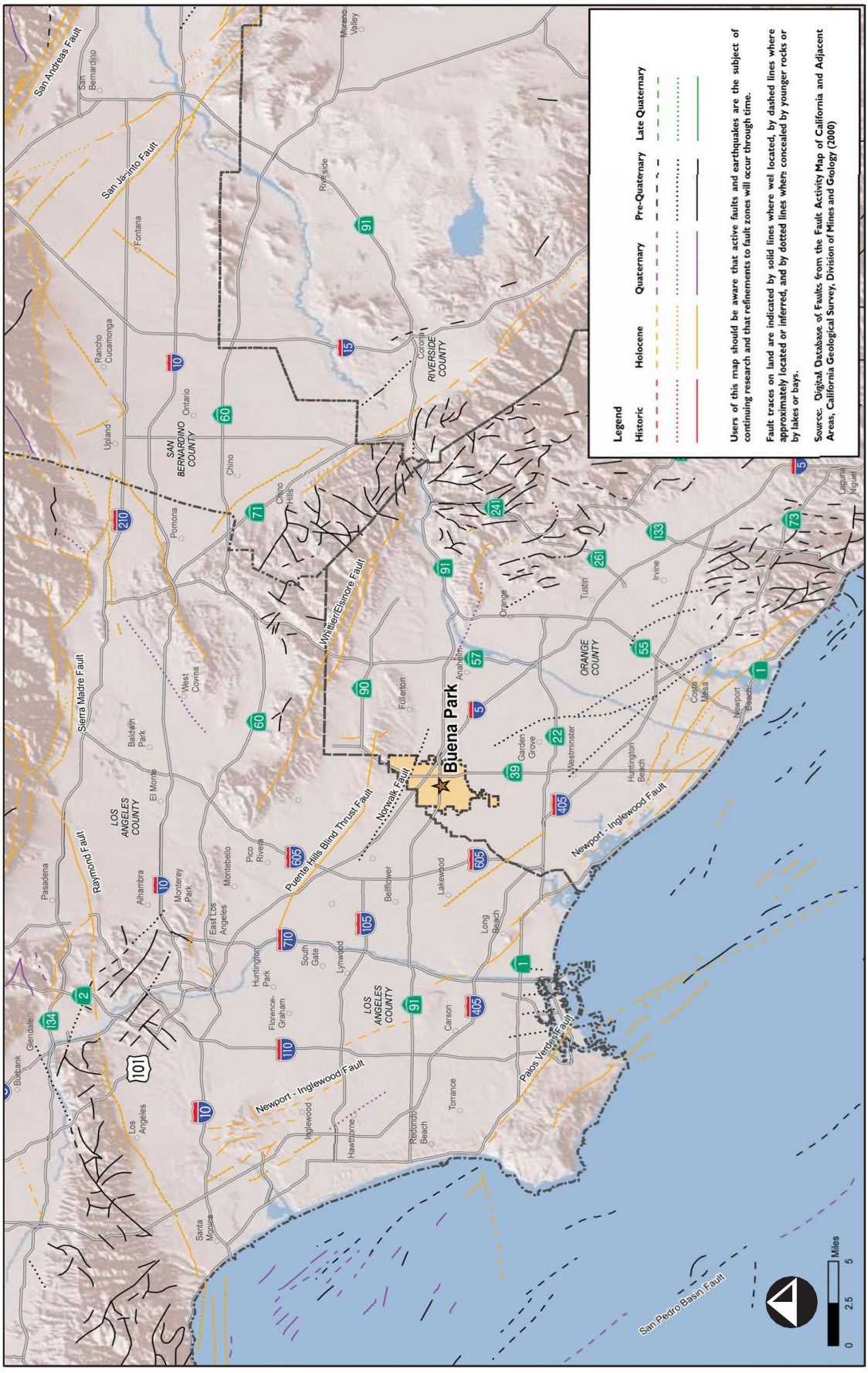
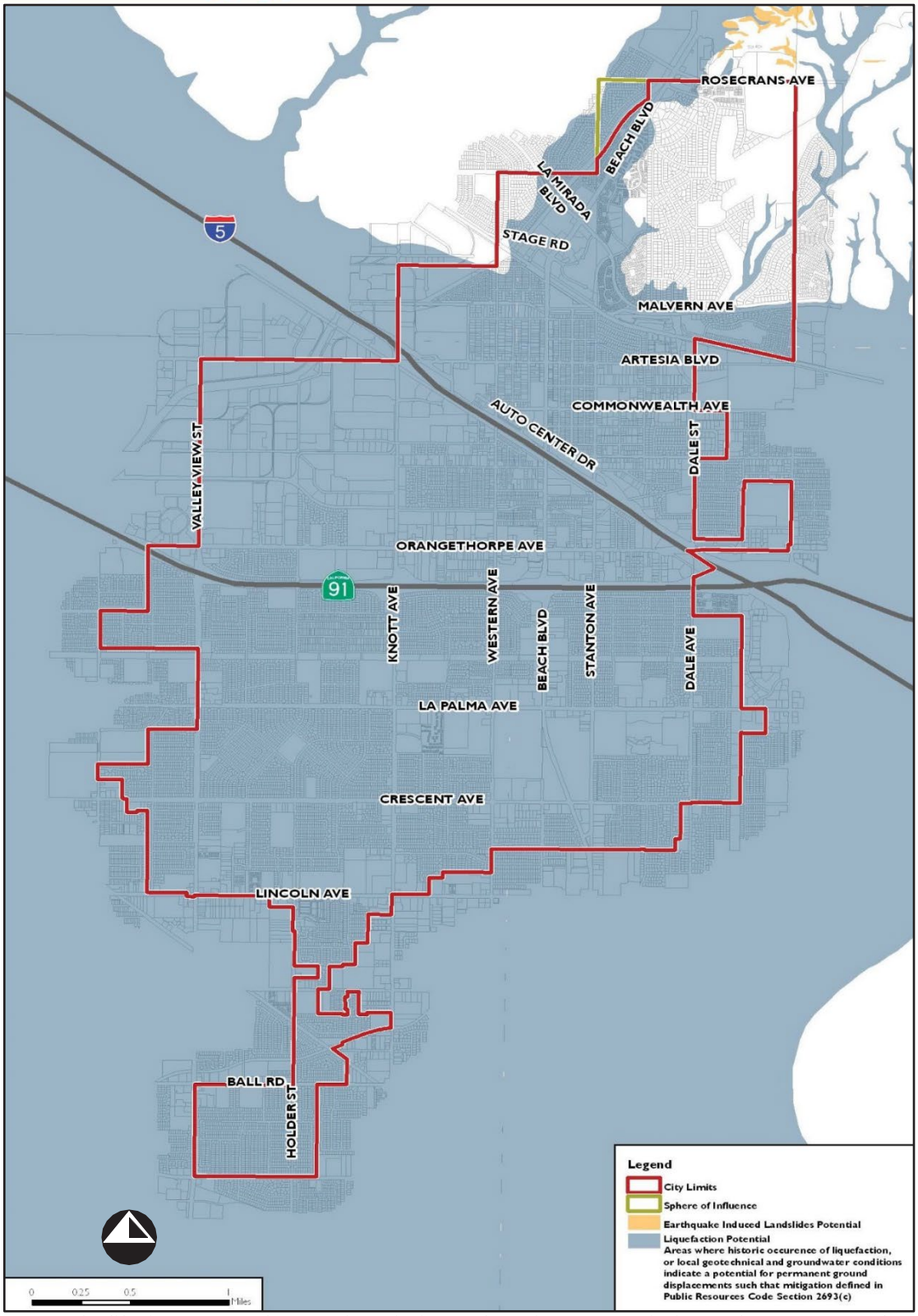
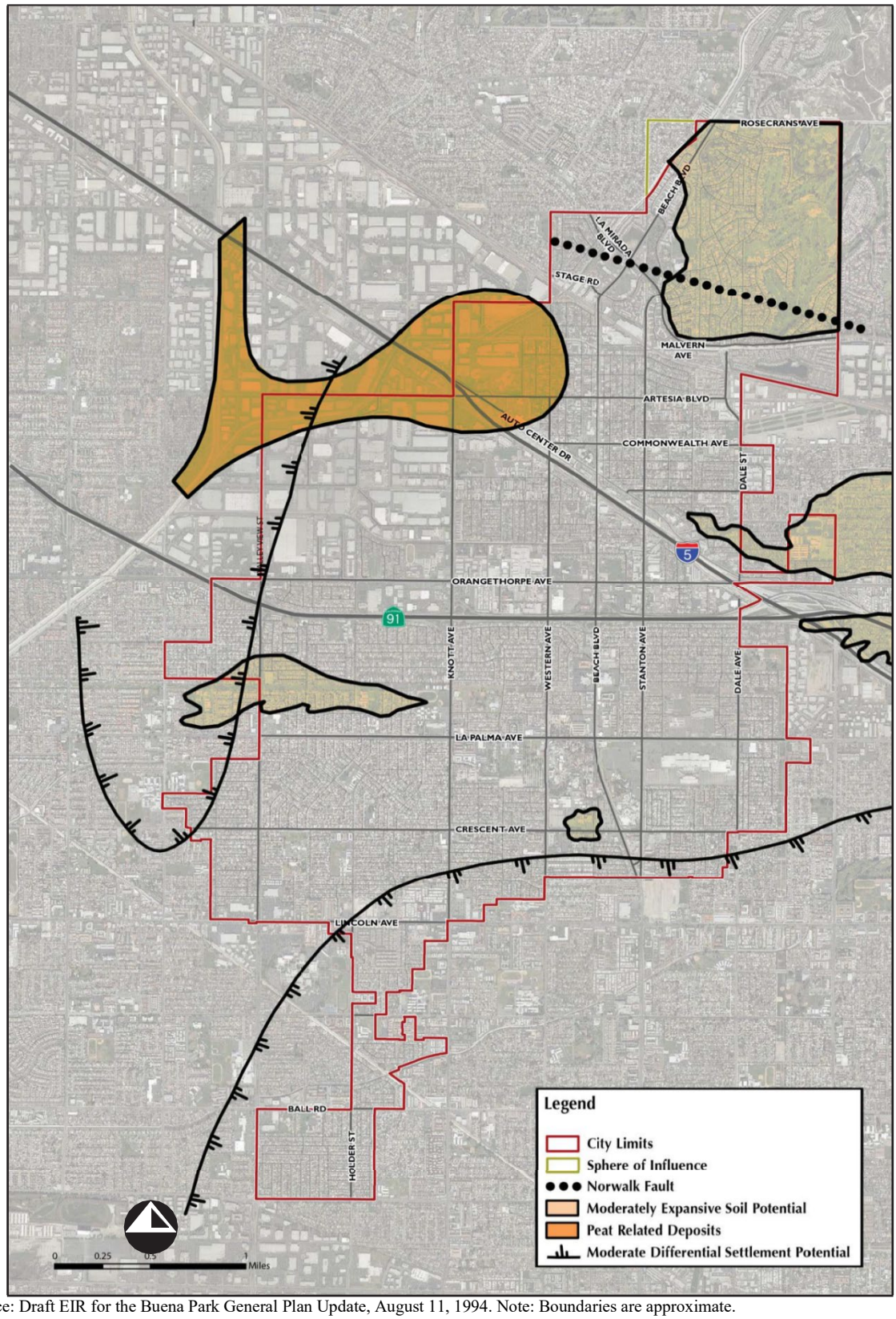


Exhibit SAF-1, Regional Faults



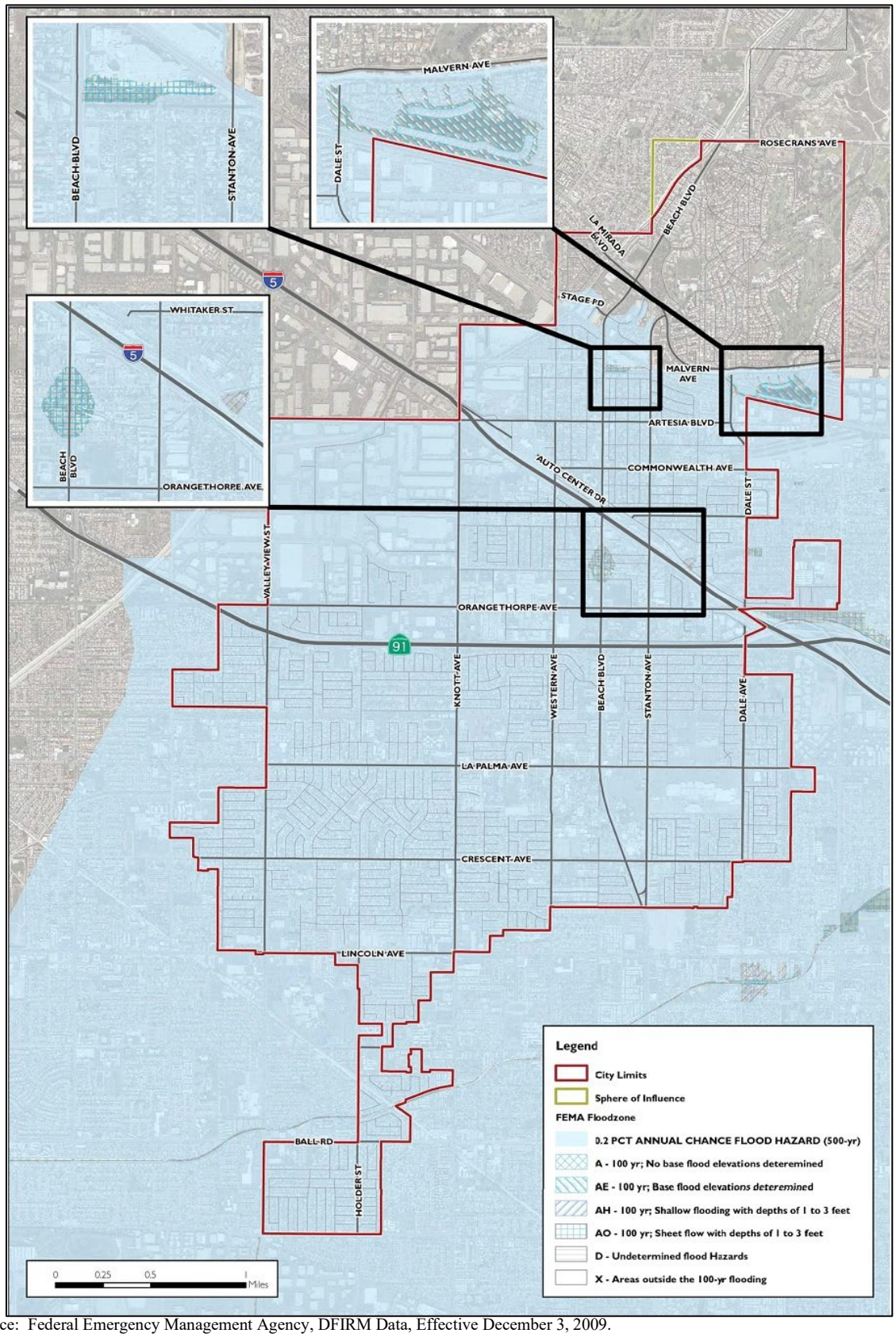
Source: State of California Department of Conservation, Seismic Hazard Zonation Program, Seismic Hazard Zones Map; La Habra, Anaheim, Los Alamitos and Whittier Quadrangles.

Exhibit SAF-2, Liquefaction/Landslide Potential



Source: Draft EIR for the Buena Park General Plan Update, August 11, 1994. Note: Boundaries are approximate.

Exhibit SAF-3, Differential Settlement and Expansion Potential



Source: Federal Emergency Management Agency, DFIRM Data, Effective December 3, 2009.

Exhibit SAF-4, FEMA Flood Zones

(Source: U.S. Army Corps of Engineers) (Light blue = Maximum High Pool; dark blue = Top of Active Storage)

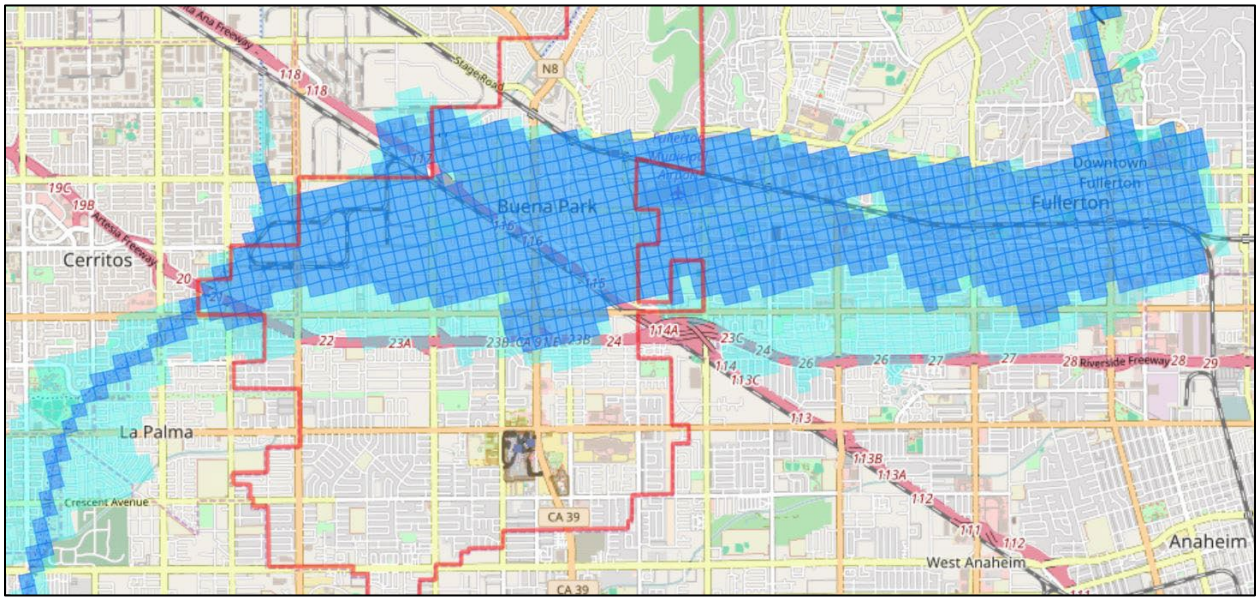


Exhibit SAF-5, Brea Dam MH and TAS inundation zones

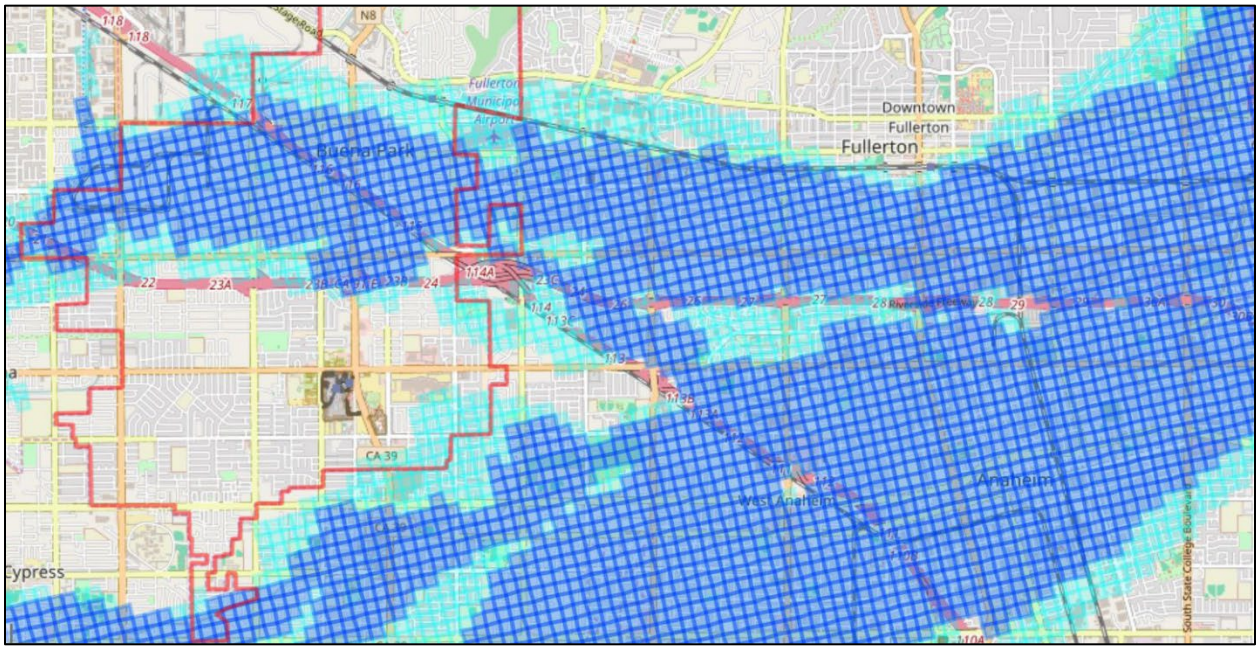


Exhibit SAF-6, Carbon Canyon Dam MH and TAS inundation zones

(Source: U.S. Army Corps of Engineers) (Light blue = Maximum High Pool; dark blue = Top of Active Storage)

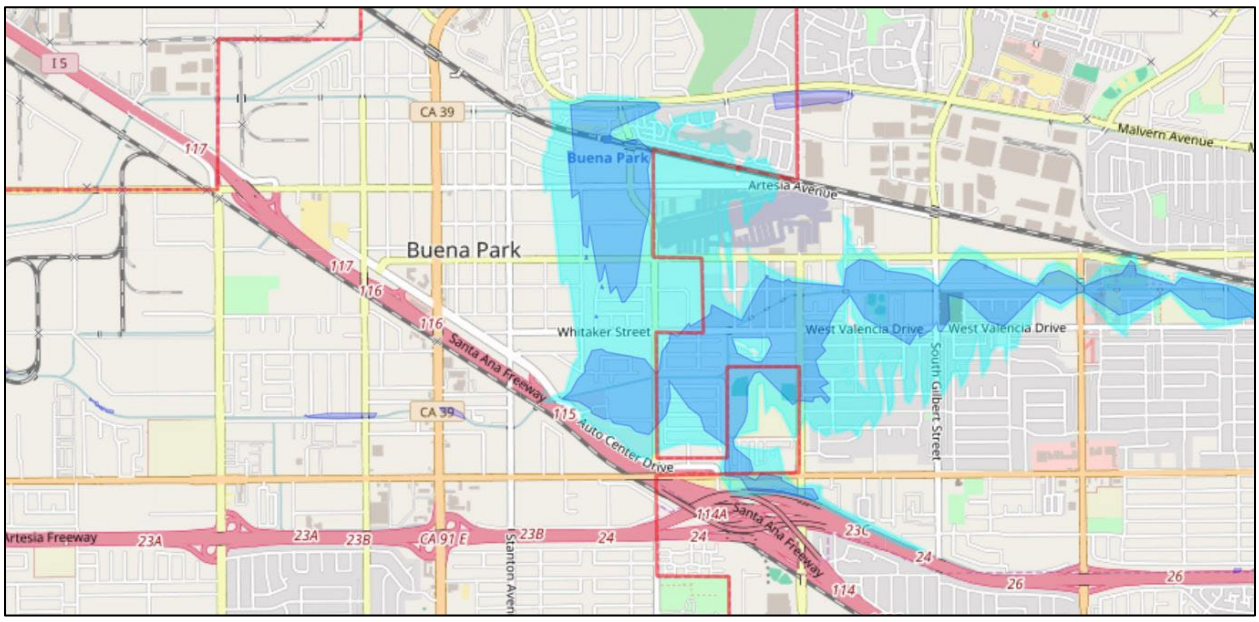


Exhibit SAF-7, Fullerton Dam MH and TAS inundation zones

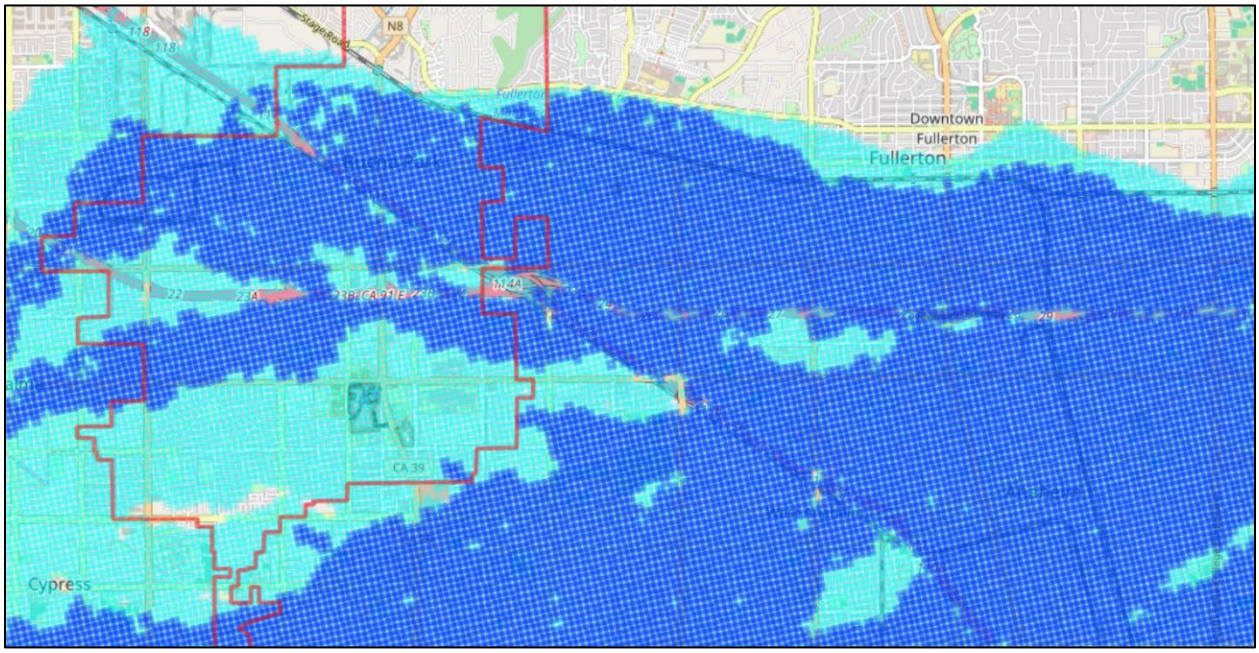


Exhibit SAF-8, Prado Dam MH and TAS inundation zones

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RESILIENT CITIES: REDUCING DISASTER RISK

While communities may not be able to prevent a hazardous event such as an earthquake, we can control the way we build our cities and prepare to respond when the event occurs. The Making Cities Resilient campaign is an international effort to help cities prepare for hazardous natural events and reduce the risk that these events will cause disasters. A disaster-resilient city engages community members in planning a sustainable city, takes steps to anticipate hazards and protect assets, can organize itself when hazardous events occur, and can quickly recover from hazardous events.

The Making Cities Resilient Campaign has a ten-point checklist of actions that cities should take to become disaster resilient, summarized as follows:

- Organize and coordinate community risk reduction and preparedness.
- Incentivize private investment in risk reduction.
- Gather, disseminate, and use data on hazards and vulnerabilities.
- Invest in physical infrastructure that reduces risk.
- Ensure safety of schools and health facilities.
- Enforce risk-compliant building codes and land-use planning principles.
- Educate the community about reducing disaster risk.
- Protect ecosystem functions that reduce hazards.
- Prepare emergency communication systems and hold public preparedness drills.
- Support disaster survivors.

A disaster-resilient city also adapts to climate change by preparing for natural hazards that are expected to be caused by climate change, and by protecting ecosystem functions that reduce natural hazards such as flooding. The term "resilient city" is used more broadly to mean a city that is adapting to climate change in a way that is environmentally sustainable.

Source: "Making Cities Resilient: My City is Getting Ready 2010-2011 World Disaster Reduction Campaign," UNISDR

Fire Hazards

Urban fires are most likely to occur within Buena Park due to the urbanized nature of the City. Urban fires are largely related to fires involving a structure and/or its contents, and the cause of such fires is often human carelessness and negligence. Because Buena Park's climate includes long periods of hot, dry weather sometimes combined with high-velocity winds, the potential exists for large, spreading fires. Delayed reporting to proper authorities, combustible construction materials, the absence of automatic sprinklers, and inadequate emergency vehicles and water supplies can exacerbate the threat of a fire.

The California Department of Forestry and Fire Protection has prepared maps for Fire Hazard Severity Zones where local government agencies have Local Responsibility Areas (LRA). The Orange County map of Very High Fire Hazard Severity Zones (VHFHSZ) in the LRA (March 2025) identifies a VHFHSZ at the north end of the City just south of Rosecrans Avenue, including Ralph B. Clark Regional Park and the Los Coyotes Golf Course (refer to Exhibit SAF-9, below), and extending north and east into the City of Fullerton. This hazard zone includes part of the Los Coyotes Village condominium development, and three (3) single-family parcels.

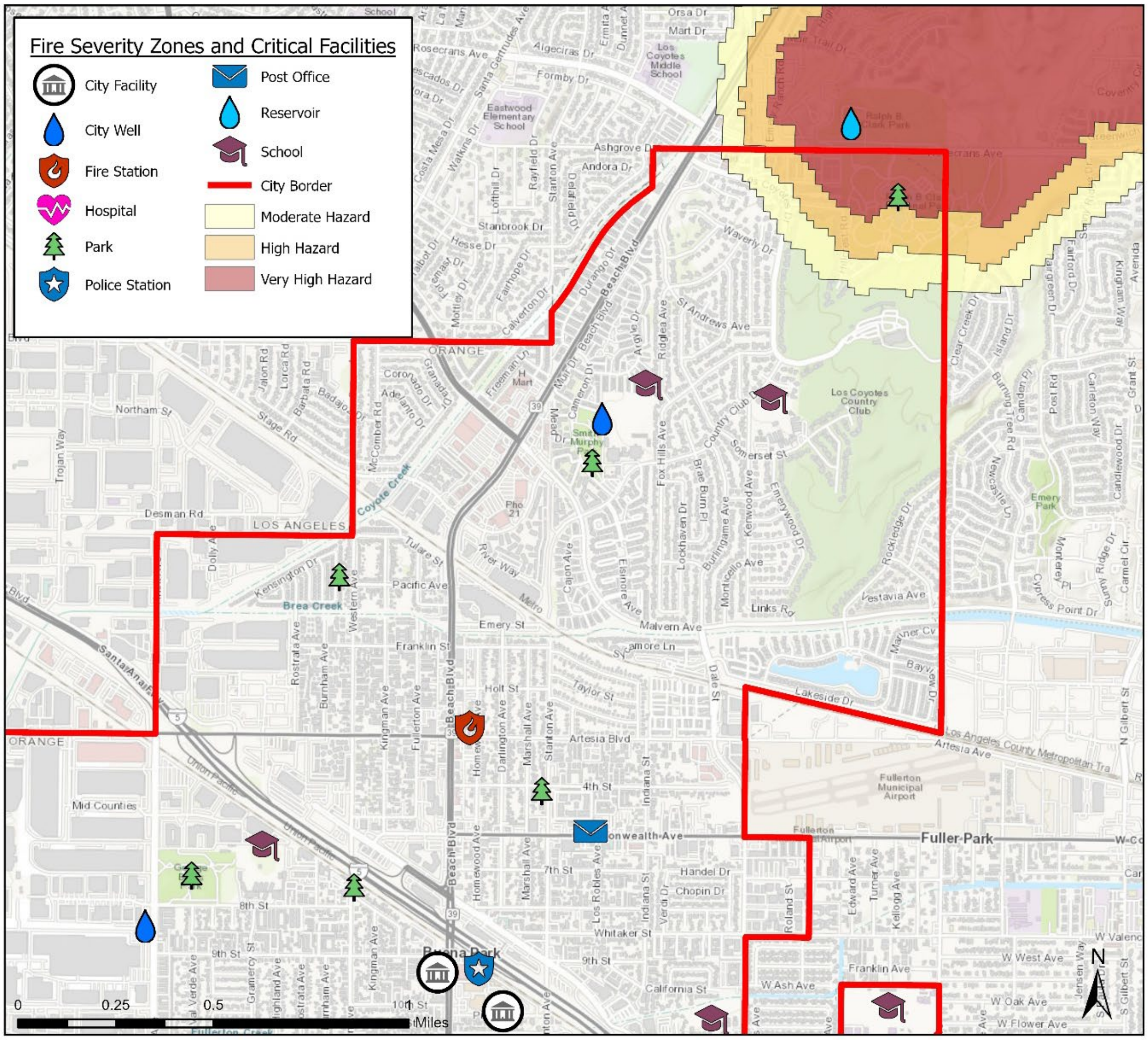

Exhibit SAF-9, Very High Fire Hazard Severity Zones

Buena Park has not historically been subject to wildfires, but other cities in the region have had to deal with them in the past. An interactive map of historic wildfires for the State can be found on the CAL FIRE Historic California Wildfires interactive map.

Buena Park General Plan Chapter 4, *Community Facilities*, discusses the City's water distribution system; its operational, fire, and emergency water storage; and fire flow considerations.

The California Building Commission adopted the Wildland-Urban Interface codes in late 2005 to be effective in 2008. These new codes include provisions to improve the ignition resistance of buildings, especially from firebrands. The updated fire hazard severity zones are used by building officials to determine appropriate construction materials for new buildings in the Wildland-Urban Interface. The updated zones are also used by property owners to comply with natural hazards disclosure requirements at time of property sale and maintaining 100-foot defensible space clearance.

Climate Change

The effects of anthropogenic changes to the Earth's climate have been forecast and observed since the 1980s. However, it was not until the 21st century that public attention became more focused on global climate change and its consequences became obvious to casual observers.

In a macro sense, climate change promises to bring more of everything to Buena Park: longer droughts, more severe storms, higher temperatures, stronger winds, more invasive pests, and faster groundwater consumption, to name a few likely impacts. The degree and timing of these impacts depends on how fast climate change occurs, its magnitude, and whether mitigation efforts taken now and in the near future will slow these impacts.

Local Hazard Mitigation Plan sections 8 and 9 include discussion of climate change and its impacts on dam breaches and drought in the City.

HAZARDOUS MATERIALS

Hazardous materials are any substances that, because of their quantity, concentration, or physical or chemical characteristics, pose a significant present or potential hazard to human health or safety or to the environment. The risks posed by accidental hazardous material releases may include long-term environmental pollution and public health problems.

Many types of businesses use various chemicals and hazardous materials, and their routine business operations involve chemicals that are manufactured, warehoused, or transported. Currently, a variety of existing business operations in the City use, store, or transport hazardous substances, as well as generate hazardous waste. These sites present risk to both users and adjacent properties.

Transportation routes also present some risks to the release of hazardous materials. The SR-91 and I-5 freeways are heavily traveled routes open to vehicles carrying hazardous materials. Major surface streets in the City that provide freeway access include Valley View Street, Knott Avenue, Beach Boulevard, Auto Center Drive, and La Palma Avenue. Rail lines that go through the City are also used for the transport of hazardous materials and wastes.

Additionally, a number of underground hazardous material pipelines cross through the City of Buena Park. These lines transport natural gas and oil products. Natural gas lines may leak in

relatively small quantities from cracks, flaws, or damaged areas of the pipeline, which can typically be repaired. However, rupture of these lines could result in leakage and possible contamination, explosion, and/or fire.

TERRORISM

The increased concern over terrorism and the potential for terrorist activity has brought public safety issues into the forefront of our nation. The City of Buena Park is home to Knott's Berry Farm, one of the most popular entertainment attractions in California, which could be an attractive target for terrorist attacks. Additionally, Buena Park is located within Orange County and borders Los Angeles County, two of the most target-rich population centers in the United States. Buena Park recognizes the need to address terrorism planning and policy issues and maintains an Emergency Operations Plan that acknowledges the potential for terrorist activities. The City's approach to terrorism focuses on prevention and adequate response in the event of a terrorist attack through strong coordination with federal, state, and local agencies.

7.4 EMERGENCY PREPAREDNESS AND MANAGEMENT

The City of Buena Park adopted an Emergency Operations Plan (EOP) in December 2016 and revised it in 2021. The Plan and its annexes outline a comprehensive emergency management program for the City. The EOP sets the City's emergency management policy and strategy. It also identifies who is responsible for mitigating, preparing for, responding to, and recovering from the effects of natural disasters, technological accidents, human-caused emergencies, and other major incidents/hazards.

FIRE PROTECTION

Buena Park is a member of the Orange County Fire Authority (OCFA) Joint Powers Authority. OCFA provides the City with fire protection and emergency medical services response. Services include structural fire protection, emergency medical and rescue services, hazardous materials inspections and response, fire prevention planning and inspection, and public education activities. OCFA also participates in disaster planning as it relates to emergency operations, including high-occupancy areas and school sites, and may participate in community disaster drills planned by others.

Fire resources are deployed based upon a regional service delivery system, assigning personnel and equipment to emergency incidents without regard to jurisdictional boundaries. The equipment used by the department has the versatility to respond to both urban and wildland emergency conditions. OCFA operates 78 fire stations countywide, with three stations located in the City of Buena Park.

OCFA's Standard of Cover for fire services in urban areas (such as the City) is shown below. Response times are from receipt of the service call to a unit on-scene.

- First-in engines should arrive on-scene to medical aids and/or fires within seven minutes, twenty seconds, eighty percent of the time.
- First-in truck companies should arrive on-scene to fires within twelve minutes, eighty percent of the time.
- First-in paramedic companies should arrive on-scene at all medical aids within ten minutes, eighty percent of the time.

Fire response times in the City were an average of seven minutes, thirty-eight seconds in 2024, which is within OCFA standards.

LAW ENFORCEMENT

The Buena Park Police Department (BPPD) provides police protection services to the City. The Department operates one station at 6640 Beach Boulevard, which is open 24 hours a day, 365 days a year. As of December 2024/January 2025, the department has 157 sworn and civilian staff members. BPPD is accredited through the Commission on Accreditation of Law Enforcement Agencies, a standard met by only 1,000 of the 18,000 law enforcement agencies in the United States. In California alone, there are approximately 600 law enforcement agencies, and BPPD is 1 of the only 16 California accredited agencies.

The BPPD dispatched over 32,600 calls for service in 2024. Response times vary according to the priority of the reported incident; Priority 1 includes the most serious crimes and life-threatening situations. Average response times in January 2025 are shown below. Response times are from receipt of the service call to the arrival of the first unit on-scene.

- Priority 1: Four minutes, twenty-four seconds
- Priority 2: Eleven minutes, five seconds
- Priority 3: Fourteen minutes, fifty-seven seconds

HAZARD MITIGATION

In 2017, the City developed the Buena Park Local Hazard Mitigation Plan (LHMP) in accordance with the Disaster Mitigation Act of 2000 (DMA 2000) and followed FEMA's 2011 Local Hazard Mitigation Plan guidance. The City updated the LHMP in 2022 and made minor adjustments in 2024. The LHMP incorporates a process in which hazards are identified and profiled, the people and facilities at risk are analyzed, and mitigation actions are developed to reduce or eliminate hazard risk. The implementation of these mitigation actions, which include both short- and long-term strategies, involves planning, policy changes, programs, projects, and other activities. As such, the City considers the LHMP to be an essential part of this Safety Element.

EVACUATION PLANNING

The vast majority of Buena Park is fully developed on a grid-style street plan. This provides multiple evacuation routes leading in various directions that residents and visitors can follow if a major escapable emergency (such as urban fire or flooding) occurs.

Buena Park General Plan Chapter 3, *Mobility*, includes a discussion of road types and specifications in Buena Park. The Orange County Public Works Standard Plans specify the widths and capacities of the five types of roads present in the City.

The most notable exception to this general rule is the area around Los Coyotes Country Club in northeastern Buena Park. A web of streets crosses the suburban residential development along the western and southern flanks of this gentle rise, connecting in several places to either Beach Boulevard or Malvern Avenue. As residents in this area use these streets every day, they are likely well acquainted with alternate routes to enter or leave their neighborhoods.

The country club clubhouse itself—located on the top of a low hill—relies on a single divided two-lane road that leads a quarter-mile from the main street network to the clubhouse's main driveway. An eighty-unit condominium complex was completed in early 2024 across this road from the clubhouse. This would be a response concern in a high-hazard area. However, the clubhouse and residential complex are over half a mile from the nearest undeveloped land and are surrounded on three sides by a minimum of 230 feet of highly manicured, extensively irrigated lawn in the form of golf course fairways. This constitutes an excellent firebreak as well as an escape route of last resort.

Four local dams pose a potential inundation hazard to various parts of the City south of Malvern Avenue. The extent of the possible inundation zones ranges from minimal (Fullerton Dam) to widespread (Prado Dam) (refer to Exhibit SAF-5 through Exhibit SAF-8, pages 2-2), depending on the amount of water in each impoundment at the time of the release. As noted earlier, Section 8 of the Local Hazard Mitigation Plan discusses dam failure in some depth. In 2024 the City completed an operations plan for evacuating the Brea and Fullerton Dam inundation zones; similar plans for the remaining two dams will proceed over the next several years.

CLIMATE ADAPTATION

The changing climate conditions throughout the region have the potential to impact some of the natural hazards that affect the City of Buena Park. Some of the projected conditions include a rise in average temperatures, changes in precipitation, longer periods of drought, increase in total days of extreme heat, and changes in the size and frequency of wildfires in the region. Cal-Adapt has documented historical conditions and charted out future conditions based upon the current trends associated with climate change (refer to Exhibit SAF-10, Potential Climate Change Effects for Buena Park on page 17).

With the current trends of climate change models projecting the increase in temperature over the next century, annual mean temperatures are expected to increase between 3 and 8 degrees, which

will impact all who reside and do business within the city. The increase in mean temperature will also result in the amount of extreme heat days on average throughout the year. An extreme heat day is defined as when the daily maximum temperature is over 98 degrees. The historic average number of days of extreme heat within the city is two (2) per year and this is projected to increase to a total of 11 days per year by the end of the century. The projected increase in temperature has the potential to negatively impact residents who live in poorly insulated structures and houses that do not meet current building codes.

The climate change projections also infer that the annual precipitation will slightly increase along with the expected rise in temperature. These future rain events will most likely be more intense than what is currently observed and can vary greatly between years of drought and abundance. The projected averages at the end of the century are expected to range from 9.7 – 15.3 inches of rain which can lead to reduced water supply during the lows, and flooding during the highs. Increased rainfall can lead to some areas of the city that have not experienced flooding in the past, to be impacted by more severe storms. This can also impact the steeper topography of the area near Los Coyotes Country Club above Malvern Avenue to introduce more instability, which could lead to landslides, mudslides, and more erosion.

The projected rise in average temperatures and increased range of rainfall projected can result in harsher conditions, leading to a higher chance of wildfires in the region. Since climate change is not an isolated hazard, but one that impacts many other hazards affecting the city, these increased temperatures can affect both water supplies as well as vegetation growth. Years that see large amounts of precipitation, followed by years of drought can lead to a spike in growth of vegetation that will dry up and be primed to burn. Since the city has a small section that is located within a Very High Fire Hazard Severity Zone, these zones and can be at greater risk of wildfires.

Annual Average Maximum Temperature (annual mean)	
Historic (1961-1990)	Future (2070-2099)
75.8 °F	**78.9 – 82.0 °F**
Extreme Heat Days (average per year)	
Current	Future (2070-2099)
1 – 3 days (2 average)	**6 – 32 days (11 average)**
Warm Nights (average per year)	
Current	Future (2070-2099)
1 – 14 nights (7 average)	**19 – 58 nights (37 average)**
Annual Precipitation (annual mean)	
Historic (1961-1990)	Future (2070-2099)
12.8 inches	**9.7 – 15.3 inches**

Source: https://cal-adapt.org/, 2025.

Exhibit SAF-10, Potential Climate Change Effects for Buena Park

7.5 PRINCIPLES, GOALS, AND POLICIES

PRINCIPLE: SEISMIC AND GEOLOGIC HAZARDS

The City's proximity to a number of regional faults, along with the potential for ground failure and liquefaction in some areas, presents a known risk. While seismic activity cannot be prevented, the potential for loss of life or property can be reduced through mitigation or other appropriate measures.

Goal SAF-1: Decrease in the potential risk of seismic and geologic hazards to the community.

Policy SAF-1.1: Seek to avoid or minimize seismic risk by appropriately designating land uses and adhering to current building codes.

Policy SAF-1.2: Enforce the requirements of current building codes relative to seismic design for all new development or redevelopment.

Policy SAF-1.3: Require geologic and soils reports for all new development or redevelopment, especially in identified areas of the Norwalk Fault Zone and areas with high liquefaction potential.

Policy SAF-1.4: Require appropriate mitigation measures and/or conditions of approval relative to terrain, soils, slope stability, and erosion for new development or redevelopment in order to reduce hazards.

Policy SAF-1.5: Ensure that schools, hospitals, and critical facilities, such as fire, police, or emergency service facilities, meet the standards outlined in Title 24 of the California Administrative Code.

Public safety is also addressed in the Community Facilities Element through the goals and policies related to fire and police protection services.

PRINCIPLE: FLOOD HAZARDS

There are areas in the northern portion of the City that are subject to periodic flooding problems. In addition, the City is located within the alluvial plains formed by the Santa Ana River, as well as the inundation areas of several dams. Thus, it is important to protect life and property from flood hazards.

Goal SAF-2: Provision of adequate flood protection to protect the community.

Policy SAF-2.1: Seek to provide adequate flood protection from 100-year (or other state-defined scenario) flood frequency storms.

Policy SAF-2.2: Improve defensive measures against 100-year (or other state-defined scenario) flood conditions through land use regulation and design, such as increased pervious surfaces, onsite water capture and re-use, minimized building footprints, etc.

Policy SAF-2.3: Require that new development or redevelopment located within areas identified within a 100-year flood plain meet the requirements of the current building code and the National Flood Insurance Protection Program.

Policy SAF-2.4: Work with the Orange County Flood Control District and the U.S. Army Corps of Engineers, Los Angeles District, to ensure future flood control plans incorporate adequate seismic safety measures.

Policy SAF-2.5: Continue to implement adopted flood control programs and regulations.

Policy SAF-2.6: Continue to monitor regional flood hazard improvements in the Santa Ana River Basin area to understand impacts of 100- and 500-year storms within the City.

Policy SAF-2.7: Continue planning evacuation operations in the City's forecasted dam inundation zones.

Policy SAF-2.8: Manage future flood risk by prioritizing the use of nature-based solutions.

PRINCIPLE: EMERGENCY MANAGEMENT

The City will be cognizant of natural and human-caused hazards, and will maintain an adequate state of preparedness. These are two of the most effective ways to reduce the potential loss of life and property in the event of a local or regional disaster.

Goal SAF-3: A reduction in the potential for loss of life and property from natural and human-caused disasters.

Policy SAF-3.1: Strengthen coordination among and between City officials and other agencies that provide disaster response or relief services.

Policy SAF-3.2: Coordinate with local and regional jurisdictions to conduct emergency and disaster preparedness exercises to test operational and emergency plans.

Policy SAF-3.3: Monitor alerts, warnings, and advisories issued by local, state, and federal law enforcement, intelligence, public health, and emergency management agencies, and take appropriate actions to prepare for or prevent imminent threats as required.

Policy SAF-3.4: Improve emergency preparedness and planning with a particular focus on disproportionately vulnerable populations.

PRINCIPLE: HAZARDOUS MATERIALS

It is important for the City to administer appropriate safety procedures to protect the public from accidents involving the transportation, handling, and use of hazardous materials.

Goal SAF-4: Minimize the threat posed by a release of hazardous materials to public health and safety and to the environment.

Policy SAF-4.1: Strictly enforce federal, state, and local laws and regulations relating to the use, storage, and transportation of toxic, explosive, and other hazardous and extremely hazardous materials to prevent unauthorized discharges.

Policy SAF-4.2: Periodically review and amend the appropriate ordinances that regulate the storage and handling of hazardous materials to conform to the standards and definitions of the state and other regulatory agencies.

Policy SAF-4.3: Continue to monitor the operations of businesses and individuals that handle hazardous materials using the planning and business permit processes.

Policy SAF-4.4: Periodically review the emergency plans of transportation and flammable gas/liquid distribution companies.

Policy SAF-4.5: Explore the possibility of identifying specific routes for the transport of hazardous materials.

Policy SAF-4.6: Develop an educational awareness program for residents and businesses about the dangers of hazardous materials.

Policy SAF-4.7: Maintain cooperative relationships with the chemical handlers, response agencies, and community representatives to ensure an informed and coordinated response to chemical emergencies.

PRINCIPLE: CLIMATE CHANGE AND RESILIENCY

It is important for the City to plan its responses to the effects of ongoing climate change in the region, and to try whenever possible to increase the City's resilience to the challenging new conditions created by more extreme weather events fueled by climate change.

Goal SAF-5: Minimize the economic and physical threats posed by climate change and the attendant extreme weather and climatic events.

Policy SAF-5.1: Identify populations that will disproportionally experience the consequences of climate change.

Policy SAF-5.2: Address underlying health inequities for all residents, including those related to hazards such as localized air pollution, extreme heat, and flooding.

Policy SAF-5.3: Prioritize solutions towards reducing climate change risks for vulnerable populations and communities.

Policy SAF-5.4: Incorporate adaptation initiatives that provide multiple co-benefits, including reduction in greenhouse gas emissions, support for the local economy, enhancements to the natural environment, or alleviating underlying health inequities.

Policy SAF-5.5: Incorporate inclusive decision making in climate-adaptation planning efforts.

Policy SAF-5.6: Promote the integration of economic development and climate adaptation to provide sustainable benefits.

Policy SAF-5.7: Leverage land use planning to reduce exposure to climate hazards.

Policy SAF-5.8: Design and implement nature-base projects and green infrastructure to protect and enhance the adaptive capacity of natural resources and urban environments.

Policy SAF-5.9: Consider short- and long-term actions in the capital improvement program which would promote resilience of physical infrastructure to climate change impacts.

Policy SAF-5.10: Prioritize efforts to restore residents' access to basic services such as electricity, gas, water, sewage treatment, public transportation, telephone lines, and wireless communication during and after climate hazard events.

Policy SAF-5.11: Align public infrastructure and investment decisions with the Buena Park Climate Action and Adaptation Plan.

Policy SAF-5.12: Participate in regional planning efforts related to climate change adaptation.

PRINCIPLE: FIRE PROTECTION

With the constant changes to the built environment and how it interacts with the urban-wildlife interface, Buena Park strives to increase fire safety. The City acknowledges the importance of coordinating with the Orange County Fire Authority (OCFA) to ensure the community's fire protection needs are adequately met.

Goal SAF-6: Decrease wildfire hazards to the community.

Policy SAF-6.1: Minimize new residential development within a VHFHSZ unless fire protection plans are submitted to harden structures against possible wildfires.

Policy SAF-6.2: Place all new essential public facilities outside of any VHFHSZ, unless infeasible.

Policy SAF-6.3: Enforce City and State building and fire codes within the VHFHSZ, and incorporate new techniques and best practices as they become available to reduce future risks to all new development or redevelopment within a VHFHSZ.

Policy SAF-6.4: Require appropriate mitigation measures and/or conditions of approval relative to areas of varying fire hazard severity based upon the proximity of terrain, soils, slope stability, and erosion for new development or redevelopment in order to reduce hazards.

Policy SAF-6.5: Ensure existing access points to open space areas within a VHFHSZ are maintained for fire suppression with respect to roadway widths, obstructions, and other criteria.

Policy SAF-6.6: Continue to leverage the City's fire service provider's review of new development to ensure development complies with any fuel modification requirements, creation of defensible space, and habitat restoration by replacing invasive and fire-susceptible plants with indigenous species, thus reducing baseline fire risk in the City's VHFHSZ and elsewhere as applicable.

Policy SAF-6.7: Work with the City's fire service provider and surrounding jurisdictions that are subject to the continuous VHFHSZ that may impact the City to coordinate vegetation management strategies and wildfire hazard protection and prevention services.

Policy SAF-6.8: Maintain a weed abatement program to ensure clearing of dry brush areas.

Policy SAF-6.9: Provide for the long-term maintenance of fire hazard reduction projects and activities, such as fuel clearing and vegetation management, with the City administering these activities on public lands and working with fire protection agencies and landowners to ensure maintenance of privately held parcels.

Policy SAF-6.10: Following major wildfire events, reevaluate development standards and current building codes for new development or redevelopment in order to reduce hazards for the VHFHSZ and apply stricter standards for redevelopment as needed to maintain high levels of wildfire protection.

Policy SAF-6.11: The City will continue to work with property owners on street and building addressing as required in the Municipal Code and California Building Code. Street signage shall follow the latest edition of the California Manual on Uniform Traffic Control Devices.

Policy SAF-6.12: The City shall identify residential developments within VHFHSZ areas lacking at least two available and identified emergency evacuation routes, and recommend appropriate improvements to enhance evacuation capacity and safety.

Policy SAF-6.13: Proposed developments within a VHFHSZ shall be located in areas with a minimum of two distinct and reliable ingress and egress routes.

Policy SAF-6.14: Public roads within a VHFHSZ that do not meet current roadway width and fire access standards shall be evaluated and improved, where feasible, to enhance emergency access and evacuation. Hazardous vegetation conditions shall be mitigated in accordance with applicable defensible space and vegetation management regulations.

Policy SAF-6.15: For proposed new development located within a VHFHSZ, require upkeep of landscaped areas as per OCFA standards detailed in Vegetation Management Guideline: Technical Design for New Construction Fuel Modification Plans and Maintenance Program.

Policy SAF-6.16: New development within a VHFHSZ shall be designed to ensure adequate and reliable ingress and egress for emergency response and evacuation, with multiple access points where feasible, consistent with California Fire Code.

Policy SAF-6.17: Residential development within a VHFHSZ shall be designed to provide multiple unobstructed evacuation routes with sufficient capacity to support community evacuation while maintaining emergency responder access.

Policy SAF-6.18: The City shall conduct periodic assessments of residential areas within all VHFHSZ to identify deficiencies in access and evacuation routes, and shall develop and prioritize mitigation measures and capital improvement plans to enhance emergency egress and emergency responder access where feasible.

Policy SAF-6.19: Maintain educational programs and continue public outreach efforts to all members of the community pertaining to defensible space and evacuation routes.

Policy SAF-6.20: The City will continue to update and follow best practices for fire safety such as vegetative clearance maintenance of all roads and community fire breaks, as adopted in Ordinance 1713.

Policy SAF-6.21: The City shall continue to work with OCFA to ensure the highest level of fire-fighting and emergency service training to current and best practices.