MAYOR JOYCE AHN
VICE MAYOR CONNOR TRAUT
COUNCIL MEMBER CARLOS FRANCO
COUNCIL MEMBER LAMIYA HOQUE
COUNCIL MEMBER SUSAN SONNE

Tuesday, September 23, 2025, 5:00 PM
COUNCIL CHAMBER
6650 Beach Boulevard
Buena Park, CA 90621

BUENA PARK CITY COUNCIL
REGULAR MEETING AGENDA

5:00 p.m.
PUBLIC HEARINGS AT 6:00 P.M.

1. GENERAL

1.A. CALL TO ORDER

1.B. ROLL CALL

1.C. INVOCATION
— Pastor Don Harbert, BPPD Police Chaplain and The Way Fellowship Church

1.D. PLEDGE OF ALLEGIANCE
— Mark Sauceda, Community Services Supervisor

1.E. CITY MANAGER REPORT
— Aaron France, City Manager

2. PRESENTATIONS

2.A. BUENA PARK 2025 SUSTAINABILITY CHAMPION RESIDENT AWARD
— Presented to Dana Robertson

2.B. EMPLOYEE TEN-YEAR SERVICE AWARDS
— Presented to Rebecca Valdez, Human Resources Manager
— Presented to Adrian Garcia, Finance Manager

3. ORAL COMMUNICATIONS

3.A. ORAL COMMUNICATIONS
This is the portion of the meeting set aside to invite public comments regarding any item on the Regular Meeting Agenda only. Public comments are limited to no more than three minutes each. Those wishing to speak in-person are asked to add your information at the digital public kiosk located at the entrance of the Council Chamber.

4. CONSENT CALENDAR

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

4.A. APPROVAL OF MINUTES

— Recommended Action: Approval of Minutes of the Special and Regular City Council Meetings of September 9, 2025, and Special City Council Meeting of September 16, 2025

4.B. RESOLUTIONS APPROVING CLAIMS AND DEMANDS

— Recommended Action: Adopt Resolutions approving the Claims and Demands.

4.C. RESOLUTION HONORING AND COMMENDING BUENA PARK COMMUNITY SERVICES SUPERVISOR DALE KURATA UPON HIS RETIREMENT

— Recommended Action: Adopt the resolution.

4.D. RESOLUTION HONORING AND COMMENDING BUENA PARK BUILDING AND SAFETY MANAGER ROBERT CULL UPON HIS RETIREMENT

— Recommended Action: Adopt the resolution.

4.E. FINAL PAYMENT TO ONYX PAVING COMPANY FOR THE 2024-25 ANNUAL PAVEMENT REHABILITATION PROJECT

— Recommended Action: 1) Accept the project as complete and approve a final payment to Onyx Paving Company, Inc. in the amount of $67,065; and 2) Direct the Public Works Department to file a Notice of Completion.

4.F. AGREEMENT WITH THE BUENA PARK NOON LIONS CLUB FOR USE OF THE CITY FACILITIES AT WILLIAM PEAK PARK FOR THE 2025 SILVERADO DAYS CELEBRATION

— Recommended Action: 1) Approve an agreement with the Buena Park Noon Lions Club for use of William Peak Park for the 2025 Silverado Days Celebration; 2) Authorize the City Manager and City Attorney to make any necessary, non-monetary changes to the agreement; and, 3) Authorize the Mayor and City Clerk to execute the agreement.

4.G. AMENDMENT NO. 5 TO LICENSE AGREEMENT WITH MGP XII BUENA PARK CENTER, LLC (MERLONE GEIER) FOR USE OF 8150 LA PALMA AVENUE FOR THE BUENA PARK FARMERS MARKET

— Recommended Action: 1) Approve Amendment No. 5 to the License Agreement with MGP XII Buena Park Center, LLC for use of the site at 8150 La Palma Avenue for the Buena Park Farmers Market; 2) Authorize the City Manager and City Attorney to make any necessary, non-monetary changes to the amendment; and, 3) Authorize the City Manager and City Clerk to execute the agreement.

4.H. RESOLUTION CERTIFYING RESOURCES TO FUND THE PROJECTS IN THE FEDERAL FISCAL YEARS 2026/27-2031/32 TRANSPORTATION IMPROVEMENT PROGRAM (FTIP)

— Recommended Action: 1) Adopt a resolution certifying the 2027 Federal Transportation Improvement Program (FTIP) listed in current and future City projects.

4.I. RESOLUTION AUTHORIZING SUBMISSION OF A PROHOUSING DESIGNATION APPLICATION TO THE STATE DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT (HCD)

— Recommended Action: 1) Adopt a resolution authorizing application to, and participation in, the Prohousing Designation Program; 2) Authorize the City Manager to submit a Prohousing Designation Program application to the California Department of Housing and Community Development (HCD); and, 3) If approved, authorize the City Manager to execute all documents deemed necessary or appropriate to participate in the Prohousing Designation Program.

5. NEW BUSINESS

5.A. AMENDMENT NO. 1 TO THE PROFESSIONAL SERVICES AGREEMENT WITH ERSC, INC. FOR DESIGN SERVICES OF THE KNOTT AVENUE (LINCOLN AVENUE TO ARTESIA BOULEVARD) AND 8TH STREET REHABILITATION PROJECT

Presented by Jaden Miller, Associate Engineer

— Recommended Action: 1) Approve Amendment No. 1 to Professional Services Agreement No. 25-21 with Engineering Resources of Southern California, Inc. (ERSC) in the amount of $105,686.50; 2) Authorize the City Manager and City Attorney to make any necessary, non-monetary changes to the amendment; and 3) Authorize the City Manager and City Clerk to execute the amendment.

5.B. APPROVE EXTENSION OF AN EXCLUSIVE NEGOTIATING AGREEMENT WITH BOARDWALK ENTERPRISES, LLC.

Presented by Matt Foulkes, Director of Community and Economic Development

— Recommended Action: 1) Approve a 90-day extension to the Exclusive Negotiating Agreement (ENA) with Boardwalk Enterprises, LLC, in a form approved by the City Attorney, to finalize financial feasibility, construction schedule, and review of developer's financial capacity for the City-owned property at 7711-7733 Beach Boulevard for an aquarium, butterfly exhibit and retail development; 2) Authorize the City Manager and City Clerk to execute the Exclusive Negotiating Agreement with Boardwalk Enterprises, LLC; and, 3) If necessary, authorize the City Manager the authority to grant an additional extension of up to 30 days to enable the developer to complete the identified milestones.

6. PUBLIC HEARING

Public Hearings are held at 6:00 PM

6.A. COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) CONSOLIDATED ANNUAL PERFORMANCE AND EVALUATION REPORT (CAPER) FOR FISCAL YEAR 2024-2025

Presented by Sarabeth Suarez, Housing and CDBG Analyst

— Recommended Action: 1) Hold a public hearing to review the draft CDBG Consolidated Annual Performance and Evaluation Report (CAPER) for Fiscal Year 2024-2025; and 2) Approve the submission of the CDBG CAPER for Fiscal Year 2024-2025 to the Department of Housing and Urban Development (HUD).

6.B. WATER QUALITY REPORT ON PUBLIC HEALTH GOALS

Presented by Joe Hunt, Public Works Manager

— Recommended Action: 1) Accept and approve the 2025 Water Quality Report on Public Health Goals.

6.C. RESOLUTIONS ADOPTING A GENERAL PLAN SAFETY ELEMENT UPDATE, NEGATIVE DECLARATION, AND THE CLIMATE ACTION AND ADAPTATION PLAN

Presented by Ian McAleese, Senior Planner and Lotus Thai, Sustainability Manager

— Recommended Action: 1) Adopt the attached Resolutions approving General Plan Amendment No. GP-25-3 and the Climate Action and Adaptation Plan (CAAP); and 2) 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.

7. COUNCIL MEMBER ANNOUNCEMENTS, CONFERENCE REPORTS AND CALENDAR REQUESTS

7.A. COUNCIL MEMBER ANNOUNCEMENTS, CONFERENCE REPORTS AND CALENDAR REQUESTS

8. RECESS

8.A. RECESS

9. STUDY SESSION

9.A. DISCUSS AND PROVIDE DIRECTION REGARDING A TRAFFIC STUDY IN THE AREAS NEAR BEATTY MIDDLE SCHOOL AND EMERY ELEMENTARY SCHOOL
Presented by Nader Alqam, Principal Engineer

9.B. UPDATE ON THE CITY'S PAVEMENT CONDITION INDEX (PCI) AND DISCUSSION REGARDING FUTURE STRATEGIES TO IMPROVE CITY ROADS
Presented by Mina Mikhael, Director of Public Works

9.C. DISCUSS AND PROVIDE DIRECTION REGARDING THE CREATION OF A SISTER CITY AD HOC COMMITTEE
Presented by Eddie Fenton, Assistant City Manager/Director of Human Resources

10. CITY MANAGER REPORT

10.A. CITY MANAGER REPORT

11. COMMISSION & COMMITTEE UPDATES

11.A. COMMISSION & COMMITTEE UPDATES

12. 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 City Council 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 City Clerk's 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 Korean or Spanish please contact the **City Clerk's Office at (714) 562-3750 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, Adria M. Jimenez, MMC, 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.

Adria M. Jimenez, MMC
Director of Government and Community Relations
City Clerk

Date Posted: September 18, 2025

September 23, 2025
CONSENT CALENDAR
Item No. 4A.

City Council Agenda Report

APPROVAL OF MINUTES

PREPARED BY	PRESENTED BY
Anna Almquist, Assistant City Clerk	Anna Almquist, Assistant City Clerk
DEPARTMENT HEAD APPROVAL	**CITY MANAGER APPROVAL**
Adria Jimenez, Director of Government & Community Relations/City Clerk	Aaron France, City Manager

RECOMMENDED ACTION

Approve the Minutes of the Special and Regular City Council Meetings of September 9, 2025, and Special City Council Meeting of September 16, 2025.

Attachments

Minutes to be provided.pdf

MINUTES OF CITY COUNCIL MEETING
OF THE CITY OF BUENA PARK

Special and Regular City Council Meetings of September 9, 2025, and
Special City Council Meeting of September 16, 2025.

(TO BE PROVIDED)

September 23, 2025
CONSENT CALENDAR
Item No. 4B.

City Council Agenda Report

RESOLUTIONS APPROVING CLAIMS AND DEMANDS

PREPARED BY	PRESENTED BY
Sung Hyun, Director of Finance	Sung Hyun, Director of Finance
DEPARTMENT HEAD APPROVAL	**CITY MANAGER APPROVAL**
Sung Hyun. Director of Finance	Aaron France, City Manager

RECOMMENDED ACTION

Adopt Resolutions approving the Claims and Demands.

PREVIOUS CITY COUNCIL ACTION

None.

Attachments

Claims 432409-432626 reso.pdf
Claims 432409-432626 att1of2 resolist.pdf
Claims 432409-432626 att2of2 voids.pdf
Claims PR090525 reso.pdf
Claims PR090525 att1of1 resolist.pdf

RESOLUTION NO _____,

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BUENA PARK, CALIFORNIA, ALLOWING CERTAIN CLAIMS AND DEMANDS IN THE SUM OF $6,235,791.57 DEMAND NOS., 432409 THROUGH 432626 CANCELLED NOS 431833 AND 432256 VOIDS SEE ATTACHED LIST

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF BUENA PARK DOES HEREBY RESOLVE, DETERMINE AND ORDER AS FOLLOWS:

SECTION 1: That in accordance with Section 37202 of the Government Code, the Director of Finance or his designated representative hereby certify to the accuracy of the following demands and to the availability of funds for payment thereof.

_____
Director of Finance

SECTION 2: That claims and demands Nos.432409 through 432626 the sum of $6,235,791.57 set forth on the 16-page register attached to this resolution and made a part hereof have been audited as required by law and are hereby allowed as set forth.

PASSED AND ADOPTED this _____ day of _____ 2025 by the following called vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Mayor

ATTEST:

_____
City Clerk

I hereby certify that the foregoing Resolution was duly and regularly passed and adopted at a regular meeting of the City Council of the City of Buena Park held this _____ day of _____ 2025

_____
City Clerk

SELECTION CRITERIA: transact.trans_date between '20250828 00:00:00.000' and '20250910 00:00:00.000'
ACCOUNTING PERIOD: 3/26

FUND - 11 - GENERAL FUND

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	ACTIVITY	-----DESCRIPTION------	SALES TAX	AMOUNT
1011	431833 V	07/30/25	10014466	DANIEL GONZALEZ	11	REF DEPOSIT#R11293	0.00	-1,000.00
1011	432256 V	08/27/25	10014490	CREF3 DESCANSO OWNER LLC	52	UB REFUND	0.00	-19.43
1011	432409	09/10/25	10005077	JAVIER GOMEZ	731150	CFORMS/WEB APP/SEP-25	0.00	475.00
1011	432410	09/10/25	10003794	A T & T	650302	9391031455 AUG-25	0.00	207.69
1011	432410	09/10/25	10003794	A T & T	650302	9391031458 AUG-25	0.00	310.80
1011	432410	09/10/25	10003794	A T & T	170670	9391026052 AUG-25	0.00	31.16
1011	432410	09/10/25	10003794	A T & T	170670	9391026086 AUG-25	0.00	36.29
1011	432410	09/10/25	10003794	A T & T	170670	9391026087 AUG-25	0.00	90.34
1011	432410	09/10/25	10003794	A T & T	170670	9391026091 AUG-25	0.00	90.61
1011	432410	09/10/25	10003794	A T & T	732099	9391026101 AUG-25	0.00	269.36
1011	432410	09/10/25	10003794	A T & T	170670	9391031481 AUG-25	0.00	31.14
1011	432410	09/10/25	10003794	A T & T	170670	9391026093 AUG-25	0.00	31.14
1011	432410	09/10/25	10003794	A T & T	170670	9391026102 AUG-25	0.00	31.14
1011	432410	09/10/25	10003794	A T & T	170670	9391026096 AUG-25	0.00	60.73
1011	432410	09/10/25	10003794	A T & T	860810	9391026103 AUG-25	0.00	98.81
1011	432410	09/10/25	10003794	A T & T	170670	9391026098 AUG-25	0.00	179.06
TOTAL CHECK							0.00	1,468.27
1011	432411	09/10/25	10004247	A T & T MOBILITY	170670	287261547007 AUG-25	0.00	89.72
1011	432412	09/10/25	10004247	A T & T MOBILITY	126143	287345550627 AUG-25	0.00	219.48
1011	432413	09/10/25	00005626	ABBA TERMITE & PESTCONTR	560640	BEES IN PKWY TREE	0.00	195.00
1011	432414	09/10/25	00010359	ADMINSURE INC	107410	WKS COMP CLAIM/DEC-24	0.00	11,676.00
1011	432415	09/10/25	10014516	ADVANTAGE PROPERTY	52	UB REFUND	0.00	225.33
1011	432416	09/10/25	00003929	AFLAC	73	AUG-25 CHARGES	0.00	6,213.66
1011	432417	09/10/25	00005342	AGA ENGINEERS, INC.	590188	HSIP DESIGN/JULY-25	0.00	1,560.00
1011	432418	09/10/25	10012896	AGILE OCCUPATIONAL MEDIC	121110	PRE-EMP PHYS/AUG-25	0.00	90.00
1011	432418	09/10/25	10012896	AGILE OCCUPATIONAL MEDIC	121110	PRE-EMP/PHYS/AUG-25	0.00	1,230.00
TOTAL CHECK							0.00	1,320.00
1011	432419	09/10/25	10011991	AIMTD, LLC	560220	TRAFFIC COUNTS AND DAT	0.00	3,360.00
1011	432420	09/10/25	10002513	DARSHINI AITHAL	275120	WATERCOLOR/SUMMER25	0.00	79.80
1011	432421	09/10/25	00001993	ALIN PARTY SUPPLY INC.	275305	RESOURCE FAIR SUPPLIE	0.00	152.44
1011	432422	09/10/25	10003198	ALL CITY MANAGEMENT SERV	550502	SCH.CRS GRD 8/3-16/25	0.00	7,273.13
1011	432423	09/10/25	10013705	ALL PRO BEVERAGE, INC.	170670	EUROPEAN BLEND	0.00	103.62
1011	432424	09/10/25	10011896	VARGAS & RAMIREZ SPORTS	275150	#8000 - GILDAN ADULT D	0.00	38.85
1011	432424	09/10/25	10011896	VARGAS & RAMIREZ SPORTS	275150	LOGO CREATION ART FEE	0.00	40.00
1011	432424	09/10/25	10011896	VARGAS & RAMIREZ SPORTS	275150	TAX	0.00	64.21

SELECTION CRITERIA: transact.trans_date between '20250828 00:00:00.000' and '20250910 00:00:00.000'
ACCOUNTING PERIOD: 3/26

FUND - 11 - GENERAL FUND

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	ACTIVITY	-----DESCRIPTION------	SALES TAX	AMOUNT
1011	432424	09/10/25	10011896	VARGAS & RAMIREZ SPORTS	275150	FREIGHT	0.00	30.00
1011	432424	09/10/25	10011896	VARGAS & RAMIREZ SPORTS	275150	#N3142 - ADULT DRIFT T	0.00	525.60
1011	432424	09/10/25	10011896	VARGAS & RAMIREZ SPORTS	275150	#8000 - GILDAN ADULT D	0.00	129.35
TOTAL CHECK							0.00	828.01
1011	432425	09/10/25	10014531	ROBIN ALLEN	11	REF/E25-0190/9468 VIA	0.00	100.00
1011	432426	09/10/25	10007352	ALVAREZ-GLASMAN & COLVIN	110105	BUTTERFLY#2/MAY-25	0.00	294.00
1011	432426	09/10/25	10007352	ALVAREZ-GLASMAN & COLVIN	110105	NSPA MOU EXCESS/MAY25	0.00	567.00
1011	432426	09/10/25	10007352	ALVAREZ-GLASMAN & COLVIN	110105	GEN LAW COSTS/MAY-25	0.00	2,069.39
1011	432426	09/10/25	10007352	ALVAREZ-GLASMAN & COLVIN	110105	EXCESS HRS/MAY-25	0.00	2,520.00
1011	432426	09/10/25	10007352	ALVAREZ-GLASMAN & COLVIN	110105	GEN LAW RETAIN/MAY-25	0.00	22,500.00
TOTAL CHECK							0.00	27,950.39
1011	432427	09/10/25	10012271	ANAHEIM RESTAURANT SUPPL	170670	HOSHIZAKI MODEL# KM-35	284.34	3,953.34
1011	432427	09/10/25	10012271	ANAHEIM RESTAURANT SUPPL	170670	#B-300SF ICE BIN, 22"W	96.88	1,346.88
1011	432427	09/10/25	10012271	ANAHEIM RESTAURANT SUPPL	170670	#H9320-51 WATER FILTRA	20.15	280.15
TOTAL CHECK							401.37	5,580.37
1011	432428	09/10/25	00009015	TAJEN GRAPHICS, INC	275305	CAREER FAIR SIGNS	0.00	913.50
1011	432428	09/10/25	00009015	TAJEN GRAPHICS, INC	275210	COPS GOBLINS BANNERS	0.00	913.50
1011	432428	09/10/25	00009015	TAJEN GRAPHICS, INC	275140	GARDEN SIGNS	0.00	65.25
1011	432428	09/10/25	00009015	TAJEN GRAPHICS, INC	275210	CULTUREFEST BANNERS	0.00	2,773.13
1011	432428	09/10/25	00009015	TAJEN GRAPHICS, INC	275205	ARTIST POSTERS	0.00	104.40
TOTAL CHECK							0.00	4,769.78
1011	432429	09/10/25	10013862	ARACELI CEJA CEJA	275210	ENTERTAIN 09/27/25	0.00	750.00
1011	432430	09/10/25	00006700	B L WALLACE DISTRIBUTOR	352363	METER LIDS	0.00	142.90
1011	432431	09/10/25	10013123	MICHAEL BATTISTA	275210	PERFORM 09/27/25	0.00	1,200.00
1011	432432	09/10/25	10007722	SELF INSURED SERVICES CO	73	LTD & LIFE JULY-25	0.00	3,815.55
1011	432432	09/10/25	10007722	SELF INSURED SERVICES CO	73	LTD & LIFE JULY-25	0.00	6,115.87
1011	432432	09/10/25	10007722	SELF INSURED SERVICES CO	73	LTD & LIFE INS/AUG-25	0.00	3,804.94
1011	432432	09/10/25	10007722	SELF INSURED SERVICES CO	73	LTD & LIFE INS/AUG-25	0.00	6,150.55
TOTAL CHECK							0.00	19,886.91
1011	432433	09/10/25	10000360	BEACH & LA MIRADA CAR WA	171710	CAR WASHES	0.00	1,159.71
1011	432434	09/10/25	10006864	SELF INSURED SERVICES CO	73	AUG-25 DENTAL INVOICE	0.00	23,349.40
1011	432435	09/10/25	10014529	TIFFANY BESCH	275140	REF/SHELTER#R12669	0.00	135.00
1011	432436	09/10/25	10004950	BILL'S BODY WORKS	171710	BODY REPAIR	0.00	1,205.67
1011	432437	09/10/25	00000011	MANHATTAN STITCHING COMP	101101	UPCHARGE SIZE 2X	0.00	2.00
1011	432437	09/10/25	00000011	MANHATTAN STITCHING COMP	101101	#L658, WOMEN'S LONG SL	0.00	30.00
1011	432437	09/10/25	00000011	MANHATTAN STITCHING COMP	101101	#L658, WOMEN'S LONG SL	0.00	30.00
1011	432437	09/10/25	00000011	MANHATTAN STITCHING COMP	101101	UPCHARGE 3X	0.00	12.00
1011	432437	09/10/25	00000011	MANHATTAN STITCHING COMP	101101	SALES TAX	0.00	37.10
1011	432437	09/10/25	00000011	MANHATTAN STITCHING COMP	101101	#J790, GLACIER SOFT SH	0.00	70.00

SELECTION CRITERIA: transact.trans_date between '20250828 00:00:00.000' and '20250910 00:00:00.000'
ACCOUNTING PERIOD: 3/26

FUND - 11 - GENERAL FUND

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	ACTIVITY	-----DESCRIPTION------	SALES TAX	AMOUNT
1011	432437	09/10/25	00000011	MANHATTAN STITCHING COMP	101101	#OG145, STRETCH LONG S	0.00	60.00
1011	432437	09/10/25	00000011	MANHATTAN STITCHING COMP	101101	#K867, C-FREE POLOS, C	0.00	30.00
1011	432437	09/10/25	00000011	MANHATTAN STITCHING COMP	101101	#K867, C-FREE POLOS, N	0.00	30.00
1011	432437	09/10/25	00000011	MANHATTAN STITCHING COMP	101101	#L528, WOMEN'S POLOS,	0.00	30.00
1011	432437	09/10/25	00000011	MANHATTAN STITCHING COMP	101101	#L528, WOMEN'S POLOS,	0.00	30.00
1011	432437	09/10/25	00000011	MANHATTAN STITCHING COMP	101101	#L658, WOMEN'S LONG SL	0.00	40.00
1011	432437	09/10/25	00000011	MANHATTAN STITCHING COMP	101101	#L528, WOMEN'S POLOS,	0.00	60.00
1011	432437	09/10/25	00000011	MANHATTAN STITCHING COMP	275145	SCREEN PRINTED SHIRTS	0.00	3,800.00
1011	432437	09/10/25	00000011	MANHATTAN STITCHING COMP	275145	TAX	0.00	332.50
1011	432437	09/10/25	00000011	MANHATTAN STITCHING COMP	121110	#K500 MENS POLO SHIRT	4.72	58.72
1011	432437	09/10/25	00000011	MANHATTAN STITCHING COMP	121110	#L500 LADIES POLO SHIR	1.58	19.58
1011	432437	09/10/25	00000011	MANHATTAN STITCHING COMP	121110	#L572 LADIES POLO W/CI	3.15	39.15
TOTAL CHECK							9.45	4,711.05
1011	432438	09/10/25	10002369	BRINK'S INCORPORATED	11	SERVICE FOR AUG-25	0.00	1,232.31
1011	432439	09/10/25	00010646	IVAN RODRIGUEZ	171710	WINDOW TINT	0.00	349.99
1011	432439	09/10/25	00010646	IVAN RODRIGUEZ	171710	WINDOW REGULATOR	0.00	450.00
1011	432439	09/10/25	00010646	IVAN RODRIGUEZ	171710	TINT WINDOW	0.00	129.99
TOTAL CHECK							0.00	929.98
1011	432440	09/10/25	00008501	BUENA PARK SCHOOL DISTRI	275130	BP MIDDLE SCHOOL	0.00	69.50
1011	432440	09/10/25	00008501	BUENA PARK SCHOOL DISTRI	275130	PEAK PARK	0.00	71.50
1011	432440	09/10/25	00008501	BUENA PARK SCHOOL DISTRI	275130	PEAK PARK	0.00	111.25
TOTAL CHECK							0.00	252.25
1011	432441	09/10/25	10007282	CALBO	731150	CLS 10/27-30/25 &10/2	0.00	1,365.00
1011	432442	09/10/25	00000021	CALIF FORENSIC PHLEBOTOM	650402	BLOOD DRAWS	0.00	2,185.92
1011	432443	09/10/25	00000958	CALIF MUNICIPAL STATISTI	126120	OV LAP DEBT 06/30/25	0.00	600.00
1011	432444	09/10/25	00008953	CALIF RESERVE PEACE OFFI	650403	ANN DUE DROUETT CASEY	0.00	125.00
1011	432445	09/10/25	00000407	CAMERON WELDING SUPPLY I	171710	OXYGEN	0.00	28.60
1011	432445	09/10/25	00000407	CAMERON WELDING SUPPLY I	171710	INDUSTRIAL GASES	0.00	295.20
TOTAL CHECK							0.00	323.80
1011	432446	09/10/25	10014030	ALI IBRAHIM & TALAB IBRA	275130	DANCE 09/12/25	0.00	2,521.10
1011	432447	09/10/25	10011902	CASC ENGINEERING & CONSU	731120	LAND USE ELEM/JULY-25	0.00	27,651.87
1011	432448	09/10/25	10008346	JAMES NOWLIN	275305	OV NIGHT SVC 9/5-6/25	0.00	420.00
1011	432449	09/10/25	00000337	CERTIFIED FOLDER DISPLAY	995100	MO TRAVEL GUIDE	0.00	299.99
1011	432450	09/10/25	10014450	CHANIN KELLY-RAE CONSULT	121110	WORKPLACE ASSESSMENT	0.00	5,875.00
1011	432451	09/10/25	10012931	CHARTER COMMUNICATIONS	170670	188676301 AUG-25	0.00	339.15
1011	432452	09/10/25	10012931	CHARTER COMMUNICATIONS	170670	188676701 AUG-25	0.00	118.49

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FUND - 11 - GENERAL FUND

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	ACTIVITY	-----DESCRIPTION------	SALES TAX	AMOUNT
1011	432453	09/10/25	10012931	CHARTER COMMUNICATIONS	170670	188676901 AUG-25	0.00	200.00
1011	432454	09/10/25	10013748	YONG CHOI	275120	I LOVE SUNDO/SUMMER25	0.00	33.25
1011	432455	09/10/25	10007616	CINTAS CORPORATION NO. 3	160105	UNIFORM RENT/AUG-25	0.00	112.85
1011	432455	09/10/25	10007616	CINTAS CORPORATION NO. 3	160105	UNIFORM RENT/AUG-25	0.00	112.85
1011	432455	09/10/25	10007616	CINTAS CORPORATION NO. 3	160105	UNIFORM RENT/AUG-25	0.00	112.85
1011	432455	09/10/25	10007616	CINTAS CORPORATION NO. 3	160105	UNIFORM RENT/AUG-25	0.00	112.85
1011	432455	09/10/25	10007616	CINTAS CORPORATION NO. 3	160105	UNIFORM RENT/AUG-25	0.00	184.22
1011	432455	09/10/25	10007616	CINTAS CORPORATION NO. 3	160105	UNIFORM RENT/AUG-25	0.00	542.64
1011	432455	09/10/25	10007616	CINTAS CORPORATION NO. 3	160105	UNIFORM RENT/AUG-25	0.00	548.20
1011	432455	09/10/25	10007616	CINTAS CORPORATION NO. 3	160105	UNIFORM RENT/AUG-25	0.00	184.22
1011	432455	09/10/25	10007616	CINTAS CORPORATION NO. 3	160105	UNIFORM RENT/AUG-25	0.00	509.13
1011	432455	09/10/25	10007616	CINTAS CORPORATION NO. 3	160105	UNIFORM RENT/AUG-25	0.00	680.66
TOTAL CHECK							0.00	3,100.47
1011	432456	09/10/25	10014526	MICHAEL GARCIA	275210	1OF2 TREE LIT 12/5/25	0.00	4,250.00
1011	432457	09/10/25	00010209	COLLICUTT ENERGY SERVICE	170670	GENERATOR SVC	0.00	1,881.67
1011	432458	09/10/25	10006450	COLONIAL LIFE	73	INS.PREMIUM/AUG-25	0.00	554.62
1011	432459	09/10/25	10006408	COMPUTER POWER SOLUTION,	650303	1-YR ADVANTAGE ULTRA S	0.00	5,111.73
1011	432459	09/10/25	10006408	COMPUTER POWER SOLUTION,	650303	1-YR 4HR 7X24 RESPONSE	0.00	1,499.81
1011	432459	09/10/25	10006408	COMPUTER POWER SOLUTION,	650303	BATTERY PREVENTIVE MAI	0.00	1,252.17
1011	432459	09/10/25	10006408	COMPUTER POWER SOLUTION,	650303	1-YR EAA PREVENT SRVC	0.00	162.00
TOTAL CHECK							0.00	8,025.71
1011	432460	09/10/25	10013083	BIZON GROUP INC	275105	20FT NEW STANDARD DOUB	0.00	8,990.00
1011	432460	09/10/25	10013083	BIZON GROUP INC	275105	TAX	0.00	876.53
1011	432460	09/10/25	10013083	BIZON GROUP INC	275105	LON 40FT TILT-BED GROU	0.00	350.00
TOTAL CHECK							0.00	10,216.53
1011	432461	09/10/25	10011250	CONTROL AIR ENTERPRISES	106131	HVAC REPAIR	0.00	810.31
1011	432462	09/10/25	10002389	COUNTY OF ORANGE TREASUR	550502	SURCHG/CITES/JULY-25	0.00	11,362.50
1011	432463	09/10/25	10014490	CREF3 DESCANSO OWNER LLC	52	UB REFUND	0.00	19.43
1011	432464	09/10/25	00009781	CSULB FOUNDATION	650208	BKGR CLS 9/22-25-25	0.00	466.00
1011	432466	09/10/25	10011541	L.N. CURTIS AND SONS	650208	UNIFORMS	0.00	178.13
1011	432466	09/10/25	10011541	L.N. CURTIS AND SONS	650208	UNIFORMS	0.00	178.13
1011	432466	09/10/25	10011541	L.N. CURTIS AND SONS	650407	UNIFORMS	0.00	181.41
1011	432466	09/10/25	10011541	L.N. CURTIS AND SONS	650208	UNIFORMS	0.00	182.74
1011	432466	09/10/25	10011541	L.N. CURTIS AND SONS	650208	UNIFORMS	0.00	825.76
1011	432466	09/10/25	10011541	L.N. CURTIS AND SONS	650208	UNIFORMS	0.00	48.73
1011	432466	09/10/25	10011541	L.N. CURTIS AND SONS	650208	UNIFORMS	0.00	137.33
1011	432466	09/10/25	10011541	L.N. CURTIS AND SONS	650208	UNIFORMS	0.00	1,744.59
1011	432466	09/10/25	10011541	L.N. CURTIS AND SONS	650208	UNIFORMS	0.00	23.50
1011	432466	09/10/25	10011541	L.N. CURTIS AND SONS	650208	UNIFORMS	0.00	77.53
1011	432466	09/10/25	10011541	L.N. CURTIS AND SONS	650208	UNIFORMS	0.00	100.31

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FUND - 11 - GENERAL FUND

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	ACTIVITY	-----DESCRIPTION------	SALES TAX	AMOUNT
1011	432466	09/10/25	10011541	L.N. CURTIS AND SONS	650208	UNIFORMS	0.00	124.39
1011	432466	09/10/25	10011541	L.N. CURTIS AND SONS	650701	UNIFORMS	0.00	178.13
1011	432466	09/10/25	10011541	L.N. CURTIS AND SONS	650208	UNIFORMS	0.00	178.13
1011	432466	09/10/25	10011541	L.N. CURTIS AND SONS	650208	UNIFORMS	0.00	1,071.89
1011	432466	09/10/25	10011541	L.N. CURTIS AND SONS	650208	UNIFORMS	0.00	1,888.73
1011	432466	09/10/25	10011541	L.N. CURTIS AND SONS	650701	UNIFORMS	0.00	181.41
1011	432466	09/10/25	10011541	L.N. CURTIS AND SONS	650407	UNIFORMS	0.00	251.50
1011	432466	09/10/25	10011541	L.N. CURTIS AND SONS	650701	UNIFORMS	0.00	181.41
1011	432466	09/10/25	10011541	L.N. CURTIS AND SONS	650407	UNIFORMS	0.00	318.74
1011	432466	09/10/25	10011541	L.N. CURTIS AND SONS	650407	UNIFORMS	0.00	86.82
1011	432466	09/10/25	10011541	L.N. CURTIS AND SONS	650208	UNIFORMS	0.00	176.53
1011	432466	09/10/25	10011541	L.N. CURTIS AND SONS	650208	UNIFORMS	0.00	22.15
1011	432466	09/10/25	10011541	L.N. CURTIS AND SONS	650208	UNIFORMS	0.00	235.22
1011	432466	09/10/25	10011541	L.N. CURTIS AND SONS	650701	UNIFORMS	0.00	181.41
1011	432466	09/10/25	10011541	L.N. CURTIS AND SONS	650208	UNIFORMS	0.00	210.99
1011	432466	09/10/25	10011541	L.N. CURTIS AND SONS	650208	UNIFORMS	0.00	507.95
1011	432466	09/10/25	10011541	L.N. CURTIS AND SONS	650208	UNIFORMS	0.00	934.59
1011	432466	09/10/25	10011541	L.N. CURTIS AND SONS	650208	UNIFORMS	0.00	903.05
TOTAL CHECK							0.00	11,311.20
1011	432467	09/10/25	00005287	CALIFORNIA WATER ENVIRON	452410	ANDREW MOJARRO#406552	0.00	124.00
1011	432468	09/10/25	10011360	DENNIS KARL BATCHELOR	275150	ASSIGNING FEES AUG-25	0.00	360.00
1011	432469	09/10/25	10014476	D&R OFFICE WORKS, INC.	115110	CIT CLK OFS FURNITURE	0.00	379.06
1011	432470	09/10/25	10014423	D&W CONSULTING , INC	190054	CITY REC MGT/AUG-25	0.00	21,861.80
1011	432471	09/10/25	10013097	STATUS DANIEL WILLIAMS	275210	PERFORM 09/27/25	0.00	1,000.00
1011	432472	09/10/25	10013648	DB SERVICE CENTER, INC.	860815	EQUIPMENT REPAIR	0.00	762.45
1011	432473	09/10/25	10012775	HECTOR DE GUZMAN	11	REF DEPOSIT#R12084	0.00	500.00
1011	432474	09/10/25	00000492	DEPARTMENT OF JUSTICE	650302	FINGERPRINT/JULY-25	0.00	343.00
1011	432474	09/10/25	00000492	DEPARTMENT OF JUSTICE	121110	FINGERPRINT/JULY25	0.00	490.00
1011	432474	09/10/25	00000492	DEPARTMENT OF JUSTICE	11	FINGERPRINT/JULY-25	0.00	2,824.00
TOTAL CHECK							0.00	3,657.00
1011	432475	09/10/25	00003900	DLT SOLUTIONS, LLC/MICRO	126143	ARCHITECTURE ENGINEERI	0.00	1,748.49
1011	432476	09/10/25	10013343	DUDEK	731105	CLIMATE ACT PL/JULY25	0.00	8,962.50
1011	432477	09/10/25	10014485	DUTHIE ELECTRIC SERVICE	170670	GENERATOR REPAIR	0.00	1,015.00
1011	432478	09/10/25	10008311	EVERETT DOREY, LLP	107420	JI YEON NAM/MYUNGHEE	0.00	4,606.50
1011	432478	09/10/25	10008311	EVERETT DOREY, LLP	107420	JI YEON NAM/MYUNGHEE	0.00	2,124.20
1011	432478	09/10/25	10008311	EVERETT DOREY, LLP	107420	JI YEON NAM/MYUNGHEE	0.00	2,073.95
1011	432478	09/10/25	10008311	EVERETT DOREY, LLP	107420	JI YEON NAM/MYUNGHEE	0.00	1,755.00
TOTAL CHECK							0.00	10,559.65
1011	432479	09/10/25	10013499	EWING IRRIGATION PRODUCT	860810	IRRIGATION	0.00	412.84

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FUND - 11 - GENERAL FUND

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	ACTIVITY	-----DESCRIPTION------	SALES TAX	AMOUNT
1011	432479	09/10/25	10013499	EWING IRRIGATION PRODUCT	860810	IRRIGATION	0.00	576.49
1011	432479	09/10/25	10013499	EWING IRRIGATION PRODUCT	860810	IRRIGATION	0.00	576.49
1011	432479	09/10/25	10013499	EWING IRRIGATION PRODUCT	860810	IRRIGATION	0.00	169.45
1011	432479	09/10/25	10013499	EWING IRRIGATION PRODUCT	860810	IRRIGATION	0.00	188.48
1011	432479	09/10/25	10013499	EWING IRRIGATION PRODUCT	860810	IRRIGATION	0.00	108.83
1011	432479	09/10/25	10013499	EWING IRRIGATION PRODUCT	860810	IRRIGATION	0.00	56.03
TOTAL CHECK							0.00	2,088.61
1011	432480	09/10/25	00000739	ELLIOTT AUTO SUPPLY COMP	171710	BLOWER MOTOR	0.00	51.29
1011	432480	09/10/25	00000739	ELLIOTT AUTO SUPPLY COMP	171710	BLOWER RESISTOR	0.00	73.97
1011	432480	09/10/25	00000739	ELLIOTT AUTO SUPPLY COMP	171710	SHOCKS	0.00	93.48
1011	432480	09/10/25	00000739	ELLIOTT AUTO SUPPLY COMP	171710	FILTER/WIRE ASSEMBLY	0.00	67.49
1011	432480	09/10/25	00000739	ELLIOTT AUTO SUPPLY COMP	171710	FILTERS/DEF FLUID	0.00	122.10
1011	432480	09/10/25	00000739	ELLIOTT AUTO SUPPLY COMP	171710	FILTERS	0.00	81.32
1011	432480	09/10/25	00000739	ELLIOTT AUTO SUPPLY COMP	171710	O-RING SEAL	0.00	9.60
TOTAL CHECK							0.00	499.25
1011	432481	09/10/25	10013544	FENTANYL SOLUTION.ORG	651617	OPIOID TREATMNT/AUG25	0.00	11,727.25
1011	432482	09/10/25	10006064	FEWER FIRES, LLC	170670	FIRE EXTINGUISHER SVC	0.00	789.50
1011	432483	09/10/25	10003190	FOOD 4 LESS	275605	WINGS AFTER SCHOOL	0.00	150.19
1011	432483	09/10/25	10003190	FOOD 4 LESS	275605	WINGS AFTER SCHOOL	0.00	89.85
1011	432483	09/10/25	10003190	FOOD 4 LESS	275605	AFTERSCHOOL SNACKS	0.00	83.22
TOTAL CHECK							0.00	323.26
1011	432484	09/10/25	10001966	FORENSIC NURSE SPECIALIS	650402	#25-26361 & 25-28894	0.00	3,000.00
1011	432485	09/10/25	00001095	FRANCHISE TAX BOARD	73	DED:0071 MISC	0.00	100.00
1011	432486	09/10/25	10002147	FUJITEC AMERICA, INC.	170670	ELEVATOR MAINT	0.00	478.53
1011	432487	09/10/25	00000046	FULLER ENGINEERING INC	352363	CL2 CABALLERO	0.00	640.54
1011	432487	09/10/25	00000046	FULLER ENGINEERING INC	352363	CL2 KNOTT	0.00	357.79
1011	432487	09/10/25	00000046	FULLER ENGINEERING INC	352363	CL2 FREEWAY	0.00	265.35
1011	432487	09/10/25	00000046	FULLER ENGINEERING INC	352363	CL2 HOLDER	0.00	392.59
1011	432487	09/10/25	00000046	FULLER ENGINEERING INC	352363	CL2 BOISERRANC	0.00	1,368.08
1011	432487	09/10/25	00000046	FULLER ENGINEERING INC	352363	CL2 LINDEN	0.00	1,990.13
1011	432487	09/10/25	00000046	FULLER ENGINEERING INC	352363	CL2 CABALLERO	0.00	194.66
1011	432487	09/10/25	00000046	FULLER ENGINEERING INC	352363	CL2 KNOTT	0.00	265.35
TOTAL CHECK							0.00	5,474.49
1011	432488	09/10/25	00003567	FULLER TRUCK ACCESSORIES	171710	CAB PROTECTOR	0.00	797.35
1011	432489	09/10/25	10007168	FUN EXPRESS, LLC	275210	#1D-14104438, 5" LATEC	0.00	7.96
1011	432489	09/10/25	10007168	FUN EXPRESS, LLC	275210	#1D-17/11711, BULK 144	0.00	44.76
1011	432489	09/10/25	10007168	FUN EXPRESS, LLC	275210	#1D-25/2914, BULK 144	0.00	63.96
1011	432489	09/10/25	10007168	FUN EXPRESS, LLC	275210	#1D-13660404, 10" JACK	0.00	36.78
1011	432489	09/10/25	10007168	FUN EXPRESS, LLC	275210	TAX	0.00	13.43
TOTAL CHECK							0.00	166.89
1011	432490	09/10/25	00006581	FURLONG & FURLONG ASSOC	275150	#PR-42, ADULT SPORTS 3	0.00	439.05

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FUND - 11 - GENERAL FUND

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	ACTIVITY	-----DESCRIPTION------	SALES TAX	AMOUNT
1011	432490	09/10/25	00006581	FURLONG & FURLONG ASSOC	275150	TAX	0.00	34.03
1011	432490	09/10/25	00006581	FURLONG & FURLONG ASSOC	275150	FREIGHT	0.00	21.88
TOTAL CHECK							0.00	494.96
1011	432491	09/10/25	00002166	GANAHL LUMBER CORP	352363	TRUCK STOCK	0.00	114.15
1011	432491	09/10/25	00002166	GANAHL LUMBER CORP	275135	YOUTH SPORTS	0.00	28.58
TOTAL CHECK							0.00	142.73
1011	432492	09/10/25	10010190	NPG INC	352363	#34977-5, PERM COLD PA	173.25	2,153.25
1011	432492	09/10/25	10010190	NPG INC	352363	DELIVERY CHARGE	21.88	271.88
TOTAL CHECK							195.13	2,425.13
1011	432493	09/10/25	10014466	DANIEL GONZALEZ	11	REF/DEPOSIT #R11293	0.00	1,000.00
1011	432494	09/10/25	10008749	GOOGLE INC.	995100	ADS/AUG-25	0.00	14,274.35
1011	432495	09/10/25	10006406	GRAFIX SYSTEMS	452410	CITY LOGO VACTOR	0.00	715.84
1011	432496	09/10/25	10014453	THEMIS VIOLARIS	11	2 OF 2 FINAL PAY DRON	0.00	7,500.00
1011	432497	09/10/25	10011088	GROUP DELTA CONSULTANTS,	590004	PAVE REHAB/JULY-25	0.00	8,186.45
1011	432498	09/10/25	10014524	SONIA GUTIERREZ	275140	REF/SHELTER#R12878	0.00	135.00
1011	432499	09/10/25	00002647	HAAKER EQUIPMENT CO CORP	352567	ENVIRONSIGHT ROVVERX	2,179.30	30,299.30
1011	432499	09/10/25	00002647	HAAKER EQUIPMENT CO CORP	352567	E-561-0900-06 SD RCS9	2,670.19	37,124.19
1011	432499	09/10/25	00002647	HAAKER EQUIPMENT CO CORP	275145	#100054-C 1/2 QUATTRO	27.82	345.72
TOTAL CHECK							4,877.31	67,769.21
1011	432500	09/10/25	10014521	MYRNA M. HALSTEAD	995100	HOSTED MEDIA	0.00	3,360.29
1011	432501	09/10/25	10012288	HASA INC.	860820	CHEMICALS	0.00	1,190.64
1011	432501	09/10/25	10012288	HASA INC.	860820	CHEMICAL	0.00	1,700.13
1011	432501	09/10/25	10012288	HASA INC.	860820	CHEMICALS	0.00	1,450.00
1011	432501	09/10/25	10012288	HASA INC.	860820	CHEMICALS	0.00	1,987.33
TOTAL CHECK							0.00	6,328.10
1011	432502	09/10/25	00002854	VERONICA HOCHEDE	275305	BALLROOM/SUMMER-25	0.00	1,379.08
1011	432504	09/10/25	00000057	HOME DEPOT / GECF	860810	SUPPLIES	0.00	149.87
1011	432504	09/10/25	00000057	HOME DEPOT / GECF	352570	REPLACEMENT	0.00	53.81
1011	432504	09/10/25	00000057	HOME DEPOT / GECF	560640	SUPPLIES	0.00	56.06
1011	432504	09/10/25	00000057	HOME DEPOT / GECF	352363	SMALL TOOLS	0.00	24.72
1011	432504	09/10/25	00000057	HOME DEPOT / GECF	352363	CONCRETE	0.00	43.38
1011	432504	09/10/25	00000057	HOME DEPOT / GECF	352363	TOOLS FOR TRUCK	0.00	26.40
1011	432504	09/10/25	00000057	HOME DEPOT / GECF	352363	SMALL TOOLS	0.00	125.15
1011	432504	09/10/25	00000057	HOME DEPOT / GECF	352363	SMALL TOOLS	0.00	37.69
1011	432504	09/10/25	00000057	HOME DEPOT / GECF	352363	SMALL TOOLS	0.00	24.62
1011	432504	09/10/25	00000057	HOME DEPOT / GECF	352363	SMALL TOOLS	0.00	15.05
1011	432504	09/10/25	00000057	HOME DEPOT / GECF	352363	SMALL TOOLS	0.00	30.13
1011	432504	09/10/25	00000057	HOME DEPOT / GECF	352363	SMALL TOOLS	0.00	40.86
1011	432504	09/10/25	00000057	HOME DEPOT / GECF	352363	CONCRETE	0.00	24.56

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FUND - 11 - GENERAL FUND

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	ACTIVITY	-----DESCRIPTION------	SALES TAX	AMOUNT
1011	432504	09/10/25	00000057	HOME DEPOT / GECF	352363	SMALL TOOLS	0.00	74.28
1011	432504	09/10/25	00000057	HOME DEPOT / GECF	352363	SMALL TOOLS	0.00	51.17
1011	432504	09/10/25	00000057	HOME DEPOT / GECF	170670	HARDWARE	0.00	83.82
1011	432504	09/10/25	00000057	HOME DEPOT / GECF	170670	PAINT	0.00	169.06
1011	432504	09/10/25	00000057	HOME DEPOT / GECF	170670	HARDWARE	0.00	140.61
1011	432504	09/10/25	00000057	HOME DEPOT / GECF	170670	CREDIT MEMO	0.00	-81.85
1011	432504	09/10/25	00000057	HOME DEPOT / GECF	170670	PORTABLE A/C	0.00	440.67
1011	432504	09/10/25	00000057	HOME DEPOT / GECF	170670	CREDIT MEMO	0.00	-25.82
1011	432504	09/10/25	00000057	HOME DEPOT / GECF	170670	HARDWARE	0.00	38.73
1011	432504	09/10/25	00000057	HOME DEPOT / GECF	170670	HARDWARE	0.00	133.48
1011	432504	09/10/25	00000057	HOME DEPOT / GECF	860810	SUPPLIES	0.00	62.89
TOTAL CHECK							0.00	1,739.34
1011	432505	09/10/25	00006447	HOME PIPE & SUPPLY CORP	170670	PLUMBING	0.00	239.60
1011	432505	09/10/25	00006447	HOME PIPE & SUPPLY CORP	170670	PLUMBING	0.00	252.45
1011	432505	09/10/25	00006447	HOME PIPE & SUPPLY CORP	170670	PLUMBING	0.00	103.16
1011	432505	09/10/25	00006447	HOME PIPE & SUPPLY CORP	170670	PLUMBING	0.00	206.30
1011	432505	09/10/25	00006447	HOME PIPE & SUPPLY CORP	170670	PLUMBING	0.00	309.45
1011	432505	09/10/25	00006447	HOME PIPE & SUPPLY CORP	170670	PLUMBING	0.00	433.46
1011	432505	09/10/25	00006447	HOME PIPE & SUPPLY CORP	170670	PLUMBING	0.00	594.80
1011	432505	09/10/25	00006447	HOME PIPE & SUPPLY CORP	170670	PLUMBING SUPPLIES	0.00	221.49
TOTAL CHECK							0.00	2,360.71
1011	432506	09/10/25	10009091	HUE C LUU	731150	ENG SVC/SEPT-25	0.00	6,380.00
1011	432507	09/10/25	10014528	IDTT CONSULTANTS, LLC	650208	ID THEFT INV 9/29/25	0.00	150.00
1011	432508	09/10/25	10012742	INFOSEND, INC	460220	REFUSE RATE INC/JUL25	0.00	722.10
1011	432508	09/10/25	10012742	INFOSEND, INC	352267	SVCS/MATERIALS/JULY25	0.00	1,945.85
1011	432508	09/10/25	10012742	INFOSEND, INC	352267	POSTAGE/JULY-25	0.00	6,631.77
TOTAL CHECK							0.00	9,299.72
1011	432509	09/10/25	00010018	JOSEPH M JACKSON	275120	YOGA/SOUND BATH	0.00	103.74
1011	432509	09/10/25	00010018	JOSEPH M JACKSON	275405	STICK MOVE/SUMMER-25	0.00	280.63
TOTAL CHECK							0.00	384.37
1011	432510	09/10/25	00009561	TRADITIONAL AUTO SUPPLY	171710	LUG NUTS/LED LIGHT	0.00	53.12
1011	432510	09/10/25	00009561	TRADITIONAL AUTO SUPPLY	171710	DOOR SWITCH	0.00	91.96
1011	432510	09/10/25	00009561	TRADITIONAL AUTO SUPPLY	171710	BATTERIES	0.00	1,208.55
1011	432510	09/10/25	00009561	TRADITIONAL AUTO SUPPLY	171710	GENERATOR BATTERY	0.00	735.15
1011	432510	09/10/25	00009561	TRADITIONAL AUTO SUPPLY	171710	GAS HOSE	0.00	47.26
1011	432510	09/10/25	00009561	TRADITIONAL AUTO SUPPLY	171710	MOTOR OIL	0.00	365.98
1011	432510	09/10/25	00009561	TRADITIONAL AUTO SUPPLY	171710	LIGHT BAR	0.00	538.72
TOTAL CHECK							0.00	3,040.74
1011	432511	09/10/25	10013106	JC CULTURE FOUNDATION	275210	DRAGON 09/27/25	0.00	400.00
1011	432512	09/10/25	10002722	JOHNSON CONTROLS SECURIT	170670	ALARM MONITORING	0.00	1,218.37
1011	432513	09/10/25	00000674	RICHARD D. JONES A PROF.	631140	6712 HIGHLAND/JUL-25	0.00	50.00
1011	432513	09/10/25	00000674	RICHARD D. JONES A PROF.	631140	5832 DARLINGTON/JUL25	0.00	50.00
1011	432513	09/10/25	00000674	RICHARD D. JONES A PROF.	631140	6972 SAN DIEGO/JUL-25	0.00	75.00

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FUND - 11 - GENERAL FUND

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	ACTIVITY	-----DESCRIPTION------	SALES TAX	AMOUNT
1011	432513	09/10/25	00000674	RICHARD D. JONES A PROF.	631140	8732 WESTERN/JUL-25	0.00	100.00
1011	432513	09/10/25	00000674	RICHARD D. JONES A PROF.	631140	6121 HOMEWOOD/JUL25	0.00	470.00
1011	432513	09/10/25	00000674	RICHARD D. JONES A PROF.	631140	5211 SAN FAFAEL/JUL25	0.00	550.00
TOTAL CHECK							0.00	1,295.00
1011	432514	09/10/25	10014520	SARA KHADDAM	275130	REF/CAMP#23013,23014	0.00	280.00
1011	432515	09/10/25	00010289	WONDRIES AUTOMOTIVE, INC	171710	2025 KIA NIRO EX, WHIT	0.00	106,235.25
1011	432516	09/10/25	10014535	SANGWOO KIM	11	REF DEPOSIT#R11414	0.00	600.00
1011	432517	09/10/25	10003543	MOLLY H. KNOX	275305	EXERCISE/SUMMER-25	0.00	120.00
1011	432518	09/10/25	10014527	KPRS CONSTRUCTION SERVIC	11	REF/#P20-062	0.00	9,000.00
1011	432519	09/10/25	10007915	LANAIR GROUP, LLC	126143	365 RENEWAL/SEP-25	0.00	2,232.00
1011	432520	09/10/25	00007523	LEGAL SHIELD, INC	73	AUG-25 CHARGES	0.00	91.60
1011	432521	09/10/25	10000155	CLEMENTE LEYVA	275120	TENNIS/SUMMER-25	0.00	862.51
1011	432522	09/10/25	10014533	TONI LOBO	11	REF/DEPOSIT#R12761	0.00	500.00
1011	432523	09/10/25	00000077	LU'S LIGHTHOUSE INC	171710	STOCK ORDER	0.00	1,178.26
1011	432524	09/10/25	10013860	MEREDITH J. LYONS	275210	CULTURE FEST 9/27/25	0.00	200.00
1011	432525	09/10/25	10009673	MAGIC JUMP RENTALS OC, L	275210	INFLATABLE 09/27/25	0.00	816.45
1011	432526	09/10/25	10014534	ANAHI LIZBETH GAMINO MEN	11	REF/DEPOSIT#R12210	0.00	500.00
1011	432527	09/10/25	00003714	METRO FLUID CONNECTORS I	860815	GRAFFITI	0.00	162.08
1011	432528	09/10/25	10005546	MID CITY'S ELECTRIC, INC	860810	ELECTRICAL WORK	0.00	1,789.36
1011	432528	09/10/25	10005546	MID CITY'S ELECTRIC, INC	170670	RUTH WALP LIGHTING	0.00	5,722.15
TOTAL CHECK							0.00	7,511.51
1011	432529	09/10/25	10000030	HILDA S. MILES	275120	HULA DNC/SUMMER-25	0.00	1,263.50
1011	432530	09/10/25	10014532	MMASC	105105	MEMBERSHIP FY25-26	0.00	125.00
1011	432531	09/10/25	10014446	MMGY GLOBAL, LLC	995100	HALLOWEEN ADS	0.00	104,500.00
1011	432532	09/10/25	10013264	MOBILE FLEET WASH, CORP	171710	CAR WASHES	0.00	1,040.00
1011	432533	09/10/25	10009484	ANDREW MOJARRO	452410	REIMB EXPEN CF 8/6/25	0.00	91.00
1011	432534	09/10/25	10004764	TIFFANEY DANIELLE MORENO	275120	YOGA/SUMMER-25	0.00	1,243.55
1011	432535	09/10/25	10009389	MRC SMART TECHNOLOGY SOL	275305	COPIES CHARGES	0.00	1,364.14
1011	432536	09/10/25	00004380	MUNICIPAL MAINTENANCE EQ	452410	REPLACE VALVE	0.00	542.40

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FUND - 11 - GENERAL FUND

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	ACTIVITY	-----DESCRIPTION------	SALES TAX	AMOUNT
1011	432536	09/10/25	00004380	MUNICIPAL MAINTENANCE EQ	171710	DOOR SEAL	0.00	430.21
TOTAL CHECK							0.00	972.61
1011	432537	09/10/25	00001854	NIXON-EGLI EQUIPMENT COM	171710	SCRAPER	0.00	186.24
1011	432538	09/10/25	10012790	OC RECON, INC.	171710	DOOR REPAINT	0.00	1,100.00
1011	432538	09/10/25	10012790	OC RECON, INC.	171710	DETAIL	0.00	200.00
TOTAL CHECK							0.00	1,300.00
1011	432539	09/10/25	10005163	OCEAN BREEZE PACIFIC, LL	275405	BPCC LINEN	0.00	80.65
1011	432539	09/10/25	10005163	OCEAN BREEZE PACIFIC, LL	275405	LINEN LAUNDRY	0.00	224.70
TOTAL CHECK							0.00	305.35
1011	432540	09/10/25	00000099	OFFICE DEPOT, INC.	121110	OFFICE SUPPLIES	0.00	102.11
1011	432540	09/10/25	00000099	OFFICE DEPOT, INC.	121110	OFFICE SUPPLIES	0.00	274.94
TOTAL CHECK							0.00	377.05
1011	432541	09/10/25	10007787	HBV ENTERPRISES, INC.	171710	BRAKE SHOES	0.00	32.20
1011	432542	09/10/25	00000913	ORANGE COUNTY FIRE AUTHO	640310	VEH.REPL/FY25-26	0.00	61,603.75
1011	432543	09/10/25	00000913	ORANGE COUNTY FIRE AUTHO	640310	CONTRACT FY25-26	0.00	3,918,257.50
1011	432543	09/10/25	00000913	ORANGE COUNTY FIRE AUTHO	640310	FAC.MAINT. FY25-26	0.00	18,750.00
TOTAL CHECK							0.00	3,937,007.50
1011	432544	09/10/25	10003520	ORANGE COUNTY HEALTH CAR	160105	FY25-26 PD INSPECTION	0.00	406.00
1011	432544	09/10/25	10003520	ORANGE COUNTY HEALTH CAR	160105	FY25-26 PD INSPECTION	0.00	495.00
1011	432544	09/10/25	10003520	ORANGE COUNTY HEALTH CAR	160105	FY25-26 PD INSPECTION	0.00	551.00
TOTAL CHECK							0.00	1,452.00
1011	432545	09/10/25	00000221	ORANGE COUNTY SHERIFFS D	650208	FIREARMS CLS 9/16/25	0.00	120.00
1011	432546	09/10/25	00003435	ORANGE COUNTY WATER DIST	352510	ANN BASN FYJUL-JUNE25	0.00	390,293.76
1011	432547	09/10/25	00000222	EDCO/PARK DISPOSAL CORP.	171710	CNG	0.00	183.43
1011	432548	09/10/25	00000222	EDCO/PARK DISPOSAL CORP.	460220	RES BILLING/AUG-25	0.00	386,401.40
1011	432549	09/10/25	10013858	PARTY PRO RENTAL CENTER,	275210	TENTS, TBLS 09/27/25	0.00	7,235.00
1011	432550	09/10/25	10013206	PAYMENTUS CORPORATION	126152	PH/IVR/CCMERC/JULY-25	0.00	2,219.15
1011	432551	09/10/25	00004215	PEST OPTIONS INC	560640	WEED/RODENT/JUNE-25	0.00	2,703.00
1011	432551	09/10/25	00004215	PEST OPTIONS INC	560640	WEED/PEST CONTROL	0.00	4,203.00
TOTAL CHECK							0.00	6,906.00
1011	432553	09/10/25	00000321	PETTY CASH	115110	JIMENEZ/SUPL/AUG-25	0.00	45.66
1011	432553	09/10/25	00000321	PETTY CASH	631140	NAVARRO/SUPL/APR-25	0.00	11.04
1011	432553	09/10/25	00000321	PETTY CASH	631140	NAVARRO/SUPL/MAY-25	0.00	8.00
1011	432553	09/10/25	00000321	PETTY CASH	631140	CASTANEDA/SUPL/MAY-25	0.00	16.00
1011	432553	09/10/25	00000321	PETTY CASH	101101	GUERRA/SNACKS/MAY-25	0.00	15.98
1011	432553	09/10/25	00000321	PETTY CASH	105105	OWAKA/POSTAGE/AUG-25	0.00	37.68

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FUND - 11 - GENERAL FUND

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	ACTIVITY	-----DESCRIPTION------	SALES TAX	AMOUNT
1011	432553	09/10/25	00000321	PETTY CASH	115110	JIMENEZ/SUPL/AUG-25	0.00	25.99
1011	432553	09/10/25	00000321	PETTY CASH	115110	JIMENEZ/SUPL/AUG-25	0.00	49.99
1011	432553	09/10/25	00000321	PETTY CASH	632110	DHAUW/SUPL/SEPT-25	0.00	40.93
1011	432553	09/10/25	00000321	PETTY CASH	126120	GALLENTINE/SUPL/SEP25	0.00	47.99
1011	432553	09/10/25	00000321	PETTY CASH	731105	THAI/MLG/MAY-25	0.00	37.94
1011	432553	09/10/25	00000321	PETTY CASH	731105	THAI/MLG/JUNE-25	0.00	33.60
1011	432553	09/10/25	00000321	PETTY CASH	121110	PREVO/SNACKS/JUNE-25	0.00	19.15
1011	432553	09/10/25	00000321	PETTY CASH	105105	MEDINA/SNACKS/JUNE-25	0.00	18.51
1011	432553	09/10/25	00000321	PETTY CASH	160105	MILLER/MLG/MAY-25	0.00	23.80
1011	432553	09/10/25	00000321	PETTY CASH	631140	NAVARRO/SUPL DEC-24	0.00	20.46
1011	432553	09/10/25	00000321	PETTY CASH	115110	ADRIA/PARKING/JAN-25	0.00	18.00
1011	432553	09/10/25	00000321	PETTY CASH	101101	FEWER/CF 2/10/25	0.00	21.91
1011	432553	09/10/25	00000321	PETTY CASH	105105	MLG/CF/FEWER 2/10/25	0.00	26.32
1011	432553	09/10/25	00000321	PETTY CASH	731105	THAI/MLG 02/13/25	0.00	18.90
1011	432553	09/10/25	00000321	PETTY CASH	731120	MCALEESE/MLG 02/13/25	0.00	18.34
1011	432553	09/10/25	00000321	PETTY CASH	105105	MEDINA/SUPL/FEB-25	0.00	32.31
TOTAL CHECK							0.00	588.50
1011	432554	09/10/25	00007516	PHOENIX GROUP INFORMATIO	631140	CIT PROCESSING/JUL-25	0.00	455.10
1011	432554	09/10/25	00007516	PHOENIX GROUP INFORMATIO	631140	CIT PROCESSING/JUL-25	0.00	709.78
1011	432554	09/10/25	00007516	PHOENIX GROUP INFORMATIO	550502	PK CIT PROC/JULY-25	0.00	54.71
1011	432554	09/10/25	00007516	PHOENIX GROUP INFORMATIO	550502	PK CIT PROC/JULY-25	0.00	4,929.17
TOTAL CHECK							0.00	6,148.76
1011	432555	09/10/25	00007711	PROFORCE LAW ENFORCEMENT	650208	# CR6920MPS-B, CLT M4	1,730.12	21,502.92
1011	432556	09/10/25	00004049	PSOMAS CORP.	396859	PEAK PK WELL/JULY-25	0.00	1,040.00
1011	432557	09/10/25	10001203	R.V. NURSERY INC	560641	PLANTS	0.00	331.69
1011	432557	09/10/25	10001203	R.V. NURSERY INC	560641	PLANTS	0.00	48.94
1011	432557	09/10/25	10001203	R.V. NURSERY INC	560641	PLANTS	0.00	685.13
1011	432557	09/10/25	10001203	R.V. NURSERY INC	560641	PLANTS	0.00	348.00
1011	432557	09/10/25	10001203	R.V. NURSERY INC	560641	PLANTS	0.00	353.44
TOTAL CHECK							0.00	1,767.20
1011	432558	09/10/25	10009532	RDO UNDER EXCHANGE #80-5	560640	PART STUMP GRINDER	0.00	120.46
1011	432559	09/10/25	10000972	REFRIGERATION SUPPLIES D	170670	HARDWARE	0.00	29.91
1011	432560	09/10/25	10009437	REMARKABLE MOVIE NIGHTS	275125	MOVIE NEMO 08/12/25	0.00	744.00
1011	432561	09/10/25	10014525	JEREMIE REYES	11	REF/DEPOSIT#R12113	0.00	500.00
1011	432562	09/10/25	10008403	P & D INDUSTRIES LLC	171710	BEDLINER	0.00	689.86
1011	432562	09/10/25	10008403	P & D INDUSTRIES LLC	171710	BEDLINER	0.00	710.95
1011	432562	09/10/25	10008403	P & D INDUSTRIES LLC	171710	BEDLINER	0.00	689.86
1011	432562	09/10/25	10008403	P & D INDUSTRIES LLC	171710	BEDLINER	0.00	689.86
TOTAL CHECK							0.00	2,780.53
1011	432563	09/10/25	10014530	SEANA RIGGINS	11	REF/E25-0191/6544 SAN	0.00	100.00
1011	432564	09/10/25	10005674	RIVERSIDE COUNTY SHERIFF	650208	CRISIS INT10/21-23/25	0.00	309.00

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FUND - 11 - GENERAL FUND

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	ACTIVITY	-----DESCRIPTION------	SALES TAX	AMOUNT
1011	432565	09/10/25	10004533	SUZANNE ROADY-ROSS	275120	TAI CHI CHIH/SUMMER25	0.00	33.25
1011	432566	09/10/25	10014522	ROCKSTAR PRODUCTIONS LLC	995100	HOSTED MEDIA	0.00	2,774.12
1011	432567	09/10/25	10014518	STEVEN M. ROTH	731105	REBATE EQUIP/AUG-25	0.00	150.00
1011	432568	09/10/25	00000114	SAFETY KLEEN SYSTEMS, IN	160105	HAZARDOUS WASTE	0.00	2,071.81
1011	432569	09/10/25	00000924	SANTA ANA RIVER FLOOD PR	352567	SARFPA DUES FY25-26	0.00	1,300.00
1011	432570	09/10/25	00004970	SUSAN SAXE-CLIFFORD PHD	650105	KALEA ARIAS 3/27/25	0.00	450.00
1011	432571	09/10/25	00000412	SOUTHERN COUNTIES OIL CO	171710	UNLEADED FUEL YARD	0.00	23,644.81
1011	432571	09/10/25	00000412	SOUTHERN COUNTIES OIL CO	171710	UNLEADED FUEL PD	0.00	24,240.68
TOTAL CHECK							0.00	47,885.49
1011	432572	09/10/25	00000462	THE SHERWIN WILLIAMS	170670	PAINT	0.00	103.69
1011	432572	09/10/25	00000462	THE SHERWIN WILLIAMS	170670	PAINT	0.00	408.43
1011	432572	09/10/25	00000462	THE SHERWIN WILLIAMS	170670	PAINT	0.00	20.93
1011	432572	09/10/25	00000462	THE SHERWIN WILLIAMS	170670	PAINT	0.00	20.93
1011	432572	09/10/25	00000462	THE SHERWIN WILLIAMS	170670	PAINT	0.00	221.02
1011	432572	09/10/25	00000462	THE SHERWIN WILLIAMS	170670	SPOUT	0.00	2.16
TOTAL CHECK							0.00	777.16
1011	432573	09/10/25	10014519	SHO GLOBAL ROOFING	11	REF/DEPOSIT PT#25-210	0.00	615.00
1011	432574	09/10/25	00009792	PRISCILLA SILVA	275120	BELLY DNC/SUMMER-25	0.00	809.97
1011	432575	09/10/25	10005948	JIMMY SMITH	275305	ROUND DANCE	0.00	117.00
1011	432576	09/10/25	10007219	SO CA PUBLIC LABOR RELAT	121110	MEM.DUES FY25-26	0.00	350.00
1011	432577	09/10/25	10012204	SO CAL CONCRETE DELIVERY	560211	CONCRETE	0.00	1,092.71
1011	432580	09/10/25	00000226	SOUTHERN CALIFORNIA EDIS	660240	7851 LA PALMA/AUG-25	0.00	14.27
1011	432580	09/10/25	00000226	SOUTHERN CALIFORNIA EDIS	660240	7672 BEACH/AUG-25	0.00	18.45
1011	432580	09/10/25	00000226	SOUTHERN CALIFORNIA EDIS	170670	7733 BEACH/AUG-25	0.00	22.18
1011	432580	09/10/25	00000226	SOUTHERN CALIFORNIA EDIS	860810	7623 BEACH/AUG-25	0.00	33.44
1011	432580	09/10/25	00000226	SOUTHERN CALIFORNIA EDIS	560230	8491 DALE ST/AUG-25	0.00	81.16
1011	432580	09/10/25	00000226	SOUTHERN CALIFORNIA EDIS	860810	7860 BEACH/AUG-25	0.00	83.63
1011	432580	09/10/25	00000226	SOUTHERN CALIFORNIA EDIS	352510	8242 LINDEN/AUG-25	0.00	30,448.20
1011	432580	09/10/25	00000226	SOUTHERN CALIFORNIA EDIS	860810	7530 WESTERN/AUG-25	0.00	16.28
1011	432580	09/10/25	00000226	SOUTHERN CALIFORNIA EDIS	560230	7711 L A PALMA/AUG-25	0.00	28.90
1011	432580	09/10/25	00000226	SOUTHERN CALIFORNIA EDIS	170670	8001 VAL VW/AUG-25	0.00	35,740.47
1011	432580	09/10/25	00000226	SOUTHERN CALIFORNIA EDIS	860810	4701 BEACH/AUG-25	0.00	16.33
1011	432580	09/10/25	00000226	SOUTHERN CALIFORNIA EDIS	660240	ES VLVW SO FY/AUG-25	0.00	18.56
1011	432580	09/10/25	00000226	SOUTHERN CALIFORNIA EDIS	860810	8001 CAMELLIA/AUG-25	0.00	19.27
1011	432580	09/10/25	00000226	SOUTHERN CALIFORNIA EDIS	660240	MNCHESTR/ARTES/AUG-25	0.00	27.75
1011	432580	09/10/25	00000226	SOUTHERN CALIFORNIA EDIS	660240	BEACH/CMNWLTH/AUG-25	0.00	31.64
1011	432580	09/10/25	00000226	SOUTHERN CALIFORNIA EDIS	660240	8252 OR'THORP/AUG-25	0.00	31.64
1011	432580	09/10/25	00000226	SOUTHERN CALIFORNIA EDIS	560230	5600 MALVERN/AUG-25	0.00	31.64

SELECTION CRITERIA: transact.trans_date between '20250828 00:00:00.000' and '20250910 00:00:00.000'
ACCOUNTING PERIOD: 3/26

FUND - 11 - GENERAL FUND

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	ACTIVITY	-----DESCRIPTION------	SALES TAX	AMOUNT
1011	432580	09/10/25	00000226	SOUTHERN CALIFORNIA EDIS	660240	BEACH/MALVERN/AUG-25	0.00	31.64
1011	432580	09/10/25	00000226	SOUTHERN CALIFORNIA EDIS	860810	6801 LINCOLN/AUG-25	0.00	36.50
1011	432580	09/10/25	00000226	SOUTHERN CALIFORNIA EDIS	660240	9TH/WESTERN/AUG-25	0.00	36.93
1011	432580	09/10/25	00000226	SOUTHERN CALIFORNIA EDIS	560230	7341 ARTESIA/AUG-25	0.00	36.93
1011	432580	09/10/25	00000226	SOUTHERN CALIFORNIA EDIS	560230	8221 DALE ST/AUG-25	0.00	36.93
1011	432580	09/10/25	00000226	SOUTHERN CALIFORNIA EDIS	660240	STANTON/MAPLE/AUG-25	0.00	36.93
1011	432580	09/10/25	00000226	SOUTHERN CALIFORNIA EDIS	560230	7901 LA MIRADA/AUG-25	0.00	36.93
1011	432580	09/10/25	00000226	SOUTHERN CALIFORNIA EDIS	660240	6248 CRESCENT/AUG-25	0.00	39.69
1011	432580	09/10/25	00000226	SOUTHERN CALIFORNIA EDIS	660240	CRESCNT/SANRIO/AUG25	0.00	39.69
1011	432580	09/10/25	00000226	SOUTHERN CALIFORNIA EDIS	660240	RT91 FY EO KNT/AUG-25	0.00	41.04
1011	432580	09/10/25	00000226	SOUTHERN CALIFORNIA EDIS	560230	6655 MANCHESTR/AUG-25	0.00	41.24
1011	432580	09/10/25	00000226	SOUTHERN CALIFORNIA EDIS	560230	BEACH/DURANGO/AUG25	0.00	42.01
1011	432580	09/10/25	00000226	SOUTHERN CALIFORNIA EDIS	560230	7550 STANTON/AUG-25	0.00	44.18
1011	432580	09/10/25	00000226	SOUTHERN CALIFORNIA EDIS	660240	BEACH/9TH/AUG-25	0.00	50.99
1011	432580	09/10/25	00000226	SOUTHERN CALIFORNIA EDIS	660240	RT91 FY OFF RMP/AUG25	0.00	54.34
1011	432580	09/10/25	00000226	SOUTHERN CALIFORNIA EDIS	560230	5755 CRESCENT/AUG-25	0.00	55.50
1011	432580	09/10/25	00000226	SOUTHERN CALIFORNIA EDIS	660240	BEACH/STAGE/AUG-25	0.00	65.26
1011	432580	09/10/25	00000226	SOUTHERN CALIFORNIA EDIS	660240	8491 LA PALMA/AUG-25	0.00	68.28
1011	432580	09/10/25	00000226	SOUTHERN CALIFORNIA EDIS	660240	BEACH/CRESCENT/AUG25	0.00	74.48
1011	432580	09/10/25	00000226	SOUTHERN CALIFORNIA EDIS	660240	SW CNR OR'THORP/AUG25	0.00	81.32
1011	432580	09/10/25	00000226	SOUTHERN CALIFORNIA EDIS	660240	6002 OR'THORP/AUG-25	0.00	88.36
1011	432580	09/10/25	00000226	SOUTHERN CALIFORNIA EDIS	660240	SAN REMO/VLVW/AUG-25	0.00	88.36
1011	432580	09/10/25	00000226	SOUTHERN CALIFORNIA EDIS	660240	7582 COMNWLTH/AUG-25	0.00	88.36
1011	432580	09/10/25	00000226	SOUTHERN CALIFORNIA EDIS	660240	7201 ARTESIA/AUG-25	0.00	90.50
1011	432580	09/10/25	00000226	SOUTHERN CALIFORNIA EDIS	660240	BEACH/ARTESIA/AUG-25	0.00	91.26
1011	432580	09/10/25	00000226	SOUTHERN CALIFORNIA EDIS	660240	5700 BRIDGEPORT/AUG25	0.00	95.39
1011	432580	09/10/25	00000226	SOUTHERN CALIFORNIA EDIS	560230	7113 FIRESTONE/AUG-25	0.00	99.80
1011	432580	09/10/25	00000226	SOUTHERN CALIFORNIA EDIS	660240	BEACH/MALVERN/AUG-25	0.00	132.70
1011	432580	09/10/25	00000226	SOUTHERN CALIFORNIA EDIS	660240	BP LITING/AUG-25	0.00	3,793.89
1011	432580	09/10/25	00000226	SOUTHERN CALIFORNIA EDIS	352510	6140 BALL RD/AUG-25	0.00	5,147.20
1011	432580	09/10/25	00000226	SOUTHERN CALIFORNIA EDIS	352510	2881 ROSECRNS/AUG-25	0.00	6,357.33
1011	432580	09/10/25	00000226	SOUTHERN CALIFORNIA EDIS	170670	6640 BEACH/AUG-25	0.00	32,520.72
1011	432580	09/10/25	00000226	SOUTHERN CALIFORNIA EDIS	352510	7750 CAMELLIA/AUG-25	0.00	54,515.39
1011	432580	09/10/25	00000226	SOUTHERN CALIFORNIA EDIS	660240	BP LIGHTING/AUG-25	0.00	64,434.63
TOTAL CHECK							0.00	235,158.51
1011	432581	09/10/25	00000328	SOUTHERN CALIFORNIA GAS	170670	6601 BEACH/AUG-25	0.00	14.23
1011	432581	09/10/25	00000328	SOUTHERN CALIFORNIA GAS	170670	8150 KNOTT/AUG-25	0.00	16.27
1011	432581	09/10/25	00000328	SOUTHERN CALIFORNIA GAS	170670	8152 KNOTT/AUG-25	0.00	16.76
1011	432581	09/10/25	00000328	SOUTHERN CALIFORNIA GAS	170670	6660 BEACH/AUG-25	0.00	16.76
1011	432581	09/10/25	00000328	SOUTHERN CALIFORNIA GAS	860810	7171 8TH ST/AUG-25	0.00	40.54
1011	432581	09/10/25	00000328	SOUTHERN CALIFORNIA GAS	170670	6955 ARAGON/AUG-25	0.00	50.84
1011	432581	09/10/25	00000328	SOUTHERN CALIFORNIA GAS	860810	7600 DALE ST/AUG-25	0.00	351.06
1011	432581	09/10/25	00000328	SOUTHERN CALIFORNIA GAS	170670	6650 BEACH/AUG-25	0.00	380.27
1011	432581	09/10/25	00000328	SOUTHERN CALIFORNIA GAS	170670	8150 KNOTT #D/AUG-25	0.00	723.19
1011	432581	09/10/25	00000328	SOUTHERN CALIFORNIA GAS	170670	6640 BEACH/AUG-25	0.00	2,456.09
1011	432581	09/10/25	00000328	SOUTHERN CALIFORNIA GAS	860810	7225 EL DORADO/AUG-25	0.00	4,248.79
TOTAL CHECK							0.00	8,314.80
1011	432582	09/10/25	10012524	DELCO SERVICE, INC.	352363	ADJUST VALVE	0.00	200.00
1011	432583	09/10/25	10006963	SPEAKWRITE, LLC	650305	TRANSCRIPTION/AUG-25	0.00	1,613.54

SELECTION CRITERIA: transact.trans_date between '20250828 00:00:00.000' and '20250910 00:00:00.000'
ACCOUNTING PERIOD: 3/26

FUND - 11 - GENERAL FUND

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	ACTIVITY	-----DESCRIPTION------	SALES TAX	AMOUNT
1011	432584	09/10/25	00010296	SPECIALIZED ELEVATOR SER	660241	ELEVATOR MAINT	0.00	643.84
1011	432585	09/10/25	00005362	DAVE FLANAGAN	650303	E-ZONE/BPPD JUL-OCT25	0.00	16,250.00
1011	432586	09/10/25	00001085	STAPLES CONTRACT & COMME	731120	OFFICE SUPPLIES	0.00	56.71
1011	432586	09/10/25	00001085	STAPLES CONTRACT & COMME	126120	OFFICE SUPPLIES	0.00	60.36
TOTAL CHECK							0.00	117.07
1011	432587	09/10/25	10013329	TESS ELECTRIC, INC.	352363	WELL FAILURE	0.00	800.00
1011	432588	09/10/25	10011938	T-MOBILE	650303	982979864 AUG-25	0.00	1,538.49
1011	432589	09/10/25	10011938	T-MOBILE	171710	974300786 AUG-25	0.00	36.60
1011	432590	09/10/25	10004932	TOT LOT PROS, INC.	860810	PATCH APPROX 100 SQ FT	0.00	3,750.00
1011	432591	09/10/25	00004212	TOWNSEND PUBLIC AFFAIRS	352267	LOBBYIST/SEPT-25	0.00	2,018.75
1011	432591	09/10/25	00004212	TOWNSEND PUBLIC AFFAIRS	105105	LOBBYIST/SEPT-25	0.00	6,056.25
1011	432591	09/10/25	00004212	TOWNSEND PUBLIC AFFAIRS	731105	GRANT WRITE/SEPT-25	0.00	5,000.00
TOTAL CHECK							0.00	13,075.00
1011	432592	09/10/25	10012697	TRAV MEDIA USA LLC	106117	MKT DATABASE FY25-26	0.00	3,000.00
1011	432593	09/10/25	10013633	TRAVEL SANTA ANA	995100	SPLIT/FLIGHT COST	0.00	403.19
1011	432594	09/10/25	10012511	TSG ENTERPRISES, INC	499920	MANHOLE REHAB/JULY-25	0.00	294.00
1011	432595	09/10/25	00000416	UNDERGROUND SVC.ALERT/SC	352363	DIG ALERT BOARD	0.00	89.43
1011	432595	09/10/25	00000416	UNDERGROUND SVC.ALERT/SC	352363	DIG ALERT TICKETS	0.00	238.00
TOTAL CHECK							0.00	327.43
1011	432596	09/10/25	10012950	UNISHIELD, INC	650308	FIRST AID SUPPLIES	0.00	59.54
1011	432596	09/10/25	10012950	UNISHIELD, INC	650208	FIRST AID SUPPLIES	0.00	126.64
1011	432596	09/10/25	10012950	UNISHIELD, INC	121140	FIRST AID SUPPLIES	0.00	77.76
1011	432596	09/10/25	10012950	UNISHIELD, INC	121140	FIRST AID SUPPLIES	0.00	139.25
1011	432596	09/10/25	10012950	UNISHIELD, INC	121140	FIRST AID SUPPLIES	0.00	347.35
1011	432596	09/10/25	10012950	UNISHIELD, INC	121140	FIRST AID SUPPLIES	0.00	144.91
1011	432596	09/10/25	10012950	UNISHIELD, INC	121140	FIRST AID SUPPLIES	0.00	217.34
TOTAL CHECK							0.00	1,112.79
1011	432597	09/10/25	10008867	UNITED STATES POSTAL SER	121135	POSTAGE REPLENISH	0.00	10,000.00
1011	432598	09/10/25	10012270	UNITIS, INC.	352363	SAFETY EQUIPMENT	0.00	268.33
1011	432599	09/10/25	10011587	US BANK	997100	CUSTODY ACCT/JULY-25	0.00	12.39
1011	432600	09/10/25	10011587	US BANK	11	CUSTODY ACCT/JULY-25	0.00	987.61
1011	432601	09/10/25	10011753	US BANK	11	CFD TRUSTEE 8/25-7/26	0.00	2,700.00
1011	432602	09/10/25	10006634	VAN DE POL ENTERPRISES,	171710	OIL	0.00	2,500.05

SELECTION CRITERIA: transact.trans_date between '20250828 00:00:00.000' and '20250910 00:00:00.000'
ACCOUNTING PERIOD: 3/26

FUND - 11 - GENERAL FUND

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	ACTIVITY	-----DESCRIPTION------	SALES TAX	AMOUNT
1011	432603	09/10/25	10011659	VAN LANT & FANKHANEL, LL	101101	#1 CITY AUD/YE JUNE25	0.00	13,000.00
1011	432604	09/10/25	10009230	VERIZON BUSINESS	170670	4123237 X26 AUG-25	0.00	447.07
1011	432605	09/10/25	10002032	VERIZON WIRELESS	860810	542021084-00001 AUG25	0.00	422.40
1011	432606	09/10/25	10002032	VERIZON WIRELESS	275105	561306915-00007 AUG25	0.00	305.73
1011	432607	09/10/25	00008608	VISION SERVICE PLAN-(CA)	73	AUG-25 INVOICE	0.00	14.62
1011	432607	09/10/25	00008608	VISION SERVICE PLAN-(CA)	73	AUG-25 SERVICES	0.00	4,300.55
TOTAL CHECK							0.00	4,315.17
1011	432608	09/10/25	00000986	VISTA PAINT CORP	860815	#010220005 - SAFARI TA	178.67	2,220.67
1011	432608	09/10/25	00000986	VISTA PAINT CORP	860815	#01022D005 - CONCRETE	89.34	1,110.34
1011	432608	09/10/25	00000986	VISTA PAINT CORP	860815	FEE FIVE RECYCLE FEE	3.94	48.94
TOTAL CHECK							271.95	3,379.95
1011	432609	09/10/25	00000138	VULCAN MATERIALS, INC.	560211	OIL	0.00	109.25
1011	432609	09/10/25	00000138	VULCAN MATERIALS, INC.	560211	ASPHALT	0.00	463.22
TOTAL CHECK							0.00	572.47
1011	432610	09/10/25	00000142	WAXIE SANITARY SUPPLY, I	11	DEODORANT AIR FRESHENE	26.66	331.41
1011	432610	09/10/25	00000142	WAXIE SANITARY SUPPLY, I	11	BLEACH	55.60	691.06
1011	432610	09/10/25	00000142	WAXIE SANITARY SUPPLY, I	11	TISSUE TOILET ROLL (80	230.55	2,865.35
1011	432610	09/10/25	00000142	WAXIE SANITARY SUPPLY, I	11	TISSUE FACIAL 2PLY WHI	20.46	254.28
TOTAL CHECK							333.27	4,142.10
1011	432611	09/10/25	00000140	WEST COAST SAND & GRAVEL	352363	AGGREGATE BASE	0.00	376.04
1011	432612	09/10/25	10009209	WEST GROVE VOLLEYBALL, L	275120	VOLLEYBALL/SUMMER25	0.00	968.90
1011	432613	09/10/25	10012502	WILD WATER OPERATING LLC	171710	AUGUST CAR WASHES	0.00	902.50
1011	432614	09/10/25	10014523	WILDHORSE NATIVE AMERICA	275210	CULTURE FEST 9/27/25	0.00	1,000.00
1011	432615	09/10/25	10006857	YARDLEY ORGILL CO., INC.	352363	HYDRANT REPAIR	0.00	2,491.32
1011	432615	09/10/25	10006857	YARDLEY ORGILL CO., INC.	352363	6300 VALLEY VIEW	0.00	2,491.32
1011	432615	09/10/25	10006857	YARDLEY ORGILL CO., INC.	352363	CURBSTOPS	0.00	639.56
TOTAL CHECK							0.00	5,622.20
1011	432616	09/10/25	10011660	YUNEX, LLC	560230	ROUTINE SIG MT/JUNE24	0.00	8,107.27
1011	V432617	09/10/25	10014232	FIT KIT INC	632118	VIP REBATE/AUG-25	0.00	6,500.00
1011	V432618	09/10/25	00007415	BUENA PARK CITY EMPLOYEE	73	DED:1102 BPCEA DUES	0.00	690.00
1011	V432619	09/10/25	00000481	BUENA PARK POLICE ASSOCI	73	DED:0846 LTD PA/PMA	0.00	2,025.00
1011	V432619	09/10/25	00000481	BUENA PARK POLICE ASSOCI	73	DED:1100 POLICE DUE	0.00	8,614.86
TOTAL CHECK							0.00	10,639.86
1011	V432620	09/10/25	00007357	BUENA PARK POLICE DEPT S	73	DED:1101 SWAT	0.00	340.00

SELECTION CRITERIA: transact.trans_date between '20250828 00:00:00.000' and '20250910 00:00:00.000'
ACCOUNTING PERIOD: 3/26

FUND - 11 - GENERAL FUND

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	ACTIVITY	-----DESCRIPTION------	SALES TAX	AMOUNT
1011	V432620	09/10/25	00007357	BUENA PARK POLICE DEPT S	73	DED:1099 SWAT DUES	0.00	40.00
TOTAL CHECK							0.00	380.00
1011	V432621	09/10/25	10012664	HGREG NISSAN BUENA PARK	632118	VIP REBATE/AUG-25	0.00	1,000.00
1011	V432622	09/10/25	00002073	HOUSE OF IMPORTS	632118	VIP REBATE/AUG-25	0.00	1,500.00
1011	V432623	09/10/25	00000054	TED JONES FORD INC.	171710	WINDOW SWITCH	0.00	73.14
1011	V432623	09/10/25	00000054	TED JONES FORD INC.	171710	A/C COMPRESSOR	0.00	464.31
1011	V432623	09/10/25	00000054	TED JONES FORD INC.	171710	BRAKE KIT	0.00	233.28
1011	V432623	09/10/25	00000054	TED JONES FORD INC.	171710	BRAKE/HUB CAP	0.00	323.99
1011	V432623	09/10/25	00000054	TED JONES FORD INC.	171710	2025 F150 REG CAB XL T	0.00	41,053.38
1011	V432623	09/10/25	00000054	TED JONES FORD INC.	352363	2025 F150 REG CAB XL T	0.00	41,053.38
1011	V432623	09/10/25	00000054	TED JONES FORD INC.	352363	2025 F150 REG CAB XL T	0.00	41,053.38
1011	V432623	09/10/25	00000054	TED JONES FORD INC.	452410	ONE 2025 F250 8' ROYAL	0.00	60,478.47
1011	V432623	09/10/25	00000054	TED JONES FORD INC.	171710	2025 EXPLORER ACTIVE	0.00	43,594.53
1011	V432623	09/10/25	00000054	TED JONES FORD INC.	171710	2025 FORD EXPLORER ST	0.00	60,066.89
1011	V432623	09/10/25	00000054	TED JONES FORD INC.	171710	CALIPER BRACKET	0.00	154.33
TOTAL CHECK							0.00	288,549.08
1011	V432624	09/10/25	10009226	MERCY HOUSE LIVING CENTE	106131	ADD SECURITY CAMS	0.00	10,603.02
1011	V432625	09/10/25	10006112	PREMIER CHEVROLET OF BUE	171710	HUB BEARING	0.00	542.39
1011	V432625	09/10/25	10006112	PREMIER CHEVROLET OF BUE	171710	HARNESS	0.00	115.02
TOTAL CHECK							0.00	657.41
1011	V432626	09/10/25	10014355	VERTEXONE SOFTWARE, LLC	352363	SMS GTWAY PASS/JULY25	0.00	49.45
TOTAL CASH ACCOUNT							7,818.60	6,235,791.57
TOTAL FUND							7,818.60	6,235,791.57
TOTAL REPORT							7,818.60	6,235,791.57

Voided Check Numbers	Date Printed
432465	9/10/2025
432503	
432552	
432578	
432579	

RESOLUTION NO. _____

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BUENA PARK, CALIFORNIA ALLOWING CERTAIN CLAIMS AND DEMANDS IN THE SUM OF $1,211,926.62 COVERING REGULAR PAYROLL ENDING AUGUST 29, 2025

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF BUENA PARK DOES HEREBY RESOLVE, DETERMINE AND ORDER AS FOLLOWS:

SECTION 1: That in accordance with Section 37208 of the Government Code, the Director of Finance or his designated representative hereby certifies to the accuracy of the following demands and to the availability of funds for payment thereof.

_____
Director of Finance

SECTION 2: The claims and demands in the sum of $1,211,926.62 set forth on this 9-page register attached to this resolution and made a part hereof have been audited as required by law and are hereby allowed in the amount set forth.

PASSED AND ADOPTED this _____ day of _____ 2025 by the following called vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Mayor

ATTEST:

_____
City Clerk

I hereby certify that the foregoing resolution was duly and regularly passed and adopted at a regular meeting of the City Council of the City of Buena Park held this _____ day of _____ 2025.

_____
City Clerk

SELECTION CRITERIA: checkhis.pay_run='ND1'
ALL CHECKS

PAYRUN: ND1
DATE: 09/05/2025

CHECK NUMBER	DEPOSIT AMOUNT	CHECK AMOUNT	MAN/VOID	----------EMPLOYEE----------	ID NUMBER
V389998	2,030.98	.00		APARICIO, LESLIE	590
V389999	632.61	.00		BOUDREAU, GRACE	730
V390000	4,548.63	.00		COPPING, SARA	951
V390001	2,483.34	.00		ENGLEBRECHT, BRIDGET	261
V390002	3,327.91	.00		FEWER, JESSICA	580
V390003	7,589.05	.00		FRANCE, AARON	1650
V390004	743.29	.00		GODBOLD, KATELIN	672
V390005	1,086.69	.00		LOPEZ, JESSE	606
V390006	130.35	.00		MCKINNEY, KENNETH	552
V390007	2,876.94	.00		MEDINA, YARETZA	8
V390008	1,173.12	.00		OWAKA, PASCHAL	615
V390009	379.20	.00		PERSI, MICHAEL	678
V390010	2,406.69	.00		STRONGMAN, BENJAMIN	681
V390011	3,075.43	.00		CASTRO, GWENDOLYNE	503
V390012	6,958.75	.00		FENTON, EDWARD	1564
V390013	1,173.38	.00		HICKMAN, AISHA	665
V390014	2,166.94	.00		KERN, DONNA	2574
V390015	2,850.06	.00		PREVO, DOREKA	390
V390016	3,924.15	.00		VALDEZ, REBECCA	5490
V390017	2,174.94	.00		BUENROSTRO, PATRICIA	227
V390018	1,852.42	.00		GALLENTINE, KAILEY	486
V390019	4,270.01	.00		GARCIA, ADRIAN	1700
V390020	1,322.79	.00		GLAVIN, BARBARA	1768
V390021	2,118.22	.00		HERNANDEZ, GLORIA	2092
V390022	7,317.79	.00		HYUN, SUNG	2248
V390023	2,395.88	.00		KIM, MIN	2584
V390024	2,352.93	.00		LOVEJOY, REBEKAH	76
V390025	1,076.42	.00		OZAKI, GRACE	3881
V390026	2,181.11	.00		PAK, TIMOTHY	3955
V390027	2,977.11	.00		PEREZ, JESSICA	4111
V390028	2,717.92	.00		TOMASSETTI, JEEVANI	5623
V390029	2,269.37	.00		TRAN, KRYSTLE	242
V390030	3,811.21	.00		AVERELL, MARK	272
V390031	2,528.68	.00		COLES-GUZMAN, MARY	950
V390032	2,435.91	.00		KENNEDY, SEAN	111
V390033	1,031.06	.00		AHN, JOYCE	263
V390034	985.96	.00		FRANCO-HERNANDEZ, CARLOS	566
V390035	922.90	.00		HOQUE, LAMIYA	412
V390036	819.02	.00		SONNE, SUSAN	5161
V390037	777.24	.00		TRAUT, CONNOR	5399
V390038	3,056.45	.00		ALMQUIST, ANNA PATRICIA	168
V390039	2,017.11	.00		GUERRA, SARAH	1470
V390040	6,234.50	.00		JIMENEZ, ADRIA	2297
V390041	1,106.88	.00		KIRK, RALPH	384
V390042	2,158.68	.00		LOPEZ, ANGELICA	2928
V390043	3,745.22	.00		CERDA, JUAN	831
V390044	1,750.50	.00		CULL, ROBERT	1012
V390045	2,247.96	.00		FLORES, CHRISTOPHER	464
V390046	3,420.67	.00		HOPKINS, NICHOLAS	627
V390047	2,968.09	.00		LESTER, ALEXANDER	2868

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V390048	2,001.28	.00	MACIAS, JUDITH	2996
V390049	2,704.14	.00	MAYORQUIN, RAYMUNDO	221
V390050	2,909.82	.00	TART, ANDRE	5235
V390051	918.13	.00	TELLEZ, ALMA	667
V390052	2,962.03	.00	ALVAREZ, JOSHUA	458
V390053	1,732.08	.00	CASTANEDA, GUADALUPE	280
V390054	2,546.33	.00	CASTELLANOS, CARLOS	515
V390055	2,641.03	.00	CATALDO, JOHN	766
V390056	3,049.69	.00	CRAVENS, ROBERT	658
V390057	2,233.39	.00	DAVIS-VALENTINE, SUZANNE	1085
V390058	854.23	.00	DINH, MICHELLE	433
V390059	6,772.00	.00	FOULKES, MATTHEW	9
V390060	1,492.19	.00	GUZMAN, FEDERICO	1918
V390061	1,856.03	.00	LOMELI, MOISES	472
V390062	4,123.24	.00	LUNA, HARALD	264
V390063	3,095.01	.00	MCALEESE, IAN	159
V390064	3,392.86	.00	NAVARRO, SANDRA	93
V390065	2,493.41	.00	SANTOS, RUTH	4640
V390066	98.55	.00	SCHOALES, JAMES CRAIG	4655
V390067	1,925.93	.00	TAE, RAY	5196
V390068	4,300.38	.00	THAI, LOTUS	536
V390069	2,436.30	.00	ZAPIEN, ERNESTINE	5777
V390070	94.80	.00	DAVIS, MONIQUE	386
V390071	94.80	.00	DIEP, DEBORAH	1208
V390072	94.80	.00	JUDEH, MIRVAT	389
V390073	94.80	.00	PATINO ESCALONA, HECTOR	387
V390074	3,602.13	.00	DHAUW, MELISSA	1170
V390075	3,295.63	.00	SUAREZ, SARABETH	5169
V390076	3,192.03	.00	YOON, JIWON	91
V390077	1,874.81	.00	BARRAZA, TAYLOR	501
V390078	3,064.01	.00	COTA, LORRAINE	954
V390079	7,144.03	.00	DAVENPORT, JOSEPH	1094
V390080	6,485.90	.00	GEYER, BRADLEY	1692
V390081	6,882.18	.00	NGUYEN, NGHIA	3755
V390082	7,356.75	.00	NUNES, FRANK	3813
V390083	3,214.22	.00	SEMAAN, NADIA	4740
V390084	1,678.82	.00	CHARNES, LANCE	783
V390085	6,589.88	.00	DIERINGER, RYAN	1145
V390086	4,023.02	.00	JIMENEZ, ROBERT	352
V390087	3,208.25	.00	KIM, HYUN	328
V390088	3,332.15	.00	LAM, DAVID	2790
V390089	520.75	.00	LOVCHIK, MICHAEL	6
V390090	4,048.25	.00	MIKIEWICZ, SIMON	3360
V390091	2,792.41	.00	NOVOTNY, MARY	3705
V390092	5,715.39	.00	SHADDOW, JON-MICHAEL	4837
V390093	3,100.88	.00	ALCALA, BRITTANY	58
V390094	2,582.63	.00	ARIAS, KALEA	592
V390095	2,801.20	.00	BARAJAS, MAYRA	357
V390096	2,251.98	.00	BINYON, ERIC	506
V390097	5,858.67	.00	BRANDSTETTER, JAMES	629
V390098	4,636.75	.00	BUTH, CATHERINE	561
V390099	2,935.34	.00	CARPENTER, SCARLET	1663
V390100	778.88	.00	CIFUENTES MEDINA, DANNA	671
V390101	778.88	.00	CORTEZ TORRES, AMANDA	450
V390102	1,121.60	.00	DIERINGER, REGINA	1515
V390103	3,488.23	.00	ESCOBEDO, STACEY	1530

SELECTION CRITERIA: checkhis.pay_run='ND1'
ALL CHECKS

V390104	4,410.30	.00	ESQUETINI, MARIA	1536
V390105	2,322.27	.00	HERNANDEZ, ISABELLA	112
V390106	828.35	.00	MADHAE, DEEPINDER	555
V390107	4,345.77	.00	MAERKER, ELIZABETH	3017
V390108	4,319.10	.00	MCGRATH, CODY	3220
V390109	814.44	.00	MENDOZA ESPINOZA, MYA	532
V390110	898.00	.00	MONTANO, BRIANNA	816
V390111	1,024.36	.00	ONTIVEROS, STEVEN	342
V390112	3,186.93	.00	PALMA CARDENAS, DIANA	3970
V390113	879.85	.00	PARRA, ANGEL	498
V390114	802.66	.00	RODRIGUEZ TZAJ, SANDY	604
V390115	907.87	.00	RODRIGUEZ VILLA, YARELI	205
V390116	2,271.13	.00	SAUCEDA, CATHLEEN	4645
V390117	5,315.67	.00	SHERIFF, SAMANTHA	2096
V390118	889.18	.00	SILVERIO, SAMANTHA	497
V390119	4,437.52	.00	TANIGUCHI, MELISSA	5230
V390120	1,006.68	.00	VELLANOWETH, KRISTINE	217
V390121	787.79	.00	WOOD, HUNTER	605
V390122	.00	.00	CHAN, KARA	795
V390123	2,856.76	.00	FIORE, KATE	1560
V390124	2,020.03	.00	FLOHRA, KARAN	516
V390125	3,503.50	.00	FOX, CHARITY	1641
V390126	700.56	.00	KUHN, MICHELLE	2730
V390127	799.99	.00	KUHN, TARI	2747
V390128	2,244.45	.00	MAERTZ, DANA	3018
V390129	3,176.08	.00	MENDIVEL, CHRISTINA	3299
V390130	2,316.33	.00	NGO, CATHERINE	3752
V390131	3,207.54	.00	PENDLETON, SUN	4080
V390132	2,231.08	.00	RAMIREZ, ARIANNA	86
V390133	2,117.83	.00	TENG, LING-FEI	2871
V390134	2,059.13	.00	YBARRA, DELIA	529
V390135	9,404.11	.00	BATES, PATRICK	378
V390136	5,793.93	.00	BELTRAN, CHRISTINA	13
V390137	8,994.77	.00	BERNAL, DAVID	480
V390138	4,588.80	.00	BLACKWOOD, PHALANN	550
V390139	6,597.53	.00	BOURNE, CLIFFORD	5612
V390140	5,280.13	.00	BOYD, ROBERT	584
V390141	4,489.98	.00	BOYER, CAMERON	585
V390142	8,379.76	.00	BRAVO, ISABEL	420
V390143	5,041.95	.00	CAMPOS, LOLANI	728
V390144	6,406.73	.00	CERDA, SERGIO	240
V390145	5,749.51	.00	CHAVEZ, ALEJANDRO	182
V390146	4,897.05	.00	CHAVEZ, ANTONY	246
V390147	3,618.96	.00	CURATOLA, ANTHONY	350
V390148	4,753.28	.00	DAVIS, JONATHAN	1083
V390149	5,202.70	.00	ESCAMILLA, MARIO	1529
V390150	5,149.70	.00	ESCOBEDO, DOMINICK	1521
V390151	4,109.61	.00	ESTRELLA, CARL JOSEPH	415
V390152	6,217.80	.00	FRANKLIN, KEVIN	1649
V390153	6,647.50	.00	GALOS, MICHAEL	1680
V390154	6,484.53	.00	GANO, KEVIN	1742
V390155	3,959.26	.00	GARCIA, JONATHAN	514
V390156	5,511.56	.00	GENTNER, GEORGE	1765
V390157	6,759.25	.00	GONZALEZ, LUIS	164
V390158	5,353.35	.00	GONZALEZ, OSCAR	1785
V390159	7,961.03	.00	HERST, RYAN	2102

SELECTION CRITERIA: checkhis.pay_run='ND1'
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V390160	4,895.12	.00	HOGAN, CHRISTIAN MICHAEL	138
V390161	6,871.78	.00	HONG, ALEX	2130
V390162	6,486.99	.00	JIMENEZ, GUSTAVO	2285
V390163	6,747.75	.00	JOHNSON, BRYAN	2300
V390164	7,350.96	.00	LEPE, SERGIO	2901
V390165	5,679.13	.00	LIRA, JOSEPH	133
V390166	4,728.90	.00	LOPEZ, GUILLERMO	2958
V390167	6,894.05	.00	LOVETERE, JOSEPH	2962
V390168	3,651.08	.00	LUONG, AARON	577
V390169	4,469.27	.00	MARTINEZ, JESUS	117
V390170	5,798.98	.00	MEDRANO, JULIAN	3223
V390171	4,530.44	.00	MEKDARA, BOBBY	624
V390172	3,655.85	.00	MEONO, ROBIN	351
V390173	5,333.16	.00	MOELLER, SARAH	3590
V390174	5,601.43	.00	MORALES, FRANK	3489
V390175	4,029.21	.00	MORQUECHO, FERNANDO	510
V390176	7,499.14	.00	MUNOZ, OSCAR	3605
V390177	5,892.41	.00	MURILLO CASTRO, JULIAN	268
V390178	4,248.32	.00	NGUYEN, ANTHONY	258
V390179	7,572.41	.00	NYHUS, CHRISTOPHER	3808
V390180	5,659.71	.00	O'DETTE, DIRK	3823
V390181	5,631.69	.00	OH, WILLIAM	326
V390182	3,268.65	.00	OSORIO, STEVIE	573
V390183	5,499.33	.00	PADILLA, VALERIE	108
V390184	8,542.21	.00	PINO, RICHARD	4171
V390185	15,219.58	.00	PLUMLEE, ROGER	4180
V390186	7,418.80	.00	PROCEL, ANDY	4243
V390187	6,468.19	.00	RAMIREZ, ANGEL	4314
V390188	3,966.66	.00	RANGEL, PRISCILLA	4337
V390189	8,490.53	.00	REYES, HUGO	98
V390190	5,616.26	.00	RODRIGUEZ, CHRISTIAN	4476
V390191	5,237.55	.00	RODRIGUEZ CASTILLERO, JOSEPH	259
V390192	5,251.22	.00	RUBALCAVA, EFRAIN	4590
V390193	5,352.21	.00	SALAZAR, RYAN	4626
V390194	5,350.66	.00	SOLIS, DANIEL	5000
V390195	2,260.80	.00	SOUSA, MATTHEW	596
V390196	4,367.10	.00	TEWELL, MELISSA	5282
V390197	6,467.40	.00	TOMSICK, MARTIN	5360
V390198	7,644.90	.00	TRAN, TUYET	5424
V390199	4,303.75	.00	WILLIAMS-GIROUX, JACOB	499
V390200	8,699.97	.00	COLON, BOBBY	900
V390201	8,563.49	.00	LEE, CONNOR	2861
V390202	2,082.89	.00	MENDOZA HERNANDEZ, STEPHANIE	427
V390203	4,772.66	.00	ORTEGA, MICHAEL	104
V390204	5,659.15	.00	RICE, JAMES	4408
V390205	2,373.90	.00	SILVA, OSCAR	4886
V390206	2,372.14	.00	UMLAH, AMBER	5435
V390207	2,388.36	.00	VAZQUEZ-CAMACHO, MARLENE	101
V390208	5,846.95	.00	VU, JEFFREY	5519
V390209	406.69	.00	BAIR, JOHN	284
V390210	916.60	.00	CASEY, DROUETT	771
V390211	1,724.03	.00	PATTON, DANA	4060
V390212	6,417.93	.00	BAILEY, JOHN	355
V390213	5,122.27	.00	BOUDREAU, CORY	583
V390214	2,600.36	.00	BOUDREAU, LAURA	2192
V390215	5,802.99	.00	BOYINGTON, DEVIN	594

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V390216	5,082.75	.00	CARNEY, THOMAS	751
V390217	5,534.98	.00	CHRISTIANSEN, ANDREW	97
V390218	3,612.02	.00	EK, CHRISTOPHER	1477
V390219	5,053.00	.00	KALAGIAN, BRYANT	2436
V390220	2,570.15	.00	LARA, KARON	103
V390221	2,655.10	.00	LOMELI, LISBETH	4516
V390222	3,188.44	.00	LOPEZ, VANESSA	2929
V390223	5,693.03	.00	LOPEZ, WILLYVALDO	2941
V390224	5,675.07	.00	LOWE, AUSTIN	2956
V390225	6,015.33	.00	MOON, DAVID	3479
V390226	2,514.60	.00	MORALES MALDONADO, IVETT	3490
V390227	1,944.82	.00	O'DETTE, NANCY	1920
V390228	4,737.39	.00	PANTOJA, DAVID	3986
V390229	2,653.99	.00	SULLIVAN, STACEY	5160
V390230	3,352.46	.00	TREADWAY, SARA	4210
V390231	4,819.93	.00	TURNER, JERAMIAH	291
V390232	4,752.78	.00	VU, KRISTINE	63
V390233	2,213.42	.00	CARDENAS, MARGARET	336
V390234	2,267.23	.00	IBARRA, KRISTI	88
V390235	6,502.37	.00	MIKHAEL, MINA	3359
V390236	2,199.66	.00	ALMANZA, MINERVA	79
V390237	4,633.08	.00	ALQAM, NADER	71
V390238	4,397.80	.00	ARABOLU, DEEPTHI	178
V390239	2,850.86	.00	CAPISTRANO, FRANCES	74
V390240	2,962.77	.00	ESPARZA-ALMARAZ, AARON	383
V390241	2,911.81	.00	GUZMAN, HECTOR	512
V390242	1,521.87	.00	HA, ALAN	677
V390243	3,246.72	.00	LANNAN, GREGORY	2791
V390244	2,520.30	.00	LEE, HYANG SUN	430
V390245	3,594.18	.00	MILLER, JADEN	513
V390246	2,465.01	.00	PENA, MANUEL	2933
V390247	3,282.20	.00	TRAN, JASON	96
V390248	4,040.46	.00	WRAY, NORMAN	5725
V390249	2,624.06	.00	ZARAGOZA, EDUARDO	5788
V390250	3,307.23	.00	AUBUCHON, LAURIE	250
V390251	2,233.89	.00	GENERA, ELIZABETH	1685
V390252	4,786.81	.00	HUNT, JOSEPH	2249
V390253	1,965.81	.00	LUX, ANDREA	2972
V390254	2,436.64	.00	VENEGAS MENDEZ, JAVIER	5491
V390255	2,710.54	.00	BACA, ANDREW	315
V390256	3,236.26	.00	BRITO, MICHAEL	642
V390257	1,387.46	.00	CASTRO, EFRAIN	641
V390258	708.13	.00	CASTRO, JOHN	540
V390259	1,467.07	.00	DURAN, LUIS	623
V390260	3,485.63	.00	ESCATEL-OROSCO, PEDRO	1537
V390261	1,571.41	.00	ESPINOSA, GUIDO	637
V390262	1,372.23	.00	GONZALES, DERRICK	635
V390263	2,680.72	.00	GONZALEZ, ALEJANDRO	1783
V390264	1,351.83	.00	GONZALEZ, KONRAD	587
V390265	4,363.02	.00	LIBUNAO, NINO	2912
V390266	1,572.77	.00	LISCANO, CHRISTOPHER	850
V390267	1,632.22	.00	MARASCO, MATTHEW	289
V390268	1,413.75	.00	MORALES, LEONARDO	819
V390269	2,958.16	.00	MUNOZ, JOHNNY	144
V390270	1,981.77	.00	NAJERA, JESSE	3630
V390271	2,497.47	.00	RIVERA, JOE	4450

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V390272	439.11	.00	RODRIGUEZ, MIGUEL	589
V390273	2,339.11	.00	RODRIGUEZ, OSCAR	131
V390274	2,042.22	.00	SERNA, JUAN	4728
V390275	2,414.11	.00	TORREZ, JAVIER	69
V390276	1,817.09	.00	AREVALOS, RYAN	456
V390277	3,370.31	.00	CARRILLO, EDWARD	765
V390278	2,119.45	.00	CHAVEZ, CAESAR	544
V390279	3,241.59	.00	ELLS, ZACHARY	1500
V390280	2,648.12	.00	ENNIS, JOSEPH	262
V390281	3,062.75	.00	FINCH, BARRETT	1574
V390282	3,112.55	.00	HAGAN, KEVIN	1947
V390283	3,174.30	.00	KVENBO, SCOTT	2750
V390284	2,279.11	.00	LAUTERIO, MATTHEW	533
V390285	2,903.43	.00	MARTINEZ, MARCO	215
V390286	4,737.38	.00	MCGEE, MICHAEL	9306
V390287	2,285.81	.00	MILLER, DAVID	3390
V390288	3,021.81	.00	MOJARRO, ANDREW	3082
V390289	3,735.44	.00	MOORE, FRANK	3486
V390290	1,765.40	.00	MYLLES, JOSHUA	279
V390291	1,925.40	.00	PRECIADO, CAMDEN	134
V390292	2,438.66	.00	SANCHEZ, JUAN	4617
V390293	2,344.09	.00	SPEAR, ANTHONY	5011
V390294	2,996.91	.00	STEPHENSON, MARK	5122
V390295	2,709.89	.00	TAVARES, JAMEY	5231
V390296	1,941.77	.00	ALVAREZ, CARLOS	136
V390297	1,333.87	.00	AVILA, NICHOLAS	744
V390298	2,506.95	.00	DAHL, TERRY	1084
V390299	2,462.30	.00	DOMINGUEZ, KEVIN	565
V390300	2,510.62	.00	GARCIA ORTEGA, JOSE	1636
V390301	2,127.22	.00	GRIMES, DAVID	1881
V390302	1,988.24	.00	GUZMAN, KEVIN	132
V390303	2,395.63	.00	KOSS, MICHAEL	2718
V390304	3,323.77	.00	MARTINEZ, GABRIEL	3139
V390305	2,702.25	.00	MELLADO, KIM	3289
V390306	2,837.92	.00	MERROW, MATTHEW	3316
V390307	2,366.58	.00	OTTEN, DAVID	3869
V390308	2,077.07	.00	PERKINS, CUMARI	454
V390309	3,684.38	.00	PORTER, JEFFREY	4174
V390310	1,333.87	.00	RAMOS, NIKOLAS	815
V390311	2,945.50	.00	RODRIGUEZ, EDWARD	4479
V390312	2,064.74	.00	RUIZ, ALEJANDRO	416
V390313	1,363.77	.00	SAILIATA, RAYMOND	648
V390314	1,333.87	.00	SOLOMAN, ROBERTO	654
V390315	2,011.68	.00	TORRES, SALVADOR	234
V390316	2,393.31	.00	WELLS, ANTHONY	5610
V390317	3,161.66	.00	CAMPIZTA, ADAM	225
V390318	3,179.82	.00	DE LA CRUZ, RICARDO	558
V390319	3,614.63	.00	MACIAS, RAYMOND	2998
V390320	2,798.39	.00	WEAR, JOHN	5606
V390321	2,298.61	.00	ALARCON, ALEXANDER	485
V390322	6,944.94	.00	BOX, JAMES	576
V390323	2,231.81	.00	CHAVEZ, ARIANA	788
V390324	2,031.94	.00	CONTRERAS, SAUL	95
V390325	12.70	.00	DE LA LUZ, ALICIA	408
V390326	3,696.13	.00	KURATA, DALE	2749
V390327	2,194.85	.00	MANCILLA, JSSICA	451

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V390328	23.70	.00	MARTINEZ, JUANITA	421
V390329	2,449.96	.00	MARTINEZ, SERENA	3147
V390330	2,164.22	.00	MOMPELLER, JUSTICE	443
V390331	858.11	.00	SANCHEZ, CHRISTOPHER	236
V390332	3,492.59	.00	SAUCEDA, MARK	4642
V390333	8.70	.00	WALKER, SHARENA	524
V390334	23.70	.00	YUN, HYEWON	432
V390335	1,058.30	.00	ALVARADO, ADRIAN	89
V390336	402.52	.00	BAHENA, PEDRO	148
V390337	567.18	.00	BAKER, JAMISON	465
V390338	347.63	.00	BARENG, KATHERINE	33
V390339	274.44	.00	CARVENTE, GIANJAVIER	334
V390340	853.13	.00	CISNEROS, MICHELLE	812
V390341	329.33	.00	DURGIN, JAYLIND	186
V390342	109.78	.00	ESCAMILLA PATRICIO, DANIELLE	534
V390343	54.89	.00	FERNANDEZ, GISSEL	330
V390344	301.89	.00	GARCIA, MICHELE	171
V390345	315.62	.00	GONZALEZ, ISAAC	294
V390346	718.69	.00	GUERRA, ATHZIRI	141
V390347	744.15	.00	GUERRA, ROCCO	44
V390348	283.59	.00	GUILLEN, JAYDEN	339
V390349	523.43	.00	GUTIERREZ, MICHELLE	1925
V390350	584.86	.00	HERNANDEZ, KATE	2091
V390351	311.04	.00	HERNANDEZ-ZAMORA, JAZMIN	613
V390352	684.61	.00	HOLLOWAY, ELIZABETH	2185
V390353	128.07	.00	JUBRAN, NOAH	127
V390354	173.81	.00	LEWIS, ALEC	266
V390355	271.41	.00	MAGANA, ADAM	173
V390356	292.74	.00	MAY, REBECCA	3
V390357	558.04	.00	MOLINA, LILLY	611
V390358	753.74	.00	MORENO, ANDREW	161
V390359	583.71	.00	NGHIEM, NATALIE	249
V390360	91.48	.00	NGUYEN, KEVIN	299
V390361	274.44	.00	OCHOA, ALAN	192
V390362	76.58	.00	ONTIVEROS, IZABELLA	3864
V390363	735.65	.00	RIVERA GOMEZ, YAMILEX	4432
V390364	539.74	.00	RODRIGUEZ, KAREN	538
V390365	370.50	.00	RODRIGUEZ, MIKAYLA	295
V390366	580.22	.00	RUIZ, LUIS	527
V390367	776.20	.00	RUSSELL, JEFFREY	150
V390368	548.89	.00	SANCHEZ, NATHAN	504
V390369	512.29	.00	SHRESTHA, SALIS	610
V390370	786.56	.00	SOLTERO, JESSE	177
V390371	329.33	.00	SORIA, NOAH	5004
V390372	925.79	.00	STRICKLER, LINDA	5135
V390373	484.86	.00	TAPIA, ANGELICA	306
V390374	939.97	.00	THOMSEN, MATTHEW	194
V390375	2,807.86	.00	VAN SICKLE, MICHELLE	2076
V390376	562.00	.00	VAZQUEZ, OSCAR	152
V390377	539.74	.00	VELOZ, SABRINA	146
V390378	512.30	.00	WEBER, ISABELLA	614
V390379	178.39	.00	WONGSUPHAKPHAN, BRIANNA	337
V390380	690.89	.00	AGUILAR, KASSANDRA	685
V390381	996.39	.00	AGUILERA, CIENNA	617
V390382	887.55	.00	AHANYA, PRISHA	208
V390383	310.19	.00	ARMENTA, JESSICA	599

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V390384	588.45	.00	BARNES, JOSIAH	619
V390385	1,999.73	.00	BUENROSTRO, ADRIAN	598
V390386	1,317.76	.00	CATAN, KYLIE ROSE	185
V390387	508.89	.00	CLOCK, AUDREY	201
V390388	1,177.17	.00	CROCKETT, ALLISON	199
V390389	598.29	.00	DIXON, DAVONNE	563
V390390	762.06	.00	GALLEGOS, INARI	572
V390391	678.21	.00	GLYNN, FIONA	115
V390392	847.19	.00	GODFREY, RILEY	4
V390393	1,333.31	.00	GONZALEZ, EMBERLY	204
V390394	387.73	.00	KIM, SI YON	628
V390395	229.74	.00	LUM, OLIVER	686
V390396	448.54	.00	MAYA, GALILEA	324
V390397	1,253.30	.00	PEDROZA, ANGELINE	325
V390398	1,039.10	.00	POTTER, ALEXANDRA	564
V390399	1,127.02	.00	ROMERO, SYDNEY	14
V390400	1,303.83	.00	SINGH, YASHPREET	48
V390401	1,267.44	.00	SMITH, JOHN	210
V390402	350.08	.00	TAM, ALICE	687
V390403	1,096.83	.00	TORRES, INEZ	296
V390404	262.55	.00	VACA, SARAH	311
V390405	1,171.61	.00	VALENCIA, JAYDEN	643
V390406	1,047.03	.00	AGUILAR, KALVIN	23
V390407	237.85	.00	BARTOLO, BRYAN	338
V390408	910.38	.00	CABUSAO, NINA MARINELLA	729
V390409	627.76	.00	CHOATE, RACHAEL	511
V390410	1,026.12	.00	CORRALES, ISAAC	474
V390411	3,087.49	.00	DAVIS, TANIKKA	1082
V390412	1,508.24	.00	GRACIA, TONY	622
V390413	906.61	.00	HONG, YI	2189
V390414	3,136.24	.00	HURTADO, MARIA	353
V390415	583.71	.00	KENDRIX, PERRY	741
V390416	1,427.88	.00	LARIZ RUBALCAVA, CARLOS	429
V390417	600.15	.00	LIZARRAGA, ERIK	483
V390418	2,180.14	.00	LOZANO, WILFREDO	621
V390419	2,459.49	.00	MARQUEZ PINEDO, ANALISA	3118
V390420	1,100.30	.00	MEGGINSON, MARK	562
V390421	1,025.07	.00	MENDOZA, GISELLE	522
V390422	475.70	.00	MORISON, MATTHEW	243
V390423	2,785.20	.00	NIELSEN, ROSEMARY	3760
V390424	1,066.55	.00	ORTIZ, YAHAIRA	241
V390425	622.82	.00	ROJAS, ASHLEY	473
V390426	674.14	.00	RUIZ, GIANCARLO	466
V390427	575.49	.00	SALAZAR, NICHOLAS	661
V390428	460.35	.00	SANCHEZ, LORETTA	462
V390429	839.48	.00	SANCHEZ, MARIA	818
V390430	384.22	.00	SANDOVAL, RYAN	663
V390431	429.96	.00	SINGH, YASMINE	479
V390432	1,049.96	.00	SOSA, ELIANNA	341
V390433	591.93	.00	TOLEDO, ISAAC	742
V390434	357.57	.00	VEGA-MATA, PEDRO	278
V390435	676.03	.00	ZAZUETA, RYAN	267

PAYRUN TOTAL
CHECK: 438 1,211,926.62 .00

SELECTION CRITERIA: checkhis.pay_run='ND1'
ALL CHECKS

TOTAL CHECKS:	438	1,211,926.62	.00

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BUENA PARK, CALIFORNIA, HONORING AND COMMENDING DALE KURATA ON HIS RETIREMENT

WHEREAS, Dale Kurata has served as an employee of the City of Buena Park for over 25 years from July 10, 2000, until his retirement on October 6, 2025; and

WHEREAS, Dale Kurata served as a Community Services Supervisor for the Community Services Department, where he served in this capacity until his retirement; and

WHEREAS, Dale oversaw all of the activities, projects, and programs of the Recreation Services Division including Parks, Aquatics, After School Programs, Youth and Adult Sports, V.O.L.T. Teen Program, Buena Park Junior High School Gymnasium, and assisted with a variety of Park Development Projects; and

WHEREAS, during his long tenure, Dale developed and oversaw many city-wide special events, including Silverado Days, Candy Caneland, Memorial Grove, Spring Eggstravaganza; and

WHEREAS, the City Council is desirous of commending Dale Kurata for his leadership, devotion and dedicated services to the City of Buena Park.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF BUENA PARK, does hereby honor and commend Dale Kurata for his 25 years of diligent and devoted service and does hereby express appreciation and gratitude to him and further does extend to him best wishes for a long and rewarding retirement.

PASSED AND ADOPTED this 23rd day of September 2025, by the following called vote:

AYES: COUNCILMEMBERS:

NOES: COUNCILMEMBERS:

ABSENT: COUNCILMEMBERS:

ABSTAIN: COUNCILMEMBERS:

_____
Mayor

ATTEST:

_____
City Clerk

I, Adria M. Jimenez, MMC, City Clerk of the City of Buena Park, California, hereby certify that the foregoing resolution was duly and regularly passed and adopted at a regular meeting of the City Council of the City of Buena Park, held this 23rd day of September 2025.

_____
City Clerk

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BUENA PARK, CALIFORNIA, HONORING AND COMMENDING ROBERT CULL ON HIS RETIREMENT

WHEREAS, Robert Cull has served as an employee of the City of Buena Park for over 20 years from November 1, 2005, until his retirement on September 30, 2025; and

WHEREAS, Robert Cull began his career as a Building Inspector Technician before being hired full-time as a Building Inspector in 2006. He was promoted to Senior Building Inspector/Plan Checker in 2012, and Building and Safety Manager on December 27, 2021, where he served in this capacity until his retirement; and

WHEREAS, Robert oversaw all activities, projects, and programs within the Community and Economic Development Department's Building Division, including overseeing the permitting, review, and inspection of new and renovated construction, developing the annual budget, leading the adoption of new and updated Building Codes, coordinating with outside agencies such as Orange County Fire Authority and Orange County Sanitation District; and

WHEREAS, during his tenure Robert oversaw the revival and completion of the Hilton Hotel at The Source, multiple Affordable and Senior Housing projects such as Orchard View Gardens and Ascent, major remodel and expansion of several auto dealerships including House of Imports, BMW, Ken Grody Ford and Toyota and a multitude of projects at Knott's Berry Farm, including the renovations of Fiesta Village, Camp Snoopy, and the Knott's Berry Farm Hotel and Thirty Acres Kitchen; and

WHEREAS, the City Council commends Robert Cull for his 20 years of leadership, devotion and dedicated service to the City of Buena Park.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF BUENA PARK does hereby honor and commend Robert Cull for his 20 years of devoted service and extends him best wishes for a long and rewarding retirement.

PASSED AND ADOPTED this 23rd day of September 2025, by the following called vote:

AYES: COUNCILMEMBERS:

NOES: COUNCILMEMBERS:

ABSENT: COUNCILMEMBERS:

ABSTAIN: COUNCILMEMBERS:

_____
Mayor

ATTEST:

_____
City Clerk

I, Adria M. Jimenez, MMC, City Clerk of the City of Buena Park, California, hereby certify that the foregoing resolution was duly and regularly passed and adopted at a regular meeting of the City Council of the City of Buena Park, held this 23rd day of September.

_____
City Clerk

September 23, 2025
CONSENT CALENDAR
Item No. 4E.

City Council Agenda Report

FINAL PAYMENT TO ONYX PAVING COMPANY FOR THE 2024-25 ANNUAL PAVEMENT REHABILITATION PROJECT

PREPARED BY	PRESENTED BY
Jason Tran, Associate Engineer	Jason Tran, Associate Engineer
DEPARTMENT HEAD APPROVAL	**CITY MANAGER APPROVAL**
Mina Mikhael, Director of Public Works/City Engineer	Aaron France, City Manager

RECOMMENDED ACTION

1) Accept the project as complete and approve a final payment to Onyx Paving Company, Inc., in the amount of $67,065; and 2) Direct the Public Works Department to file a Notice of Completion.

PREVIOUS CITY COUNCIL ACTION

On April 22, 2024, the City Council approved a contract with Onyx Paving Company, Inc., in the amount of $1,133,000 for the 2024-25 Annual Pavement Rehabilitation Project. The approved total construction project budget of $1,248,000 included a $115,000 construction contingency.

DISCUSSION

Cities undertake annual pavement rehabilitation projects to ensure the safety, functionality, and longevity of road infrastructure. These projects address issues such as cracks, potholes, and surface wear, preventing them from worsening and reducing the need for costly emergency repairs. Well-maintained roads contribute to better roadway conditions for motorists, cyclists, and pedestrians. Additionally, roads enhance public satisfaction, improve the overall quality of life for residents, and boost the reputation of a city.

The 2024-25 Annual Pavement Rehabilitation Project consisted of removing and replacing street pavement, sidewalks, curbs and gutters, cross gutters, curb ramps, striping, and traffic loops in the area east of Stanton Avenue and north of Crescent Avenue. This project also included the area east of Grand Avenue and south of Crescent Avenue. Work limits included Maple Drive, Mulberry Avenue, Mango Way, Lime Circle, Larch Circle, Locust Drive, Linden Circle, Lemon Circle, Grand Avenue Frontage Road, Adams Way, Jackson Way, and the alley parallel to Mulberry Avenue.

Contract Dates

Advertisement: 03/27/2025

Contract Awarded: 04/22/2025

Notice to Proceed: 06/23/2025

Work Completed: 08/31/2025

The contractor has submitted a bill for work completed as of August 31, 2025. All items, quantities, and prices have been checked and found to be in accordance with the contract documents. The final payment is in the amount of $67,065. The final contract cost for this project is $1,167,340.20. This amount is $80,659.80 (or 6.5%) under the approved construction project budget of $1,248,000. The total retention is in the amount of $58,367.01 and will be released following the expiration of the 35-day lien period. An analysis of expenditures is listed in Appendix “A” – Capital Improvement Project Final Report.

It is hereby recommended that the City Council accept the project as complete.

BUDGET IMPACT

The final cost of the project is $1,167,340.20. This project was included in the FY2024-2025 CIP budget and was funded by the Road Maintenance and rehabilitation Account (RMRA) Fund (Account No. 24-9806-590004).

Attachments

Att. 1 of 3 - Appendix A.pdf

Att. 2 of 3 - Final Invoice.pdf

Att. 3 of 3 - Finance Department Memorandum.pdf

City of BUENA PARK

DEPARTMENT OF PUBLIC WORKS

Appendix "A" - Capital Improvement Project Final Report

24-25 ANNUAL PAVEMENT REHABILITATION PROJECT

CONTRACT

Original Construction Contract Amount	$1,133,000.00
Council Approved Construction Contingency Funds	$115,000.00
Approved Construction Contract Amount	**$1,248,000.00**

CONTRACT ADJUSTMENTS

Contract Change Orders

CCO#1	Petromat removal and disposal	$50,625.00
CCO#2	Final quantity adjustments for original bid items	-$16,284.80

Total Contract Adjustments	**$34,340.20**

CONTRACT EXPENDITURES

Previous Payments

Value of Work Done Previously	$1,100,275.20
Retention Held Previously	$55,013.76
Less Previous Payments	$1,045,261.44

Final Payment

Value of Work Done This Period	$67,065.00
Retention Held This Period	-$3,353.25

Total Amount Due This Payment	**$63,711.75**

PROJECT SUMMARY

Original Construction Contract Amount	$1,133,000.00
Total Construction Contract Adjustment	$34,340.20
Revised Construction Contract	**$1,167,340.20**
Approved Construction Contract Amount	**$1,248,000.00**
Amount Under the Approved Construction Contract Amount	**$80,659.80**
Percentage Under the Approved Construction Contract Amount	**6.5%**

ONYX PAVING COMPANY, INC
2890 E. La Cresta Ave. Anaheim, CA 92806
Office: (714) 632-6699 Fax: (714) 632-1883
CSLB 630360
DIR 1000004798

Date: 8/20/2025
Progress Payment #: 2
Invoice #: 25-009-2
Job Location: Buena Park
Onyx Job #: 25-009

City of Buena Park

24-25 Annual Pavement Rehabilitation Project

PAY REQUEST MONTH ENDING: 8/31/2025

BID ITEM	DESCRIPTION	QUANTITY	UMO	UNIT PRICE	TOTAL BID PRICE	THIS PERIOD BILLING		PREVIOUS BILLING		TOTAL BILLING TO DATE	
						BILLED QUANTITY	PERIOD BILLING	BILLED QUANTITY	PERIOD BILLING	BILLED QUANTITY	PERIOD BILLING
1	Storm Water Pollution Prevention Plan (SWPPP/BMP)	1	LS	$ 8,000.00	$ 8,000.00	0.00	$ -	1.00	$ 8,000.00	1.00	$ 8,000.00
2	Traffic control including computerized message signs, construction information signs, and steel plates	1	LS	$ 130,500.00	$ 130,500.00	0.00	$ -	1.00	$ 130,500.00	1.00	$ 130,500.00
3	Cold Mill and Remove 2-Inch of Existing AC Pavement	325,500	SF	$ 0.40	$ 130,200.00	0.00	$ -	322,169.00	$ 128,867.60	322,169.00	$ 128,867.60
4	Construct 2-inch thick asphalt concrete surface course, type III C3 PG 70-10 (1/2" rock) with aramid fiber reinforcement	4,000	TONS	$ 130.00	$ 520,000.00	0.00	$ -	3,892.82	$ 506,066.60	3,892.82	$ 506,066.60
5	Prepare road and install rubber polymer modified slurry (RPMS) Type I	23,000	SF	$ 1.22	$ 28,060.00	0.00	$ -	23,000.00	$ 28,060.00	23,000.00	$ 28,060.00
6	Optional - Asphalt Concrete Leveling Course Type D2 Mix (Dense fine) PG 64-10	100	TONS	$ 130.00	$ 13,000.00	0.00	$ -	0.00	$ -	0.00	$ -
7	Optional - Over Excavation (Unsuitable Area)	100	CY	$ 100.00	$ 10,000.00	0.00	$ -	0.00	$ -	0.00	$ -
8	Adjust water manhole frame and cover to grade	2	EA	$ 1,500.00	$ 3,000.00	0.00	$ -	2.00	$ 3,000.00	2.00	$ 3,000.00
9	Adjust Water Valve and Cover to Grade per City Std. 518	2	EA	$ 850.00	$ 1,700.00	0.00	$ -	2.00	$ 1,700.00	2.00	$ 1,700.00
10	Adjust existing City water meter box to grade	1	EA	$ 850.00	$ 850.00	0.00	$ -	1.00	$ 850.00	1.00	$ 850.00
11	Remove and Install a New Composite Frame & Cover to grade per City Standard No. 505 & Specification Section 500.	43	EA	$ 2,750.00	$ 118,250.00	0.00	$ -	43.00	$ 118,250.00	43.00	$ 118,250.00
12	Adjust Existing City Sewer Manhole Frame and Cover to grade	1	EA	$ 900.00	$ 900.00	0.00	$ -	1.00	$ 900.00	1.00	$ 900.00
13	Adjust Existing City sewer clean out to grade	4	EA	$ 900.00	$ 3,600.00	0.00	$ -	4.00	$ 3,600.00	4.00	$ 3,600.00
14	Adjust Existing City storm drain manhole frame and cover	4	EA	$ 900.00	$ 3,600.00	0.00	$ -	4.00	$ 3,600.00	4.00	$ 3,600.00
15	Adjust existing gas anode box	1	EA	$ 1,100.00	$ 1,100.00	0.00	$ -	1.00	$ 1,100.00	1.00	$ 1,100.00
16	Reset Benchmark/Survey Monument	5	EA	$ 1,000.00	$ 5,000.00	5.00	$ 5,000.00	0.00	$ -	5.00	$ 5,000.00
17	Remove existing and construct 4-inch thick PCC sidewalk per City of Buena Park Standard Plan 208	2,100	SF	$ 14.00	$ 29,400.00	0.00	$ -	1,979.00	$ 27,706.00	1,979.00	$ 27,706.00
18	Remove existing and construct curb and gutter per City of Buena Park Standard Plan 202	700	LF	$ 88.00	$ 61,600.00	130.00	$ 11,440.00	854.00	$ 75,152.00	984.00	$ 86,592.00
19	Remove existing and construct driveway approach panel per City of Buena Park Standard Plan 209	180	SF	$ 33.00	$ 5,940.00	0.00	$ -	231.00	$ 7,623.00	231.00	$ 7,623.00
20	Remove existing and construct concrete cross gutter per City of Buena Park Standard Plan 105. Adjust to grade as needed during construction. Match existing flow line/provide continuous flow line	2	EA	$ 15,500.00	$ 31,000.00	0.00	$ -	2.00	$ 31,000.00	2.00	$ 31,000.00
21	Remove existing tree and restore parkway	5	EA	$ 3,500.00	$ 17,500.00	0.00	$ -	5.00	$ 17,500.00	5.00	$ 17,500.00
22	Optional - Retain arborist to evaluate tree health	1	LS	$ 3,000.00	$ 3,000.00	0.00	$ -	0.00	$ -	0.00	$ -
23	Install traffic striping, markers, and markings	1	LS	$ 4,000.00	$ 4,000.00	0.00	$ -	1.00	$ 4,000.00	1.00	$ 4,000.00
24	Install Type D traffic loop detectors per Caltrans Std Plan ES-5B	1	EA	$ 1,400.00	$ 1,400.00	0.00	$ -	1.00	$ 1,400.00	1.00	$ 1,400.00
25	Install Type E traffic loop detectors per Caltrans Std Plan ES-5B	1	EA	$ 1,400.00	$ 1,400.00	0.00	$ -	1.00	$ 1,400.00	1.00	$ 1,400.00
	CONTRACT CHANGE ORDER #1										
A	PETROMAT DUMPS	81	EA	$ 625.00	$ 50,625.00	81.00	$ 50,625.00	0.00	$ -	81.00	$ 50,625.00
	CONTRACT TOTALS	**$**			**1,133,000.00**		**$ 67,065.00**		**$ 1,100,275.20**		**$ 1,167,340.20**

LESS 5% RETENTION	**$ 58,367.01**
SUB-TOTAL	**$ 1,108,973.19**
LESS PREVIOUS PAYMENTS	**$ 1,045,261.44**
TOTAL AMOUNT DUE THIS PROG PAY	**$ 63,711.75**

Kelterite Corporation

Contractors State License #944160 A/B

P O Box 39009
Downey, CA 90239

Phone: (562) 401-0011 Fax: (562) 401-1012
Dispatch: (562) 401-0039
ASPHALT and BASE MATERIALS ASPHALT and CONCRETE DUMP

INVOICE

Invoice Number: 609700
Invoice Date: Jul 9, 2025
Page: 1

Bill To:	Customer Acct. No.:	156000
Onyx Paving Company Inc. 22707 La Palma Ave EMAIL INVOICES ONLY Yorba Linda, CA 92887		

Ship to Job Address:
25-026 Locus / Maple Buena Park, CA

Ship Date	Quote Number	Shipping Method	Payment Terms
7/9/25		Dump	Net 30 Days
			Quoted Unit Price
			535.00

Ticket No.	Quantity	U/M	Description	Amount
49 .	49.00	Load	Super Ten Petromat Dump $535	26,215.00
.....	49.00	Each	Dump Environmental Fee $10	490.00
			$545 x 15% = $626.75	

Tonnage Total

Subtotal	26,705.00
Taxable Material/Fees	0.00
Non Taxable Service or Haul	26,705.00
Sales Tax	0.00
TOTAL	$26,705.00

If you have any issues with this invoice, you must notify us in writing within 10 days.

Terms: Payment is due by the 10th day of the month after purchase. Service Charge and late fee apply on accounts over 30 days.

Kelterite Corporation

Contractors State License #944160 A/B

P O Box 39009
Downey, CA 90239

Phone: (562) 401-0011 Fax: (562) 401-1012
Dispatch: (562) 401-0039
ASPHALT and BASE MATERIALS ASPHALT and CONCRETE DUMP

INVOICE

Invoice Number: 609658
Invoice Date: Jul 8, 2025
Page: 1

Bill To:	Customer Acct. No.: 156000
Onyx Paving Company Inc. 22707 La Palma Ave EMAIL INVOICES ONLY Yorba Linda, CA 92887	

Ship to Job Address:
PO#25048 Grand Ave / Jackson Buena Park, CA

Ship Date	Quote Number	Shipping Method	Payment Terms
7/8/25		Dump	Net 30 Days
			Quoted Unit Price
			535.00

Ticket No.	Quantity	U/M	Description	Amount
32 .	32.00	Load	Super Ten Petromat Dump	17,120.00
.....	32.00	Each	Dump Environmental Fee	320.00

Tonnage Total

Subtotal	17,440.00
Taxable Material/Fees	0.00
Non Taxable Service or Haul	17,440.00
Sales Tax	0.00
TOTAL	$17,440.00

If you have any issues with this invoice, you must notify us in writing within 10 days.

Terms: Payment is due by the 10th day of the month after purchase. Service Charge and late fee apply on accounts over 30 days.

City of BUENA PARK

MEMORANDUM
Department of Public Works

DATE: September 23, 2025

TO: Adrian Garcia, Finance Manager

FROM: Mina Mikhael, P.E., Director of Public Works / City Engineer

SUBJECT: 24-25 Annual Pavement Rehabilitation Project

Amount: $50,625 Account No.: 24-9806-590004

Purchase Order: 250472

Contractor: Onyx Paving Company, Inc.
16738 Lakeshore Dr, #H275
Lake Elsinore, CA 92530

Date Warrants are to be Mailed: 10/09/2025

RECOMMENDATION:
It is recommended that the Finance Officer issue a warrant for the final payment on this contract.

CERTIFICATION:
This is to certify that the subject project has been completed satisfactorily. The contractor has submitted the final bill for the completed work and is entitled to payment in the amount of $67,065 less 5% retained (attached). Bid items, quantities and prices have been checked through this department and are found to be accurate in accordance with the contract documents. A copy of the final report is attached for your file. A “Notice of Completion” will be filed by the Public Works upon approval of the City Council, and following the expiration of the 35-day lien period; the 5% retention will be released to the contractor. Final Payment represents 100% completion to date.

CC: Jason Tran, P.E., Associate Engineer
Gloria Hernandez, Account Clerk

September 23, 2025
CONSENT CALENDAR
Item No. 4F.

City Council Agenda Report

AGREEMENT WITH THE BUENA PARK NOON LIONS CLUB FOR USE OF THE CITY FACILITIES AT WILLIAM PEAK PARK FOR THE 2025 SILVERADO DAYS CELEBRATION

PREPARED BY	PRESENTED BY
Connie Hurtado, Community Services Supervisor	Connie Hurtado, Community Services Supervisor
DEPARTMENT HEAD APPROVAL	**CITY MANAGER APPROVAL**
Jim Box, Director of Community Services	Aaron France, City Manager

RECOMMENDED ACTION

1) Approve an agreement with the Buena Park Noon Lions Club for use of William Peak Park for the 2025 Silverado Days Celebration; 2) Authorize the City Manager and City Attorney to make any necessary, non-monetary changes to the agreement; and, 3) Authorize the Mayor and City Clerk to execute the agreement.

PREVIOUS CITY COUNCIL ACTION

On September 24, 2024, the City Council approved a similar agreement for the 2024 Silverado Days Celebration. The City Council approves this agreement on an annual basis.

DISCUSSION

For the past 69 years, Silverado Days has been an annual event at William Peak Park. The event consists of a carnival and a variety of social activities during a three-day celebration that attracts thousands of people. This year's event is scheduled to commence on Friday, October 17, 2025, and conclude on Sunday, October 19, 2025. The Buena Park Noon Lions Club coordinates the event. The City assists by providing staff, equipment, and public facilities for the event. In order to reduce potential liability associated with this public event, the proposed agreement calls for coordination of various activities and the provision of insurance indemnification to the City.

This agreement has been reviewed and approved by the City Attorney.

BUDGET IMPACT

Funds in the amount of $174,730 are currently allocated in the adopted FY 2025-26 Community Support Services budget for the City's portion of the Silverado Days event. These funds cover overtime costs for the Police and Public Works Departments; part-time costs for the Police, Public Works, and Community Services Department; enhanced security; contract services for electrical support and equipment rental; and, hardware supplies.

Attachments

2025 Silverado Days Agreement.pdf
2025.316 Buena Park Noon Lions (CS-D.Kurata).pdf
2025.321 Kastl Amusement - 2025 Silverado Days (CS-D.Kurata).pdf

AGREEMENT FOR USE OF CITY FACILITIES

This Agreement is made and entered into this 23rd day of September 2025, by and between the CITY OF BUENA PARK, a California charter city and municipal corporation (hereinafter referred to as "CITY") and the BUENA PARK NOON LIONS CLUB, a California non-profit corporation (hereinafter referred to as "LIONS CLUB").

RECITALS

A. LIONS CLUB has applied for a permit to use William Peak Park for an event known as Silverado Days and Carnival.

B. LIONS CLUB desires to conduct a carnival, consisting of rides and attractions as well as various food and drink concession stands and related activities in conjunction with Silverado Days and Carnival.

C. The City Council of the City of Buena Park has determined that allowing the special, temporary use described in the Recitals, above, subject to the terms of this Agreement, will benefit the CITY, including its residents, visitors, and businesses.

NOW, THEREFORE, it is agreed by and between CITY and LIONS CLUB as follows:

1. In consideration of the benefits to the CITY provided by the special, temporary use authorized herein, the CITY hereby issues, and this Agreement shall serve as, a special use permit, subject to the terms and conditions herein, authorizing the LIONS CLUB to conduct the annual Silverado Days and Carnival ("Event"), at William Peak Park and adjoining, publicly accessible areas thereto (collectively, "Park").

2. LIONS CLUB, consistent with its Articles of Incorporation and Constitution, warrants that none of its officers, employees, or volunteers shall engage in campaigning of a political nature while present within the Park for purposes of the Event. The Lions Club may restrict political campaigning by persons at, and during the Event, to the extent permitted by law.

3. The CITY shall provide stage facilities at the Park.

4. The Director of Community Services or designee ("CITY REPRESENTATIVE") may allow the pool at the Park to be used by LIONS CLUB and its guests and invitees upon written request of the LIONS CLUB.

5. Not less than ninety (90) days prior to the Event, LIONS CLUB shall submit to the CITY REPRESENTATIVE, a written diagram indicating the location of the booths, carnival rides and attractions, stage areas, parking areas, related walks and paths and security fencing within the Park (collectively, "facilities") that LIONS CLUB will use for the Event. The CITY REPRESENTATIVE shall review the diagram and may make such changes or alterations in the designated areas as the CITY REPRESENTATIVE deems necessary in the CITY REPRESENTATIVE's sole discretion. LIONS CLUB shall not modify the location of any of the facilities as depicted on the approved diagram, without the prior written consent of the CITY REPRESENTATIVE. LIONS CLUB shall be solely responsible for designating the intended areas of use, including parking areas, with appropriate, temporary signs and markings, approved by the CITY REPRESENTATIVE, all of which shall be removed upon conclusion of the Event. LIONS CLUB shall meet with the CITY REPRESENTATIVE one week prior to the Event to coordinate the location of the facilities.

6. Concurrent with submission of the diagram referenced in Section 5, above, LIONS CLUB shall submit to the CITY REPRESENTATIVE a diagram indicating the location of temporary electrical outlets and related appurtenances convenient and necessary for the conduct of the Event. The submitted diagram of available electrical power shall have such specificity as the CITY REPRESENTATIVE shall require. No electrical power outlets or related appurtenances shall be energized or may be used without prior approval of the CITY REPRESENTATIVE. If deemed necessary by the CITY REPRESENTATIVE, LIONS CLUB shall provide additional electricity from portable generators and electrical cords as needed to safely and properly run the Event. LIONS

CLUB must also provide and pay the cost of installing water heaters and any other equipment required by the State and/or County Department of Health. The operation of any such generators or other equipment of any nature, necessary to conduct the Event, shall be in compliance with any and all local, State, and federal rules, regulations, ordinances, safety orders, laws and statutes, and otherwise as required by the CITY's Public Works Director.

7. LIONS CLUB shall submit to the CITY REPRESENTATIVE one week prior to the Event a schedule setting forth all dates and times when the legally required inspection of rides, attractions, and similar contrivances by appropriate State agencies will occur. LIONS CLUB shall coordinate inspection of such facilities with CITY REPRESENTATIVE and State officials to ensure that the CITY REPRESENTATIVE will be able to observe the inspection. LIONS CLUB shall correct any deficiencies, violations, and/or conditions identified in any such inspection, to the satisfaction of the CITY REPRESENTATIVE, prior to the Event.

8. LIONS CLUB will not permit the sale of alcoholic beverages during the Event unless approved in writing by the CITY REPRESENTATIVE in compliance with conditions imposed by the CITY REPRESENTATIVE and provided all legally required permits have been obtained from all governmental entities having jurisdiction over the sale of alcoholic beverages.

9. LIONS CLUB shall ensure that all carnival equipment, vehicles and sleeping facilities for carnival and security personnel are located only in those areas approved in writing by the CITY REPRESENTATIVE.

10. The Event shall be conducted and the gates shall open to the public only during the following dates and times:

Friday	October 17, 2025	5:00 p.m. – 11:00 p.m.
Saturday	October 18, 2025	10:00 a.m. – 11:00 p.m.
Sunday	October 19, 2025	8:00 a.m. – 10:00 p.m. *

*Prior to opening on Sunday there will be a Pancake Breakfast beginning at 7:00 a.m. and a classic car show beginning at 9:00 a.m.

LIONS CLUB is authorized to move equipment, vehicles, booths and related appurtenances into the Park no earlier than October 10, 2025, subject to a schedule approved in writing by the CITY REPRESENTATIVE.

11. LIONS CLUB shall, not later than October 6, 2025, mail or hand deliver a written notice, approved by the CITY REPRESENTATIVE, to all residents whose properties are immediately adjacent to the areas where the carnival equipment, vehicles and sleeping facilities for carnival and security personnel will be located, informing the residents of the days the Event will be conducted and the nature of the Event. LIONS CLUB shall also mail a copy of the notice to the CITY REPRESENTATIVE at the same time the notice is mailed or hand delivered to the residents.

12. LIONS CLUB shall immediately close the Event or any portion thereof, if so directed by a member of the CITY's police department. The CITY shall not be liable to LIONS CLUB for any damages or losses incurred by LIONS CLUB as a result of closure of the Event or any portion thereof as provided in this Section. LIONS CLUB shall be responsible for payment of all costs incurred by the CITY in providing supplemental police services, if such services are deemed necessary by CITY's police chief.

13. Prior to the opening of the Event, LIONS CLUB shall provide copies of all necessary permits and licenses required for the preparation and sale of food at the Event to the CITY REPRESENTATIVE.

14. The CITY may terminate this Agreement when deemed to be in the best interest of the City by the City Council, by giving written "Notice of Termination" to LIONS CLUB at least fifteen (15) days prior to the date of termination. If this Agreement is terminated by CITY, LIONS CLUB shall cause all activities pertaining to the Event to be concluded no later than the effective date of termination. The CITY shall not be liable to LIONS CLUB for any damages or losses incurred by LIONS CLUB as a result of CITY's

termination of the Agreement. LIONS CLUB may not terminate this Agreement except for cause. Within three (3) days of the conclusion of the Event, and/or upon termination of this Agreement, LIONS CLUB shall cause all equipment, including all carnival equipment, rides, booths, signs, markings, trash, and any and all other items and personal property of any kind, located in the Park, due to, or as a result of the Event, to be removed in their entirety.

15. Kathy La Pierre shall be the representative of the LIONS CLUB, with respect to this Agreement, and CITY may rely on decisions made by Kathy La Pierre on behalf of LIONS CLUB.

16. Any and all notices, demands, invoices and written communications between the parties hereto shall be addressed as set forth below:

JIM BOX
Director of Community Services
City of Buena Park
6688 Beach Boulevard
Buena Park, California 90622

Priscilla Perez, General Chairperson c/o
Buena Park Noon Lions Club
P.O. Box 6782
Buena Park, California 90622

Any such notices, demands, invoices and written communications sent by mail postage, postage prepaid and properly addressed shall be deemed to have been received by the parties on the second business day following deposit in the mail.

17. LIONS CLUB shall, upon execution of this Agreement, obtain all insurance required hereunder from a company or companies acceptable to CITY. LIONS CLUB shall not permit any of its volunteers, employees, contractors, representatives of other persons operating under its authority, including, but not limited to, carnival operators, to enter the Park property in connection with the Event, until all insurance required of such parties has been obtained. LIONS CLUB agrees, at its sole cost and expense, to take out

and maintain at all times during the term of this Agreement the following policies of insurance:

(i) Commercial General Liability: A policy or policies of Commercial General Liability Insurance, with minimum limits of $2,000,000 per occurrence and $2,000,000 in the aggregate that fully protects the CITY for claims or suits for bodily injury, death, loss, property damage and personal injury resulting from wrongful or negligent acts by LIONS CLUB.

(ii) Automobile Liability: A policy or policies of vehicle liability insurance covering bodily injury and property damage, with minimum limits of $1,000,000 combined single limit per accident for bodily injury and property damage covering any vehicle utilized by LIONS CLUB in operating the Event which is the subject of this Agreement.

(iii) Workers Compensation: Workers Compensation policy with limits as required by the California Labor Code. The policy shall be evidenced by furnishing of a certificate of insurance as proof that LIONS CLUB has taken out the required workers' compensation insurance in full accordance with the laws of the State of California. LIONS CLUB shall also require its subcontractors, including the carnival operators, to provide workers compensation insurance as required by law.

(iv) Carnival Operators' Required Insurance: LIONS CLUB shall require any carnival operator retained by LIONS CLUB to conduct activities during the Event, to provide and maintain the identical insurance and policy limits listed above.

18. All insurance required by this Agreement shall be provided by insurance companies licensed to conduct business in the State of California by the Department of Insurance and rated "A:VIII" in the most recent A.M. Best's Key Insurance Rating Guide. All such policies, except for Workers' Compensation policies, shall name CITY, its elected officials, officers, employees, agents and representatives as additional insureds. All such policies shall be endorsed as follows:

(i) The insurer waives the right of subrogation against the CITY and CITY'S elected officials, officers, employees, agents and representative.

(ii) The policies are primary and non-contributing with any insurance that may be carried by CITY; and

(iii) The policies cannot be cancelled or materially changed except after thirty (30) days notice by the insurer to the CITY REPRESENTATIVES by certified mail. If for any reason insurance coverage is canceled or, reduced in coverage or in limits, the Applicant shall, within two (2) business days of notice from insurer, notify the CITY by phone or fax of the changes to or cancellation of the policy.

19. Prior to entering the Park in connection with the Event, LIONS CLUB shall furnish the CITY REPRESENTATIVE with evidence of the insurance required by this Agreement, satisfactory to the Assistant City Manager of CITY. Such evidence shall consist of original certificates of insurance and amendatory endorsements, including an additional insured endorsement using Insurance Services Offices ("ISO") form CG 20 10 11 85 or an updated ISO additional insured endorsement form. The endorsements shall be on forms provided by the CITY REPRESENTATIVE, or on such other forms approved by the CITY REPRESENTATIVE in writing and amended to conform to the CITY'S requirements. LIONS CLUB shall provide complete certified copies of all required insurance policies and endorsements promptly upon the CITY REPRESENTATIVE'S request.

20. LIONS CLUB shall, to the maximum extent permitted by law, defend, indemnify and save harmless CITY, its elected and appointed officials, officers, agents, employees, and volunteers, from all liability for loss, damages of any kind, death or injury to persons, and/or damage to property, including payment of all legal costs and attorneys' fees, in any manner arising out of the acts and/or omissions of LIONS CLUB, its officers, agents, contractors, and employees, including the carnival operators, arising out of or related to this Agreement. LIONS CLUB shall be responsible for paying all costs incurred

by the CITY to repair or replace any CITY property or facility damaged or destroyed by any LIONS CLUB invitee, employee, official, agent, or contractor, including any carnival operator.

21. LIONS CLUB may not assign this Agreement or any part or obligation hereunder without the prior written consent of the CITY.

22. LIONS CLUB and its employees, officers, subcontractors, volunteers and agents are and shall remain as to CITY, wholly independent contractors and are not for any purpose employees of the CITY. LIONS CLUB shall be free to dispose of all portions of its time and activities in such a manner and to such persons, firms or activities as LIONS CLUB sees fit except as expressly provided in this Agreement. Neither the CITY REPRESENTATIVE nor any of its agents shall have control over the conduct of LIONS CLUB or any of its employees, except as set forth in this Agreement. Neither LIONS CLUB nor any of its employees, officers, subcontractors, volunteers and agents shall have the status of an employee under this Agreement, or be entitled to participate in any insurance, medical care, vacation, sick leave or other benefits provided by CITY to its officers or employees. LIONS CLUB shall have no power to incur any debt, obligation, or liability on behalf of CITY or otherwise act on behalf of the CITY. LIONS CLUB shall not, at any time, or in any manner, represent that it or any of its agents or employees are in any manner agents or employees of the CITY.

23. This Agreement shall be governed by and construed in accordance with the laws of the State of California. Venue for any legal action shall be the Orange County Superior Court, State of California.

24. If any legal proceeding is instituted to enforce any term or provision of this Agreement, the prevailing party in such legal proceeding shall be entitled to recover actual attorneys' fees and costs from the opposing party.

25. If CITY's facilities provided to LIONS CLUB hereunder, or any portion thereof, shall be unavailable due to war, riot, civil insurrection or disturbance, pandemic, fire, flood,

act of God or otherwise, then this Agreement shall be of no further force and effect with respect to such unavailable facilities or portions thereof and CITY shall have no obligation to provide alternative facilities to LIONS CLUB. CITY shall not be liable to LIONS CLUB if the Park, or any portion thereof, is unavailable for use by LIONS CLUB.

26. This Agreement supersedes any and all other agreements, either oral or in writing, between the parties with respect to the subject matter herein. Each party to this Agreement acknowledges that no representation by any party, which is not embodied herein, nor any other agreement, statement, or promise not contained in this Agreement shall be valid or binding on the parties. This Agreement may be amended, modified and/or expanded only with written instrument signed by all parties.

WITNESS WHEREOF the parties hereto have executed this Agreement as of the day and year first above written.

CITY OF BUENA PARK	BUENA PARK NOON LIONS CLUB
By: _____	By: _____
Joyce Ahn, Mayor	Priscilla Perez 2025 Silverado Days General Chairperson
ATTEST:	Date:
_____	_____
Adria M. Jimenez, City Clerk	
APPROVED AS TO FORM:	
	Date:
_____	_____
Chris Cardinale, City Attorney	

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 09/01/2025

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER DSP Insurance Services, Inc. 1900 E. Golf Road Suite 225 Schaumburg IL 60173	CONTACT NAME: Bryan Adams PHONE (A/C, No, Ext): (800) 316-6705 FAX (A/C, No): (847) 934-6186 E-MAIL ADDRESS: lionsclubs@dspins.com
INSURED Buena Park Noon Lions 4L4 Buena Park California	INSURER(S) AFFORDING COVERAGE — NAIC # INSURER A: Ace American Insurance Company — 22667 INSURER B: INSURER C: INSURER D: INSURER E: INSURER F:

COVERAGES **CERTIFICATE NUMBER:** **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X COMMERCIAL GENERAL LIABILITY						EACH OCCURRENCE	$ 1,000,000
	CLAIMS-MADE X OCCUR						DAMAGE TO RENTED PREMISES (Ea occurrence)	$ 1,000,000
	X Agg.Per Named Insure						MED EXP (Any one person)	$ 5,000
	is $2,000,000			HDOG49357199	09/01/2025	09/01/2026	PERSONAL & ADV INJURY	$ 1,000,000
	GEN'L AGGREGATE LIMIT APPLIES PER:						GENERAL AGGREGATE	$ 10,000,000
	X POLICY PRO-JECT LOC						PRODUCTS - COMP/OP AGG	$ 2,000,000
	OTHER:							$
A	AUTOMOBILE LIABILITY						COMBINED SINGLE LIMIT (Ea accident)	$ 1,000,000
	ANY AUTO			ISA H11428113	09/01/2025	09/01/2026	BODILY INJURY (Per person)	$
	OWNED AUTOS ONLY / SCHEDULED AUTOS						BODILY INJURY (Per accident)	$
	X HIRED AUTOS ONLY / X NON-OWNED AUTOS ONLY						PROPERTY DAMAGE (Per accident)	$
								$
	UMBRELLA LIAB OCCUR						EACH OCCURRENCE	$
	EXCESS LIAB CLAIMS-MADE						AGGREGATE	$
	DED RETENTION $							$
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY Y/N						PER STATUTE OTH-ER	
	ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? N/A						E.L. EACH ACCIDENT	$
	(Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below						E.L. DISEASE - EA EMPLOYEE	$
							E.L. DISEASE - POLICY LIMIT	$
								$
								$

APPROVED
By Rebecca Valdez at 3:12 pm, Sep 11, 2025

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

Provisions of the policy apply to the named insureds participation in the following activity during the policy period shown above:

October 17-19-2025
Silverado Days

The following persons or organizations granting use of real property, including structures thereon are included as Additional Insured(s), but only with respect to General Liability arising out of the use of premises by the insured shown above and not out of the sole negligence of said additional insured.

***Kastle Amusement

PROVISIONS OF THE POLICY DO NOT APPLY TO THE SALE OR SERVING OF ALCOHOLIC BEVERAGES.

CERTIFICATE HOLDER

City of Buena Park
6650 Beach Blvd
Buena Park California 90621

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

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WAIVER OF SUBROGATION ENDORSEMENT

Named Insured	The International Association of Lions Clubs		Endorsement Number
			31
Policy Symbol	Policy Number	Policy Period	Effective Date of Endorsement
HDO	49357199	09/01/2025 to 09/01/2026	
Issued By (Name of Insurance Company)			
ACE American Insurance Company			

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

THIS ENDORSEMENT MODIFIES INSURANCE PROVIDED UNDER THE FOLLOWING:

COMMERCIAL GENERAL LIABILITY COVERAGE FORM

The following is added to Section IV – Commercial General Liability Conditions, Item 8, Transfer of rights of recovery Against Others To Us: City of Buena Park

If the Insured is required by written contract or agreement, which is executed before a loss, to waive rights of recovery from others who qualify as an additional insured as defined within this policy, we agree to waive our rights of recovery. This waiver shall not be construed to be a waiver with respect to any operations in which the Insured has no contractual interest.

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City of BUENA PARK

CERTIFICATE OF EXEMPTION

Minimum insurance requirements for the City of Buena Park include Worker's Compensation coverage per statutory limits. Section 3700 of the Labor Code of the State of California requires every employer to be insured for Workers Compensation or to undertake self-Insurance.

You may submit a **CERTIFICATION OF EXEMPTION** for waiver of this requirement if you do not employ anyone in a manner that is subject to worker's compensation laws of the State of California. (*Exception: all contractors with a C-39 Roofing classification are not eligible for exemption from workers' compensation.*)

CERTIFICATE OF EXEMPTION FROM WORKERS' COMPENSATION INSURANCE

I hereby certify that in the performance of the work for which this AGREEMENT/CONTRACT/PERMIT is entered into, I shall not employ any person in any manner so as to become subject to the Workers Compensation Laws of the State of California.

Executed on this 1 **day of** September, 2025

at Stanton, **California.**

Signature: [signature]

Printed Name and Title:

Priscilla Perez, General Chair Silverado Days

Consultant/Contractor/Permitee Name:

Buena Park Noon Lions

Client#: 1478 FRANKKAY

ACORD™ CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY) 9/12/2025

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer any rights to the certificate holder in lieu of such endorsement(s).

PRODUCER
Haas & Wilkerson Insurance
4300 Shawnee Mission Parkway
Fairway, KS 66205
913 432-4400

CONTACT NAME: Carl Murdock, CISR
PHONE (A/C, No, Ext): 913 432-4400 **FAX (A/C, No):**
E-MAIL ADDRESS: carl.murdock@hwins.com

INSURER(S) AFFORDING COVERAGE	NAIC #
INSURER A : ACE American Insurance Company (CHUBB)	22667
INSURER B :	
INSURER C :	
INSURER D :	
INSURER E :	
INSURER F :	

INSURED
Frank & Kay Kastl, Joseph Kastl dba
Kastl Amusements dba Kastl Rides
23905 Clinton Keith Rd 114-520
Wildomar, CA 92595

COVERAGES **CERTIFICATE NUMBER:** **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSR	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X COMMERCIAL GENERAL LIABILITY			G18206778	04/01/2025	04/01/2026	EACH OCCURRENCE	$1,000,000
	CLAIMS-MADE X OCCUR						DAMAGE TO RENTED PREMISES (Ea occurrence)	$300,000
							MED EXP (Any one person)	$EXCLUDED
							PERSONAL & ADV INJURY	$1,000,000
	GEN'L AGGREGATE LIMIT APPLIES PER:						GENERAL AGGREGATE	$2,000,000
	POLICY PRO-JECT X LOC						PRODUCTS - COMP/OP AGG	$2,000,000
	OTHER:							$
A	AUTOMOBILE LIABILITY			H08133220	04/01/2025	04/01/2026	COMBINED SINGLE LIMIT (Ea accident)	$1,000,000
	ANY AUTO						BODILY INJURY (Per person)	$
	OWNED AUTOS ONLY X SCHEDULED AUTOS						BODILY INJURY (Per accident)	$
	X HIRED AUTOS ONLY X NON-OWNED AUTOS ONLY						PROPERTY DAMAGE (Per accident)	$
								$
A	UMBRELLA LIAB X OCCUR			XCPN17957478	04/01/2025	04/01/2026	EACH OCCURRENCE	$10,000,000
	X EXCESS LIAB CLAIMS-MADE						AGGREGATE	$10,000,000
	DED RETENTION $							$
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY Y/N						PER STATUTE OTH-ER	
	ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? N/A						E.L. EACH ACCIDENT	$
	(Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below						E.L. DISEASE - EA EMPLOYEE	$
							E.L. DISEASE - POLICY LIMIT	$

APPROVED
By Rebecca Valdez at 5:55 pm, Sep 15, 2025

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
Excess follows form and over the General Liability only.
Additional Insured: The City of Buena Park, its elected officials, officers, agents, employees, and volunteers
Event Dates: October 17 to 19, 2025
Dates on Property: October 13 to 20, 2025.

CERTIFICATE HOLDER
City of Buena Park
6650 Beach Boulevard
Buena Park, CA 90620

CANCELLATION
SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE
William R Watkins III

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ATENK

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

ADDITIONAL INSURED – DESIGNATED PERSON OR ORGANIZATION

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

SCHEDULE

Name Of Additional Insured Person(s) Or Organization(s)
1. The organization that manages the event. **2. The political sub-division who grants you permission to operate at the event.** **3. The owner of the premises on which the event is being held.** **4. The landlord or lessor of the premises on which the event is being held.** **5. The Promoter(s) of the event.** **6. The Sponsor(s) of the event.** **7. The organization for whom you are performing operations at the event.**
Information required to complete this Schedule, if not shown above, will be shown in the Declarations.

Section II – Who Is An Insured is amended to include as an additional insured the person(s) or organization(s) shown in the Schedule, but only with respect to liability for "bodily injury", "property damage" or "personal and advertising injury" caused, in whole or in part, by your acts or omissions or the acts or omissions of those acting on your behalf:

A. In the performance of your ongoing operations; or

B. In connection with your premises owned by or rented to you.

© ISO Properties, Inc., 2004

Insured Copy

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

PRIMARY AND NONCONTRIBUTORY – OTHER INSURANCE CONDITION

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART
PRODUCTS/COMPLETED OPERATIONS LIABILITY COVERAGE PART

The following is added to the **Other Insurance** Condition and supersedes any provision to the contrary:

Primary And Noncontributory Insurance

This insurance is primary to and will not seek contribution from any other insurance available to an additional insured under your policy provided that:

(1) The additional insured is a Named Insured under such other insurance; and

(2) You have agreed in writing in a contract or agreement that this insurance would be primary and would not seek contribution from any other insurance available to the additional insured.

© Insurance Services Office, Inc., 2012

Insured Copy

NON-CONTRIBUTORY ENDORSEMENT FOR ADDITIONAL INSUREDS

Named Insured			Endorsement Number
Frank & Kay Kastl, Joseph Kastl dba Kastl Amusements			
Policy Symbol	Policy Number	Policy Period	Effective Date of Endorsement
	H0813320	04/01/2025 to 04/01/2026	09/10/2025
Issued By (Name of Insurance Company)			
ACE American Insurance Company			

Insert the policy number. The remainder of the information is to be completed only when this endorsement is issued subsequent to the preparation of the policy.

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

BUSINESS AUTO COVERAGE FORM

Schedule

Organization	Additional Insured Endorsement
City of Buena Park, William Peak Park, the Buena Park Noon Lions Club, their volunteers, employees, agents and land owners	DA-9U7a

(If no information is filled in, the schedule shall read: "All persons or entities added as additional insureds through an endorsement with the term "Additional Insured" in the title)

For organizations that are listed in the Schedule above that are also an Additional Insured under an endorsement attached to this policy, the following is added to Section IV.B.5.:

If other insurance is available to an insured we cover under any of the endorsements listed or described above (the "Additional Insured") for a loss we cover under this policy, this insurance will apply to such loss on a primary basis and we will not seek contribution from the other insurance available to the Additional Insured.

Authorized Agent

ADDITIONAL INSURED –

DESIGNATED PERSONS OR ORGANIZATIONS

Named Insured			Endorsement Number
Frank & Kay Kastl, Joseph Kastl dba Kastl Amusements			
Policy Symbol	Policy Number	Policy Period	Effective Date of Endorsement
	H08133220	04/01/2025 to 04/01/2026	09/10/2025
Issued By (Name of Insurance Company)			
ACE American Insurance Company			

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

This endorsement modifies insurance provided under the following:

BUSINESS AUTO COVERAGE FORM

TRUCKERS COVERAGE FORM

MOTOR CARRIER COVERAGE FORM

GARAGE COVERAGE FORM

EXCESS BUSINESS AUTO COVERAGE FORM

EXCESS TRUCKERS COVERAGE FORM

Additional Insured(s):

City of Buena Park, William Peak Park, the Buena Park Noon Lions Club, their volunteers, employees, agents and land owners

A. For a covered "auto," Who Is Insured is amended to include as an "insured", the persons or organizations named in this endorsement. However, these persons or organizations are an "insured" only for "bodily injury" or "property damage" resulting from acts or omissions of:

1. You.
2. Any of your "employees" or agents.
3. Any person operating a covered "auto" with permission from You, any of your "employees" or agents.

B. The persons or organizations named in this endorsement are not liable for payment of your premium.

Authorized Representative

KASTAMU-01 CTHOMPSON

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY) 9/12/2025

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER License # 0B48084 Wraith, Scarlett & Randolph Insurance Services, Inc. 509 Bush Street Woodland, CA 95695	CONTACT NAME: PHONE (A/C, No, Ext): (530) 662-9181 FAX (A/C, No): (530) 662-6452 E-MAIL ADDRESS:
	INSURER(S) AFFORDING COVERAGE — NAIC #
	INSURER A : State Compensation Insurance Fund — 35076
INSURED Kastl Amusements 23905 Clinton Keith Rd#114-520 Wildomar, CA 92595	INSURER B : INSURER C : INSURER D : INSURER E : INSURER F :

COVERAGES **CERTIFICATE NUMBER:** **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
	COMMERCIAL GENERAL LIABILITY						EACH OCCURRENCE	$
	☐ CLAIMS-MADE ☐ OCCUR						DAMAGE TO RENTED PREMISES (Ea occurrence)	$
							MED EXP (Any one person)	$
							PERSONAL & ADV INJURY	$
	GEN'L AGGREGATE LIMIT APPLIES PER:						GENERAL AGGREGATE	$
	☐ POLICY ☐ PRO-JECT ☐ LOC						PRODUCTS - COMP/OP AGG	$
	☐ OTHER:							$
	AUTOMOBILE LIABILITY						COMBINED SINGLE LIMIT (Ea accident)	$
	☐ ANY AUTO						BODILY INJURY (Per person)	$
	☐ OWNED AUTOS ONLY ☐ SCHEDULED AUTOS						BODILY INJURY (Per accident)	$
	☐ HIRED AUTOS ONLY ☐ NON-OWNED AUTOS ONLY						PROPERTY DAMAGE (Per accident)	$
								$
	☐ UMBRELLA LIAB ☐ OCCUR						EACH OCCURRENCE	$
	☐ EXCESS LIAB ☐ CLAIMS-MADE						AGGREGATE	$
	☐ DED ☐ RETENTION $							$
A	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY Y/N	N/A	X	93605022024	6/1/2025	6/1/2026	X PER STATUTE ☐ OTH-ER	
	ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? ☐ (Mandatory in NH)						E.L. EACH ACCIDENT	$ 1,000,000
	If yes, describe under DESCRIPTION OF OPERATIONS below						E.L. DISEASE - EA EMPLOYEE	$ 1,000,000
							E.L. DISEASE - POLICY LIMIT	$ 1,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
Waiver of subrogation in favor of City of Buena Park applies to Workers Comp per attached form.

CERTIFICATE HOLDER

City of Buena Park
6650 Beach Boulevard
Buena Park, CA 90620

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE
Craig Huff

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ENDORSEMENT AGREEMENT

STATE COMPENSATION INSURANCE FUND

HOME OFFICE
SAN FRANCISCO

ALL EFFECTIVE DATES ARE AT 12:01 AM PACIFIC STANDARD TIME OR THE TIME INDICATED AT PACIFIC STANDARD TIME

WAIVER OF SUBROGATION
BLANKET BASIS

9360502-25
RENEWAL
NF
6-40-41-50

EFFECTIVE JUNE 1, 2025 AT 12.01 A.M.
AND EXPIRING JUNE 1, 2026 AT 12.01 A.M.

KASTL AMUSEMENTS
23905 CLINTON KEITH RD # 114-520
WILDOMAR, CA 92595

WE HAVE THE RIGHT TO RECOVER OUR PAYMENTS FROM ANYONE LIABLE FOR AN INJURY COVERED BY THIS POLICY. WE WILL NOT ENFORCE OUR RIGHT AGAINST THE PERSON OR ORGANIZATION NAMED IN THE SCHEDULE.

THIS AGREEMENT APPLIES ONLY TO THE EXTENT THAT YOU PERFORM WORK UNDER A WRITTEN CONTRACT THAT REQUIRES YOU TO OBTAIN THIS AGREEMENT FROM US.

THE ADDITIONAL PREMIUM FOR THIS ENDORSEMENT SHALL BE 2.00% OF THE TOTAL POLICY PREMIUM.

SCHEDULE

PERSON OR ORGANIZATION	JOB DESCRIPTION
ANY PERSON OR ORGANIZATION FOR WHOM THE NAMED INSURED HAS AGREED BY WRITTEN CONTRACT TO FURNISH THIS WAIVER	BLANKET WAIVER OF SUBROGATION

NOTHING IN THIS ENDORSEMENT SHALL BE HELD TO VARY, ALTER, WAIVE OR EXTEND ANY OF THE TERMS, CONDITIONS, AGREEMENTS, OR LIMITATIONS OF THIS POLICY OTHER THAN AS ABOVE STATED. NOTHING ELSEWHERE IN THIS POLICY SHALL BE HELD TO VARY, ALTER, WAIVE OR LIMIT THE TERMS, CONDITIONS, AGREEMENTS OR LIMITATIONS IN THIS ENDORSEMENT.

COUNTERSIGNED AND ISSUED AT SAN FRANCISCO: JUNE 3, 2025

AUTHORIZED REPRESENTATIVE

PRESIDENT AND CEO

ENDORSEMENT AGREEMENT

STATE COMPENSATION INSURANCE FUND

9360502-25
RENEWAL
NF

HOME OFFICE
SAN FRANCISCO

EFFECTIVE JUNE 1, 2025 AT 12.01 A.M.
AND EXPIRING JUNE 1, 2026 AT 12.01 A.M.

ALL EFFECTIVE DATES ARE AT 12:01 AM PACIFIC STANDARD TIME OR THE TIME INDICATED AT PACIFIC STANDARD TIME

KASTL AMUSEMENTS

23905 CLINTON KEITH RD # 114-520
WILDOMAR, CA 92595

ANY CONTRADICTION BETWEEN THE POLICY AND THIS ENDORSEMENT WILL BE CONTROLLED BY THIS ENDORSEMENT.

IT IS AGREED THAT THE FOLLOWING CLASSIFICATION(S) IS (ARE) HEREBY ADDED TO AND MADE A PART OF THIS POLICY.
RATE(S) EFFECTIVE UP TO 6/01/26 -

STANDARD CLASS	DESCRIPTION OF WORK	BASE RATE*	INTERIM BILLING RATE*
9185-1	CARNIVALS--ALL EMPLOYEES--INCLUDING CLERICAL OFFICE EMPLOYEES, CLERICAL TELECOMMUTER EMPLOYEES AND OUTSIDE SALESPERSONS.	24.51	19.80

IF THIS CLASSIFICATION CHANGE RESULTS IN INCREASED POLICY PREMIUM, YOU ARE ENTITLED, AS PROVIDED BY INSURANCE CODE SECTION 11753.1, TO REQUEST THAT THE CLASSIFICATION DECISION BE RECONSIDERED BY THE STATE COMPENSATION INSURANCE FUND. PLEASE CONTACT YOUR LOCAL DISTRICT OFFICE.

*THE BASE RATE IS PROVIDED FOR YOUR INFORMATION. IT IS THE RATE WHICH STATE COMPENSATION INSURANCE FUND HAS FILED WITH THE DEPARTMENT OF INSURANCE. THE INTERIM BILLING RATE WILL BE USED ON PAYROLL REPORTS. IT TAKES INTO ACCOUNT RATING PLAN CREDITS (OR DEBITS) WHICH WILL APPLY AT FINAL BILLING.

NOTHING IN THIS ENDORSEMENT SHALL BE HELD TO VARY, ALTER, WAIVE OR EXTEND ANY OF THE TERMS, CONDITIONS, AGREEMENTS, OR LIMITATIONS OF THIS POLICY OTHER THAN AS ABOVE STATED. NOTHING ELSEWHERE IN THIS POLICY SHALL BE HELD TO VARY, ALTER, WAIVE OR LIMIT THE TERMS, CONDITIONS, AGREEMENTS OR LIMITATIONS IN THIS ENDORSEMENT.

COUNTERSIGNED AND ISSUED AT SAN FRANCISCO: JUNE 03, 2025

9961

AUTHORIZED REPRESENTATIVE

PRESIDENT AND CEO

September 23, 2025
CONSENT CALENDAR
Item No. 4G.

City Council Agenda Report

AMENDMENT NO. 5 TO LICENSE AGREEMENT WITH MGP XII BUENA PARK CENTER, LLC (MERLONE GEIER) FOR USE OF 8150 LA PALMA AVENUE FOR THE BUENA PARK FARMERS MARKET

PREPARED BY	PRESENTED BY
Jessica Fewer, Senior Management Analyst	Jessica Fewer, Senior Management Analyst
DEPARTMENT HEAD APPROVAL	**CITY MANAGER APPROVAL**
Eddie Fenton, Assistant City Manager/HR Director	Aaron France, City Manager

RECOMMENDED ACTION

1) Approve amendment No. 5 to the license agreement with MGP XII Buena Park Center, LLC for use of the site at 8150 La Palma Avenue for the Buena Park Farmers Market; 2) Authorize the City Manager and City Attorney to make any necessary, non-monetary changes to the amendment; and 3) Authorize the City Manager and City Clerk to execute the agreement.

PREVIOUS CITY COUNCIL ACTION

Most recently, the City Council approved Amendment No. 4 to the Agreement on October 22, 2024, to extend the term of the license agreement to November 30, 2025.

DISCUSSION

Since 2007, the former Sears site, located on the corner of La Palma Avenue and Stanton Avenue (8150 La Palma Avenue), has served as the home of the Buena Park Farmers Market. The market takes place every Saturday from 9 a.m. to 2 p.m. and continues to be a popular destination for locals looking for fresh fruits and vegetables, and locally-sourced goods. The provision of a Farmers Market also furthers the City's goals related to the Healthy Eating, Active Living (HEAL) initiative.

Up until 2018, Sears allowed the City to host the market in its parking lot free of charge. However, in 2018, Sears began charging the City for use of the site. In 2019, MGP XII Buena Park Center, LLC (Merlone Geier) purchased the site with plans for redevelopment. Entitlements for the property were approved earlier this year. However, Merlone Geier has agreed to continue to lease the space to the City until the site is redeveloped. The proposed amendment to the existing license agreement keeps the monthly lease rate at the current amount of $650 per month or $7,800 per year. The amendment includes a 30-day termination clause by either party to accommodate the upcoming development on the property. The new term will be for 12 months and wil terminate on November 30, 2026.

BUDGET IMPACT

The cost of the proposed license agreement is for $650 per month or $7,800 per year, the same lease rate as the current amendment. Funds are budgeted in the Economic Development Fund for this purpose.

Attachments

2025-0814_814-V501_DRAFT License LMA.pdf

AMENDMENT NO. 5 TO LICENSE AGREEMENT

This AMENDMENT NO. 5 TO LICENSE AGREEMENT ("**Amendment**") is entered into to be effective as of , (the "**Effective Date**"), by and between **MGP XII BUENA PARK CENTER, LLC**, a Delaware limited liability company ("**MGP**"), and CITY OF BUENA PARK ("**Licensee**").

A. MGP and Licensee's entered into that certain License Agreement dated July 1, 2020 (the "**Original License**"), as amended with respect to certain premises commonly known as the parking lot at 8150 La Palma Ave (MGP Unit #814-V501) (the "**Premises**") in the shopping center commonly known as Village at Buena Park (the "**Shopping Center**") located in Buena Park, CA. The Original License and any prior amendments are hereinafter sometimes collectively referred to as the "**Existing License**". The Existing License and this Amendment are hereinafter sometimes collectively referred to as the "**License**".

B. All capitalized terms used in this Amendment but not defined herein shall have the meanings set forth in the Existing License.

C. The current Term of the Existing License will expire by its terms on November 30, 2025.

D. MGP and Licensee now desire to amend the Existing License, subject to the terms and conditions set forth herein, to (i) extend the Term and (ii) make certain other modifications to the Existing License, all as more particularly set forth below.

NOW, THEREFORE, in consideration of the foregoing recitals and the mutual covenants contained herein, MGP and Licensee agree as follows:

EXTENSION TERM:	Commencement: December 1, 2025 Termination Date: November 30, 2026 The Extension Term shall be on the same terms and conditions as set forth in the Existing License, except as they may be modified or amended as set forth in this Amendment. This License Agreement is subject to termination by Either Party upon thirty (30) days' written notice.
BASE LICENSE FEE:	**Period** — **Base License Fee** 12/1/2025 – 11/30/2026 — $ 650.00 per month
ADDITIONAL LICENSE FEE:	None.
PERCENTAGE LICENSE FEE:	None.
SECURITY DEPOSIT:	**None.**

1. **Notices.** MGP's Notice Address under the License is hereby changed and/or reaffirmed to:

MGP XII Buena Park Center, LLC
c/o Merlone Geier Partners
425 California Street, 10th Floor
San Francisco, CA 94104-2113
Attn: Lease Administration, Unit # 814-V501
Telephone: (415) 693-9000

Licensee's Notice Address under the Lease is hereby changed and/or reaffirmed to:
Buena Park Farmers Market
Aaron France afrance@buenapark.com
Adria M Jimenez ajimenez@buenapark.com
6650 Beach Blvd
Buena Park, CA 90621

2. **Effect of Amendment**. Except as provided herein, all terms, covenants and conditions of the License remain unmodified and in full force and effect throughout the term of the License. The License, as amended hereby, constitutes the entire agreement of the parties and no further modification of the License shall be binding and effective unless evidenced by an agreement, in writing, signed by both MGP and Licensee.

IN WITNESS WHEREOF, MGP and Licensee have executed this Amendment on the respective dates written below, but the Effective Date of this Amendment shall be as of the date first set forth above.

MGP:
MGP XII Buena Park Center, LLC,
a Delaware limited liability company

By: Merlone Geier XII, LLC,
a California limited liability company,
its Manager

By: _____

Name: _____

Its: _____

Date: _____

LICENSEE:
CITY OF BUENA PARK

By: _____

Name: Aaron France

Its: City Manager

Date: _____

ATTEST:

By: _____

Name: Adria M. Jimenez, MMC

Its: City Clerk

Date: _____

September 23, 2025
CONSENT CALENDAR
Item No. 4H.

City Council Agenda Report

RESOLUTION CERTIFYING RESOURCES TO FUND THE PROJECTS IN THE FEDERAL FISCAL YEARS 2026/27-2031/32 TRANSPORTATION IMPROVEMENT PROGRAM (FTIP)

PREPARED BY	PRESENTED BY
Deepthi Arabolu, Assistant City Engineer	Deepthi Arabolu, Assistant City Engineer
DEPARTMENT HEAD APPROVAL	**CITY MANAGER APPROVAL**
Mina Mikhael, Director of Public Works/City Engineer	Aaron France, City Manager

RECOMMENDED ACTION

1) Adopt a resolution certifying the 2027 Federal Transportation Improvement Program (FTIP) listed in current and future City projects.

PREVIOUS CITY COUNCIL ACTION

Federal law requires the FTIP be updated every four years while the State requires updates every two years. In February 13, 2024, the City Council adopted the previous resolutions certifying 2024/25-2029/30 Federal Transportation Improvement Programs.

DISCUSSION

The Federal Transportation Improvement Program (FTIP) is a comprehensive programming document that contains detailed project listings for all state and federally funded local (roads), state (road and highways), transit and regionally significant projects within the Southern California Association of Governments (SCAG) region. Development and adoption of the FTIP is required in order to receive state and federal funding. The updated FTIP will cover funding allocations for all submitted projects from FY 2026-2027 through FY 2031-2032. Each local agency that has projects in the FTIP must submit an adopted resolution certifying that the projects requested for inclusion are financially constrained and that the agency is committed to deliver them. To help insure the funding allocation for each project, the City will need to comply with the regulations and adopt the proposed resolution.

BUDGET IMPACT

There is no budget impact for adoption of this resolution.

Attachments

2027 FTIP Att 1of1 Resolution.pdf

RESOLUTION NO._____

A RESOLUTION OF THE CITY OF BUENA PARK WHICH CERTIFIES THAT THE CITY OF BUENA PARK HAS THE RESOURCES TO FUND THE PROJECTS IN THE **FY 2026/27–2031/32** TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRMS ITS COMMITMENT TO IMPLEMENT ALL PROJECTS IN THE PROGRAM

WHEREAS, the City of Buena Park ("City") is located within the metropolitan planning boundaries of the Southern California Association of Governments ("SCAG"); and

WHEREAS, City of Buena Park City Council has authorized projects submittals to Orange County Transportation Authority's (OCTA) Federal Transportation Improvement Program (FTIP); and

WHEREAS, CITY is the lead agency for projects and will comply with applicable local, state, and federal provisions including but not limited to the Federal Transportation Improvement Program, California Environmental Quality Act, National Environmental Policy Act, Americans with Disabilities Act, and Buy America; and

WHEREAS, CITY agrees to construct Transportation Control Measures projects as noted in the amendments in a timely manner.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Buena Park, does hereby affirm the City's commitment to the projects submitted in the 2027 Federal Transportation Improvement Program.

PASSED AND ADOPTED this 23rd day of September 2025, by the following called vote:

AYES: COUNCILMEMBERS:

NOES: COUNCILMEMBERS:

ABSENT: COUNCILMEMBERS:

ABSTAIN: COUNCILMEMBERS:

_____
Mayor

ATTEST:

_____
City Clerk

I, Adria M. Jimenez, MMC, City Clerk of the City of Buena Park, California, hereby certify that the foregoing resolution was duly and regularly passed and adopted at a regular meeting of the City Council of the City of Buena Park, held this 23rd day of September 2025.

_____
City Clerk

September 23, 2025
CONSENT CALENDAR
Item No. 4I.

City Council Agenda Report

RESOLUTION AUTHORIZING SUBMISSION OF A PROHOUSING DESIGNATION APPLICATION TO THE STATE DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT (HCD)

PREPARED BY	PRESENTED BY
Matt Foulkes, Director of Community and Economic Development	Matt Foulkes, Director of Community and Economic Development
DEPARTMENT HEAD APPROVAL	**CITY MANAGER APPROVAL**
Matt Foulkes, Director of Community & Economic Development	Aaron France, City Manager

RECOMMENDED ACTION

1) Adopt a Resolution authorizing application to, and participation in, the Pro-housing Designation Program; 2) Authorize the City Manager to submit a Pro-housing Designation Program application to the California Department of Housing and Community Development (HCD); and 3) If approved, authorize the City Manager to execute all documents deemed necessary or appropriate to participate in the Pro-housing Designation Program.

PREVIOUS CITY COUNCIL ACTION

None.

DISCUSSION

The “Pro-housing” designation is a recognition provided by the State Department of Housing and Community Development (HCD) for cities and counties that demonstrate a commitment to creating and supporting housing affordability and development. This recognition could position the City to receive additional grant funding from the State to facilitate infrastructure improvements to accommodate housing production. The Pro-housing designation aligns with the City’s strategic goals and objectives of increasing housing supply, is consistent with the City’s goals and policies established in the General Plan Housing Element, and supports the recommendations made by the Navigation Oversight Commission. By pursuing the designation, the City will advance its commitment to these critical objectives, reinforcing its efforts to improve housing supply and affordability.

In 2019, as part of the 2019-2020 Budget Act, Assembly Bill 101 established the Pro-housing Designation Program (PDP) administered by the HCD. The PDP creates incentives for cities that are compliant with housing laws, Housing Element requirements, and have enacted local policies that go beyond existing housing law. Cities that are awarded a Pro-housing Designation will receive a competitive advantage for affordable housing and infrastructure grant programs, including:

1. Affordable Housing & Sustainable Communities (AHSC)
2. Infill Infrastructure Grant (IIG)
3. Transformative Climate Communities (TCC)
4. Solutions for Congested Corridors

The City's Zoning Code, including the recently adopted updates, fulfill many of the eligibility criteria required for the Pro-housing Designation Program. Award of the Pro-housing designation positions the City at a competitive advantage for critical grant funding and sends a message to the housing development community statewide that the City is focused on meeting its housing production goals and increasing housing availability in the community. HCD's criteria and scoring categories are included in Attachment 2 (Pro-housing Designation Application). Once the application is submitted, HCD has 60 days to issue preliminary findings to the City. The City has 15 days to provide a written response to HCD to address any comments, questions, or concerns. HCD then has 60 days to issue a final determination of the City's designation as a "Pro-housing Jurisdiction".

The application awards points using four scoring categories. Cities must demonstrate that they have enacted or proposed at least one policy that significantly contributes to the acceleration of housing production in each of the four categories. A Pro-housing Designation requires a total score of 30 points, or more, across all four categories:

1. **Favorable Zoning and Land Use (18 possible points)**. Examples include allowing duplexes, triplexes, and fourplexes "by right" (i.e., ministerial action) in single-family zones, going beyond the State Density Bonus Law, going beyond State law for Accessory Dwelling Units (ADUs), eliminating off-street parking requirements, and allowing residential land uses in non-residential zones.

2. **Acceleration of Housing Production Time frames (19 possible points)**. Examples include ministerial approval processes for a variety of housing types, streamlined environmental review processes, streamlined permitting processes, and reduced plan check times.

3. **Reduction of Construction and Development Costs (11 possible points)**. Examples include deferred, reduced, or waived impact fees and pre-approved plans for ADUs and missing middle housing types.

4. **Providing Financial Subsidies (12 possible points)**. Examples include participating with a local housing trust fund, offering surplus City-owned land for affordable housing development, and prioritization of local general funds for affordable housing.

BUDGET IMPACT

There is no budget impact associated with this action.

Attachments

Attachment 1 - Pro Housing Designation Resolution.pdf

Attachment 2 - Pro-housing Designation Application Template.pdf

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BUENA PARK, CALIFORNIA AUTHORIZING APPLICATION TO AND PARTICIPATION IN THE STATE DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT PRO-HOUSING DESIGNATION PROGRAM

WHEREAS, Government Code section 65589.9 established the Pro-housing Designation Program ("Program"), which creates incentives for jurisdictions that are compliant with state housing element requirements and that have enacted Pro-housing local policies; and

WHEREAS, such jurisdictions will be designated Pro-housing, and, as such, will receive additional points or other preference during the scoring of their competitive Applications for specified housing and infrastructure funding; and

WHEREAS, the California Department of Housing and Community Development ("Department") has adopted regulations (Cal. Code Regs., tit. 25, § 6600 et seq.) to implement the Program ("Program Regulations"), as authorized by Government Code section 65589.9, subdivision (d); and

WHEREAS, the City of Buena Park ("Applicant") desires to submit an Application for a Pro-housing Designation ("Application").

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF BUENA PARK, CALIFORNIA, DOES RESOLVE, DECLARE, DETERMINE AND ORDER AS FOLLOWS:

Section 1. Applicant is hereby authorized and directed to submit an Application to the Department

Section 2. Applicant acknowledges and confirms that it is currently in compliance with applicable state housing law.

Section 3. Applicant acknowledges and confirms that it will continue to comply with applicable housing laws and to refrain from enacting laws, developing policies, or taking other local governmental actions that may or do inhibit or constrain housing production. Examples of such local laws, policies, and actions include moratoriums on development; local voter approval requirements related to housing production; downzoning; and unduly restrictive or onerous zoning regulations, development standards, or permit procedures. Applicant further acknowledges and confirms that the Pro-housing Policies in its Application comply with its duty to Affirmatively Further Fair Housing pursuant to Government Code sections 8899.50 and 65583. Applicant further acknowledges and confirms that its general plan is in alignment with an adopted sustainable communities strategy pursuant to Public Resources Code sections 21155- 21155.4. Applicant further acknowledges and confirms that its policies for the treatment of homeless encampments on public property comply do and will continue to comply with the Constitution and that it has enacted best practices in its jurisdiction that are consistent with the United States Interagency Council on Homelessness' "7 Principles for Addressing Encampments".

Section 4. If the Application is approved, Applicant is hereby authorized and directed to enter, execute, and deliver all documents required or deemed necessary or appropriate to participate in the Program, and all amendments thereto (the "Program Documents").

Section 5. Applicant acknowledges and agrees that it shall be subject to the Application, the terms and conditions specified in the Program Documents, the Program Regulations, and any and all other applicable law.

Section 6. The City Manager is authorized to execute and deliver the Application and the Program Documents on behalf of the Applicant for participation in the Program.

PASSED AND ADOPTED this 23rd day of September, 2025 by the following called vote:

AYES: COUNCILMEMBERS:

NOES: COUNCILMEMBERS:

ABSENT: COUNCILMEMBERS:

ABSTAIN: COUNCILMEMBERS:

_____
Mayor

ATTEST:

_____
City Clerk

I, Adria M. Jimenez, MMC, City Clerk of the City of Buena Park, California, hereby certify that the foregoing resolution was duly and regularly passed and adopted at a regular meeting of the City Council of the City of Buena Park, held this _____ day of _____ _____.

_____
City Clerk

Prohousing Designation Program Application

State of California
Governor Gavin Newsom

Melinda Grant, Undersecretary
Business, Consumer Services and Housing Agency

Gustavo Velasquez, Director
Department of Housing and Community Development

Megan Kirkeby, Deputy Director
Division of Housing Policy Development

2020 West El Camino, Suite 500
Sacramento, CA 95833

Website: https://www.hcd.ca.gov/community-development/prohousing
Email: ProhousingPolicies@hcd.ca.gov

January 2024

Prohousing Designation Program Application Package Instructions

The applicant is applying for a Prohousing Designation under the Prohousing Designation Program ("**Prohousing**" or "**Program**"), which is administered by the Department of Housing and Community Development ("**Department**") pursuant to Government Code section 65589.9.

The Program creates incentives for Jurisdictions that are compliant with State Housing Element Law and that have enacted Prohousing Policies. These incentives will take the form of additional points or other preference in the scoring of applications for competitive housing and infrastructure programs. The administrators of each such program will determine the value and form of the preference.

In order to be considered for a Prohousing Designation, the applicant must accurately complete all sections of this application, including any relevant appendices. The Department reserves the right to request additional clarifying information from the applicant.

This application is subject to Government Code section 65589.9 and to the regulations (Cal. Code Regs., tit. 25, § 6600 et seq.) adopted by the Department in promulgation thereof ("**Regulations**"). All capitalized terms in this application shall have the meanings set forth in the Regulations.

All applicants must submit a complete, signed application package to the Department, in electronic format, in order to be considered for a Prohousing Designation. Please direct electronic copies of the completed application package to the following email address: ProhousingPolicies@hcd.ca.gov.

A complete application will include all items identified in the Application Checklist.

In relation to **Appendix 1**, the Formal Resolution for the Prohousing Designation Program, please use ~~strikethrough~~ and underline if proposing any modifications to the text of the Resolution. Please be aware, any sustentative deviations from the Formal Resolution may result in an incomplete application and will likely be subject to additional internal review and potential delays.

Appendix 2, the Proposed Policy Completion Schedule, applies only if an application includes proposed policies.

Appendix 3, Project Proposal Scoring Sheet and Sample Project Proposal Scoring Sheet, includes a blank template to be completed by the applicant as part of the application, as well as a Sample Project Proposal Scoring Sheet with an example of how this template may be completed.

Appendix 4 lists examples of Prohousing Policies with enhancement factors to aid applicants in understanding how enhancement factors may be applied.

Appendix 5 is where the applicant will include any additional information and supporting documentation for the application.

If you have questions regarding this application or the Program, or if you require technical assistance in preparing this application, please email ProhousingPolicies@hcd.ca.gov.

Application Checklist

	Yes	No
Application Information	☐	☐
Certification and Acknowledgement	☐	☐
The Legislative Information form is completed.	☐	☐
The Threshold Requirements Checklist is completed.	☐	☐
A duly adopted and certified Formal Resolution for the Prohousing Designation Program is included in the application package. (See **Appendix 1** for the Formal Resolution for the Prohousing Designation Program form.)	☐	☐
If applicable, the Proposed Policy Completion Schedule is completed. (See **Appendix 2**.)	☐	☐
The Project Proposal Scoring Sheet is completed. (See **Appendix 3** for the Project Proposal Scoring Sheet and the Sample Project Proposal Scoring Sheet.)	☐	☐
Additional information and supporting documentation (Applicant to provide as **Appendix 5**)	☐	☐

Application Information

Applicant (Jurisdiction):	City of Buena Park
Applicant Mailing Address:	6650 Beach Boulevard
City:	Buena Park
ZIP Code:	90621
Website:	www.BuenaPark.com
Authorized Representative Name	Aaron France
Authorized Representative Title:	City Manager
Phone:	714-562-3655
Email:	AFrance@Buenapark.com
Contact Person Name:	Matt Foulkes
Contact Person Title:	Community Development Director
Phone:	714-562-3610
Email:	MFoulkes@BuenaPark.com
Proposed Total Score (Based on Appendix 3):	

CERTIFICATION AND ACKNOWLEDGMENT

As authorized by the Formal Resolution for the Prohousing Designation Program (Resolution No.), which is attached hereto and incorporated by reference as if set forth in full, I hereby submit this full and complete application on behalf of the applicant.

I certify that all information and representations set forth in this application are true and correct.

I further certify that any proposed Prohousing Policy identified herein will be enacted within two (2) years of the date of this application submittal.

I acknowledge that this application constitutes a public record under the California Public Records Act (Gov. Code, § 6250 et seq.) and is therefore subject to public disclosure by the Department.

Signature: _____

Name and Title: _____

Date: _____

Legislative Information

District	Number	Legislators Name(s)
State Assembly District	67	Assemblymember Sharon Quirk-Silva
State Senate District	36	Tony Strickland

Applicants can find their respective State Senate representatives at https://www.senate.ca.gov/, and their respective State Assembly representatives at https://www.assembly.ca.gov/

Threshold Requirements Checklist

The applicant meets the following threshold requirements in accordance with Section 6604 of the Regulations:

	Yes	No
The applicant is a Jurisdiction.	☒	☐
The applicant has adopted a Compliant Housing Element.	☒	☐
The applicant has submitted or will submit a legally sufficient Annual Progress Report prior to designation.	☒	☐
The applicant has completed or agrees to complete, on or before the relevant statutory deadlines, any rezone program or zoning that is necessary to remain in compliance with Government Code sections 65583, subdivision (c)(1), and 65584.09, subdivision (a), and with California Coastal Commission certification where appropriate.	☒	☐
The applicant is in compliance, at the time of the application, with applicable state housing law, including, but not limited to those included in Government Section 65585, subdivision (j); laws relating to the imposition of school facilities fees or other requirements (Gov. Code, § 65995 et seq.); Least Cost Zoning Law (Gov. Code, § 65913.1); Permit Streamlining Act (Gov. Code, § 65920 et seq.); and provisions relating to timeliness of CEQA processing by local governments in Public Resources Code sections 21080.1, 21080.2, and 21151.5(a).	☒	☐
The applicant further acknowledges and confirms that its treatment of homeless encampments on public property complies with and will continue to comply with the constitutional rights of persons experiencing homelessness and that it has submitted a one-page summary to the Department demonstrating how the applicant has enacted best practices in their jurisdiction related to the treatment of unhoused individuals camping on public property, consistent with United States Interagency Council on Homelessness' "7 Principles for Addressing Encampments," (June 17, 2022 update), hereby incorporated by reference.	☒	☐
The applicant has duly adopted and certified, by the applicant's governing body, a Formal Resolution for the Prohousing Designation Program, which is hereby incorporated by reference. (A true and correct copy of the resolution is included in this application package.)	☒	☐
The applicant has demonstrated that they engaged in a diligent public participation process that included 1) outreach through a variety of methods and languages; 2) specific efforts to engage all segments of the community, including individuals or representatives of lower-income and special needs households, for-profit and non-profit developers and special needs service providers; 3) availability of the draft document to the public, including notification to interested parties and all segments of the community for 30 days and subsequent versions for 7 days; 4) public hearings and informative meetings; and 5) consideration of comments, including incorporation of comments into a jurisdiction's application and Prohousing Policies, as appropriate. The applicant has submitted documentation of comments received during this process.	☒	☐

Project Proposal
Category 1: Favorable Zoning and Land Use

Category	Prohousing Policy Description	Points
1A	Sufficient sites, including rezoning, to accommodate 150 percent or greater of the current or draft RHNA, whichever is greater, by total and income category. These additional sites must be identified in the Jurisdiction's housing element adequate sites inventory, consistent with Government Code section 65583, subdivisions (a)(3) and (c)(1).	3
1B	Permitting missing middle housing uses (e.g., duplexes, triplexes, and fourplexes) by right in existing low-density, single-family residential zones in a manner that exceeds the requirements of SB 9 (Chapter 162, Statutes of 2021, Gov. Code, §§ 65852.21, 66411.7).	3

1C	Sufficient sites, including rezoning, to accommodate 125 to 149 percent of the current or draft RHNA, whichever is greater, by total and income category. These points shall not be awarded if the applicant earns three points pursuant to Category (1)(A) above. These additional sites must be identified in the Jurisdiction's housing element adequate sites inventory, consistent with Government Code section 65583, subdivisions (a)(3) and (c)(1).	2
1D	Density bonus programs that allow additional density for additional affordability beyond minimum statutory requirements (Gov. Code, § 65915 et seq.).	2
1E	Increasing allowable density in low-density, single-family residential areas beyond the requirements of state Accessory Dwelling Unit Law, (Gov. Code, §§ 65852.2, 65852.22) (e.g., permitting more than one converted ADU; one detached, new construction ADU; and one JADU per single-family lot), and in a manner that exceeds the requirements of SB 9 (Chapter 192, Statutes of 2021, Gov. Code, §§ 65852.21, 66411.7). These policies shall be separate from any qualifying policies under Category (1)(B).	2
1F	Eliminating minimum parking requirements for residential development as authorized by Government Code section 65852.2; adopting vehicular parking ratios that are less than the relevant ratio thresholds at subparagraphs (A), (B), and (C) of Gov. Code section 65915, subdivision (p)(1); or adopting maximum parking requirements at or less than ratios pursuant to Gov. Code section 65915, subdivision (p).	2
1G	Zoning or incentives that are designed to increase affordable housing development in a range of types, including, but not limited to, large family units, Supportive Housing, housing for transition age foster youth, and deep affordability targeted for Extremely Low-Income Households in all parts of the Jurisdiction, with at least some of the zoning, other land use designation methods, or incentives being designed to increase affordable housing development in higher resource areas shown in the TCAC/HCD Opportunity Map, and with the Jurisdiction having confirmed that it considered and addressed potential environmental justice issues in adopting and implementing this policy, especially in areas with existing industrial and polluting uses.	2
1H	Zoning or other land use designation methods to allow for residential or mixed uses in one or more non-residential zones (e.g., commercial, light industrial). Qualifying non-residential zones do not include open space or substantially similar zones.	1
1I	Modification of development standards and other applicable zoning provisions or land use designation methods to promote greater development intensity. Potential areas of focus include floor area ratio, height limits, minimum lot or unit sizes, setbacks, and allowable dwelling units per acre. These policies must be separate from any qualifying policies under Category (1)(B) above.	1
1J	Establishment of a Workforce Housing Opportunity Zone, as defined in Government Code section 65620, or a Housing Sustainability District, as defined in Government Code section 66200.	1
1K	Establishment of an inclusionary housing program requiring new developments to include housing affordable to and reserved for low- and very low-income households, consistent with the requirements of AB 1505 (Chapter 376, Statutes of 2017, Gov. Code, § 65850.01).	1
1L	Other zoning and land use actions not described in Categories (A)-(K) of this section that measurably support the Acceleration of Housing Production.	1

Project Proposal
Category 2: Acceleration of Housing Production Timeframes

Category	Prohousing Policy Description	Points
2A	Establishment of ministerial approval processes for multiple housing types, including, for example, single-family, multifamily and mixed-use housing.	3
2B	Acceleration of Housing Production through the establishment of streamlined, program-level CEQA analysis and certification of general plans, community plans, specific plans with accompanying Environmental Impact Reports (EIR), and related documents.	2
2C	Documented practice of streamlining housing development at the project level, such as by enabling a by-right approval process or by utilizing statutory and categorical exemptions as authorized by applicable law, (e.g., Pub. Resources Code, §§ 21155.1, 21155.4, 21159.24, 21159.25; Gov. Code, § 65457; Cal Code Regs., tit. 14, §§ 15303, 15332; Pub. Resources Code, §§ 21094.5, 21099, 21155.2, 21159.28).	2
2D	Establishment of permitting processes that take less than four months to complete. Policies under this category must address all approvals necessary to issue building permits.	2
2E	Absence or elimination of public hearings for projects consistent with zoning and the general plan.	2
2F	Priority permit processing or reduced plan check times for homes affordable to Lower-Income Households.	1
2G	Establishment of consolidated or streamlined permit processes that minimize the levels of review and approval required for projects, and that are consistent with zoning regulations and the general plan.	1
2H	Absence, elimination, or replacement of subjective development and design standards with objective development and design standards that simplify zoning clearance and improve approval certainty and timing.	1
2I	Establishment of one-stop-shop permitting processes or a single point of contact where entitlements are coordinated across city approval functions (e.g., planning, public works, building) from entitlement application to certificate of occupancy.	1
2J	Priority permit processing or reduced plan check times for ADUs/JADUs or multifamily housing.	1
2K	Establishment of a standardized application form for all entitlement applications.	1
2L	Documented practice of publicly posting status updates on project permit approvals on the internet.	1
2M	Limitation on the total number of hearings for any project to three or fewer. Applicants that accrue points pursuant to category (2)(E) are not eligible for points under this category.	1
2N	Other policies not described in Categories (2)(A)-(M) of this section that quantifiably decrease production timeframes or promote the streamlining of approval processes.	1

Project Proposal
Category 3: Reduction of Construction and Development Costs

Category	Prohousing Policy Description	Points
3A	Waiver or significant reduction of development impact fees for residential development with units affordable to Lower-Income Households. This provision does not include fees associated with the provision of housing affordable to Lower-Income Households (e.g., inclusionary in lieu fees, affordable housing impact fees, and commercial linkage fees).	3
3B	Adoption of policies that result in less restrictive requirements than Government Code sections 65852.2 and 65852.22 to reduce barriers for property owners to create ADUs/JADUs. Examples of qualifying policies include, but are not limited to, development standards improvements, permit processing improvements, dedicated ADU/JADU staff, technical assistance programs, and pre-approved ADU/JADU design packages.	2
3C	Adoption of other fee reduction strategies separate from Category (3)(A), including fee deferrals and reduced fees for housing for persons with special needs. This provision does not include fees associated with the provision of housing affordable to Lower-Income Households (e.g., inclusionary in lieu fees, affordable impact fees and commercial linkage fees).	1
3D	Accelerating innovative housing production through innovative housing types (e.g., manufactured homes, recreational vehicles, park models, community ownership, and other forms of social housing) that reduce development costs.	1
3E	Measures that reduce costs for transportation-related infrastructure or programs that encourage active modes of transportation or other alternatives to automobiles. Qualifying policies include, but are not limited to, publicly funded programs to expand sidewalks or protect bike/micro-mobility lanes, creation of on-street parking for bikes, transit-related improvements, or establishment of carshare programs.	1
3F	Adoption of universal design ordinances pursuant to Health and Safety Code section 17959.	1
3G	Establishment of pre-approved or prototype plans for missing middle housing types (e.g., duplexes, triplexes, and fourplexes) in low-density, single-family residential areas.	1
3H	Adoption of ordinances that reduce barriers, beyond existing law, for the development of housing affordable to Lower-Income Households.	1
3I	Other policies not described in Categories (3)(A)-(H) of this section that quantifiably reduce construction or development costs.	1

Project Proposal
Category 4: Providing Financial Subsidies

Category	Prohousing Policy Description	Points
4A	Establishment of a housing fund or contribution of funds towards affordable housing through proceeds from approved ballot measures.	2
4B	Establishment of local housing trust funds or collaboration on a regional housing trust fund, which include the Jurisdiction's own funding contributions. The Jurisdiction must contribute to the local or regional housing trust fund regularly and significantly. For the purposes of this Category, "regularly" shall be defined as at least annually, and "significant" contributions shall be determined based on the impact the contributions have in accelerating the production of affordable housing.	2
4C	Demonstration of regular use or planned regular use of funding (e.g., federal, state, or local) for preserving assisted units at-risk of conversion to market rate uses and conversion of market rate uses to units with affordability restrictions (e.g., acquisition/rehabilitation). For the purposes of this category, "regular use" can be demonstrated through the number of units preserved annually by utilizing this funding source.	2
4D	Provide grants or low-interest loans for ADU/JADU construction affordable to Lower- and Moderate-Income Households.	2
4E	A comprehensive program that complies with the Surplus Land Act (Gov. Code, § 54220 et seq.) and that makes publicly owned land available for affordable housing, or for multifamily housing projects with the highest feasible percentage of units affordable to Lower Income Households. A qualifying program may utilize mechanisms such as land donations, land sales with significant write-downs, or below-market land leases.	2
4F	Establishment of an Enhanced Infrastructure Financing District or similar local financing tool that, to the extent feasible, directly supports housing developments in an area where at least 20 percent of the residences will be affordable to Lower-Income Households.	2
4G	Prioritization of local general funds to accelerate the production of housing affordable to Lower-Income Households.	2
4H	Directed residual redevelopment funds to accelerate the production of affordable housing.	1
4I	Development and regular (at least biennial) use of a housing subsidy pool, local or regional trust fund, or other similar funding source sufficient to facilitate and support the development of housing affordable to Lower-Income Households.	1
4J	Prioritization of local general funds for affordable housing. This point shall not be awarded if the applicant earns two points pursuant to Category (4)(G).	1
4K	Providing operating subsidies for permanent Supportive Housing.	1
4L	Providing subsidies for housing affordable to Extremely Low-Income Households.	1
4M	Other policies not described in Categories (4)(A)-(L) of this section that quantifiably promote, develop, or leverage financial resources for housing affordable to Lower-Income Households.	1

Project Proposal
Enhancement Factors

The Department shall utilize enhancement factors to increase the point scores of Prohousing Policies. An individual Prohousing Policy may not use more than one enhancement factor. Each Prohousing Policy will receive extra points for enhancement factors in accordance with the chart below.

Category	Prohousing Policy Description	Points
1	The policy represents one element of a unified, multi-faceted strategy to promote multiple planning objectives, such as efficient land use, access to public transportation, housing affordable to Lower-Income Households, climate change solutions, and/or hazard mitigation.	2
2	Policies that promote development consistent with the state planning priorities pursuant to Government Code section 65041.1.	1
3	Policies that diversify planning and target community and economic development investments (housing and non-housing) toward place-based strategies for community revitalization and equitable quality of life in lower opportunity areas. Such areas include, but are not limited to, Low Resource and High Segregation & Poverty areas designated in the most recently updated TCAC/HCD Opportunity Maps, and disadvantaged communities pursuant to Health and Safety Code sections 39711 and 39715 (California Senate Bill 535 (2012).	1
4	Policies that go beyond state law requirements in reducing displacement of Lower-Income Households and conserving existing housing stock that is affordable to Lower-Income Households.	1
5	Rezoning and other policies that support intensification of residential development in Location Efficient Communities.	1
6	Rezoning and other policies that result in a net gain of housing capacity while concurrently mitigating development impacts on or from Environmentally Sensitive or Hazardous Areas.	1
7	Zoning policies, including inclusionary housing policies, that increase housing choices and affordability, particularly for Lower-Income Households, in High Resource and Highest Resource areas, as designated in the most recently updated TCAC/HCD Opportunity Maps.	1
8	Other policies that involve meaningful actions towards Affirmatively Furthering Fair Housing outside of those required pursuant to Government Code sections 65583, subdivision (c)(10), and 8899.50, including, but not limited to, outreach campaigns, updated zoning codes, and expanded access to financing support.	1

Project Proposal Scoring Sheet Instructions

The Department shall validate applicants' scores based on the extent to which each identified Prohousing Policy contributes to the Acceleration of Housing Production. The Department shall assess applicants' Prohousing Policies in accordance with statutory requirements and the Regulations.

The Department shall further assess applicants' Prohousing Policies using the following four scoring categories: Favorable Zoning and Land Use, Acceleration of Housing Production Timeframes, Reduction of Construction and Development Costs, and Providing Financial Subsidies. Applicants shall demonstrate that they have enacted or proposed at least one policy that significantly contributes to the Acceleration of Housing Production in each of the four categories. A Prohousing Designation requires a total score of 30 points or more across all four categories.

Instructions

Please utilize one row of the Scoring Sheet for each Prohousing Policy.

- **Category Number**: Select the relevant category number from the relevant Project Proposal list in this application. Where appropriate, applicants may utilize a category number more than once.
- **Concise Written Description of Prohousing Policy**: Set forth a brief description of the enacted or proposed Prohousing Policy.
- **Enacted or Proposed**: Identify the Prohousing Policy as enacted or proposed. For proposed Prohousing Policies, please complete **Appendix 2: Proposed Policy Completion Schedule**.
- **Documentation Type**: For enacted Prohousing Policies, identify the relevant documentary evidence (e.g., resolution, zoning code provisions). For proposed Prohousing Policies, identify the documentation which shows that implementation of the policy is pending.
- **Web Links/Electronic Copies**: Insert the Web link(s) to the relevant documentation or indicate that electronic copies of the documentation have been attached to this application as **Appendix 5**.
- **Points**: Enter the appropriate number of points using the relevant Project Proposal list in this application.
- **Enhancement Category Number (optional)**: If utilizing an enhancement factor for a particular Prohousing Policy, enter the appropriate category number using the relevant Project Proposal list in this application.
- **Enhancement Points (optional)**: If utilizing an enhancement factor for a particular Prohousing Policy, enter the point(s) for that Prohousing Policy.
- **Total Points**: Add the enhancement point(s) to the Prohousing Policy's general point score.

September 23, 2025
NEW BUSINESS
Item No. 5A.

City Council Agenda Report

AMENDMENT NO. 1 TO THE PROFESSIONAL SERVICES AGREEMENT WITH ERSC, INC. FOR DESIGN SERVICES OF THE KNOTT AVENUE (LINCOLN AVENUE TO ARTESIA BOULEVARD) AND 8TH STREET REHABILITATION PROJECT

PREPARED BY	PRESENTED BY
Jaden Miller, Associate Engineer	Jaden Miller, Associate Engineer
DEPARTMENT HEAD APPROVAL	**CITY MANAGER APPROVAL**
Mina Mikhael, Director of Public Works/City Engineer	Aaron France, City Manager

RECOMMENDED ACTION

1) Approve Amendment No. 1 to Professional Services Agreement No. 25-21 with Engineering Resources of Southern California, Inc. (ERSC) in the amount of $105,686.50; 2) Authorize the City Manager and City Attorney to make any necessary, non-monetary changes to the amendment; and 3) Authorize the City Manager and City Clerk to execute the amendment.

PREVIOUS CITY COUNCIL ACTION

On August 12, 2025, the City Council approved Professional Services Agreement (PSA) No. 25-21 with ERSC in the amount of $280,385 to provide design and construction support services. During that meeting, the City Council requested that City staff evaluate the feasibility of the following:

1. Extending the pavement rehabilitation limits on Knott Avenue beyond the originally proposed segment between Artesia Boulevard and Crescent Avenue, to instead extend further south to Lincoln Avenue;
2. Incorporating median improvements along the corridor of Knott Avenue; and
3. Evaluating the feasibility of adding bike lanes along Knott Avenue.

DISCUSSION

1. Pavement Rehabilitation Extension

According to the City's Pavement Management Plan (PMP), the segment of Knott Avenue from Artesia Boulevard to La Palma Avenue has an average Pavement Condition Index (PCI) of 64, while the remaining portion of Knott Avenue south of La Palma Avenue has an average PCI of 71, both rated as "fair" condition.

However, due to repeated requests from residents living adjacent to Knott Avenue, particularly in the vicinity of Crescent Avenue, staff conducted further evaluation. Although the overall PCI rating is in the “fair” range, specific localized areas were identified as being in less than satisfactory condition. As a result, the segment of Knott Avenue south of La Palma Avenue to Cresent Avenue was included in the Knott Ave Rehabilitation project in Year 1 (FY 2025–26) of the City’s Capital Improvement Program (CIP).

Following additional direction from the City Council to consider extending rehabilitation of Knott Avenue south of Crescent Avenue, staff reviewed PMP data and confirmed that this segment has an average PCI of 66, a condition still comparable to the previously included segment. Given the similarity in pavement condition and to address community concerns comprehensively, staff determined that it would be in the City’s best interest to expedite rehabilitation of the segment from Crescent Avenue to Lincoln Avenue and incorporate it into the current fiscal year’s pavement rehabilitation project.

2. Median Improvements

Per the Municipal Water District of Orange County (MWDOC) Turf Replacement Program, staff plans to apply for reimbursement for the replacement of all turf medians along the Knott Avenue corridor with California-friendly landscaping. The City is expected to receive a reimbursement of up to $7/square foot for the turf conversion, totaling approximately $159,000 in accordance with the grant requirements. Medians currently landscaped with artificial turf will be protected in place, as they are not eligible under the Turf Replacement Program. For all other medians, City staff will ensure they are properly maintained and will incorporate additional landscaping enhancements where needed.

3. Bike Lane Feasibility

ERSC evaluated the feasibility of incorporating bike lanes along the corridor. Their evaluation concluded that adding dedicated bike lanes would not be feasible unless one of the following major modifications are made:

1. Removal of one travel lane or on-street parking in each direction;
2. Widening the roadway requiring additional right-of-way acquisition, removal of parkway landscaping, relocation of utilities; or
3. Reducing the width of the existing 14-ft center median in most sections of Knott Avenue.

Based on this evaluation and the constraints identified, it would not be financially feasible to incorporate bike lanes along the Knott Avenue corridor at this time.

Additional Design Services

To accommodate the expanded project scope, staff coordinated with ERSC to prepare a proposal for the additional design services. To support this scope of work, ERSC submitted a proposal in the amount of $105,686.50 in additional design services.

Staff recommends approving Amendment No. 1 to PSA No. 25-21 with ERSC in the amount of $105,686.50 to fund the additional design services. The design phase is currently underway and is anticipated to be completed by January 2026.

The City Attorney has reviewed the proposed amendment.

BUDGET IMPACT

This amendment is in the amount of $105,686.50 and will be funded by Measure R and Measure M2 funds (Account No. 24-9806-590185), which have been programmed in the FY 25-26 budget.

Preliminary cost estimates indicate that the expanded project scope may result in an approximate addition of $1.5 million in construction costs.

Staff will return to City Council at the time of construction contract award to request a budget adjustment and the transfer of any additional funds to the Project Account, if necessary.

Attachments

Att. 1 of 2 - Amend. No. 1 - Knott Ave Rehab.pdf
Att. 2 of 2 - PSA - Knott Ave Rehab.pdf

AMENDMENT NO. 1 TO
PROFESSIONAL SERVICES AGREEMENT NO. 25-21
WITH ENGINEERING RESOURCES OF SOUTHERN CALIFORNIA, INC. (ERSC)

This Amendment to Professional Services Agreement ("Amendment") dated **September 24, 2025**, and is between the City of Buena Park, a California municipal corporation ("CITY") and **Engineering Resources of Southern California, Inc., (ERSC)** a California Corporation ("CONSULTANT"). CITY and CONSULTANT are at times referred to herein jointly as the "Parties" and individually as a "Party."

WHEREAS, the Parties previously entered into that certain Professional Services Agreement dated **August 13, 2025**, (the "Agreement"), pursuant to which CITY contracted with CONSULTANT to provide the "Services" defined in the Agreement;

WHEREAS, the Parties now desire to amend the Agreement to extend the pavement limits on Knott Avenue from Artesia Boulevard to Lincoln Avenue along with median improvements on Knott Avenue, subject to the terms and conditions set forth in this Amendment.

NOW THEREFORE, THE PARTIES AGREE AS FOLLOWS:

1. **TERM.** The term of this Amendment shall commence on **September 24, 2025**, and shall remain in full force and effect for the duration of the Schedule of Performance and until CONSULTANT's full and complete performance of the Services to the City's reasonable satisfaction, unless extended upon the mutual written agreement of the Parties or earlier terminated pursuant to Section 16.2 of the Agreement.
2. **ADDITIONAL SERVICES.** In addition to the Services to be provided by CONSULTANT under the Agreement, CONSULTANT shall provide to CITY those additional services that are specifically described in Exhibit "A" to this Amendment (the "*Additional Services*").

3. **SCHEDULE OF PERFORMANCE.** CONSULTANT shall commence providing the Additional Services covered by this Amendment promptly upon execution of this Amendment. CONSULTANT shall perform all Additional Services in the time required by the schedule of performance described in Exhibit "A" ("*Schedule of Performance*"), or if not specified in the Schedule of Performance in a timely and diligent manner reasonably acceptable to CITY.

4. **COMPENSATION.** The total compensation paid to CONSULTANT for complete performance of the Additional Services, including any authorized reimbursable expenses, shall NOT EXCEED the total maximum sum of $105,686.50 ("*Compensation*"), as detailed in Exhibit "A" to this Amendment. CONSULTANT shall be paid for performing the Additional Services at the hourly rate, daily rate, flat fee, lump sum, or other basis specified in Exhibit "A" ("*Compensation Schedule").* The Compensation specified in this section shall be the sole and exclusive consideration paid to CONSULTANT for full and complete performance of the Additional Services and may only be increased by formal amendment.

5. **INCORPORATION.** Except as expressly amended herein this Amendment, all other terms and provisions of the Agreement shall govern this Amendment and remain in full force and effect, being deemed incorporated fully herein by this reference.

CITY OF BUENA PARK
a California Municipal Corporation

BY: _____
Aaron France, City Manager

ATTEST:

BY: _____
Adria M. Jimenez, MMC, City Clerk

APPROVED AS TO FORM:

BY: _____
Christopher Cardinale, City Attorney

CONSULTANT

_____
Name of Business

_____
Signature

_____
Print Name

EXHIBIT A

1) ADDITIONAL SERVICES. CONSULTANT shall provide to CITY the following Additional Services:

All additional services as described in the CONSULTANT's Proposal titled "Knott Avenue & 8th Street Rehabilitation Project – Additional Services", attached as "Exhibit A-1".

2) SCHEDULE OF PERFORMANCE. CONSULTANT shall perform all Additional Services in compliance with the following Schedule of Performance:

CONSULTANT shall provide the Services within the times and deadlines set forth per the original Project Schedule.

3) COMPENSATION SCHEDULE. CONSULTANT shall be paid for performing the Additional Services at the follow rates:

Consultant shall be paid by labor hours and in a total not-to-exceed amount of $105,686.50 for full and complete performance of the Services, as described in the CONSULTANT's Fee Schedule, attached as "Exhibit A-2". No additional compensation will be authorized unless agreed to by both parties as detailed within this professional services agreement.

EXHIBIT A-1

[Consultant's Proposal dated September 8, 2025, behind this page]

September,8 2025

City of Buena Park.
Attn: Jaden Miller, Project Manager
6650 Beach Blvd.
Buena Park, CA 90621

Re: Knott Avenue & 8th Street Rehabilitation Project – Additional Services

Dear Mr. Miller;

This letter is being sent per your request for ERSC to provide additional design services for the subject Project.

On August 12, 2025, ERSC was awarded a contract by the City Council to provide professional engineering services for preparation of P, S, & E for the Knott Avenue & 8th Street Rehabilitation Project. The limits identified for Knott Avenue for this project were from Crescent Avenue to Artesia Boulevard.

On August 26, 2025, I received an email from you asking if ERSC would be interested in providing additional design services for two items:

1. Extending the pavement limits on Knott Avenue southerly to Lincoln Avenue (approximately 0.5 miles)
2. Enhancement of raised medians – removal of natural turf and replace with California-friendly landscaping and trees

ERSC responded it is definitely interested in performing this extra work and has thus prepared a scope and fee the additional work. This extra service letter assumes all work associated with the original Project will remain as proposed. The attached cost proposal itemizes the added hours of time ERSC estimates will take to complete the additional work. An added new task will be the preparation of Landscape and Irrigation Plans which will be prepared by Community Works Design Group (CWDG). It is understood that CWDG has experience working with the City of Buena Park in addition to the neighboring City of Carson.

CWDG's Scope of Services will include the following:

PROJECT INITIATION/ MEETINGS & COORDINATION:
1. CWDG will meet on-site with ERSC staff and City representatives as an opportunity to discuss the intended outcome of the finished turf removal project, relating to ongoing

maintenance, preferred irrigation components, and preferred planting selections. CWDG's team will collect a soil sample for Agronomic Soil Testing.

2. CWDG's team will review any As-Builts provided by the City of Buena Park. They will meet with all applicable stakeholders and the ERSC Team on the aesthetics and amenities along the connector the City wishes to include.

3. CWDG's team will meet on-site with the City's Maintenance team to review existing irrigation and possible point(s) of connection for the irrigation system.

4. CWDG's team will participate in monthly PDT Meetings with ERSC and the City.

Deliverables
- PDF copies of all documents
- Agronomic Soils Report
- Regular e-mail progress updates and ongoing coordination documentation

PRELIMINARY DESIGN 30%
1. CWDG will review the schematic plans prepared by ERSC and will develop a corresponding preliminary landscape plan for the median enhancements.

2. CWDG will develop a preliminary plan for the Knott Avenue Median Improvements and turf reduction. This design will focus on turf replacement in the medians to include low-maintenance landscaping that is easy to replace, drought-tolerant, environmentally friendly, aesthetically pleasing (preferably perennial). The landscaping palette will be designed to be similar to the existing median landscaping in the area.

3. CWDG will plan for up to two (2) revisions with the City of Buena Park for approval.

Deliverables
- Preliminary Design (full color)
- PDF copies of all documents
- Regular e-mail progress updates and ongoing coordination documentation

DESIGN DEVELOPMENT/CONSTRUCTION DOCUMENTS 65%/95%/100%
Upon the City's feedback from ERSC's Preliminary Design Submittal, CWDG will begin preparation of the Construction Documents (PS&E). CWDG will make their first submittal at the 65% level, followed by 90% and 100% submittals following subsequent City reviews.

1. IRRIGATION PLANS: CWDG will prepare irrigation demolition and tie-in plans for the optimal watering of the median frontage, utilizing City preferred equipment and tying into an existing point of connection where possible. CWDG will include MWELO Calculations if needed as well.

2. PLANTING PLANS: CWDG will prepare soil preparation and planting plans for the scope areas. Plant suitability, maintainability, drought resistance, and reliability will be primary concerns for the Knott Avenue Median improvements. CWDG's team will provide a landscape palette that aligns with the City's preferences. CWDG will design it in mind that this palette will serve as a standard for the City to implement in all future median improvement projects of a similar nature moving forward.

3. COST ESTIMATES: Final estimates of probable costs will be prepared for review. This will also include a 90-day maintenance period.

4. SPECIFICATIONS: CWDG will prepare specifications pertaining to the landscape architectural scope if work for the Knott Avenue Improvements. CWDG will submit draft specifications with each progress set.

5. DOCUMENT PROCESSING: CWDG will submit the documents to ERSC for processing through City. CWDG will review the applicable redlines provided and make all necessary corrections.

Deliverables

- Construction Documents prepared in AutoCAD, printed to 24"x36" at 20 scale maximum
- PDF copies of all documents
- Regular e-mail progress updates and ongoing coordination documentation
- Final Cost Estimates

In addition, ERSC was requested by the City to look into adding bicycle lanes within the Project limits. ERSC will utilize its Traffic Engineer to do a preliminary screening of the Project to determine if bike lanes are feasible. If it is felt they are **not** feasible, a brief memo will be prepared indicating so, with a concise explanation as to this determination. The cost for the minimal research and preparation of the memo will be covered under ERSC's original Fee Proposal. Should ERSC's traffic engineer determine bicycle lanes are feasible and an added benefit to the Project, he will continue researching and review of City documents such as the City's Complete Streets Master Plan and Mobility Element of the City's General Plan and prepare a Feasibility Report with exhibits indicating the benefits and locations of the bicycle lanes. Should the City decide they wish to include the bicycle lanes within the current project, Pavement Marking and Striping Plans will be prepared. The Feasibility Study with Pavement Marking and Striping Plans are indicated in the attached Fee Schedule as an Optional Task. The cost for preparation of the Marking and Striping Plans assumes the bicycle lane striping will be placed upon the striping plans being prepared for the original scope of work. Should the City require separate plans be prepared, additional fees may result.

Should you have any questions on the attached additional services, do not hesitate to contact me at your earliest convenience.

Respectfully,

Lori J. Askew
Sr. Principal Engineer/Project Manager

Attachment:: Fee Schedule for Additional Services

EXHIBIT A-2

[Consultant's Fee Schedule, behind this page]

FEE SCHEDULE

City of Buena Park

Engineering Design Services for Knott Avenue (Cresent Avenue to Artesia Boulevard) & 8th Street Rehabilitation Project - P, S & E - Extra Services

TASK NO.	DESCRIPTION	Principal in Charge President Matt Brudin, PE, QSD	Project Manager Sr. Principal Engineer Lori Askew	Project Engineer Engineer V Trent Brudin, PE	Project Designer Engineer III Katherine Hernandez	Principal Surveyor Robert Ollerton, PLS	2-Man Survey Crew	Traffic Engineer Seth Jenison, PE, TE, PTOE	Project Designer Engineer II	Surveyor I	ERSC SUBTOTAL	Community Works Design Group	Inland Aerial Surveys, Inc.	Potholing	SUBCONSULTANT SUBTOTAL	TOTAL
		$320	$270	$205	$170	$225	$320	$240	$155	$110						
Task 1	PROJECT MANAGEMENT & COORDINATION															
a.	Project Management	-	3	1	1	-		-	-	-	$ 1,185.00	$ -	$ -	$ -	$ -	$ 1,185.00
b.	Project Coordination		2	1	1						$ 915.00					$ 915.00
	SUBTOTAL	$ -	$ 1,350.00	$ 410.00	$ 340.00	$ -	$ -	$ -	$ -	$ -	**$ 2,100.00**	$ -	$ -	$ -	$ -	**$ 2,100.00**
Task 2	DETAILED DESIGN															
	As-Built Research	-	-	-	2	-		-	2	-	$ 650.00			$ -	$ -	$ 650.00
	Utility Coordination, Research & Notification	-	-	-	2	-	8	-	2	8	$ 4,090.00			$ 3,450.00	$ 3,450.00	$ 7,540.00
	Street Improvement Plans	1	1	4	10	-		-	40	-	$ 9,310.00			$ -	$ -	$ 9,310.00
New Task	Landscape and Irrigation		1		2				4		$ 1,230.00	$ 43,366.50			$ 43,366.50	$ 44,596.50
	Signing & Striping Plans	1	1	4	4	-		-	10	-	$ 3,640.00			$ -	$ -	$ 3,640.00
	Traffic Control Plans	-	4	7	5	-		-	15	-	$ 5,690.00			$ -	$ -	$ 5,690.00
	Construction Cost Estimate & Specifications	-	2	5	4	-		-	10	-	$ 3,795.00			$ -	$ -	$ 3,795.00
	Storm Water Pollution Prevention Plan (SWPPP)	-	-	-	-	-		-	-	-	$ -			$ -	$ -	$ -
	Water Quality Management Plan (WQMP)	1	1	4	4				5		$ 2,865.00				$ -	$ 2,865.00
	Bidding Support Phase		1	2	2				3		$ 1,485.00				$ -	$ 1,485.00
	Construction Support Phase	1	2	4	2				4		$ 2,640.00				$ -	$ 2,640.00
	Record/As-Built Drawings	1	1	1	1				4		$ 1,585.00				$ -	$ 1,585.00
New Task	*Bicycle Lane Feasiblity Report/Pavement Marking & Striping Plan (Optional Task)*		*2*					*30*	*50*		*$ 15,490.00*				*$*	*$ 15,490.00*
	SUBTOTAL	$ 1,600.00	$ 4,320.00	$ 6,355.00	$ 6,460.00	$ -	$ 2,560.00	$ 7,200.00	$ 23,095.00	$ 880.00	**$ 52,470.00**	$ 43,366.50	$ -	$ 3,450.00	$ 46,816.50	**$ 99,286.50**
Task 3	PERMITTING & REGULATIONS															
a.	Caltrans		-	-	-				-	-	$ -	$ -	$ -	$ -	$ -	$ -
b.	Union Pacific Railroad		-	-	-				-		$ -				$ -	$ -
	SUBTOTAL	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	**$ -**	$ -	$ -	$ -	$ -	**$ -**
Task 4	SURVEY															
	Survey & Mapping				2	10	24		4	60	$ 17,490.00	$ -	$ 2,300.00	$ -	$ 2,300.00	$ 19,790.00
	SUBTOTAL	$ -	$ -	$ -	$ 340.00	$ 2,250.00	$ 7,680.00	$ -	$ 620.00	$ 6,600.00	**$ 17,490.00**	$ -	$ 2,300.00	$ -	**$ 2,300.00**	**$ 19,790.00**
	Reimbursable Expenses (Repro, Plotting, Shipping, Mailing and Mileage)										**$ -**	$ -	$ -	$ -	**$ -**	$ -
	TOTALS										**$ 72,060.00**	**$ 43,366.50**	**$ 2,300.00**	**$ 3,450.00**	**$ 49,116.50**	**$ 121,176.50**
	PROJECT TOTAL/NOT - TO - EXCEED (includes Optional Costs)															**$ 121,176.50**
	PROJECT TOTAL/NOT - TO - EXCEED (excludes Optional Costs)															**$ 105,686.50**

Optional Costs are shown in italics

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CITY OF BUENA PARK
PROFESSIONAL SERVICES AGREEMENT
PSA 25-21

DATE: **August 13, 2025**

SERVICES: **Professional Engineering Services**

PROJECT: **Knott Avenue (Crescent Avenue to Artesia Boulevard) and 8th Street Rehabilitation Project**

PARTIES TO THE AGREEMENT:

"CITY": **City of Buena Park, a California Municipal Corporation**

City Representative:
Name: **Mina Mikhael**
Title: **Director of Public Works/ City Engineer**
Tel.: **(714) 562-3672**
Email: **MMikhael@buenapark.com**

"CONSULTANT": **Engineering Resources of Southern California, Inc. (ERSC), a California Corporation**

Consultant Representative:
Name: **Lori Askew**
Title: **Director of Engineering**
Tel.: **(909) 890-1255**
Email: **laskew@erscinc.com**

SUMMARY OF TERMS:

Start Date: **August 13, 2025**

End Date: **July 31, 2026**

Contract Value: **$280,385.00**

Services a "Public Work": NO [___] YES [**X**] (add "PW Exhibit")

Community Workforce Agreement: NO [**X**] YES [___] (add "CWA Exhibit")

Insurance Approved By Risk Management: NO [___] YES [**X**]

APPROVED BY: *(select one)*

(___) Department Head
Contract Value ≤ $10,000

(___) City Manager
Contract Value ≤ $80,000

(X) City Council
Contract Value > $80,000
("Levine Act Exhibit" Required)

AGREEMENT MUST BE FIRST EXECUTED BY CONSULTANT BEFORE IT MAY BE EXECUTED ON BEHALF OF THE CITY.
CITY OF BUENA PARK

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PROFESSIONAL SERVICES AGREEMENT

This Professional Services Agreement ("*Agreement*") is dated as of **August 13, 2025**, between the City of Buena Park, a California charter city ("*CITY*"), and **Engineering Resources of Southern California, Inc. (ERSC)**, a California Corporation ("*CONSULTANT*"). CITY and CONSULTANT are at times referred to herein jointly as "Parties" and individually as a "Party."

1. TERM. The term of this Agreement shall commence on **August 13, 2025** and shall remain in full force and effect for the duration of the Schedule of Performance and until CONSULTANT's full and complete performance of the Services to the City's reasonable satisfaction, unless extended upon the mutual written agreement of the Parties or earlier terminated pursuant to Section 16.2 of this Agreement ("*Term*").

2. SERVICES. Subject to the terms and conditions in this Agreement, CONSULTANT shall provide to CITY those services that are specifically described in Exhibit "A" (the "*Services*"). CITY may request changes or expansion of the Services (each a "*Modification*") and in such cases the Modification to the Services, and any resulting increase or decrease in the Compensation to be paid CONSULTANT and/or any changes to the Schedule of Performance (defined below), shall be documented in a written amendment to this Agreement. Increases or decreases in Compensation resulting from any Modification to the Services shall be based on the rate specified in the Compensation Schedule (defined below), or if not specified in the Compensation Schedule at then-applicable prevailing market rate charged by CONSULTANT to other customers for the same service.

3. SCHEDULE OF PERFORMANCE. CONSULTANT shall commence providing the Services upon receipt of a written "Notice to Proceed" from the City Representative and CONSULTANT shall proceed only to the extent of such authorization. CONSULTANT shall perform all Services in the time required by the schedule of performance described in Exhibit "A" ("*Schedule of Performance*"), or if not specified in the Schedule of Performance in a timely and diligent manner reasonably acceptable to CITY.

4. COMPENSATION. The total compensation paid to CONSULTANT for complete performance of the Services, including any authorized reimbursable expenses, shall NOT EXCEED the total maximum sum of **$280,385.00** ("*Compensation*"). CONSULTANT shall be paid for performing the Services at the hourly rate, daily rate, flat fee, lump sum, or other basis specified in Exhibit "A" to this Agreement ("*Compensation Schedule*"). The Compensation specified in this section shall be the sole and exclusive consideration paid to CONSULTANT for full and complete performance of the Services and may only be increased by formal amendment to this Agreement.

5. PAYMENT.

5.1 Invoices. Each calendar month after CITY's issuance of the Notice to Proceed, CONSULTANT shall submit an invoice to CITY for the Services performed and any authorized reimbursable expenses incurred in the immediately preceding calendar month. *(Ex: invoices for Services rendered in January should be submitted in February*). The invoices shall describe in detail the Services rendered during each invoice period such as the days worked, personnel involved, number of hours worked, rates charged, milestones achieved, work product generated, or reimbursable expenses incurred, as applicable. CONSULTANT shall remit the invoices to the address and in the manner specified by CITY.

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5.2 Payment. CITY shall review all invoices and notify CONSULTANT in writing of any disputed charges or amounts. CITY shall pay all undisputed portions of the invoice within thirty (30) calendar days after receipt. CITY shall not withhold federal or state payroll or other taxes, or make deductions, from payments made to CONSULTANT.

6. STANDARD OF SKILL. CONSULTANT shall perform all Services in the manner and according to the standards currently observed by a competent practitioner of CONSULTANT's profession in California, and shall at all times, meet or exceed any applicable professional standards of care, workmanship, or conduct. All products of whatsoever nature that CONSULTANT delivers to CITY pursuant to this Agreement shall be prepared in a professional manner and conform to the standards of quality normally observed by a person currently practicing in CONSULTANT's profession. The acceptance of the Services by CITY shall not operate as a release of CONSULTANT from such standards of care, workmanship, or conduct.

7. INDEPENDENT CONTRACTOR. CONSULTANT is and shall at all times remain as to CITY a wholly independent contractor. Neither CITY nor any of its agents shall have control over the conduct of CONSULTANT or any of CONSULTANT's employees or agents, except as herein set forth. CONSULTANT shall not at any time or in any manner represent that it or any of its agents or employees are in any manner agents or employees of CITY. CONSULTANT shall have no power to incur any debt, obligation, or liability on behalf of CITY or otherwise act on behalf of CITY as an agent.

7.1 CONSULTANT shall not have the status of an employee of CITY under this Agreement, or be entitled to participate in any insurance, medical care, vacation, sick leave or other benefits provided for CITY's officers or employees.

7.2 In the event that CONSULTANT, or any of its employees, agents, or subcontractors providing Services under this Agreement, claims or is determined by a court of competent jurisdiction or the California Public Employees Retirement System ("*PERS*") to be eligible for enrollment in PERS as an employee of CITY, CONSULTANT shall indemnify, defend, and hold CITY harmless for the payment of any employee and/or employer contributions for PERS benefits on behalf of CONSULTANT or its employees, agents, or subcontractors, as well as for the payment of any penalties and interest on such contributions, which would otherwise be the responsibility of CITY.

7.3 CONSULTANT represents that it has, or will secure at its own expense, all personnel required to perform the Services under this Agreement. All of the Services shall be performed by CONSULTANT or under its direct supervision, and all personnel engaged in the work shall be qualified to perform it. CONSULTANT reserves the right to determine the assignment of its own employees to the performance of the Services under this Agreement, but CITY reserves the right, for good cause, to require CONSULTANT to exclude any employee from performing Services on CITY's premises.

8. ADMINISTRATION.

8.1 City's Representative. The City Representative identified on the cover page of this Agreement shall have authority to administer this Agreement and oversee CONSULTANT's performance of the Services, provided that an individual's authority to amend this Agreement shall be governed by applicable provisions of the Buena Park Municipal Code. All activities performed by CONSULTANT shall be coordinated through the City Representative. CITY may change the identity of the City Representative upon written notice to CONSULTANT.

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8.2 Consultant's Representative. Consultant's Representative identified on the cover page of this Agreement has the authority to administer this Agreement on behalf of CONSULTANT and to act, bind, and approve all matters relating to this Agreement on behalf of CONSULTANT. Consultant's Representative shall not be replaced without the advance consent of CITY, which consent shall not be unreasonably withheld.

9. SAFETY REQUIREMENTS. All work performed under this Agreement shall be performed in such a manner as to provide safety to the public and to meet or exceed the safety standards outlined by CAL OSHA. CITY may issue restraint or cease and desist orders to CONSULTANT when unsafe or harmful acts are observed or reported relative to the performance of the Services. CONSULTANT shall maintain the work sites free of hazards to persons and property resulting from its operations. CONSULTANT shall immediately report to CITY any hazardous condition noted by CONSULTANT.

10. INDEMNIFICATION AND HOLD HARMLESS.

10.1 Purpose of Section. CONSULTANT agrees that CITY, and its elected officials, officers, employees, and agents (cumulatively "*City Indemnitees*") shall, to the fullest extent permitted by California law, be fully protected from any loss, injury, damage, claim, liability, taxes, fees, lawsuit, cost, expense, attorneys' fees, litigation costs, defense costs, court costs or any other cost or damages of any kind arising out of or in any way related to CONSULTANT's provision of the Services or performance of this Agreement. This Section is intended by the Parties to provide the fullest protection possible under California law to CITY and the City Indemnitees. CONSULTANT acknowledges that CITY would not have entered into this Agreement without the covenants and commitments of CONSULTANT in this Section 10.

10.2 Indemnification for Design Services (if applicable). Consistent with California Civil Code Section 2782.8, if and to the extent the Services are design professional services to be performed by a design professional, as that term is defined under said Section 2782.8, CONSULTANT shall, to the fullest extent permitted by law, indemnify, protect, defend, and hold the City Indemnitees harmless for all claims, demands, costs, or liability that arise out of, pertain, or relate to the negligence, recklessness, or willful misconduct of CONSULTANT, its officers, employees, or agents in said performance of the Services, excepting only liability arising from the sole negligence, active negligence, or intentional misconduct of CITY.

10.3 Indemnification for Services. Other than in the performance of design professional services by a design professional, as covered by Section 10.2 above, to the fullest extent permitted by law CONSULTANT shall, at its sole cost and expense, protect, defend, hold harmless and indemnify the City Indemnitees from and against any and all damages, costs, taxes, fees, expenses, liabilities, claims, demands, causes of action, proceedings, judgments, penalties, liens and/or losses of any nature whatsoever, including fees of accountants, attorneys and other professionals, and all costs associated therewith, and the payment of all consequential damages (collectively "Claims"), in law or equity, whether actual, alleged or threatened, which arise out of, pertain to, or relate to the acts or omissions, or willful misconduct, of CONSULTANT, or its officers, agents, servants, employees, subcontractors, materialmen, suppliers, or contractors, or their officers, agents, servants or employees (or any entity or individual that CONSULTANT shall bear the legal liability thereof) in the performance of this Agreement, including CONSULTANT's active or passive negligence, except for Claims arising from the sole negligence or willful misconduct of CITY, as determined by final arbitration or court decision or by the agreement of the Parties. CONSULTANT shall defend the City Indemnitees in any action or actions filed in connection with any Claims with counsel of CITY's choice, and shall pay all costs and expenses, including all attorneys' fees and experts' costs actually incurred in connection with such defense.

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CONSULTANT shall reimburse the Indemnitees for any and all legal expenses and costs incurred by City Indemnitees in connection therewith.

10.4 Taxes, Assessments, Workers Compensation. CONSULTANT shall pay all required taxes on amounts paid to CONSULTANT under this Agreement and indemnify and hold CITY harmless from any and all taxes, assessments, penalties and interest asserted against CITY by reason of the independent contractor relationship created by this Agreement. CONSULTANT shall fully comply with applicable workers' compensation laws regarding CONSULTANT and its CONSULTANT shall indemnify and hold CITY harmless from any failure of CONSULTANT to comply with applicable workers' compensation laws.

10.5 Obligations Not Limited by Insurance. The obligations and covenants of CONSULTANT in this Section 10 are independent and separate from any requirement or covenant to carry insurance. The obligations of CONSULTANT under this Section 10 shall not be limited by the limits of any policies of insurance by this Agreement or otherwise maintained by CONSULTANT, nor shall CONSULTANT's obligations by limited by the provisions of any workers' compensation act or similar act. CONSULTANT expressly waives any statutory immunity under such statutes or laws as to the CITY or City Indemnitees.

10.6 Survival; Enforcement. CONSULTANT's obligations and covenants under this Section shall survive the expiration or termination of this Agreement and shall continue in full force and effect for a time at least equal to the statute of limitations that is applicable to the underlying Claim, demand, cost or liability. CITY may offset against the amount of any compensation due CONSULTANT any amount due to CITY from CONSULTANT as a result of CONSULTANT's failure to promptly pay CITY any obligation for reimbursement or indemnification arising under this Section 10.

11. INSURANCE. At all times during the term of this Agreement CONSULTANT shall maintain insurance coverage in the forms, types, and amounts that are set forth in this Section 11, and upon CITY's request CONSULTANT shall provide evidence of such coverage to the satisfaction of CITY's Director of Risk Management, which may include a visual inspection of all policies, copies of declarations page, endorsements signed by an authorized representative of the underwriting company, or certificates of insurance.

11.1 Minimum Scope of Insurance. CONSULTANT shall maintain policies with coverage at least as broad as:

.1 Commercial General Liability insurance using the most current version of Insurance Services Office (ISO) Commercial General Liability Coverage Form CG 00 01, which shall include insurance for "bodily injury," "property damage" and "personal and advertising injury" with coverage for premises and operations, products and completed operations, and contractual liability.

.2 The most current version of Insurance Service Office (ISO) Business Auto Coverage Form CA 00 01, which shall include coverage for all owned, hired, and non-owned automobiles or other licensed vehicles (Code 1-Any Auto).

.3 Workers' Compensation insurance as required by the California Labor Code and Employer's Liability Insurance.

.4 Professional Liability (Errors and Omissions) insurance appropriate to CONSULTANT's profession. If such insurance policy is written on a claims-made form, the

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retroactive date must be shown and must be before the effective date of the Agreement or the commencement of Services by Consultant.

11.2 Minimum Limits of Insurance. CONSULTANT shall maintain insurance coverage limits not less than:

.1 Commercial General Liability: $2,000,000 per occurrence for bodily injury, personal injury, and property damage. If a general aggregate limit is used, either the general aggregate limit shall apply separately to the Services / location or the general aggregate limit shall be $4,000,000 and contain specific language creating a duty to defend against any suit seeking damages.

.2 Automobile Liability: $1,000,000 per accident for bodily injury and property damage.

.3 Employer's Liability: $1,000,000 per accident for bodily injury or disease.

.4 Professional liability: $2,000,000 per claim, with an extended reporting period of not less than two years.

11.3 Umbrella or Excess Insurance. In the event CONSULTANT purchases an umbrella or excess insurance policy(ies) to meet the "Minimum Limits of Insurance," this insurance policy(ies) shall "follow form" and afford no less coverage than the primary insurance policy(ies) required by this Section 11.

11.4 Deductibles and Self-insured Retentions: CONSULTANT shall be responsible for payment of any deductibles contained in any insurance policy(ies) required hereunder and CONSULTANT shall also be responsible for payment of any self-insured retentions. Any deductibles or self-insured retentions must be declared to, and approved by, the City Manager or his/her designee. At the option of the City Manager or his/her designee, either (i) the insurer shall reduce or eliminate such deductibles or self-insured retentions as respects CITY and City Indemnitees; or (ii) CONSULTANT shall provide a financial guarantee, satisfactory to the City Manager or his/her designee, guaranteeing payment of losses and related investigations, claim administration and defense expenses. At no time shall CITY be responsible for the payment of any deductibles or self-insured retentions.

11.5 Required Endorsements. Each insurance policy shall be endorsed as follows:

.1 Except with respect to Employer's Liability or Professional Liability/E&O policies required by this Section 11, CITY and City Indemnitees shall be named as additional insureds (collectively "*Additional Insureds*"). Additional Insured endorsements shall not: (a) be limited to "Ongoing Operations"; (b) exclude "Contractual Operations"; (c) restrict coverage to the "Sole" liability of CONSULTANT; or (d) contain any other exclusion contrary to this Agreement.

.2 For any claims related to this Agreement or the Services performed under this Agreement, CONSULTANT's insurance coverage shall be primary to any other similar insurance carried by Additional Insureds. Any insurance or self-insurance maintained by Additional Insureds shall be in excess of CONSULTANT's insurance and shall not be called upon to contribute with it.

.3 All insurance coverage shall contain a provision that prohibits cancellation, modification or lapse without thirty (30) calendar days' prior written notice from insurer to CITY. The notice shall be provided via certified mail, return receipt requested. CONSULTANT shall

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require its insurer to modify the applicable policy and all certificates of insurance to delete any exculpatory wording stating that failure of the insurer to mail written notice of cancellation imposes no obligation, and to delete the word "endeavor" with regard to any notice provisions.

.4 Each policy shall be endorsed to state that the insurer waives the right of subrogation against CITY and City Indemnitees.

11.6 Duration of Insurance. The requirements of this Section 11 shall survive expiration or termination of the Agreement. Insurance must be maintained, and evidence of insurance must be provided for at least 3 years after any expiration or termination of the Agreement or, in the alternative, the policy shall be endorsed to provide not less than a 3-year discovery period.

11.7 Acceptability of Insurers. All insurance coverage required by this Agreement shall be written by insurers admitted to conduct business in the State of California by the Department of Insurance and rated “A:VIII” in the most recent A.M. Best's Insurance Rating Guide.

11.8 Verification of Coverage. CONSULTANT shall furnish CITY with evidence of the insurance required by this Agreement to the satisfactory to CITY. Such evidence shall consist of original certificates of insurance and amendatory endorsements, including an additional insured endorsement. The endorsements shall be on forms provided by CITY or on such other forms approved by CITY and conforming to CITY's requirements. CONSULTANT shall file all certificates of insurance and fully executed endorsements with CITY before commencing performance of the Services. Where and at the times applicable, CONSULTANT shall also provide proof that the policies of insurance required under this Agreement and expiring during the term of this Agreement have been renewed or replaced with other policies providing at least the same coverage. CONSULTANT shall furnish such proof to CITY prior to the expiration of the original policies. CITY may require complete, certified copies of all required insurance policies, including endorsements affecting the coverage required by these specifications at any time. CONSULTANT shall provide complete copies of policies to CITY upon request.

11.9 Other Insurance Provisions.

.1 All insurance coverage and limits provided pursuant to this Agreement shall apply to the full extent of the policies involved, available or applicable. Nothing contained in this Agreement or any other agreement relating to CITY or its operations limits the application of the insurance coverage.

.2 Requirements of specific coverage features or limits contained in this Section 11 are not intended as a limitation on coverage, limits or other requirements, or a waiver of any coverage normally provided by any insurance. Specific reference to a given coverage feature is for purposes of clarification only and is not intended by any Party to be all inclusive, or to the exclusion of other coverage, or a waiver of any type.

.3 All insurance coverage shall cover CONSULTANT’s operations pursuant to the terms of this Agreement.

.4 Any actual or alleged failure on the part of CITY or any other additional insured under these requirements to obtain proof of insurance required under this Agreement in no way waives any right or remedy of CITY or any additional insured, in this or any other regard.

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.5 In the event any policy of insurance required under this Agreement does not comply with these requirements or is canceled and not replaced, CITY has the right, but not the duty, to obtain the insurance it deems necessary, and CONSULTANT shall promptly reimburse to CITY any premium paid by CITY.

.6 CONSULTANT shall provide immediate notice to CITY of any claim or loss against CONSULTANT that includes CITY or any of the Additional Insureds as a defendant. CITY assumes no obligation or liability from the notice. CITY shall have the right, but not the duty, to monitor the handling of the claim or claims if they are likely to involve CITY.

11.10 Subcontractors. CONSULTANT shall include all subcontractors, or any other party involved in the performance of the Services, as insureds under its policies or shall require subcontractors or any other party involved in the Services by CONSULTANT to carry the same insurance as required in this Section 11. CONSULTANT shall obtain certificates evidencing the coverage and make reasonable efforts to ensure that the coverage is provided as required in this Section. CONSULTANT shall require that no contract used by any subcontractor, or contract CONSULTANT enters into on behalf of CITY, shall reserve the right to charge back to CITY the cost of insurance required by this Agreement. CONSULTANT shall, upon request, submit to CITY for review, all agreements with subcontractors or others with whom CONSULTANT contracts with on behalf of CITY, and all certificates of insurance obtained in compliance with Section 11.8. CITY's failure to request copies of the documents shall not impose any liability on CITY, or its employees, or be deemed a waiver of any of CITY's rights.

12. WORK PRODUCT.

12.1 Deliverables. CONSULTANT shall, in such time and in such form as CITY may require, furnish reports concerning the status of Services required under this Agreement. CONSULTANT shall, upon request by CITY and upon completion or termination of this Agreement, deliver or return to CITY all material furnished to CONSULTANT by CITY.

12.2 Ownership.

.1 All draft and final reports, documents and other written material, and any and all images, ideas, concepts, designs including website designs, source code, object code, electronic data and files or other media whatsoever, created or developed by CONSULTANT in the performance of this Agreement (collectively, "*Work Product*") shall be considered to be "works made for hire" for the benefit of CITY. All Work Product and any and all intellectual property rights arising from their creation, including all copyrights and other proprietary rights, shall be and remain the property of CITY without restriction or limitation upon their use, duplication or dissemination by CITY upon final payment being made. CONSULTANT shall not obtain or attempt to obtain copyright protection as to any of the Work Product.

.2 CONSULTANT hereby assigns to CITY all rights of ownership to the Work Product, including any and all related intellectual property and proprietary rights that are not otherwise vested in CITY pursuant to subsection .1 above.

.3 CONSULTANT warrants and represents that it has secured all necessary licenses, consents or approvals necessary to the production of the Work Product, and that upon final payment, CITY shall have full legal title to the Work Product, and full legal authority and the right to use and reproduce the Work Product for any purpose. CONSULTANT shall defend,

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indemnify and hold CITY and the City Indemnitees harmless from any loss, claim or liability in any way related to a claim that CITY's use of any of the Work Product is violating federal, state or local laws, or any contractual provisions, or any rights or laws relating to trade names, licenses, franchises, copyrights, patents or other means of protecting intellectual property rights or interests in products, ideas or inventions. CONSULTANT shall bear all costs arising from the use of patented, copyrighted, trade secret or trademarked documents, materials, equipment, devices or processes in connection with its provision of the Work Product produced under this Agreement. In the event any the use of any of the Work Product or other deliverables hereunder by CITY is held to constitute an infringement and the use of any of the same is enjoined, CONSULTANT, at its expense, shall: (a) secure for CITY the right to continue using the Work Product and other deliverables by suspension of any injunction, or by procuring a license or licenses for CITY; or (b) modify the Work Product and other deliverables so that they become non-infringing while remaining in compliance with the requirements of this Agreement. CONSULTANT's covenants under this Section 12.2 shall survive the expiration or termination of this Agreement.

13. CONFIDENTIALITY. During performance of this Agreement, CONSULTANT may gain access to and use CITY information regarding inventions, machinery, products, prices, apparatus, costs, discounts, future plans, business affairs, governmental affairs, processes, trade secrets, technical matters, systems, facilities, customer lists, product design, copyright, data, and other vital information (hereafter collectively referred to as "*City Information*") that are valuable, special and unique assets of CITY. CONSULTANT agrees to protect all City Information and treat it as strictly confidential, and further agrees that CONSULTANT shall not at any time, either directly or indirectly, divulge, disclose or communicate in any manner any City Information to any third party without the prior written consent of CITY. In addition, CONSULTANT shall comply with all CITY policies governing the use of CITY network and technology systems. A violation by CONSULTANT of this section shall be a material violation of this Agreement and shall justify legal and/or equitable relief.

14. RECORDS. CONSULTANT shall maintain complete and accurate records with respect to sales, costs, expenses, receipts and other such information relating to the Services, as required by CITY or the City Representative. CONSULTANT shall maintain adequate records on services provided in sufficient detail to permit an evaluation of the Services. All such records shall be maintained in accordance with generally accepted accounting principles and shall be clearly identified and readily accessible. At all times during regular business hours, CONSULTANT shall provide access to such books and records to the City Representative, or his or her designees, and shall give the City Representative, or his or her designees, the right to examine and audit such books and records and to make transcripts as necessary, and shall allow inspection of all work, data, documents, proceedings and activities related to this Agreement.

15. ASSIGNMENT AND SUBCONTRACTING. This Agreement is personal to CONSULTANT and CITY has entered this Agreement in reliance on CONSULTANT's skill, competence and experience. CONSULTANT shall not assign any of its rights or delegate any of its duties under this Agreement, either in whole or in part, without CITY's prior written consent, by and through the City Representative. CITY's consent to an assignment of rights under this Agreement shall not release CONSULTANT from any of its obligations or alter any of its obligations to be performed under this Agreement. Any attempt at assignment or delegation by CONSULTANT in violation of this Section shall be void and of no effect and shall entitle CITY to immediately terminate this Agreement for cause. As used in this section, "assignment" and "delegation" means any sale, gift, pledge, hypothecation, encumbrance or other transfer of all or any portion of the rights, obligations, or liabilities in or arising from this Agreement to any person or entity, whether by operation of law or otherwise, and regardless of the legal form of the

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transaction in which the attempted transfer occurs. CONSULTANT shall not subcontract any performance required under this Agreement without CITY's prior written consent.

16. SUSPENSION AND TERMINATION.

16.1 Right to Suspend. CITY shall have the right at any time to temporarily suspend CONSULTANT's performance hereunder, in whole or in part, by giving a written notice of suspension to CONSULTANT. If CITY gives such notice of suspension, CONSULTANT shall immediately suspend its activities under this Agreement as specified in such notice.

16.2 Termination. CITY shall have the right to terminate this Agreement at any time by giving a written notice of termination to CONSULTANT. If CITY gives such notice of termination, CONSULTANT shall immediately cease rendering Services pursuant to this Agreement. If CITY terminates this Agreement:

.1 CONSULTANT shall, not later than five days after such notice of termination, deliver to CITY copies of all Work Product or other information prepared pursuant to this Agreement.

.2 CITY shall pay CONSULTANT the reasonable value of Services rendered by CONSULTANT prior to termination; provided, however, CITY shall not in any manner be liable for lost profits that might have been made by CONSULTANT had the Agreement not been terminated or had CONSULTANT completed the Services required by this Agreement. In this regard, CONSULTANT shall furnish to CITY such financial information as in the judgment of CITY is necessary for CITY to determine the reasonable value of the Services render by CONSULTANT. The foregoing is cumulative and does not affect any right or remedy that CITY may have in law or equity.

17. Conflicts of Interest. CONSULTANT shall comply with all applicable federal, state and local conflict of Interest laws, including the Political Reform Act (Cal. Gov. Code § 81000 *et seq.*), the Levine Act (Cal. Gov. Code § 84308), and California Government Code Section 1090. CONSULTANT covenants that neither it, nor any officer or principal of its firm, has or shall acquire any interest, directly or indirectly, that would conflict in any manner with the interests of CITY or that would in any way hinder CONSULTANT's performance of Services under this Agreement. CONSULTANT further covenants that in the performance of this Agreement, no person having any such interest shall be employed by it as an officer, employee, agent or subcontractor, without the written consent of CITY. CONSULTANT agrees to avoid conflicts of interest or the appearance of any conflicts of interest with the interests of CITY at all times during the performance of this Agreement.

18. NOTICES. Any notice, consent, request, demand, bill, invoice, report or other communication required or permitted under this Agreement shall be given in writing to the person at the addresses specified on first page of this Agreement and deemed effective: (a) on personal delivery, (b) on confirmed delivery by courier service during CONSULTANT's and CITY's regular business hours, or (c) three business days after deposit in the United States mail, by first class mail, postage prepaid. Either Party may change the specified person or address at which it is to receive notices by advising the other Party in writing.

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19. MISCELLANEOUS TERMS.

19.1 Exhibits; Precedence. All documents referenced as exhibits in this Agreement are hereby incorporated into this Agreement by this reference. In the event of any inconsistency between the express provisions of this Agreement and any provision of an exhibit, the provisions of this Agreement shall prevail.

19.2 Time of the Essence. Time is of the essence in respect to all provisions of this Agreement that specify a time for performance.

19.3 Nuisance; Compliance with Laws. CONSULTANT shall not maintain, commit or permit the maintenance or commission of any nuisance in connection with performing the Services. In the performing the Services CONSULTANT shall abide by and conform with and to any and all applicable laws of the United States and the State of California, and the local laws, regulations, and policies of the City of Buena Park.

19.4 Permits and Licenses. CONSULTANT, at its sole expense, shall obtain and maintain during the term of this Agreement all appropriate permits, licenses, and certificates that may be required in connection with performing the Services.

19.5 Governing Law; Venue. The terms of this Agreement, and any dispute arising from the relationship between the Parties to this Agreement, shall be governed by and construed in accordance with the laws of the State of California, without regard for its conflicts of laws principles, except that any rule of construction to the effect that ambiguities are to be resolved against the drafting party shall not be applied in interpreting this Agreement. The venue for resolving any dispute that arises under or relates to this Agreement (whether contract, tort or both) shall be a court with jurisdiction that is located in the County of Orange, California.

19.6 Cost of Litigation. If any legal action is necessary to enforce any provision of this Agreement or for damages by reason of an alleged breach of any provisions of this Agreement (whether in contract, tort, or both), the prevailing Party shall be entitled to receive from the losing Party all attorneys' fees, costs and expenses in such amount as the courts may determine to be reasonable.

19.7 Waiver. No delay or omission to exercise any right, power or remedy accruing to CITY under this Agreement shall impair any right, power or remedy of CITY, nor shall it be construed as a waiver of, or consent to, any breach or default. No waiver by CITY of any breach, any failure of a condition, or any right or remedy under this Agreement shall be: (1) effective unless it is in writing and signed by the Party making the waiver; (2) deemed to be a waiver of, or consent to, any other breach, failure of a condition, or right or remedy; or (3) deemed to constitute a continuing waiver unless the writing expressly so states.

19.8 Efficient Performance. CONSULTANT shall commence, carry on and complete its assignments with all practicable dispatch, in a sound, economical, and efficient manner in accordance with all applicable laws and generally accepted industry and applicable professional standards.

19.9 No Third Party Beneficiaries. This Agreement is made solely for the benefit of the Parties to this Agreement and their respective successors and assigns, and no other person or entity may have or acquire a right by virtue of this Agreement.

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19.10 When Rights and Remedies Not Waived. In no event shall the making by CITY of any payment to CONSULTANT constitute or be construed as a waiver by CITY of any breach of covenant, or any default that may then exist, on the part of CONSULTANT, and the making of any such payment by CITY while any such breach or default shall exist shall in no way impair or prejudice any right or remedy available to CITY with regard to such breach or default.

19.11 Severability. If any part, term or provision of this Agreement shall be held illegal, unenforceable or in conflict with any law of a federal, state, or local government having jurisdiction over this Agreement, the validity of the remaining portions or provisions shall not be affected by such holding.

19.12 Captions. The titles of the sections, subsections and paragraphs set forth in this Agreement are inserted for convenience and reference only and shall be disregarded in construing or interpreting any of the provisions of this Agreement and the rights or obligations of the Parties to this Agreement.

19.13 Word Usage. Unless the context clearly requires otherwise, (a) the word “shall” is mandatory and “may” is permissive; (b) “or” is not exclusive; and (c) “includes” or “including” are not limiting.

19.14 Integrated Agreement and Modification of Agreement. This Agreement, and all exhibits referred to in this Agreement, constitutes the final, complete and exclusive statement of the terms of the agreement between CITY and CONSULTANT with respect to the subject matter of this Agreement. This Agreement supersedes all prior or contemporaneous oral or written negotiations, representations or agreements of the Parties. No verbal agreement or implied covenant shall be held to vary the provisions of this Agreement. No Party has been induced to enter into this Agreement by, nor is any Party relying on, any representation or warranty except those expressly set forth in this Agreement. This Agreement may be modified only by a writing signed by both Parties.

19.15 Authority to Bind Parties. Each of the undersigned hereby represents that he or she has the authority to execute this Agreement on behalf of his or her contracting Party.

In recognition of the obligations stated in this Agreement, the Parties have executed this Agreement on the date indicated above by and through their duly authorized representatives.

[signatures of parties on follow page]

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CITY OF BUENA PARK
a California municipal corporation

DocuSigned by:
A60CA453C3B349B...
Signature

Name: **Aaron Frances**

Title: **City Manager**

CONSULTANT*
Engineering Resources of Southern California, Inc. (ERSC)
Name of Business

Signed by:
Matt Brudin
BBB3A4DB1C284EC...
Signature

Name: **Matt Brudin**

Title: **President**

***If CONSULTANT is a corporation, then pursuant to California Corporations Code Section 313 this Agreement must be executed by either: (1) the chairperson of the board; (2) the president; or (3) the vice president plus any one of the following: the secretary, any assistant secretary, the chief financial officer, or any assistant treasurer.**

DocuSigned by:
Moe Ahmadi
E5A93CFA82FD40C...
Signature

Name: **Moe Ahmadi**

Title: **Vice President**

ATTEST:

BY: DocuSigned by:
Adria Jimenez
4784D478479B46A...
Adria M. Jimenez, City Clerk

APPROVED AS TO FORM:

BY: Signed by:
Chris Cardinale
119BAC735E72430...
Christopher Cardinale, City Attorney

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EXHIBIT A

1) SERVICES. CONSULTANT shall provide to CITY the following Services

All services as described in the CONSULTANT's Proposal for Professional Services for the Knott Avenue (Crescent Avenue to Artesia Boulevard) and 8th St Rehabilitation Project (the "PROPOSAL"), attached as "Exhibit A-1".

2) SCHEDULE OF PERFORMANCE. CONSULTANT shall perform all Services in compliance with the following Schedule of Performance:

CONSULTANT shall provide the Services within the times and deadlines set forth in the Project Schedule that is included on Page 14 of the PROPOSAL.

3) COMPENSATION SCHEDULE. CONSULTANT shall be paid for performing the Services at the follow rates and times:

Consultant shall be paid by labor hours and in a total not-to-exceed amount of $280,385.00 for full and complete performance of the Services, as described in the CONSULTANT's Design Budget, attached as "Exhibit A-2". No additional compensation will be authorized unless agreed to by both parties as detailed within this professional services agreement.

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EXHIBIT A-1

[Consultant's Proposal dated July 24, 2025, behind this page]

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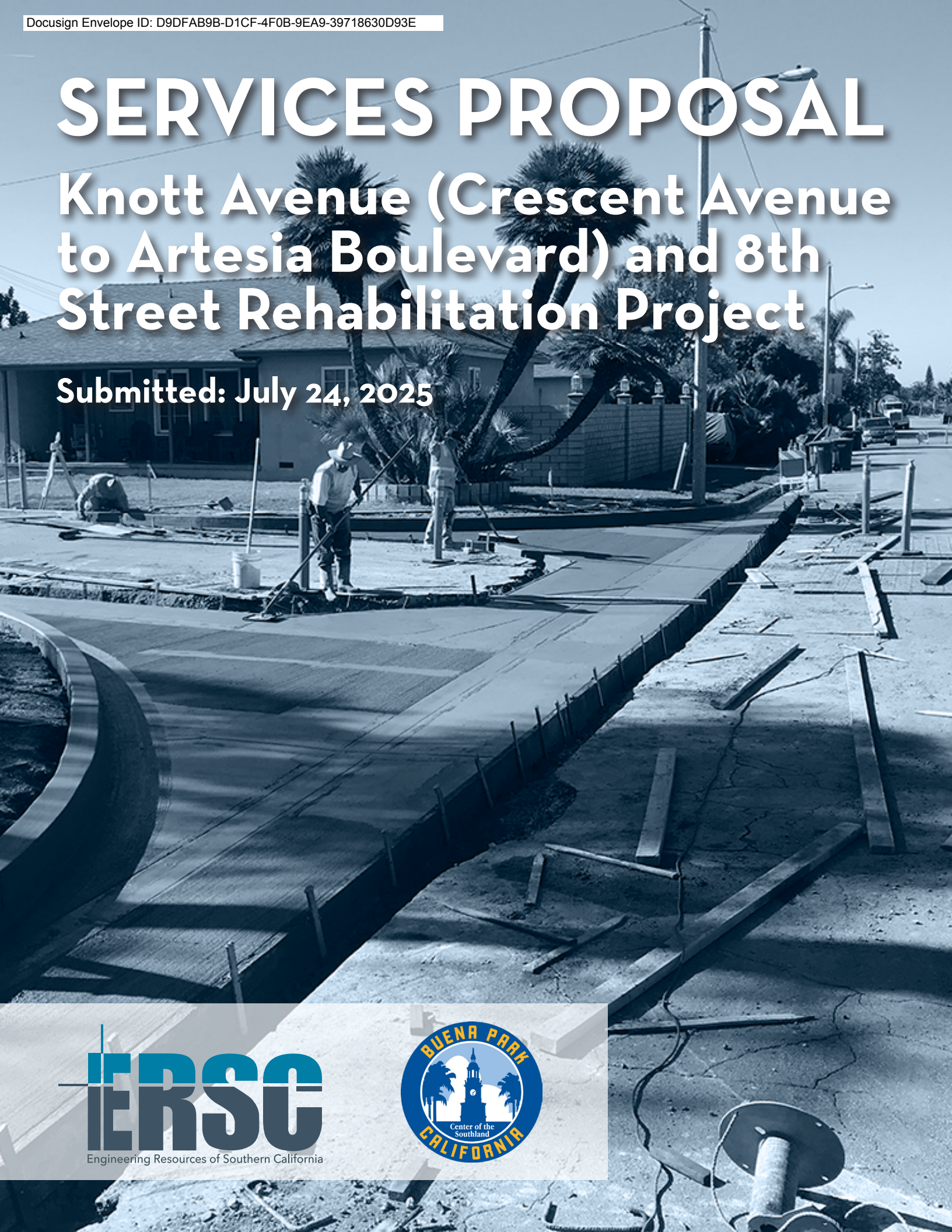
SERVICES PROPOSAL

Knott Avenue (Crescent Avenue to Artesia Boulevard) and 8th Street Rehabilitation Project

Submitted: July 24, 2025



ERSC
Engineering Resources of Southern California

BUENA PARK
Center of the Southland
CALIFORNIA

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ERSC
1861 W. Redlands Blvd. | Redlands, CA 92373
(909) 890-1255 | info@erscinc.com | www.erscinc.com

July 24, 2025

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

Attn: Jaden Miller, P.E., Associate Engineer

Local Office:
1861 W. Redlands Blvd.
Redlands, CA 92373
(909) 890-1255, info@erscinc.com

Evaluation Period Contact:
Lori Askew
Project Manager
(909) 890-1255
laskew@erscinc.com

RE: Services Proposal - Knott Avenue (Crescent Avenue to Artesia Boulevard) and 8th Street Rehabilitation Project Plans, Specifications, and Estimate

Dear Mr. Miller:

Engineering Resources of Southern California, Inc. (ERSC) is pleased to have the opportunity to submit our qualifications to the City of Buena Park (City) as qualified and experienced consultants to provide Professional Civil Engineering Services for the subject project. Based on our review of the RFP, knowledge of civil engineering, consultation of available supporting documents, and observation of the project site, we have developed a thorough understanding of the scope of services in order to provide outstanding service to the City.

John M. Brudin, P.E. - Principal-in-Charge

John "Matt" Brudin will serve as ERSC's Principal-in-Charge during the term of a potential agreement with the City. Mr. Brudin brings over 30 years of civil engineering experience in complex planning, design, and construction projects. His ability to effectively communicate with agency personnel and team members provides the vital link between client and consultant, ensuring that the goals of each project are met. Mr. Brudin has a broad base of experience in various disciplines, including site development, streets and roads, grading and drainage, and flood control facilities. Matt will provide design guidance, QA/QC, and industry expertise to the ERSC team.

Lori Askew, Project Manager

Lori Askew will serve as ERSC's Project Manager during the term of a potential agreement with the City. She has over 30 years of Civil Engineering design and management experience in Public Works projects. She spent 20 of those years as a municipal employee, so she understands the intricacies of working in a local agency. The City can be confident that this project will be executed under the supervision and guidance of highly trained professionals under Lori's leadership.

ERSC understands that the City wants to select the firm that best fits its goals. In selecting ERSC, the City will benefit from the following:

- **Familiarity** – ERSC has served numerous municipal agencies, and our Project Manager has served as a department head in three cities so she understands the workings of a municipality.
- **Experience** – ERSC's project library includes all civil engineering disciplines. Our firm focuses solely on the public sector and public works projects. We have prepared numerous pavement rehabilitation plans for several cities throughout southern California.

By selecting ERSC, the City will benefit from the wealth of knowledge and experience that our team possesses, and we are confident in our abilities to go above and beyond to deliver exceptional service to the City.

I have read, understood, and agree to all statements in this Request for Proposal and acknowledge receipt of all addendum/amendments and Q & A, as well as to the terms, conditions, and attachments referenced. This proposal shall be valid for a period of not less than 180 calendar days from the closing date and time of the Request for Proposal.

We look forward to the possibility of working with the City and thank you for the opportunity to submit this proposal. If you have any questions or require additional information, please contact me at matt@erscinc.com or (909) 890-1255, ext. 103, or Ms. Askew at ext. 110.

Respectfully submitted,

John M. Brudin, PE
President

Lori Askew
Director of Engineering – Project Manager

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Work Samples

ERSC

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Scope of Work

ERSC

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Project Understanding

It is understood that the City of Buena Park (City) desires to have nearly two miles of roadway asphalt pavement rehabilitated, along with the removal and replacement of damaged curb and gutter, cross-gutters, sidewalks, and non-compliant ADA ramps on Knott Avenue. Additionally, utility adjustments will be designated as necessary, and signing and striping plans will be generated. Traffic control plans will also be prepared for use during construction. The Project is budgeted in the City's CIP, with funding sources including the Gas Tax, Road Maintenance & Rehabilitation Account (SB1), and Orange County's Measure M2.

Review of the City's General Plan, Mobility Element Section Exhibit M-1, Existing Circulation Plan identifies Knott Avenue as Primary Highway. 8th Street is not shown on this Exhibit, so it is assumed to be a Local Street. According to Table M-1, Functional Classifications and Roadway Characteristics, the Primary Arterial Classification is defined as a roadway with a curb-to-curb width of 84 feet, including a 14 foot median. Local Street dimensions are not listed in Table M-1. Record plans downloaded from the City's Portal identify 8th Street with a 64 foot right of way and 52 foot curb-to-curb dimension.

The improvements for this Project will be along Knott Avenue from Crescent Avenue to Artesia Boulevard; and 8th Street west of Knott Avenue through the cul-de-sac. It is understood that the City will provide a soils report, which will provide recommended pavement rehabilitation methods for the various segments along Knott Avenue and 8th Street.

While the Project itself is not complicated in design, it will pose challenges in a few areas. The pavement along Knott Avenue will require the joining of pavement within Caltrans' right-of-way for the on- and off-ramps of SR-91. Detailed traffic control plans will be required by Caltrans when construction is adjacent to their right-of-way or affects the movement of traffic seeking to enter or exit the freeways (SR 91 and I-5). Additionally, coordination with UPRR will be necessary when construction activities occur near and adjacent to the tracks along Artesia Blvd. The demolition of existing pavement and construction of new pavement will require coordination of construction equipment, particularly when staging near the tracks or moving back and forth over them, as well as the joining of sidewalk, curb, and gutter with those improvements located in the UPRR right of way. Traffic control plans may require flaggers when work is near the tracks.

ERSC is currently working on completing similar pavement design services for the Cities of Hemet, Fontana, and Jurupa Valley. Hemet's Project consists of nearly one mile of pavement rehabilitation along two 4-lane divided streets – State Street and Stetson Avenue. Fontana's Project encompasses nearly 1.2 miles of roadway rehabilitation, in addition to design for the reconstruction of 24 ADA ramps for local, collector, and major highway classification streets. And finally, the Jurupa Valley project includes more than 3.6 miles of pavement rehabilitation and the reconstruction of 32 ADA ramps along various classifications of streets, including collector and local roads.

Scope of Work

TASK 1. - PROJECT MANAGEMENT AND COORDINATION

Project Management

ERSC will work with the City to schedule a project kick-off meeting. The intent of this meeting will be to introduce both sides of the Team and understand the varying roles of team members. This meeting will allow our Team to review any changes in the project scope, ask and answer questions that either side may have on the Project, and understand any special requirements the City may request as a part of the Project. This task also includes attendance at monthly progress/milestone meetings, whether held in the field, office, or via teleconference, as directed by the City, occurring throughout the project design. In addition, this task will include the management of the Project for ERSC's design services, including but not limited to invoicing, filing, schedule updates, and various administrative tasks.

Deliverables:

- Meeting Agenda and Minutes
- Monthly Invoices with Progress Reports
- Schedule Updates

Project Coordination

ERSC shall coordinate the project efforts of producing Plans, Specifications, and Cost Estimates. This shall include coordinating design changes by the City, affected agencies, and other stakeholders that may provide input, suggestions, and/or restrictions for the Project. These will include Caltrans for coordination of right-of-way limits where Knott Avenue goes under the 91 Freeway, Union Pacific Railroad, where the tracks near Artesia Boulevard cross Knott Avenue, and the Orange County Transportation Authority for bus turnouts along Knott Avenue. ERSC will work with all affected parties to accommodate their requests and requirements to the maximum extent possible. Should revisions related to requests by any stakeholder result in major redesign of work already completed, ERSC will prepare a revised scope and budget for the City's review and concurrence.

TASK 2. – DETAILED DESIGN

As-Built Research, Investigation & Review

ERSC will research all available record data, including as-built documents, traffic data, and any other available record data, by requesting this information from City staff. Our Team will coordinate with the City to obtain any record drawings for the project area, including, but not limited to, Street Improvements, Signing and Striping, Street Lights, Storm Drainage, Water, Sewer, Traffic Signals, and other Utilities. Our Team will utilize this data in the design of the Project and will incorporate it into the project drawings for record purposes.

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Utility Coordination, Research & Notification

ERSC will conduct utility research by obtaining all utility information within the project limits, and notify Dig Alert to get a list of utility providers. It is anticipated this will include, but not be limited to, Spectrum, AT&T, Time Warner Cable, Southern California Gas, and Southern California Edison. Several of these utilities have visible appurtenances located within the current street right-of-way. Our Team will perform an initial notice via email (with return receipt) or certified mail return receipt, depending on the organization. Correspondence is recommended to be on City letterhead, sent from a City email account to avoid fees from the various carriers, and documented and filed in the project files. Record and Atlas maps received will be used to show utility locations on the plans.

ERSC will conduct further field investigations to locate, identify, and verify the locations of existing utilities and determine their status. In addition, our Team will obtain and review all applicable base map plans, atlas maps, substructure maps, specifications, reports, and record data for all existing utilities, agencies, and companies involved in the project area. All utility research shall be incorporated into plan and profile drawings, along with applicable details. Should any of the utilities conflict with the proposed improvements, ERSC will discuss the matter with City staff to determine the preferred solution, taking into account whether the Utility has prior rights.

Utility potholing for this Project will occur once all utilities have been mapped, the site has been verified at the surface, and they have been included in the base plans. The proposed design generated on the Street Improvement Plan will identify areas of conflict. Besides looking for physical conflicts, grade change will be looked at to see if minimum/maximum cover criteria for the various Utilities are compromised. Once areas of conflict are determined, a map will be generated for pothole location and submitted to at least three Pothole companies to obtain competitive bids. ERSC will work with the pothole contractor to pull a City No-Fee Encroachment Permit.

Our fee estimate includes a lump sum cost for potholing work by a utility pothole company and/or contractor. To locate existing utilities, which is based upon 10 pothole locations being required. Should additional conflicts be identified that require potholing, ERSC will discuss with the City an extra service authorization to perform this work.

Upon completion of the final design drawings and approval by the City, ERSC will provide all affected utility agencies with final plans and a construction schedule, if available.

Deliverables:

- Copies of all correspondence/notices with affected utility agencies
- Copies of maps and record data provided by the affected utility agencies.
- Pothole Map and Final Report

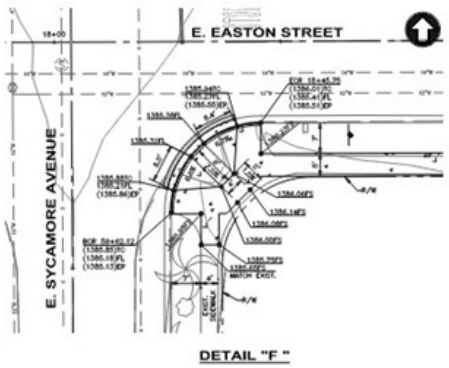
Street Improvement Plans

With information gathered in prior tasks, ERSC will create base maps on which to design the proposed pavement rehabilitation plans. The record drawings obtained from the City and Utility information received will be meshed with the contours from the aerial survey and surface items obtained from the topographic survey to create a comprehensive base plan for preparing demolition and improvement plans. It is anticipated that all to-scale plans will be prepared at a scale of 1" = 20' or 40', as per City preference. Details will be prepared on a larger scale as necessary to provide clarity.

Street improvement plans will provide a plan and profile. The plan will display both sides of the street, including right-of-way lines, and all existing surface and below-grade topography. Profiles will be shown for all streets as indicated in the RFP. Existing profiles will be displayed for the centerline and either the TC or edge of the gutter on either side of the roadway. Depending upon the pavement rehabilitation method, proposed profiles may be generated. If the treatment method is slurry seal or grind and overlay, then no new profiles will be generated unless overlay is requested to a greater thickness than what was ground off. For pavement rehabilitation involving removal and replacement, proposed profiles will be generated. It is assumed that all pavement rehabilitation will be between the existing curb and gutter, with the joining of pavement at the edge of the gutter or raised medians where they occur. Traffic loops will be identified for removal and replacement in all pavement rehabilitation locations. It is understood there may be sections of curb and gutter, cross-gutter, and sidewalk that require removal and replacement. These locations will be depicted in plan, and appropriate profiles will be generated. Joining the existing ground surface at the back of the walk is anticipated for all sidewalk rehabilitation projects. Minor grading may be performed to ensure a clean and smooth transition from the back of the walk to the right of way. It is not anticipated that any road widening will be part of this Project.

Survey will have picked up all curb return elevations and they will be reviewed for ADA compliance with current requirements. ERSC will review and discuss with the City any potential challenges associated with the reconstruction of new ADA ramps that may impact adjacent properties. Where necessary to show or clarify modifications, ramps will be detailed at a 1" = 10' scale. Clearance and ramp dimensions, as well as slopes and spot elevations to confirm slopes, will be provided.

Sheets containing cross-sections at 25 or 50-foot intervals shall be generated for use in design and City review, but will only be incorporated into the project plans if requested.



Sample ADA Ramp Detail

Signing and Striping Plans

ERSC will prepare the signing and striping plans at a scale of 1" = 20' or 40'. The plans will include full geometry of Knott Avenue and 8th Street. The plans will show existing signing, striping, pavement, and curb markings, required removals, required signs to be protected in place, and proposed improvements. It is assumed that all existing pavement markings will need to be replaced as part of the full pavement rehabilitation. If streets

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are only to be slurry sealed, existing markings will be removed by sandblasting or other City-approved method. It is assumed that all pavement markings will be replaced in-kind unless the City requests a different marking configuration. New pavement delineation may include appropriate turn pocket lengths based on available City-supplied traffic counts and/or queuing analysis, with transitional areas to join existing lanes. This may also include crosswalk striping, STOP bars, and legends, as well as other markings deemed necessary. Plans will identify the location and type of all existing/proposed signs by CAMUTCD sign code and will include provisions to remove and replace existing signs with new and improved signs to meet the latest retro-reflectivity requirements as needed.

Traffic Control Plans

ERSC's team will prepare a Traffic Control Plan (TCP) to be used during the construction phase of the Project. The TCP will adhere to the CAMUTCD, current version, and all other applicable State and local standards. The traffic control plans will be provided at the 90% and final submittals. The plans will provide detailed traffic control directions, assuming that out-of-area tourists will seek access to tourist venues such as Knott's Berry Farm. Additionally, the TCP will need to be coordinated with Caltrans when pavement work is adjacent to the on- and off-ramps for SR-91. Traffic control in the form of warning signs may be required within Caltrans' right of way at the end of the southbound off-ramp of the Santa Ana Freeway, indicating left and right turns only, when Knott Avenue is under construction.

Construction Cost Estimate & Specifications

ERSC will prepare the Technical Provisions of the Specifications and the Bidding Schedule, which will identify all Civil Engineering-related bid items for the Project for incorporation into the General Provisions part of the Specifications, which is assumed to be supplied by the City of Buena Park. Specifications will be prepared based on the latest edition of the Greenbook and Caltrans guidelines, in Word format. The Engineer's Estimate will be prepared in Excel format unless otherwise requested.

All submittals shall include electronic versions of the documents in a format acceptable to the City.

Deliverables:

- 60% Design Drawings (Plan & Profile, Sections, Signing & Striping) and Estimate
- 90% Design Drawings (Plan & Profile, Sections, Details, Signing & Striping, Traffic Control Plans) Specifications, and Estimate
- 100% Contract Drawings, Specifications, Estimate (Bid Set) and all associated CAD files
- List of standard and non-standard design features

Storm Water Pollution Prevention Plan

The General Construction Permit defines "routine maintenance for road and highway projects as the replacement of the structural section, but not when the activity exposes the underlying soil or erodible subgrade. The road surface and base are not part of the subgrade. As such, those portions of a project that remove the paved road surface and base down to the erodible subgrade and /or underlying soil would not be considered routine maintenance." ERSC will prepare a SWPPP for the Knott Avenue and/or 8th Street pending the pavement rehabilitation method and location. If a SWPPP is determined to be required, as street design plans are prepared for 60% submittal, ERSC will prepare a Notice of Intent (NOI) and a Storm Water Pollution Prevention Plan (SWPPP) for the project and submit a draft version for the City to review. Comments will be incorporated into the plan for final submittal to the Regional Water Quality Control Board.

ERSC will prepare the SWPPP Permit Registration Documents (PRD) and upload to the State Water Board's Stormwater Multiple Application and Report Tracking System (SMARTS). The task of preparing the SWPPP includes the preparation of the Notice of Intent, the plan document, location map, GIS-based mapping, erosion control plans, post-construction BMP requirements, and other associated graphics, specified exhibits, and appendices.

The final SWPPP includes discussions of the purpose and objectives, source identification, potential pollutants and sources, structural and non-structural Best Management Practices (BMPs), erosion and sediment control maintenance procedures, inspection and repair, related permits, and monitoring and reporting.

SWPPP Documents prepared by ERSC will, as specified in the General Permit, address and fulfill the following objectives and requirements:

- All pollutants and their sources, including sources of sediment associated with construction, construction site erosion, and all other activities associated with construction activity, are controlled;
- Where not otherwise required to be under a Regional Water Board permit, all non-stormwater discharges are identified and either eliminated, controlled or treated;
- Site BMPs are effective and result in the reduction or elimination of pollutants in stormwater discharges and authorized non-stormwater discharges from control activity to the BAT/BCT standard;
- Calculations and design details, as well as BMP controls for site run-on, are complete and correct, and;
- Stabilization BMPs installed to reduce or eliminate pollutants after construction are completed.

To demonstrate compliance with the requirements of the General Permit, the QSD shall include information in the SWPPP that supports the conclusions, selections, use, and maintenance of BMPs.

Following issuance of the Waste Discharge Identification Number (WDID) by the State Water Resource Control Board (SWRCB) and onset of construction, if the City desires, services by the ERSC team may then include weekly site inspection services, monitoring of contractor's erosion control devices installation and maintenance, provide visual observation of non-stormwater discharges,

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prepare required documentation, sample run-off water and test for quality during qualified wet weather events, and preparation of all documentation and paperwork required. After construction, ERSC will prepare a Notice of Termination (NOT) to the SWRCB, certifying compliance with the General Permit or a letter describing items that need to be resolved. NOT documents will be uploaded to SMARTS. Services included in this task are limited to the preparation and upload of the SWPPP. Construction inspections and NOT services are not included but may be negotiated separately if the City desires.

Deliverables:
- Notice of Intent
- Storm Water Pollution Prevention Plan (Draft and Final)

Water Quality Management Plan (WQMP)

The City of Buena Park falls wholly within the jurisdiction of the Santa Ana Region Water Quality Control Board. ERSC shall prepare a WQMP for the subject Project following the WQMP Template provided by the City. Based upon criteria identified in Section 7-II-1.5 Public Agency Projects of the Model Water Quality Management Plan (Model WQMP) it appears a WQMP will be required for this Project as Priority Project Categories include “Streets, roads, highways, and freeways….which include any paved surface that is 5,000 square feet or greater used for the transportation of automobiles, trucks, motorcycles and other vehicles.” Since this project does not propose any improvements, such as widening the street, but only pavement rehabilitation and replacement of damaged curb, gutter, and sidewalk, it will most likely be cost-prohibitive to install BMPs other than full Trash Capture. This will be thoroughly reviewed and discussed with the City.

Deliverables:
- Draft and Final WQMP

Geotechnical Investigation

The RFP indicated an engineering soils report will be provided to the selected Consultant. ERSC shall review this report for pavement rehabilitation recommendations. A matrix of pavement rehabilitation methods for the various street segments will be generated, with area and rough cost estimates to be determined early in the Project. This will be shared with the City to determine if the estimated construction cost is within the Construction Budget. ERSC will have one or two pavement rehabilitation alternatives along with the associated street segments prepared in anticipation of budget challenges.

Bidding Support Phase

Our Project Manager and key personnel shall attend Pre-Bid Construction Meetings and other office and field meetings as necessary to clarify any design questions raised and identified in the plans before the commencement of construction. ERSC will work closely with City staff to respond to all bid inquiries and questions relating to the plans and specifications during the bid period. Should addenda be required, our team will assist the City with their preparation. All written responses to Contractor inquiries will be provided within two (2) working days of receipt of the Contractor’s request. Along with this support, we will also be available to attend the bid opening. If requested, our staff will conduct a review of the bids and supporting documentation to confirm the lowest responsive and responsible bidder. Once this review is complete, we will make a recommendation and assist the City with the acceptance and award of the project, or with a rebid if necessary.

Deliverables:
- Written responses to all inquiries and questions within two (2) working days
- Preparation and assistance in Bid Addenda

Construction Support Phase

ERSC’s Project Manager and key personnel will provide review of shop drawings and materials/product submittals for conformance with the plans and specifications prior to and during construction. In addition, our staff will be available to review and respond to Contractor’s Requests for Information (RFIs), review any change orders (COs), and provide clarification of design intent when necessary. ERSC will also assist in the preparation of addenda and any plan revisions due to construction changes.

Deliverables:
- Review and written approval of materials/product submittals
- Written responses to RFIs and COs
- Preparation of addenda

Record/As-Built Drawings

When the project construction is completed, ERSC will prepare the As-Built plans. ERSC will revise the necessary construction plans to incorporate plan revisions due to construction changes. Within thirty (30) days following the completion and acceptance of the Project, ERSC will furnish a complete set of As-Builts on Bond paper to the City. Revisions will be solely based upon as-built information provided to the City and ERSC by the City's Construction Manager and the Contractor. Upon approval of the bond copy of plans by the City, ERSC will plot the As-Builts on Mylar for submittal to the City for their records.

Deliverables:
- Final "as-built" drawings reflecting construction changes

Environmental

The RFP indicated the City will provide the required environmental approval through the California Environmental Quality Act (CEQA).

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TASK 3. – PERMITTING & REGULATIONS

Caltrans Encroachment Permit

ERSC will approach Caltrans for an encroachment permit for construction and traffic control within their right-of-way. In previous projects ERSC has worked on with Caltrans coordination, Caltrans has required highly detailed design for each pedestrian ramp and will have an extensive review process for traffic control and pavement improvement plans. Caltrans has also previously required a different pavement design in their right of way. ERSC will put forward an earnest effort to get a timely Caltrans permit review, but experience suggests there will likely be multiple iterations. Lessons learned from previous projects will be applied to streamline this process.

Deliverables:

- Caltrans Encroachment Permit

Railroad Coordination

It is anticipated that no permits will be required to be obtained from Union Pacific Railroad (UPRR) as all work associated with this Project will end before entering the UPRR right of way. However, it is assumed that there will be coordination efforts between the City's Project and UPRR, such as providing UPRR with the improvement plans near their right-of-way for review and continued coordination during construction. There may be various minor requests from UPRR that may require incorporation into the plans, with the City's concurrence.

TASK 4. - SURVEY

ERSC will provide the aerial targets required for Inland Aerial Surveys, Inc., who will fly the Project and produce the survey at a 1" = 40' scale with a 1' contour interval. ERSC will research available record information about the project area, including Tract Maps, Records of Survey, Parcel Maps, and right-of-way maps, to prepare the base maps on which the street design will be based. The project site will be flown to have a survey provided that extends minimally 10 feet beyond the project limits and width of right-of-way to right-of-way.

ERSC will perform the office work and field work required to prepare the background for the design. Staff will research and review available survey records at the County of Orange and the City of Buena Park. Survey control will be established to confirm horizontal and vertical control. ERSC will perform a field topographic survey of the project limits, identifying all surface topography as shown in the aerial and collecting elevations for such topography.

Aerial survey will depict both sides of the street. A survey for surface topography will be conducted to locate right-of-way, curb, gutter, sidewalk, edge of pavement, trees, streetlights, signage, and surface utilities, with the specific intention of identifying obstructions in the way of installing street improvements and constructing curb, gutter, and sidewalk. Data will be collected to enable plotting cross sections at 25-foot intervals or closer, as needed, to depict accurate conditions. At intersections, topographic survey will be obtained a minimum of 10 feet beyond the existing curb radius on both sides of the street. Elevations at all proposed join points will be obtained, and all existing ADA ramps will be checked to confirm they meet current standards.

Deliverables:

- Topographic Base Map at 40' scale with 1' contour intervals (Autocad format)
- Digital Terrain Model (DTM surface)
- Survey Control Plan
- Inventory of Existing Survey Monuments

Exclusions

This proposal does not include preparation of Environmental Documents, Hydrology/Hydraulic Analysis or Reports.

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Firm Background and Personnel

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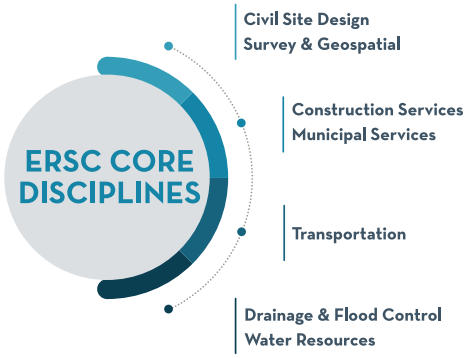
ERSC Background

Engineering Resources of Southern California, Inc. (ERSC) was formed in 1996 with the asset purchase of NBS/Lowry, Inc. Since formation, ERSC has been committed to serving Special Districts, Regional Agencies, and Municipalities in Southern California's public sector. Our team provides a comprehensive set of professional services and solutions for the life of any potential project.

ERSC Reliability

Our 29-year service record is a testimony to the quality of services we provide. Many of our clients continue to seek our services, and have done so since our first year of business. ERSC has also developed significant financial resources and organizational efficiencies that allow us to consistently exceed client expectations.



Our Locations

San Bernardino County (Headquarters)
1861 W. Redlands Blvd.
Redlands, CA 92373

Southwest Riverside County
41593 Winchester Rd., Ste. 200
Temecula, CA 92590

Coachella Valley
77-564 Country Club Dr.
Palm Desert, CA 92211

Project Contact
Lori Askew
Director of Engineering
Phone: (909) 890-1255
Fax: (909) 890-0995
laskew@erscinc.com

Corporate Officers
John M. Brudin, PE - President
Moe Ahmadi, PE - Vice President
Trent Brudin, PE - Secretary
Craig Brudin - Treasurer

Vital Information
CA Corporation
29 Years in Business
43 Employees
FEIN: 33-0718153
CA DIR: 1000017460

ERSC Insurance Coverage Levels

Professional & General Liability	$5.0m Per Occurrence; $5.0m Aggregate
Automobile	$1.0m Combined Single Limit
Worker's Comp	Maintained as Required by Law

Consultant's Representatives

John M. Brudin, PE - Principal in Charge - Primary Representative

Over the past 29 years, Mr. Brudin has been at the helm of ERSC and involved in a number of complex planning, design and construction projects. His ability to effectively communicate with agency personnel and team members provides the vital link between client and consultant and ensures that the goals of each project are met. He has broad experience in various disciplines including water resources, site development, streets and roads, grading and drainage and flood control facilities. Mr. Brudin served as a District Engineer for the Lake Hemet Municipal Water District, City Engineer for the City of Hemet, and as a Project Manager for professional engineering and plan check services for several cities in the Orange, Riverside and San Bernardino County areas.

Seth Jenison, PE, TE, PTOE - Alternate Representative

Seth brings a decade of diverse and hands-on experience in the traffic and transportation engineering field, gained from both private consulting and direct employment within municipal agencies. Seth will serve as the Alternate Representative for this project if Mr. Brudin is not available to perform the services described in the scope of work

Project Team

ERSC's project team is comprised of professionals who offer the familiarity, experience, and merit in completed tasks and projects similar to those described in the RFP. ERSC understands that we are an extension of your team, therefore we make our engineers, engineering technicians, construction managers, and administration team easily accessible. ERSC aims to provide a team that will provide not only a complete project, but also the flexibility to meet the requirements and expectations of the City.

Resumes for key staff are also included in the Appendix of this proposal for review of detailed biographies and experience summaries.

ERSC John M. Brudin, PE
Principal in Charge
Primary Representative

Lori Askew
Project Manager

Project Team

Trent Brudin, PE
Project Engineer

Katherine Hernandez
Project Designer

Gabriela Rodriguez
Project Designer

Robert Ollerton, PLS
Principal Surveyor

Lori Askew - Project Manager

Ms. Askew has over 30 years of experience in design and management of public and private improvement projects, five of those with ERSC. She spent the preceding 20 years as a local municipal employee in Public Works with the last eight years in an executive management position overseeing various levels of staff and consultants. She has managed Capital Improvement Program projects for streets, storm drains, water and sewer in addition to large land development projects with significant grading challenges. She is very knowledgeable in understanding the workings and challenges of local government and comprehends the constraints of various City funding sources. Ms. Askew has been city liaison to Western Riverside Council of Governments (WRCOG), Riverside County Flood Control & Water Conservation District, Caltrans, Riverside County Transportation Commission (RCTC), several water districts and school boards.

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RESOURCE ALLOCATION MATRIX

City of Buena Park

Engineering Design Services for Knott Avenue (Cresent Avenue to Artesia Boulevard) & 8th Street Rehabilitation Project - P, S & E

TASK NO.	DESCRIPTION	Principal in Charge President Matt Brudin, PE, QSD	Project Manager Sr. Principal Engineer Lori Askew	Project Engineer Engineer V Trent Brudin, PE	Project Designer Engineer III Katherine Hernandez	Principal Surveyor Robert Ollerton, PLS	2-Man Survey Crew	Project Designer Engineer II	Surveyor I	ERSC SUBTOTAL	Inland Aerial Surveys, Inc.	Potholing	SUBCONSULTANT SUBTOTAL	TOTAL
Task 1	**PROJECT MANAGEMENT & COORDINATION**													
a.	Project Management	2	40	10	10	2	-	-	-	64	-	-	-	64
b.	Project Coordination	-	20	10		-	-	-	-	30	-	-	-	30
	SUBTOTAL	**2**	**60**	**20**	**10**	**2**	**0**	**0**	**0**	**94**	**0**	**0**	**0**	**94**
Task 2	**DETAILED DESIGN**													
	As-Built Research	-	2	2	8	-	-	8	-	20	-	-	-	20
	Utility Coordination, Research & Notification	-	1	2	8	-	24	16	12	63	-	40	40	103
	Street Improvement Plans	1	4	20	40	-	-	200	-	265	-	-	-	265
	Signing & Striping Plans	1	2	10	10	-	-	60	-	83	-	-	-	83
	Traffic Control Plans	-	4	20	10	-	-	40	-	74	-	-	-	74
	Construction Cost Estimate & Specifications	-	4	20	40	-	-	20	-	84	-	-	-	84
	Storm Water Pollution Prevention Plan (SWPPP)	1	2	10	20	-	-	20	-	53	-	-	-	53
	Water Quality Management Plan (WQMP)	1	2	20	20		-	20	-	63	-	-	-	63
	Bidding Support Phase	-	1	8	8	-	-	10	-	27	-	-	-	27
	Construction Support Phase	1	2	16	8	-	-	10	-	37	-	-	-	37
	Record/As-Built Drawings	1	1	2	4	-	-	20	-	28	-	-	-	28
	SUBTOTAL	**6**	**25**	**130**	**176**	**-**	**24**	**424**	**12**	**797**	**0**	**40**	**40**	**837**
Task 3	**PERMITTING & REGULATIONS**													
a.	Caltrans	-	5	30	30	-	-	10	-	75	-	-	-	75
b.	Union Pacific Railroad	-	2	10	10	-	-	10	-	32	-	-	-	32
	SUBTOTAL	**0**	**7**	**40**	**40**	**0**	**0**	**20**	**0**	**107**	**0**	**0**	**0**	**107**
Task 4	**SURVEY**													
	Survey & Mapping	-	-	-	-	40	128	-	168	336	45	-	45	381
	SUBTOTAL	**0**	**0**	**0**	**0**	**40**	**128**	**0**	**168**	**336**	**45**	**0**	**45**	**381**
PROJECT TOTAL HOURS		**8**	**92**	**190**	**226**	**42**	**152**	**444**	**180**	**1,334**	**45**	**40**	**85**	**1,419**

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References

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Traffic and Transportation Capabilities

ERSC has provided traffic and transportation planning, design, and construction phase services since its inception. Our traffic and transportation clients include municipalities, government agencies, and special districts throughout the region. Many of these clients have extended service agreements to retain our services outside of the original contract period. These clients benefit from the expertise of our team as we have completed thousands of projects throughout our different clients in the region.

We welcome the City of Buena Park to contact our references to attest to the capabilities of our team:

Shawn Matejcek,
Project Coordinator
(909) 350-7649
smatejcek@fontana.org

ERSC Project Team:
John M. Brudin, PE
Lori Askew
Craig Brudin, QSP,QSD
Travis Moffatt, EIT
Katherine Hernandez

CITY OF FONTANA, CA

Pavement Rehabilitation and Street Improvement Project - Hot Spot: Under an on-call agreement with the City of Fontana, ERSC was contracted to provide professional engineering services related to pavement rehabilitation and PCC improvements of various streets. Work included preparation of plans, specifications, quantity and cost estimates, suitable for approval by the City for construction of street improvements including pavement rehabilitation and installation of various street items including AC berms, concrete curb and gutter, ADA ramps and sidewalk. Services also included Project Management, Survey, assistance in bidding, limited construction services which will include attendance at the preconstruction meeting, preparation of record plans, and other meetings specific to the project and preparation of Record Drawings. Affected streets included:

- Lime Ave – Randall Ave to Fontana Ave
- Almond Ave – San Bernardino Ave to Valley Blvd
- Hemlock Ave – Valley Blvd to Washington Dr & south to end of cul-de-sac
- Elm Ave – San Bernardino Ave to Valley Blvd
- Redwood Ave – Slover Ave to Santa Ana Ave
- Aliso Dr – Cherry Ave to Redwood Ave
- Merrill Ave – Catawba Ave west to City Limits

Street Rehabilitation Project at Foothill Blvd.: Under an on-call agreement with the City of Fontana, ERSC was contracted to provide professional engineering services related to Street Rehabilitation Project at Foothill Boulevard and future locations throughout the City. In its continuing effort to maintain its street asset, the City of Fontana (City) is executing pavement rehabilitation of various street reaches - Foothill Boulevard, from East Avenue to Hemlock Avenue in addition to the streets that are south of Foothill Boulevard to the County Line. In addition, the project includes identifying and remedying ADA deficiencies.

Shaun S. Pelletier, PE,
Public Works Director/City Engineer
(949) 425-2533
spelletier@cityofalisoviejo.com

ERSC Project Team:
John M. Brudin, PE
Trent Brudin, PE
Gabriela Rodriguez

ON-CALL ENGINEERING SERVICES, CITY OF ALISO VIEJO, CA

Rehabilitation of Alicia Parkway: The City of Aliso Viejo contracted with ERSC for the rehabilitation of Alicia Parkway from Pacific Park Drive to City limits. Alicia Parkway is classified as a Major Arterial (6-Lanes, Divided) per the City of Aliso Viejo General Plan, Circulation Element. In addition, the Circulation Element calls for a Class II "bike lane" along this segment of roadway. To assist the City of Aliso Viejo in maintaining the condition and riding surface of Alicia Parkway, ERSC prepared all necessary survey, roadway improvement plans and specifications, as well as signing and striping and traffic control plans.

Rehabilitation of Pacific Park Drive: The City of Aliso Viejo contracted with ERSC for the rehabilitation of Pacific Park Drive from Aliso Viejo Parkway to Aliso Creek Road. Pacific Park Drive is classified as a Major Arterial (6-Lanes, Divided) per the City of Aliso Viejo General Plan, Circulation Element. In addition, the Circulation Element calls for a Class II "bike lane" along this segment of roadway. To assist the City of Aliso Viejo in maintaining the condition and riding surface of Pacific Park, ERSC will prepare roadway improvement plans and specifications, as well as signing and striping and traffic control plans for full depth replacement of failed pavement and base, sidewalk improvements, and ADA improvements.

Aliso Creek Road - Wolverine Way to Alicia Parkway: The City of Aliso Viejo contracted with ERSC for the Aliso Creek Road Roadway Improvement Project in the City. The City initiated the project to address the deteriorating roadway between Wolverine Way to Alicia Parkway. The project includes grind/overlay for the six-lane road segment, ADA Ramps, and bus pads along with the associated signing, striping, and traffic signal loop replacements. ERSC's survey crews performed all field data collecting, control surveys, and base mapping during the project.

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CITY OF HIGHLAND, CA

Tippecanoe Pavement Rehabilitation: ERSC provided professional engineering services related to Cooperative City/County Pavement Rehabilitation Project, involving the pavement rehabilitation of five street reaches covering four streets. For Tippecanoe Avenue, existing AC and native material was pulverized in place, a portion of the pulverized material removed, cement added to the remaining pulverized material, followed by placement of HMA and RHMA for the reach from 3rd to 6th.

Sector E Pavement Rehabilitation: ERSC was retained by the City of Highland to provide engineering services related to the City's proposed Pavement Management Program, Sector E, Pavement Rehabilitation, str20001. The City has proposed rehabilitation of 15 streets in Sector E, located in the southeast portion of the City in an effort to complete implementation of its comprehensive 5-Year Pavement Management Program (PMP). The project is funded with SB – 1, local Measure I, and RAC grant funds.

The scope of work will also likely include design for features and/or replacements not yet identified nor quantified to protect the pavement investment from drainage damage and assure ADA compliance. Additionally, formal striping/marking plans are anticipated to be required for the single arterial street, Greenspot Road. A flood channel crossing of Webster Street is located in SBCFCD right-of-way, and therefore may also entail coordination/permitting from that agency.

ERSC will conduct site visits to assess condition/location of the drainage related issues and of ADA compliance issues concerning damaged or missing ramps. To further assist we will contract with a subconsultant geotechnical firm for a visual inspection of all streets and additional subsurface investigation for the single arterial, Greenspot Road.

2018-2019, 2019-2020, & 2020-2021 CDBG Pavement Improvement Projects: ERSC was retained by the City of Highland to provide engineering services for two CDBG-funded projects, for years 2018-19 and 2019-20. Both projects involve site inspection, pavement evaluation, review of drainage and ADA issues and preparation of construction documents for rehabilitation and repair. That for ola2018-2019 involves two streets, Elmwood Road, from Baseline to Fisher Street (1,800 linear feet); and Walker Street from Sterling Avenue to East end, (960 linear feet). Ola 2019-2020 includes two streets also, Del Rosa Avenue from 4th Street to 5th Street (720 linear feet), and Elm Street, from 6th Street to 9th Street (2,040 linear feet).

Funding will be provided by the Community Development Block Grant Program (CDBG) administered by the County of San Bernardino Development and Housing Department. Specification document, therefore, will include applicable federal requirements. ERSC will coordinate with a subconsultant firm to conduct field investigations and provide recommendations for pavement and rehabilitation methods and costs.+

A preliminary site inspection and recent experience and City practice indicate that rehabilitation is expected to include repair of severely distressed areas by pavement removal and replacement, crack repair/seal, bump grind, edge repair, header cut and cold planing, repair of drainage issues that would compromise new paving, repair of soft or wet subgrade, and HMA overlay.

Carlos Zamano, PE
Assistant Public Works Director
(909) 864-6861
czamano@cityofhighland.org

ERSC Project Team:
John M. Brudin, PE
Trent Brudin, PE
Lori Askew

11TH STREET PAVEMENT REHABILITATION PROJECT, CITY OF CHINO CA

ERSC is currently providing Engineering and Design services for a street pavement reconstruction, alley, and intersection accessibility project. Initial stages of this work included as-built research, investigation and review, as well as utility research and notification and field survey. Special considerations were paid to concurrent storm drain projects as well as potential impacts from asphalt conditions, existing utilities, and ADA requirements in affected alleyways.

ERSCs team will continue the contract design work by providing Street Improvement Plans as well as an Engineer's Quality and Cost Estimate. Upon approval, our staff will support the City of Chino by providing plan interpretation and bidding assistance, construction support, contract management, meetings, and coordination.

Maria Fraser, PE
Public Works CIP Manager
(909) 334-3265
publicworks@cityofchino.org

ERSC Project Team:
Lori Askew
Ben Booth, PE
Katherine Hernandez

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Schedule

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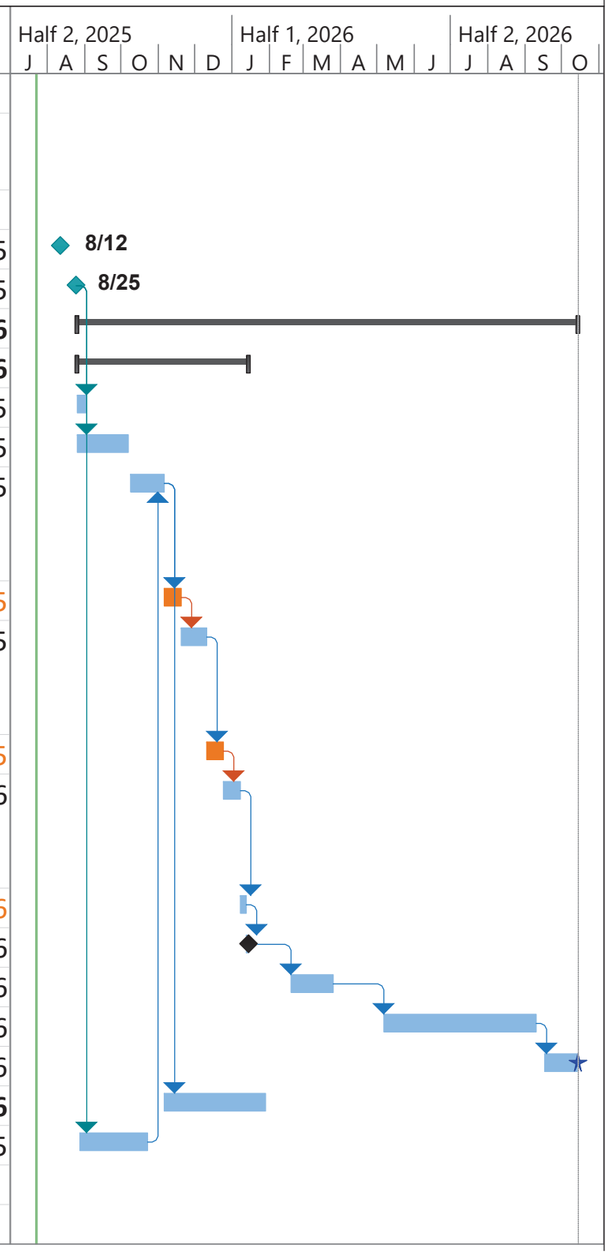
City of Buena Park
Knott Avenue (Cresent Avenue to Artesia Blvd) & 8th Street
Rehabilitation Project
Plans, Specifications, & Estimate

ID	Task Name	Duration	Start	Finish
1	**City of Buena Park**			
2	**Knott Ave (Cresent Ave to Artesia Blvd) & 8th St. Rehabilitation Project - P, S & E**			
3				
4	City of Buena Park - City Council Approval	0 days	Tue 8/12/25	Tue 8/12/25
5	NTP/Project Kickoff	0 days	Mon 8/25/25	Mon 8/25/25
6	**Task - Project Management**	**297 days**	**Tue 8/26/25**	**Wed 10/14/26**
7	**Task 2 - Detailed Design - (PS&E)**	**102 days**	**Tue 8/26/25**	**Wed 1/14/26**
8	As-Built Research	5 days	Tue 8/26/25	Mon 9/1/25
9	Utility Coordination, Research & Notification	30 days	Tue 8/26/25	Mon 10/6/25
10	Improvement Plans - 60% Design Drawings (Street Improvement, Signing & Striping, Estimate), Draft WQMP	20 days	Thu 10/9/25	Wed 11/5/25
11	City Review - 60% Design Drawings	10 days	Thu 11/6/25	Wed 11/19/25
12	Improvement Plans - 90% Design Drawings (Street Improvement, Signing & Striping, Traffic Control, Specifications & Estimate), Draft SWPPP	15 days	Thu 11/20/25	Wed 12/10/25
13	City Review - 90% Design Drawings	10 days	Thu 12/11/25	Wed 12/24/25
14	Improvement Plans - 100% Contract Drawings, Specifications, Estimate, Final SWPPP & WQMP, & CAD Files	10 days	Thu 12/25/25	Wed 1/7/26
15	City Review - 100% Contract Drawings	3 days	Thu 1/8/26	Mon 1/12/26
16	**Final Submittal**	2 days	Tue 1/13/26	Wed 1/14/26
17	Bidding Support	25 days	Thu 2/19/26	Wed 3/25/26
18	Construction Support	90 days	Thu 5/7/26	Wed 9/9/26
19	Record/As-Built Drawings	20 days	Thu 9/17/26	Wed 10/14/26
20	**Task 3 - Permitting & Regulations**	**60 days**	**Thu 11/6/25**	**Wed 1/28/26**
21	**Task 4 - Survey**	40 days	Thu 8/28/25	Wed 10/22/25
22				
23				



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Appendix

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Resumes

Docusign Envelope ID: D9DFAB9B-D1CF-4F0B-9EA9-39718630D93E

John M. Brudin, PE | President

CA, Civil Engineer No. C41836
QSD/QSP No. 00707

Education

BS, Civil Engineering, Loyola Marymount University, Los Angeles, CA

Affiliations

American Public Works Assc.
Floodplain Management Assc.

Areas of Expertise

Water/Wastewater Engineering
Flood Control Engineering
Project Management
Quality Control

Over the past 28 years, Mr. Brudin has been involved in a number of complex planning, design and construction projects. His ability to effectively communicate with agency personnel and team members provides the vital link between client and consultant and ensures that the goals of each project are met. Mr. Brudin has a broad base of experience in various disciplines including water resources, site development, streets and roads, grading and drainage and flood control facilities.

Mr. Brudin has served as a District Engineer for the Lake Hemet Municipal Water District, City Engineer for the City of Hemet, and 1as a Project Manager for "as-needed" professional engineering plan check services for several cities in the Orange, Riverside and San Bernardino County areas. Under these contracts, he has managed construction inspection/ administration, development review, and plan check services for land development and capital projects, including grading, water, sewer, drainage, traffic signal and street improvement plans.

Similar Project Experience:

State Street Gap Closure Project, City of San Bernardino, CA – Principal in Charge responsible for technical and budget oversight, resource allocation and contract management throughout the assignment. Roadway design and environmental clearance for the Street; a vital transportation corridor. State Street will be a four-lane roadway with a center median and bike lanes connecting Baseline Street to State Route 210.

40th Street Widening Project, City of San Bernardino, CA – Principal in Charge responsible for technical and budget oversight, resource allocation and contract management throughout the assignment. Design of the 40th Street Widening Project in San Bernardino. 40th Street is to be widened to allow 4 travel lanes, new sidewalk, and drainage improvements. The project stretches from Victoria Ave to Kendall Drive. Also included is traffic signal modifications at Electric Ave. and drainage modifications.

Riverside Drive Street Widening, Signal Modifications, Signing and Striping, Lake Elsinore, CA - Principal in Charge responsible for technical and budget oversight, resource allocation and contract management throughout the assignment. Development of program documents and planning and design activities related to the reconstruction of an existing campground located along Riverside Drive on the westerly end of Lake Elsinore. Coordinated completion of all CalTrans requirements to facilitate completion of the project.

Washington Street at Fred Waring Drive Triple Left Turn Lanes Project, City of La Quinta, CA – Principal in Charge responsible for technical and budget oversight, resource allocation and contract management throughout the assignment. Design of intersection modifications incorporating a third left turn lane in each direction to reduce traffic during peak hours. The scope also included CEAQ document preparation, utility coordination and PS&E.

Overland Bridge at Murrieta Creek, CNS Engineers, Temecula, CA - Principal in Charge responsible for technical and budget oversight, resource allocation and contract management throughout the assignment. Design of a bridge structure over and across Murrieta Creek connecting Avenida Alvarado at the intersection of Diaz to the west of the creek, with Overland Drive at the intersection of Enterprise Circle to the east of the creek.

Traffic Signal System – Rancho California Road and Tee Drive, City of Temecula, CA – Principal in Charge responsible for technical and budget oversight, resource allocation and contract management throughout the assignment. Design and utility coordination for a new traffic signal system, including a new power source. Exploration and evaluation of several blow offs, valves and manholes valves, as well as overhead electrical lines along the south side of the intersection. Staff are also exploring removing existing streetlights in the intersection and replacing with traffic signal safety lighting. The City is also currently undergoing streetlight conversions to LED as a part of the WRCOG Regional Streetlight Program. The proposed design will incorporate necessary features to facilitate bicycle crossings at the intersection per the City of Temecula's Multi-use Trails and Bikeways Master Plan.

Golden Avenue Bridge Replacement Project, Biggs Cardoza Associates, Placentia, CA - Principal in Charge responsible for technical and budget oversight, resource allocation and contract management throughout the assignment. Development of plans for the bridge replacement project in Orange County. ERSC coordinated plans for channel modification and permitting with ACOE.

Florida Avenue Pipeline, Lake Hemet Municipal Water District, Hemet, CA – Project Manager during the development of plans and specifications for the installation of 9,000 linear feet of 12- and 16-inch pipeline along State Route 74 in the western end of the District. Specific services included coordination of utilities, soils and corrosion, coordination of lateral tie overs to commercial properties, Caltrans permit acquisition and oversight during construction.

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Lori Askew | Principal Engineer

Education

BS, Civil Engineering, Michigan Technological University, Houghton, MI

Areas of Expertise

Land Development
Municipal Engineering
Traffic and Transportation

Ms. Askew has over 30 years of experience in design and management of public and private improvement projects. She has spent the past 20 years as a local municipal employee in Public Works with the last eight years in an executive management position overseeing various levels of staff and consultants. She has managed Capital Improvement Program projects for streets, storm drains, water and sewer in addition to large land development projects with significant grading challenges. She is very knowledgeable in understanding the workings and challenges of local government and comprehends the constraints of various City funding sources such as Gas Tax, Measure A and SB1.

Ms. Askew has been city liaison to Western Riverside Council of Governments (WRCOG), Riverside County Flood Control & Water Conservation District, Caltrans, Riverside County Transportation Commission (RCTC), several water districts and school boards.

Similar Project Experience:

State Street Gap Closure Project, San Bernardino, CA - Project Manager responsible for day-to-day project guidance, team oversight, client contact, as well as schedule and budget management throughout the assignment. ERSC was contracted to provide roadway design and environmental clearance for State Street, a vital transportation corridor that existed in segmented portions throughout the western portion of the City. The project improved traffic circulation from Baseline Street to SR210 Freeway.

Tippecanoe Pavement Rehabilitation, Highland, CA - Project Manager responsible for day-to-day project guidance, team oversight, client contact, as well as schedule and budget management throughout the assignment. ERSC was contracted to provide professional engineering services related to Cooperative City/County Pavement Rehabilitation Project, str20003 pavement rehabilitation of five street reaches covering four streets. For Tippecanoe Avenue, existing AC and native material were pulverized in place, a portion of the pulverized material removed, and cement added to the remaining pulverized material, followed by placement of HMA and RHMA for the reach from 3rd to 6th.

Infrastructure and Roadway Improvements for Lake Park Drive, Soboba Band of Luiseño Indians - Project Manager responsible for day-to-day project guidance, team oversight, client contact, as well as schedule and budget management throughout the assignment. Providing civil design services to Soboba Economic Development Corporation (EDC) for the site improvements including design and preparation of plans for onsite infrastructures and also road widening for Lake Park Drive.

Design of the Easton Street Sidewalk Improvements, Rialto, CA - Project Manager responsible for day-to-day project guidance, team oversight, client contact, as well as schedule and budget management throughout the assignment. Work includes engineering/planning for the construction of Americans with Disabilities Act (ADA) compliant sidewalk and curb ramps along the north and south sides of Easton Street between Acacia Avenue and Sycamore Avenue; to additionally include general sidewalk repair between Sycamore Avenue and E. Highland Avenue and from the southeast corner of Easton Street and Acacia Avenue to approximately 250 feet south.

Murrieta Creek Bridge, CNS Engineers, Temecula, CA - Project Manager responsible for day-to-day project guidance, team oversight, client contact, as well as schedule and budget management throughout the assignment. As a partner to the CNS Engineers' team ERSC was contracted to provide engineering design services for the City of Temecula's Overland/Murrieta Creek Bridge Project that extended Overland Drive through Commerce Center Drive, Enterprise Circle West, over the Murrieta Creek, and connecting to the Avenida Alvarado at the Diaz Road intersection, including the construction of two traffic signals at each of the intersections.

Overland Drive Widening, Temecula, CA - Project Manager responsible for project guidance, team oversight, client contact, as well as schedule and budget management throughout the assignment. ERSC was contracted to provide professional services to complete plans, specifications, and estimates related to the widening of Overland Drive from Jefferson Avenue to Commerce Center Drive. The widening included a new traffic signal, striping modifications, and new street lighting, including a street light plan.

PW 19-11 Bike Lane and Trail Program, Temecula Creek South Side Trail, Temecula, CA - Project Manager responsible for day-to-day project guidance, team oversight, client contact, as well as schedule and budget management throughout the assignment. Under an on-call engineering agreement, ERSC compelted preliminary and final engineering services necessary to provide project scoping and final design. Services required to complete the project were provided in two (2) phases, including an investigation and summary of the potential issues affecting the project and the development of contract documents including plans, specifications and estimates.

Arrow Blvd and Cypress Ave Traffic Signal, Fontana, CA - Project Manager responsible for day-to-day project guidance, team oversight, client contact, as well as schedule and budget management throughout the assignment. Under an on-call agreement, ERSC partnered with STC Traffic to complete a project to fully signalize the intersection of Arrow Blvd. and Cypress Ave. The intersection was reconstructed to its ultimate width; 104-foot right-of-way and 80-foot curb-to-curb for Arrow Blvd; and 64-foot right-of-way and 44-foot curb-to-curb width for Cypress Ave.

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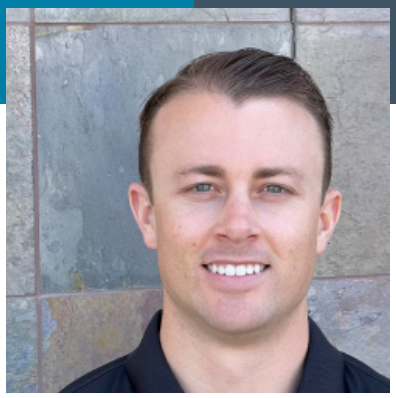

Trent Brudin, PE, QSP/QSD | Engineer IV

CA, Professional Engineer No.90924
AZ, Professional Engineer No. 73812
QSD No. C90924

Education

BS, Civil Engineering, Loyola Marymount University, Los Angeles, CA

Areas of Expertise

Site Layout & Geometrics
Hydrology & Drainage
AutoCAD Civil 3D
Traffic and Transportation
Water and Wastewater
SWPPP Compliance
SWPPP Development

Mr. Brudin was introduced to the industry in 2012 as an intern at Lake Hemet Municipal Water District. Since then, he has held positions as Assistant Project Engineer and Project Engineer at C.W. Driver, a general contracting firm, until shortly after his graduation in 2015 when he took a position as Associate Civil Engineer at Parsons Corporation. Trent joined ERSC as Engineer II in early 2016.

Trent has become a highly skilled engineer assisting in the management of a wide variety of projects at ERSC. Trent regularly performs complex design level tasks on water resources, civil site design, and transportation related projects included hydrology studies, drainage design, site grading, geometric site layout, WQMP and SWPPP documentation, intersection improvements, traffic signal modifications, water and wastewater pipeline design, and water feasibility studies

Similar Project Experience:

Rehabilitation of Alicia Parkway, City of Aliso Viejo, CA - Project Manager responsible for day-to-day project guidance, team oversight, client contact, as well as schedule and budget management throughout the assignment. ERSC was contracted to provide professional engineering services for the rehabilitation of Alicia Parkway from Pacific Park Drive to City limits. ERSC prepared all necessary survey, roadway improvement plans and specifications, signing and striping, and traffic control plans.

Street Rehabilitation, Pacific Park Drive, City of Aliso Viejo, CA - Project Manager responsible for day-to-day project guidance, team oversight, client contact, as well as schedule and budget management throughout the assignment. ERSC was contracted to provide professional engineering services for the rehabilitation of Pacific Park Drive from Aliso Viejo Parkway to Aliso Creek Road. ERSC prepared roadway improvement plans and specifications, as well as signing and striping and traffic control plans for full-depth replacement of failed pavement and base, sidewalk improvements, and ADA improvements.

Aliso Creek Roadway Improvements, City of Aliso Viejo, CA - Project Manager responsible for day-to-day project guidance, team oversight, client contact, as well as schedule and budget management throughout the assignment. ERSC prepared plans, specifications and estimates for the Aliso Creek Road Roadway Improvement Project in the City. The City initiated the project to address the deteriorating roadway between Wolverine Way to Alicia Parkway. The project includes grind/overlay for the six-lane road segment, ADA Ramps, and bus pads along with the associated signing, striping, and traffic signal loop replacements. ERSC's survey crews performed all field data collecting, control surveys, and base mapping during the project.

Federally Funded Street Rehabilitation, Aliso Creek Road, City of Aliso Viejo, CA - Project Manager responsible for day-to-day project guidance, team oversight, client contact, as well as schedule and budget management throughout the assignment. ERSC was contracted to prepare roadway improvement plans, signing and striping plans, traffic control plans, specifications, and engineer's estimate to address the following: full depth replacement of failed pavement and base (if needed), full width pavement grinding, final improvement methods, concrete repairs, pedestrian ramps, bus pads, cross-gutters, asphalt overlay, depth of section, striping and traffic signal loop detection layout, identification of manholes and valves, and Caltrans Encroachment Permit.

Street Rehabilitation, Glenwood Drive - Aliso Creek Road to SR 73 Bridge Dock, City of Aliso Viejo, CA - Project Manager responsible for day-to-day project guidance, team oversight, client contact, as well as schedule and budget management throughout the assignment. ERSC was contracted to prepare roadway improvement plans, signing and striping plans, traffic control plans, specifications, and engineer's estimate to address the following: overall pavement rehabilitation, full-depth replacement of failed pavement and base, crack repair, concrete repairs, pedestrian ramps, bus pads, cross-gutters, asphalt overlay and full-depth patching, depth of section per coordination with City, fibers to be added to AC, striping and traffic signal detection loop layout, buffered bike lanes, and identification of manholes and valves.

Colton Ave. Class I Bike Path Improvement Project, City of Colton, CA - Engineer of Record responsible for day-to-day project guidance, team oversight, client contact, as well as schedule and budget management throughout the assignment. ERSC was contracted to provide plans, specifications, and cost estimates for the rehabilitation of an existing Class I bike path totaling approximately 1.2 miles that resides on the north side of Colton Avenue from 10th Street to the east side of the Flood Control Channel which is also the City boundary. The rehabilitation includes striping, signage, landscaping, irrigation, and removal and reconstruction of portions of the concrete path that have cracking or may be lifted due to tree roots or other reason.

PW20-02 Fifth Street Improvements, City of Temecula, CA - Project Manager responsible for day-to-day project guidance, team oversight, client contact, as well as schedule and budget management throughout the assignment. Under an on-call engineering agreement, ERSC provided survey and engineering services for the preparation of street improvement plans for the north side of Fifth Street from Front Street to the Murrieta Creek. This project was subject to the elements of the Old Town Specific Plan, which required on-street parking, a 12-foot pedestrian mall, and a roundabout.

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Katherine Hernandez | Engineer III

Education

BS, Geographic and Environmental Engineering, University of Applied and Environmental Sciences (UDCA), Bogotá, Colombia

Areas of Expertise

Spatial Analysis
Data Visualization
Environmental Analysis
Water Resources
Planning
Site Layout & Geometrics
AutoCAD Civil 3D
Traffic & Transportation

Ms. Hernandez joined the ERSC team as an Engineer I in 2019, bringing a strong background in geographic and environmental engineering. She specializes in addressing environmental, geographical, and territorial resource issues, focusing on sustainable development and territorial planning. Her expertise includes roadway design rehabilitation, ADA compliance improvements, geometric design (both horizontal and vertical), and traffic and transportation systems. Katherine regularly performs complex design-level tasks on civil site design and transportation-related projects, including civil site grading, drainage design, geometric site layout, WQMP and SWPPP documentation, and intersection improvements.

Similar Project Experience:

Street Rehabilitation Project, East Ave to Hemlock Ave, City of Fontana, CA - Project Designer responsible for preparation of project documents and completion of computer aided design throughout all phases of the assignment. Under an on-call agreement, ERSC was contracted to provide professional engineering services related to street rehabilitation at Foothill Boulevard and future locations. The City executed pavement rehabilitation of various street reaches, and the project also included identifying and remedying ADA deficiencies.

Pavement Rehabilitation and Street Improvement Project - Hot Spot, City of Fontana, CA - Project Designer responsible for preparation of project documents and completion of computer aided design throughout all phases of the assignment. Under an on-call agreement with the City of Fontana, ERSC was contracted to provide professional engineering services related to pavement rehabilitation and PCC improvements of various streets. Work included preparation of plans, specifications, quantity and cost estimates, suitable for approval by the City for construction of street improvements, including pavement rehabilitation and installation of various street items, including AC berms, concrete curb and gutter, ADA ramps, and sidewalk.

Street Rehabilitation Project, East Ave to Hemlock Ave, City of Fontana, CA - Project Designer responsible for preparation of project documents and completion of computer aided design throughout all phases of the assignment. Under an on-call agreement, ERSC was contracted to provide professional engineering services related to street rehabilitation at Foothill Boulevard and future locations. The City executed pavement rehabilitation of various street reaches, and the project also included identifying and remedying ADA deficiencies.

State Street Gap Closure Project, City of San Bernardino, CA - Project Designer responsible for preparation of project documents and completion of computer aided design throughout all phases of the assignment. ERSC was contracted to provide roadway design and environmental clearance for State Street, a vital transportation corridor that existed in segmented portions throughout the western portion of the City. The project improved traffic circulation from Baseline Street to SR210 Freeway.

North Sphere Fire Station Offsite Improvements City of Palm Desert, CA - Project Designer responsible for preparation of project documents and completion of computer aided design throughout all phases of the assignment. ERSC was contracted to provide street improvement plans, specifications, and estimates prepared for improvements constructed along the south side of Gerald Ford Drive, between Cook Street and Paseo del Corazon. The improvements will consist of roadway widening for the installation of curb, gutter, sidewalk, asphalt pavement, signage, and striping, a new traffic signal at the location of the new Fire Station (FS102), and a raised landscaped median.

Date Elementary School Street Improvements, City of Fontana, CA - Project Designer responsible for preparation of project documents and completion of computer aided design throughout all phases of the assignment. ERSC was contracted to provide design services to widen the street pavement within the current right-of-way and provide curb and gutter and sidewalk with ADA ramps, in addition to traffic signal modifications with pedestrian crossing amenities. The project improves Fontana Avenue and Merrill Avenue, where no sidewalk exists currently, and pedestrians must walk within vehicular travel lanes or dirt shoulder to reach Date Elementary School.

PW 19-11 Bike Lane and Trail Program, Temecula Creek South Side Trail, City of Temecula, CA - Project Designer responsible for preparation of project documents and completion of computer aided design throughout all phases of the assignment. Under an on-call engineering agreement, ERSC compelted preliminary and final engineering services necessary to provide project scoping and final design. Services required to complete the project were provided in two (2) phases, including an investigation and summary of the potential issues affecting the project and the development of contract documents including plans, specifications and estimates.

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Gabriela Rodriguez | Engineer I

Education

BS Civil Engineering, California Baptist University

Affiliations

American Society of Civil Engineers (ASCE) - Student Member

Areas of Expertise

AutoCAD
MS Office Suite

Gabriela joined ERSC while studying engineering at CBU in early 2024. She subsequently graduated and joined our team as an Engineer I in Spring 2025. She has taken on multiple projects and completed various tasks such as drafting, utility researches, cost estimates, and obtaining Caltrans Permits.

Similar Project Experience:

Mira Loma, Agate & Granite Hill Area Safe Routes to School Project, City of Jurupa Valley, CA - Project Designer responsible for preparation of project documents and completion of computer aided design throughout all phases of the assignment. ERSC was contracted to design various safety and sidewalk improvements to be constructed near various schools, made possible through the award of Active Transportation Program (ATP) funding of Safe Routes to School (SRTS) grants. Improvements included asphalt pavement, concrete curb and gutter, a 5.5-foot-wide concrete sidewalk, access ramps conforming to current ADA standards, street signing and striping, actuated pedestrian crosswalk flashers, continental thermoplastic crosswalk striping, and solar flashing beacons.

Street Rehabilitation, Glenwood Drive - Aliso Creek Road to SR 73 Bridge Dock, City of Aliso Viejo, CA - Project Designer responsible for preparation of project documents and completion of computer aided design throughout all phases of the assignment. ERSC was contracted to prepare roadway improvement plans, signing and striping plans, traffic control plans, specifications, and engineer's estimate to address the following: overall pavement rehabilitation, full-depth replacement of failed pavement and base, crack repair, concrete repairs, pedestrian ramps, bus pads, cross-gutters, asphalt overlay and full-depth patching, depth of section per coordination with City, fibers to be added to AC, striping and traffic signal detection loop layout, buffered bike lanes, and identification of manholes and valves.

Pavement Rehabilitation and Street Improvement Project - Hot Spot, City of Fontana, CA - Project Designer responsible for preparation of project documents and completion of computer aided design throughout all phases of the assignment. Under an on-call agreement with the City of Fontana, ERSC was contracted to provide professional engineering services related to pavement rehabilitation and PCC improvements of various streets. Work included preparation of plans, specifications, quantity and cost estimates, suitable for approval by the City for construction of street improvements, including pavement rehabilitation and installation of various street items, including AC berms, concrete curb and gutter, ADA ramps, and sidewalk.

Aliso Creek Roadway Improvements, City of Aliso Viejo, CA - Project Designer responsible for preparation of project documents and completion of computer aided design throughout all phases of the assignment. ERSC prepared plans, specifications and estimates for the Aliso Creek Road Roadway Improvement Project in the City. The City initiated the project to address the deteriorating roadway between Wolverine Way to Alicia Parkway. The project includes grind/overlay for the six-lane road segment, ADA Ramps, and bus pads along with the associated signing, striping, and traffic signal loop replacements. ERSC's survey crews performed all field data collecting, control surveys, and base mapping during the project.

Police Department Investigations Building & Fire Station No. 37, STK Architecture, Inc., City of Desert Hot Springs, CA - Project Designer responsible for preparation of project documents and completion of computer aided design throughout all phases of the assignment. ERSC was contracted by STK to provide professional engineering services required to complete contract documents for civil site improvements and water quality documents for a new investigation building and modifications to Fire Station No. 37. Planned improvements include paving and curb and gutter for parking areas, sidewalk construction for pedestrian circulation, new site access on Pierson Boulevard and West Drive, drainage and water quality improvements, and parking, ramps and signage related to site accessibility.

Line G-3, Structural Calculations, Corman Leigh, San Jacinto, CA - Project Designer responsible for preparation of project documents and completion of computer aided design throughout all phases of the assignment. ERSC was contracted to prepare structural calculations and associated construction drawings for a portion of Master Drainage Plan, Line G in the City of San Jacinto. ERSC provided structural calculations using LABOX, hand calculations, and construction drawings for the various system elements. Structural calculations included verification of the precast box sections as well as the pipe-to-box junction structure at Lyon Avenue.

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Robert Ollerton, PLS | Principal Surveyor

CA, Land Surveyor No. 7731

Education

Civil Engineering & Land Surveying Coursework, University of California at Riverside, Riverside, CA

Areas of Expertise

Civil3D
MicroStation
ArcMap
Boundary Surveying
Right-Of-Way & Easements
Construction Surveying
Topographic Mapping
Consulting Surveyor to Municipal Agencies

Robert has over 35 years of professional experience in land surveying for municipal agencies. He has managed a wide variety of land survey projects including surveys for topographic mapping, geodetic control, right of-way, boundary, and construction projects.

Most recently, Robert's responsibilities as the Principal Surveyor include the management and coordination of construction staking contracts for civil engineering projects, boundary surveys, title analysis, topographic mapping, detailed design surveys, ALTA Surveys and mapping. Since joining ERSC, Robert's wide range of skills and background have enabled ERSC to provide clients with localized and personalized service, keeping true to ERSC's philosophy of dedication to customer service and satisfaction.

Similar Project Experience:

Street Improvements, City of Temecula - Managed and performed construction surveying for street improvements along Jefferson Street and Winchester Road.

County of Riverside Winchester Road (Highway 79) Widening - Survey manager for control and topographic surveying of over eight miles of Highway 79/Winchester Road for ultimate widening to six lanes from Domenigoni Parkway to Benton Road.

Widening and Signalization of State Highway 79 at Auld Road - Performed construction surveying for the widening of State Highway 79 and extending improvements towards the Temecula Valley Airport.

On-Call Civil Engineering and Plan Check Services, City of Colton – Principal Surveyor responsible for oversight of review of survey documents during Engineering and Plan Check services in the City. ERSC works closely with City staff in the review of grading, street improvements, hydrology studies, soils reports, WQMP, SWPPP, lot line adjustments, and parcel maps. ERSC also provides on-call engineering services, such as the design for the La Cadena and 8th Street Intersection Reconfiguration.

On-Call Plan Check and Construction Inspection Services, City of Highland – Principal Surveyor responsible for oversight of review of survey documents during an on-call professional services agreement with the City of Highland. ERSC provides contract plan check and inspection services for the construction of public works and privately funded improvements, including site improvements, street improvements, paving, sidewalk, curb, gutter, grading, and earthwork. Work also included site review for compliance with City standards and traffic control requirements. ERSC also provides plan checking services for all parcel and tract maps, as well as hydrology review.

City of Hemet Public Works Department, Hemet, CA - Designed and implemented the City of Hemet's PMS/GIS link project. The project involved linking the city's pavement management tabular database with a street centerline shapefile developed by the Thomas Bros. Map Company. The data was used with ArcView to produce a graphical street network depicting the pavement condition of each city street. The PMS/GIS link provided a better method for city staff to evaluate the condition of the streets and analyze the best cost benefits of street maintenance and rehabilitation programs.

On-Call Plan Check Services, City of Lake Elsinore, CA - Project Surveyor responsible for field data collection, base map preparation, plat maps, and drafting of legal descriptions. Engineering Resources of Southern California, Inc. has provided civil engineering plan check services to the City of Lake Elsinore since 2016. As part of an on-call contract with the City, ERSC reviews improvement plans and documents submitted during land development efforts in the City. During ERSC's tenure, staff have reviewed over 200 individual plans and studies. ERSC is responsible for the review of Traffic Signal Plans, Improvement Plans, Grading Plans, Final Maps and Parcel Maps, Dedications, Easements, Vacations, Quitclaims, Parcel Mergers, Lot Line Adjustments, WQMP Submittals, Hydrology and Hydraulic Studies, HEC-5 Studies, Traffic Analyses, Soil/Geotechnical Reports, Erosion Control Designs, and Review of Technical Specifications for Proposed Improvements within City Road Rights of Way.

Riverside County Surveyor - Under direction of the County Surveyor, checked tract maps for conformance with the Subdivision Map Act, County ordinances, and development standards. Reviewed records of surveys and corner records for conformance with the Land Surveyor's Act. Managed on-call field surveying services for aerial mapping, control, topographic and construction surveys.

City Surveyor Services - Currently the acting City Surveyor for the Cities of Rialto, Lake Elsinore and Colton. Supervises the review of subdivision maps, parcel mergers, lot line adjustments, dedications and easements.

Reservoir Site Survey, Riverside Highland Water Company - Project Manager responsible for day-to-day project guidance, team oversight, client contact, as well as schedule and budget management throughout the assignment. ERSC provided surveying services at the RHWC Spring Mountain Ranch reservoir site. ERSC survey crews located existing monumentation for the site and searched for existing monuments. it was found that mounuments were destroyed by construction of the Site's wall and ERSC provided services to replace damaged or missing monuments.

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Work Samples

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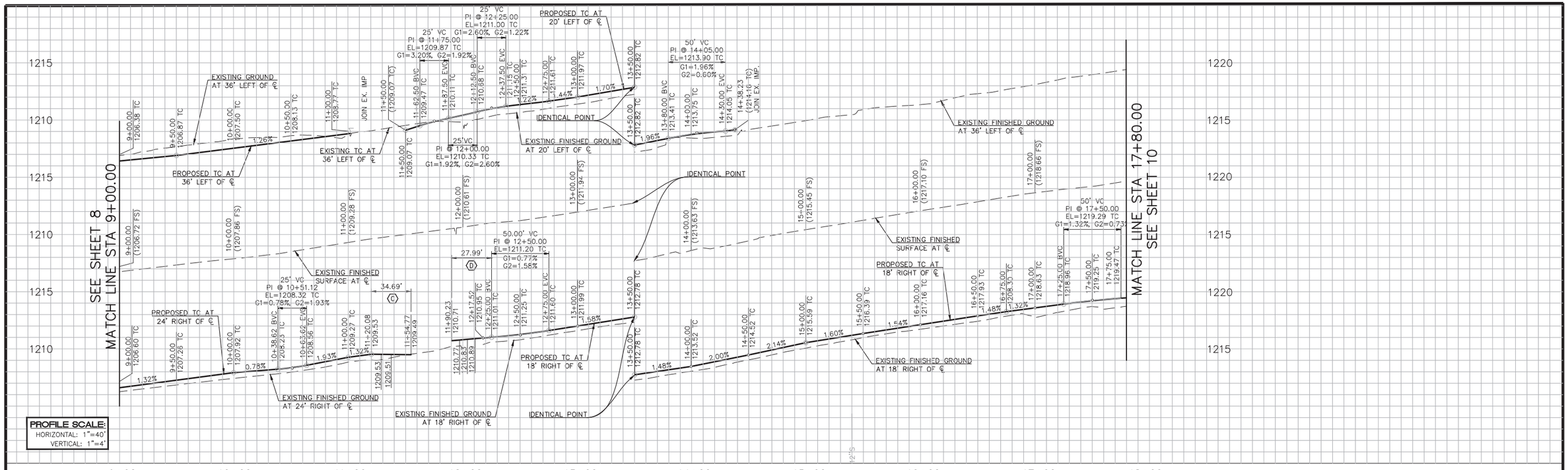

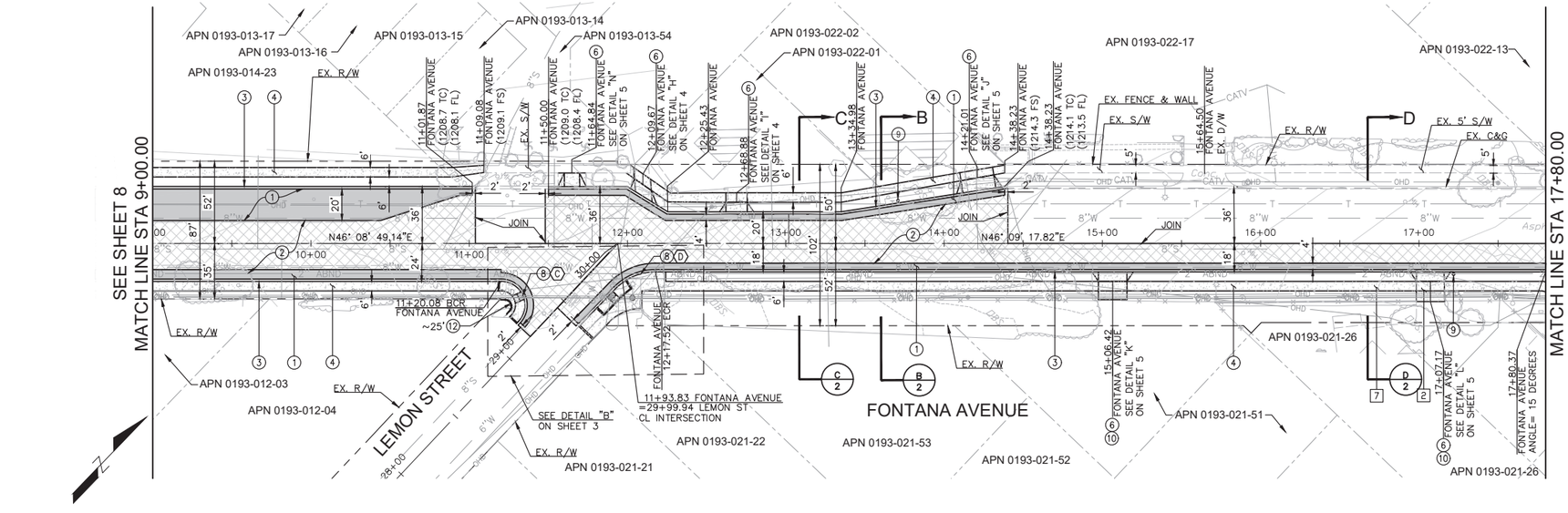

CONSTRUCTION NOTES

1. CONSTRUCT 6.5" AC PAVEMENT OVER 12" MIN. 95% COMPACTED NATIVE SUBGRADE PER CITY OF FONTANA STD 1008 AND DETAIL "N" ON SHEET 4
2. GRIND AND OVERLAY EXISTING AC PAVEMENT WITH 0.17' MIN PER DETAIL "M" ON SHEET 4
3. CONSTRUCT 8" PCC CURB AND GUTTER PER CITY OF FONTANA STD. 1000
4. CONSTRUCT 4" PCC SIDEWALK PER CITY OF FONTANA STD. 1006
5. CONSTRUCT 6" PCC RESIDENTIAL DRIVEWAY WITH CURB ADJACENT SIDEWALK PER CITY OF FONTANA STD. 1001, DWG. 1/4
6. CONSTRUCT 6" PCC RESIDENTIAL DRIVEWAY WITH PARKWAY ADJACENT SIDEWALK PER CITY OF FONTANA STD. 1001, DWG. 2/4
7. CONSTRUCT CURB RAMP PER CITY OF FONTANA STD. 1003, DWG. 1
8. CONSTRUCT CURB RAMP PER CITY OF FONTANA STD. 1003, DWG. 2
9. INSTALL NEW MAILBOX AND POST BEHIND CURB PER USPS STANDARD
10. CONSTRUCT 6" PCC DRIVEWAY TRANSITION OVER 12" 95% NATIVE COMPACTION
11. CONSTRUCT 4" AC DRIVEWAY TRANSITION OVER 12" 95% NATIVE COMPACTION
12. INSTALL CHAIN LINK FENCE PER SPPWC STD. 600-3

CURVE TABLE

NO.	DELTA	RADIUS	LENGTH	TANGENT
C	132°30'21"	15.00'	34.69'	34.09'
D	45°49'26"	35.00'	27.99'	14.79'

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A PUBLIC SERVICE BY UNDERGROUND SERVICE ALERT

REV.	REVISION DESCRIPTION	DATE	ENGR.	APPR.	DATE

BENCHMARK:

1250.98 NAVD 88

0.85 MILE EAST ALONG THE ATCHISON, TOPEKA AND SANTA FE RAILWAY FROM THE SIDING SIGN AT FONTANA, SET BRASS DISK IN TOP OF CURB IN CUL-DE-SAC ON WEST SIDE TAMARIND AVE. IN FRONT OF RESIDENT AT 8732 TAMARIND AVE. 22 FEET NORTH OF NORTH CURB OF DRIVEWAY, 1.5 FEET NORTHEASTERLY OF PP 262292 CEPCO, 72 FEET SOUTH OF SOUTH RAIL, AND 1.8 FEET BELOW TRACKS.

PREPARED BY:
ERSC INC.COM
Engineering Resources of Southern California
1861 West Redlands Blvd.
Redlands, CA 92373
P:909.890.1255
F:909.890.0995

REGISTERED PROFESSIONAL ENGINEER JOHN M. BRUDIN No. 41836 CIVIL STATE OF CALIFORNIA

PREPARED UNDER THE SUPERVISION OF:

JOHN M. BRUDIN — DATE

R.C.E. NO. 41836 EXPIRES 3-31-26

CITY OF FONTANA, CALIFORNIA

DATE ELEMENTARY SCHOOL STREET IMPROVEMENT PLANS

DRAWN BY: KH	STREET IMPROVEMENT PLANS STA 9+00.00 TO STA 17+80.00	SCALE: AS SHOWN
DESIGNED BY: KH/LA		DATE: XX/XX/2024
CHECKED BY: LA	APPROVED BY: GIA LAM KIM, PUBLIC WORKS DIRECTOR/CITY ENGINEER R.C.E. 62298 DATE:	DRAWING NO.: 6371 9/16

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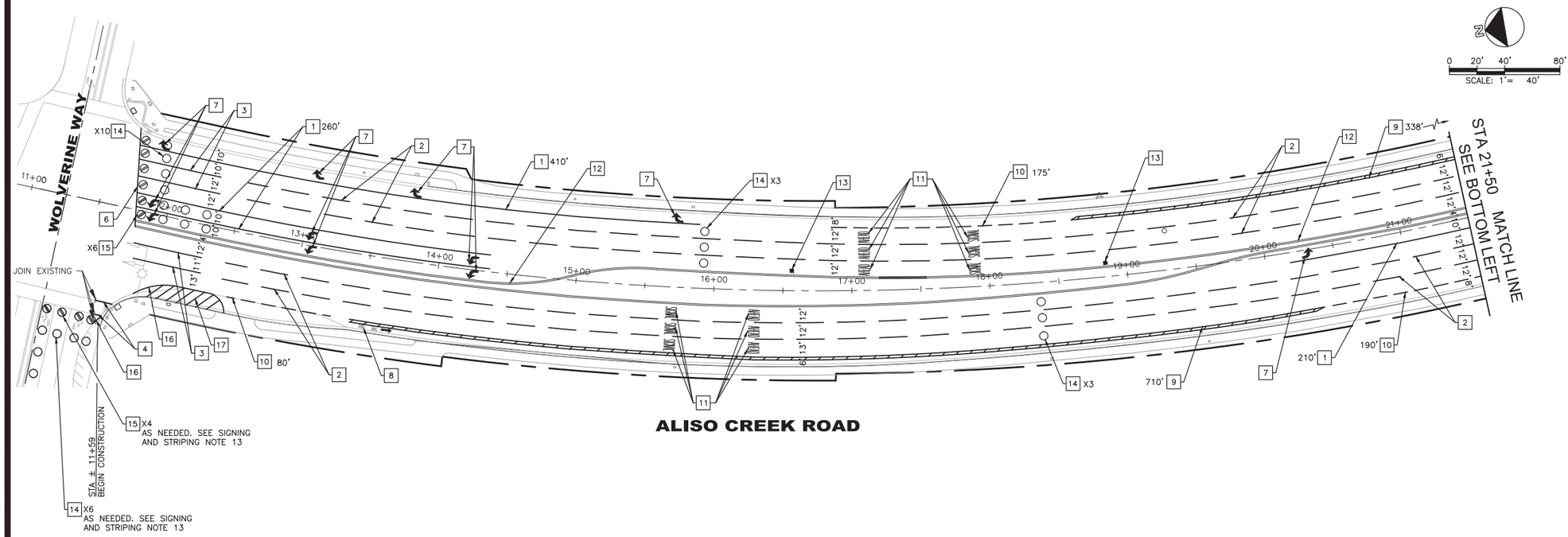
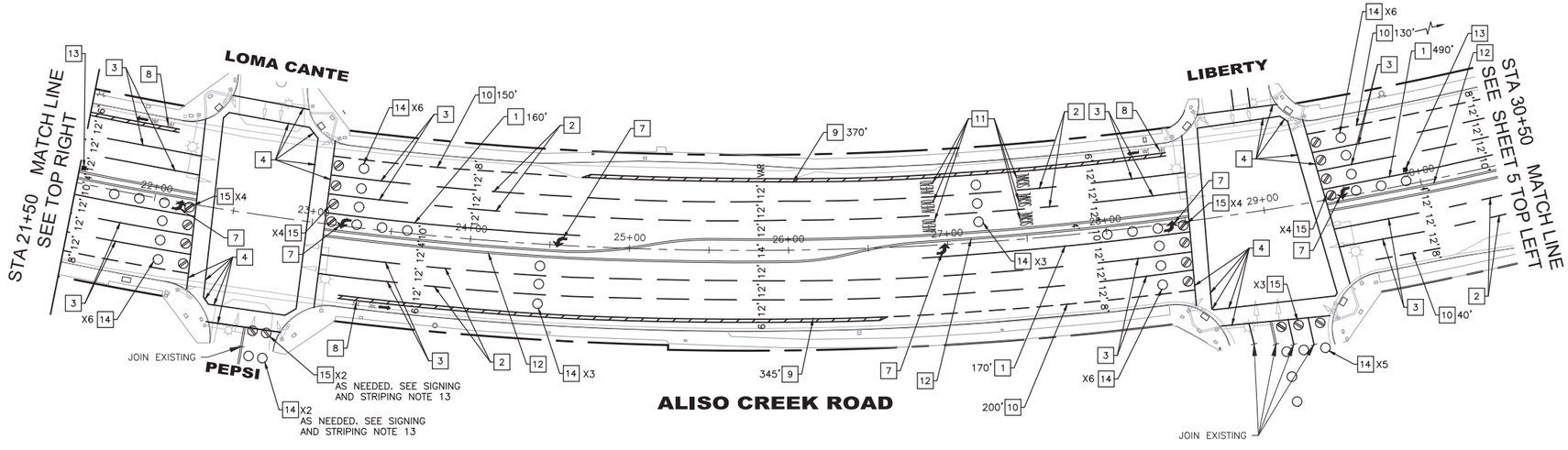


SIGNING & STRIPING CONSTRUCTION NOTES:

- P PROTECT IN PLACE.
- 1 INSTALL 8" CHANNELIZING LANE LINE PER DETAIL 38 CALTRANS STD PLANS A20D.
- 2 INSTALL 4" WHITE LANE LINE. PROVIDE PATTERN AND MARKERS AS SHOWN IN DETAIL 9 CALTRANS STD PLANS A20A
- 3 INSTALL 50 LF OF 4" SOLID WHITE LANE LINE EXTENSIONS.
- 4 INSTALL 12" WIDE SOLID WHITE THERMOPLASTIC CROSSWALK LINES PER CALTRANS STD PLAN A24F.
- 5 INSTALL 12" WIDE SOLID YELLOW THERMOPLASTIC CROSSWALK LINES PER CALTRANS STD PLAN A24F.
- 6 INSTALL 12" WIDE SOLID WHITE THERMOPLASTIC LIMIT LINE PER CALTRANS STD PLAN RSP A24G.
- 7 INSTALL TYPE IV OR TYPE VII (L) OR (R) ARROW AS SHOWN ON PLAN PER PLAN IN ACCORDANCE WITH CALTRANS STD PLANS A24A.
- 8 INSTALL "BIKE LANE" LEGEND PER CALTRANS STD PLAN A24D AND 5' BIKE LANE ARROW PER CALTRANS STD PLANS A24A.
- 9 2' BIKE LANE BUFFER. INSTALL 6" WIDE SOLID WHITE BIKE LANES, PER DETAIL 39 CALTRANS STD PLAN A20D.
- 10 INSTALL 6" WHITE BIKE LANE LINE PER DETAIL 39A CALTRANS STD PLAN A20D.
- 11 INSTALL PAVEMENT MARKINGS WORDS PER CALTRANS STD PLAN A24D & PER CALTRANS STD PLAN RSP A24E.
- 12 INSTALL YELLOW THERMOPLASTIC MEDIAN ISLAND LINES PER CALTRANS STD PLAN RSP A20B DETAIL 29.
- 13 INSTALL BLUE RPM 6" OFF OF STRIPE OR CURB FACE, WHICHEVER APPLIES, AT FIRE HYDRANT LOCATIONS PER CAMUTCD FIG 3B-102(CA).
- 14 INSTALL TYPE E TRAFFIC LOOPS PER CALTRANS SPECIFICATIONS, STD PLAN ES-5B AND AS DIRECTED BY ENGINEER.
- 15 INSTALL TYPE D TRAFFIC LOOPS PER CALTRANS SPECIFICATIONS, STD PLAN ES-5B AND AS DIRECTED BY ENGINEER.
- 16 INSTALL 8" THERMOPLASTIC WHITE RIGHT EDGE LINE PER DETAIL 27B, CALTRANS STD PLAN A20D.
- 17 INSTALL 8" DIAGONAL LINES 5' ON CENTER PER CALTRANS STD PLANS AND AS SHOWN ON PLAN.



SIGNING AND STRIPING NOTES:

1. ALL WORK, MATERIALS, AND EQUIPMENT SHALL CONFORM TO THE REQUIREMENTS OF THE STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION (CALTRANS) STANDARD PLANS AND SPECIFICATIONS, PROJECT SPECIAL PROVISIONS, AND THIS PLAN SHEET.
2. ALL STRIPING AND PAVEMENT LEGENDS SHALL BE INSTALLED PER CALIFORNIA MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (CA MUTCD), CURRENT EDITION. NEW STRIPING SHALL NOT BE PLACED UNTIL SPOTTED AND APPROVED BY THE CITY OR APPROVED REPRESENTATIVE.
3. ALL CONFLICTING STRIPING SHALL BE REMOVED BY WET SANDBLASTING OR METHOD APPROVED BY THE CITY OR APPROVED REPRESENTATIVE.
4. ALL WORK SHALL BE COORDINATED WITH AND COMPLETED TO THE SATISFACTION OF THE CITY OR APPROVED REPRESENTATIVE.
5. NEW STRIPING SHALL HAVE RAISED PAVEMENT MARKERS (RPM). RPM'S SHALL BE: TYPE G, FOR LANE LINES AND WHITE STRIPES; TYPE H, FOR ALL YELLOW STRIPING; BLUE FOR FIRE HYDRANTS, INSTALLED IN THE FIRST ADJACENT TRAVEL LANE, CENTERED.
6. ALL PAVEMENT LEGENDS SHALL BE PLACED IN THE CENTER OF THE TRAVEL LANE, OR AS DIRECTED BY THE CITY OR APPROVED REPRESENTATIVE.
7. ALL TRAFFIC LANES, PAVEMENT LEGENDS, AND CROSSWALKS SHALL BE THERMOPLASTIC, UNLESS OTHERWISE SPECIFIED.
8. TRAFFIC LOOPS ARE TO BE INSTALLED AS INDICATED, PER CALTRANS STANDARD PLANS AND SPECIFICATIONS, AND AS DIRECTED BY THE CITY OR APPROVED REPRESENTATIVE.
9. ALL STRIPING TO BE REPLACED IN KIND TO MATCH EXISTING. CONTRACTOR TO VERIFY EXISTING IN FIELD PRIOR TO BEGINNING CONSTRUCTION. CONTRACTOR TO NOTIFY THE CITY OR APPROVED REPRESENTATIVE OF ALL DISCREPANCIES BETWEEN PLANS AND ACTUAL SITE CONDITIONS.
10. CONTRACTOR TO VERIFY EXISTING LOOP QUANTITY AND LOCATIONS PRIOR TO BEGINNING CONSTRUCTION.
11. CONTRACTOR TO REPLACE ANY DAMAGED STREET SIGNAGE WITHIN THE PROJECT LIMITS AS PART OF THIS PROJECT.
12. CONTRACTOR SHALL CONFIRM CURB TO CURB WIDTH IN THE FIELD AND LANE WIDTHS TO BE CONFIRMED WITH CITY STAFF PRIOR TO FINAL STRIPING.
13. DETECTION LOOPS LABELED AS "AS NEEDED" SHALL BE REPLACED IF DAMAGED AS A RESULT OF ADJACENT IMPROVEMENTS, BUT MAY REMAIN IF UNTOUCHED, UNDAMAGED AND FULLY FUNCTIONAL. ALL LOOPS SHALL BE FULLY FUNCTIONAL AT PROJECT COMPLETION TO THE SATISFACTION OF THE CITY OR APPROVED REPRESENTATIVE.

811 Know what's below. Call before you dig.

CITY OF ALISO VIEJO

APPROVED: _____ DATE:_____

THESE PLANS ARE SIGNED BY THE CITY OF ALISO VIEJO FOR CONCEPT ADHERENCE TO CITY STANDARDS AND REQUIREMENTS ONLY. THE CITY OF ALISO VIEJO IS NOT RESPONSIBLE FOR DESIGN, ASSUMPTIONS, AND ACCURACY.

NO.	DESCRIPTION	DATE	BY
	REVISIONS		

BENCHMARK:
VERTICAL CONTROL FOR THIS SURVEY IS ORANGE COUNTY PUBLIC WORKS: BENCHMARK 3X-61-91

DESCRIPTION: DESCRIBED BY OCS 2003- FOUND 3 3/4" OCS ALUMINUM BENCHMARK DISK STAMPED "3X-61-91", SET IN THE TOP OF A CONCRETE HEADWALL. MONUMENT IS LOCATED IN THE SOUTHWESTERLY CORNER OF THE INTERSECTION OF ALISO CREEK ROAD AND ALICIA PARKWAY, 68 FT. SOUTHERLY OF THE CENTERLINE OF ALISO CREEK ROAD AND 93 FT. WESTERLY OF THE CENTERLINE OF ALICIA PARKWAY.
ELEVATION 176.288' (NAVD88)

ERSC Inc. Engineering Resources of Southern California
1861 W REDLANDS BLVD.
REDLANDS, CA 92373
P: (909) 890-1255
F: (909) 890-0995

PREPARED UNDER THE SUPERVISION OF:

TRENT BRUDIN, P.E.
R.C.E. NO. 90924, EXPIRES 03-31-22

XX-XX-2022
DATE

ALISO VIEJO

REGISTERED PROFESSIONAL ENGINEER TRENTON C. BRUDIN No. 90924 CIVIL STATE OF CALIFORNIA

CITY OF ALISO VIEJO

ALISO CREEK ROAD
OVERLAY IMPROVEMENTS
WOLVERINE WAY TO 175' W/O ALICIA PARKWAY

STRIPING PLAN

PROJECT NUMBER
15009003-008

SHEET 4 OF 9

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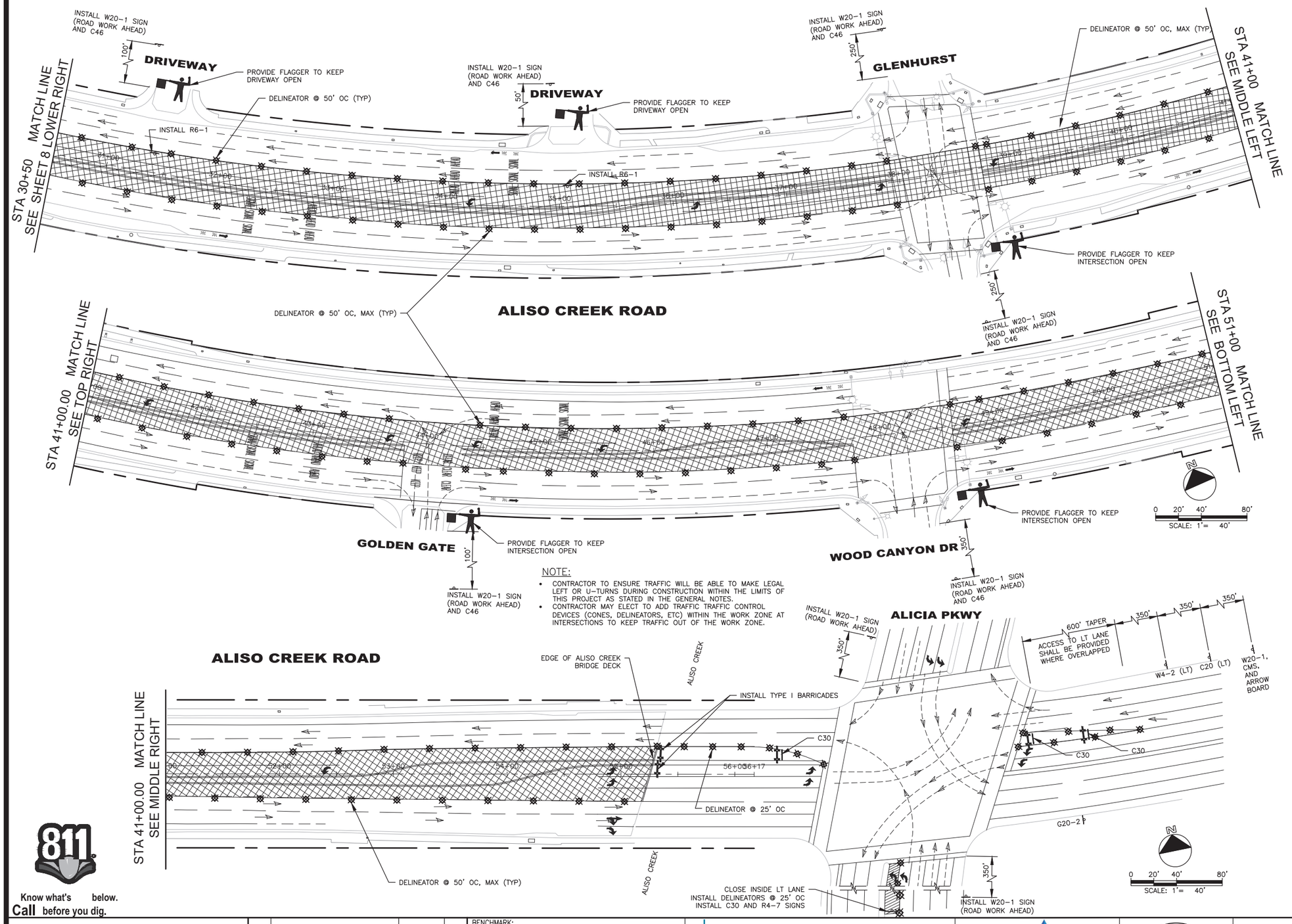

NOTE:

- CONTRACTOR TO ENSURE TRAFFIC WILL BE ABLE TO MAKE LEGAL LEFT OR U-TURNS DURING CONSTRUCTION WITHIN THE LIMITS OF THIS PROJECT AS STATED IN THE GENERAL NOTES.
- CONTRACTOR MAY ELECT TO ADD TRAFFIC TRAFFIC CONTROL DEVICES (CONES, DELINEATORS, ETC) WITHIN THE WORK ZONE AT INTERSECTIONS TO KEEP TRAFFIC OUT OF THE WORK ZONE.

GENERAL TRAFFIC CONTROL NOTES:

1. TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH THE LATEST VERSION OF THE CAMUTCD, CALTRANS STANDARD PLANS, PROJECT SPECIFICATIONS AND THESE PLANS.
2. ALL DELINEATORS SHALL BE OF THE TUBULAR MARKER TYPE (H=3 FT).
3. CONTRACTOR SHALL MAINTAIN SAFE VEHICULAR ACCESS TO DRIVEWAYS.
4. LENGTH FOR LONGITUDINAL BUFFER SPACE = 425',
   TAPER LENGTH (L) = 600'
   WARNING/REGULATORY SIGN SPACING (A) = 350'
5. COVER EXISTING TRAFFIC SPEED LIMIT SIGNS WITHIN PROJECT LIMITS.
6. CONTRACTOR TO MAINTAIN PEDESTRIAN ACCESS AT ALL TIMES.
7. CONTRACTOR SHALL PROVIDE TAPERS AND VEHICHLE TRANSTIONS AT INTERSECTIONS PER LATEST VERSION OF THE CAMUTCD
8. CONTRACTOR SHALL PROVIDE CONSTRUCTION AREA SIGNAGE ON SIDE STREETS PER LATEST VERSION OF THE CAMUTCD.
9. CONTRACTOR SHALL MOUNT HIGH LEVEL WARNING DEVICES (FLAG TREES) ON ALL ADVANCE SIGNING FOR LANE CLOSURES.
10. CONTRACTOR SHALL USE FLAG PERSONS FOR MANUAL TRAFFIC CONTROL FOR INTERSECTIONS AS DIRECTED BY THE ENGINEER.
11. CONTRACTOR SHALL ENSURE LEFT TURNS AND U-TURNS WILL NOT BE RESTRICTED AT CONSECUTIVE STREETS.
12. CONTRACTOR SHALL INSTALL PROPPER SIGNAGE AND DELINIATION AT LEFT TURNS AND U-TURNS USED DURING CONSTRUCTION, PER LATEST VERSION OF THE CAMUTCD.
13. PROPPER LIGHTED ARROW GUIDE PLACEMENT SHALL BE USED FOR NIGHT WORK PER LATEST EDVERSION OF THE CAMUTCD AND AS DIRECTED BY THE ENGINEER.
14. CONTRACTOR SHALL INSTALL W20-1 (ROAD WORK AHEAD) ON ALL APPROACHING INTERSECTION ENTERING THE CONSTRUCTION ZONE PER LATEST VERSION OF THE CAMUTCD.
15. CONTRACTOR SHALL INSTALL CHANGEABLE MESSAGE SIGNS (CMS) AT THE BEGINNING OF THE CONSTRUCTION AREA IN EACH DIRECTION. THE MESSAGE TO BE COORDINATED WITH THE CITY.

CONSTRUCTION LEGEND:

- CONSTRUCTION WORK SPACE
- TEMPORARY REGULATORY SIGN (TYPE AS NOTED)
- DELINEATOR
- TYPE I BARRICADE UNLESS SPECIFIED ON PLAN
- TYPE II BARRICADE WITH SIGN UNLESS SPECIFIED ON PLAN
- FLAGGER

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CITY OF ALISO VIEJO

APPROVED: _____ DATE: _____

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P: (909) 890-1255
F: (909) 890-0995
PREPARED UNDER THE SUPERVISION OF:
TRENT BRUDIN, P.E.
R.C.E. NO. 90924, EXPIRES 03-31-22
XX-XX-2022
DATE

ALISO VIEJO

REGISTERED PROFESSIONAL ENGINEER TRENTON C BRUDIN No. 90924 CIVIL STATE OF CALIFORNIA

CITY OF ALISO VIEJO
ALISO CREEK ROAD OVERLAY IMPROVEMENTS WOLVERINE WAY TO 175' W/O ALICIA PARKWAY
TRAFFIC CONTROL STAGE II

PROJECT NUMBER 15009003-008

SHEET 9 OF 9

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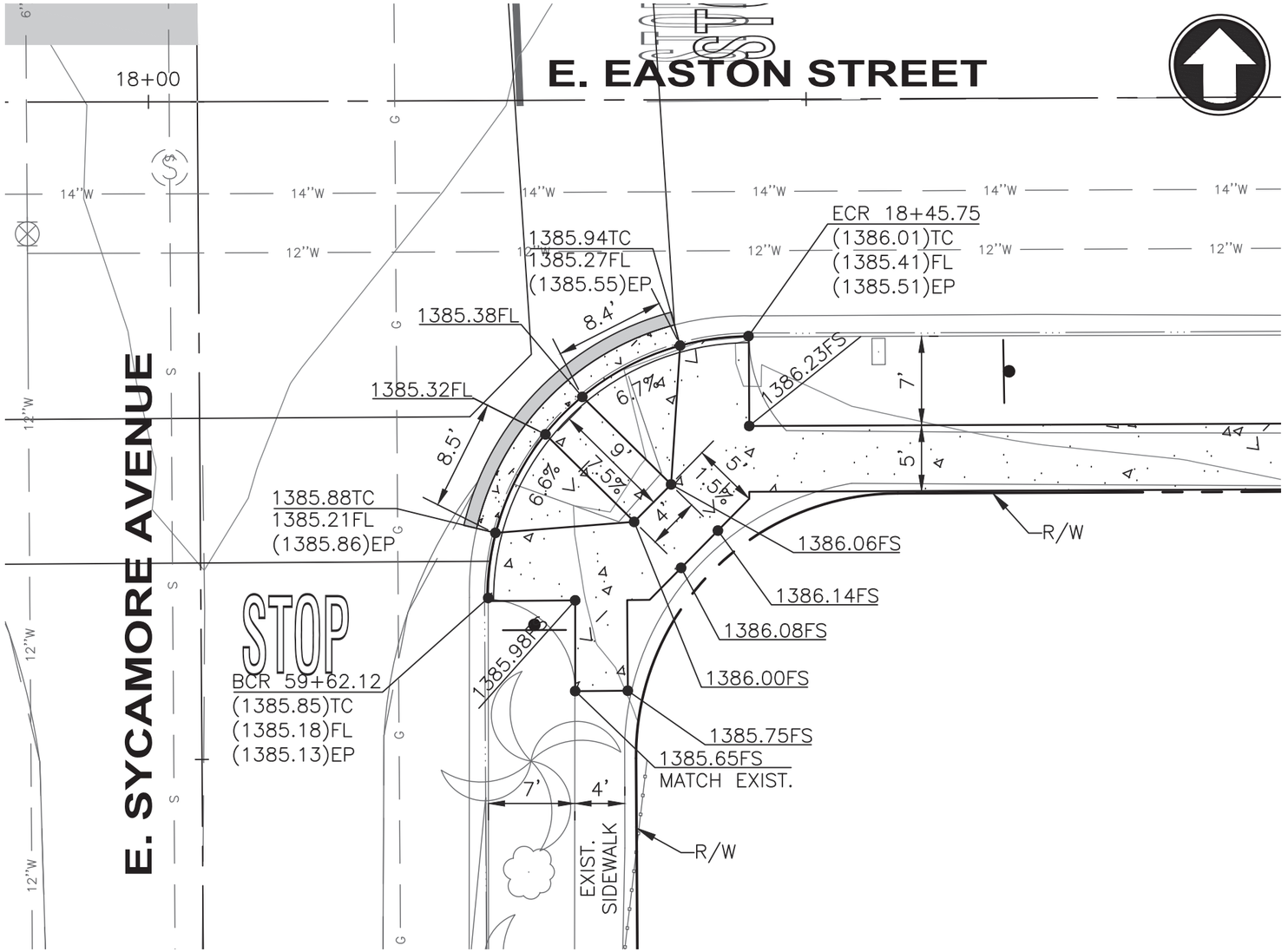

DETAIL "F "

1"=10'

0 10 20 30

FEET

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EXHIBIT A-2

[Consultant's Design Budget dated July 24, 2025, behind this page]

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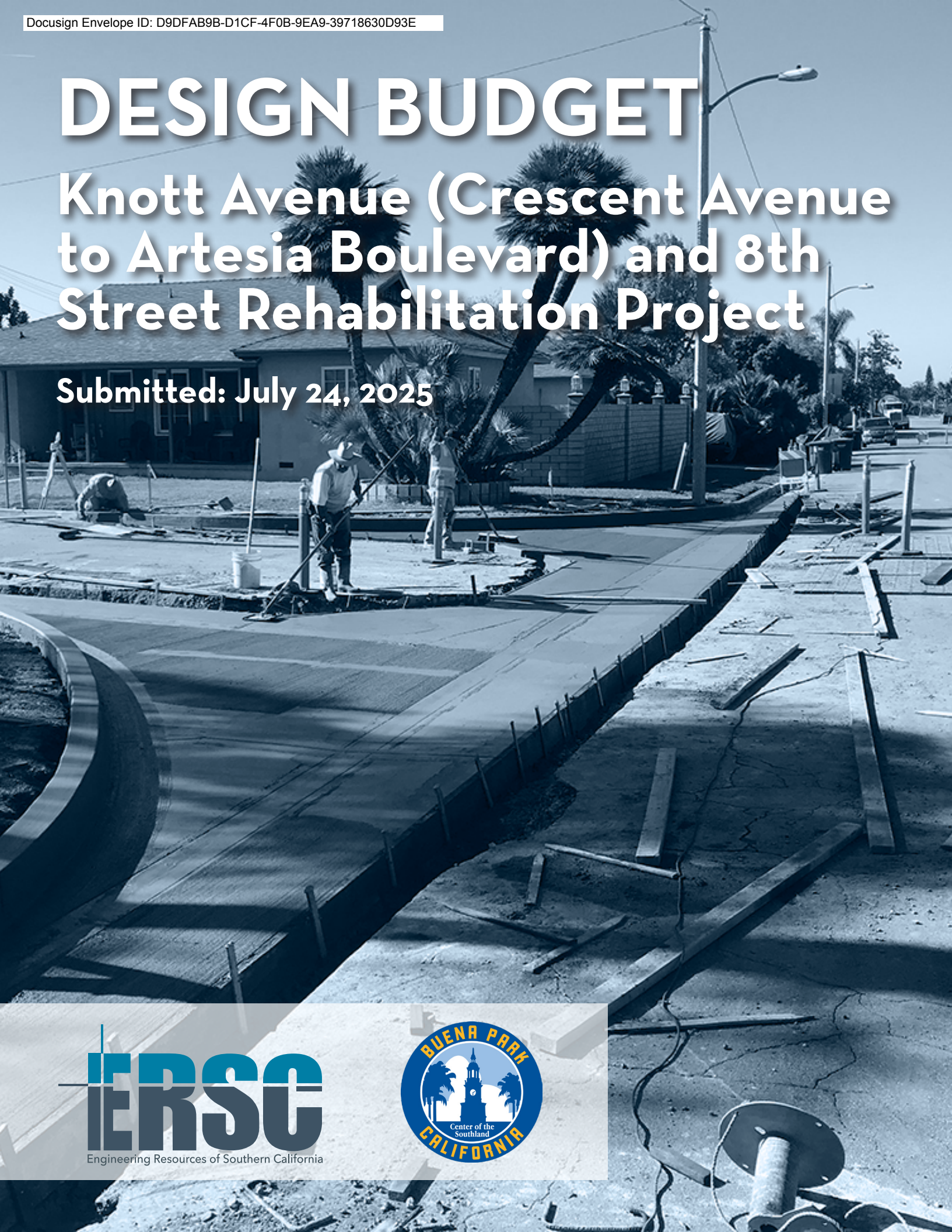
DESIGN BUDGET

Knott Avenue (Crescent Avenue to Artesia Boulevard) and 8th Street Rehabilitation Project

Submitted: July 24, 2025



ERSC
Engineering Resources of Southern California

BUENA PARK
Center of the Southland
CALIFORNIA

Docusign Envelope ID: D9DFAB9B-D1CF-4F0B-9EA9-39718630D93E

1861 W. Redlands Blvd. | Redlands, CA 92373
(909) 890-1255 | info@erscinc.com | www.erscinc.com

July 24, 2025

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

Attn: Jaden Miller, P.E., Associate Engineer

Local Office:
1861 W. Redlands Blvd.
Redlands, CA 92373
(909) 890-1255, info@erscinc.com

Evaluation Period Contact:
Lori Askew
Project Manager
(909) 890-1255
laskew@erscinc.com

RE: Design Budget - Knott Avenue (Crescent Avenue to Artesia Boulevard) and 8th Street Rehabilitation Project Plans, Specifications, and Estimate

Dear Mr. Miller:

Engineering Resources of Southern California (ERSC) is committed to addressing our clients' needs in a responsive, budget-conscious, focused, and technically sound manner. In response to the City's Request for Proposal, ERSC hereby submits our fee schedule for Proposal to Provide Professional Services for Knott Avenue (Crescent Avenue to Artesia Boulevard) and 8th Street Rehabilitation Project.

ERSC's services are based on the enclosed Fee Schedule of Hourly Billing Rates. The rates will remain the same throughout the PSA agreement.

We look forward to the possibility of working with the City of Buena Park and thank you for the opportunity to submit a proposal. If you have any questions or require additional information, please contact me at matt@erscinc.com or (909) 890-1255, ext. 103. I am authorized to bind the firm in a potential agreement.

Respectfully submitted,

John M. Brudin, PE
President

Lori Askew
Director of Engineering – Project Manager

Docusign Envelope ID: D9DFAB9B-D1CF-4F0B-9EA9-39718630D93E

Professional Staff

President	$320.00
Vice President	$275.00
Sr. Principal Engineer	$270.00
Principal Engineer	$240.00
Assistant Principal Engineer	$225.00
Engineer V	$205.00
Engineer IV	$185.00
Engineer III	$170.00
Engineer II	$155.00
Engineer I	$135.00

Engineering Staff

Principal Engineering Associate	$220.00
Senior Engineering Associate	$200.00
Engineering Associate V	$175.00
Engineering Associate IV	$150.00
Engineering Associate III	$140.00
Engineering Associate II	$125.00
Engineering Associate I	$120.00
Engineering Aide II	$70.00
Engineering Aide I	$65.00

Survey Staff and Services

Principal Surveyor	$225.00
Senior Surveyor	$185.00
Surveyor III	$150.00
Surveyor II	$130.00
Surveyor I	$110.00
2-Man Survey Crew (Std Equipment/Truck)	$320.00
1-Man Survey Crew (Std Equipment/Truck)	$250.00
3rd Man on Survey Crew	$140.00

Construction Support Staff

Construction Manager	$225.00
Chief Construction Inspector	$175.00
Sr. Construction Inspector	$165.00
Construction Inspector	$150.00
Inspector Overtime (Hours 8-12/Saturdays)	$200.00
Inspector Overtime (Hours 12+/Sundays)	$235.00

Administrative Staff

Operations Manager	$125.00
Operations Specialist	$105.00
Administrative Assistant II	$95.00
Administrative Assistant I	$85.00

Other Direct Expenses

Vehicle Mileage	$0.70/Mile
Subconsultant	Cost + 20%
Reimbursable Expenses/Charges	Cost + 15%
Forensic Analysis	Standard Rate X 2
Expert Witness	Standard Rate X 3

NOTE: All rates hereon are subject to automatic increase upon July 1st of each year. Rates will be adjusted by the percent increase in California Consumer Price Index-All Urban Consumers for the twelve-month period ending February as calculated by the California Department of Industrial Relations (CADIR) California Consumer Price Index Calculator. Prevailing Wage Rates are dictated by the CADIR. All classifications which are subject to Prevailing Wages will be adjusted when revised determinations are published by the CADIR.

Unless otherwise established by contractual agreement, payment is due and payable upon receipt. Payment is considered delinquent if not paid within 30 days of invoice date. If payment is not completed within agreed terms, Client agrees to pay a service charge on the amount past due at the rate of 1.5% per month (18% per annum).

January 1, 2025

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FEE SCHEDULE

City of Buena Park

Engineering Design Services for Knott Avenue (Cresent Avenue to Artesia Boulevard) & 8th Street Rehabilitation Project - P, S & E

TASK NO.	DESCRIPTION	Principal in Charge President Matt Brudin, PE, QSD	Project Manager Sr. Principal Engineer Lori Askew	Project Engineer Engineer V Trent Brudin, PE	Project Designer Engineer III Katherine Hernandez	Principal Surveyor Robert Ollerton, PLS	2-Man Survey Crew	Project Designer Engineer II	Surveyor I	ERSC SUBTOTAL	Inland Aerial Surveys, Inc.	Potholing	SUBCONSULTANT SUBTOTAL	TOTAL
		$320	**$270**	**$205**	**$170**	**$225**	**$320**	**$155**	**$110**					
Task 1	**PROJECT MANAGEMENT & COORDINATION**													
a.	Project Management	2.00	40	10	10	2		-	-	$ 15,640.00	$ -	$ -	$ -	$ 15,640.00
b.	Project Coordination		20	10						$ 7,450.00				$ 7,450.00
	SUBTOTAL	$ 640.00	$ 16,200.00	$ 4,100.00	$ 1,700.00	$ 450.00	$ -	$ -	$ -	**$ 23,090.00**	$ -	$ -	$ -	**$ 23,090.00**
Task 2	**DETAILED DESIGN**													
	As-Built Research	-	2	2	8	-		8	-	$ 3,550.00		$ -	$ -	$ 3,550.00
	Utility Coordination, Research & Notification	-	1	2	8	-	24	16	12	$ 13,520.00		$ 11,500.00	$ 11,500.00	$ 25,020.00
	Street Improvement Plans	1	4	20	40	-		200	-	$ 43,300.00		$ -	$ -	$ 43,300.00
	Signing & Striping Plans	1	2	10	10	-		60	-	$ 13,910.00		$ -	$ -	$ 13,910.00
	Traffic Control Plans	-	4	20	10	-		40	-	$ 13,080.00		$ -	$ -	$ 13,080.00
	Construction Cost Estimate & Specifications	-	4	20	40	-		20	-	$ 15,080.00		$ -	$ -	$ 15,080.00
	Storm Water Pollution Prevention Plan (SWPPP)	1	2	10	20	-		20	-	$ 9,410.00		$ -	$ -	$ 9,410.00
	Water Quality Management Plan (WQMP)	1	2	20	20			20		$ 11,460.00			$ -	$ 11,460.00
	Bidding Support Phase		1	8	8			10		$ 4,820.00			$ -	$ 4,820.00
	Construction Support Phase	1	2	16	8			10		$ 7,050.00			$ -	$ 7,050.00
	Record/As-Built Drawings	1	1	2	4			20		$ 4,780.00			$ -	$ 4,780.00
	SUBTOTAL	$ 1,920.00	$ 6,750.00	$ 26,650.00	$ 29,920.00	$ -	$ 7,680.00	$ 65,720.00	$ 1,320.00	**$ 139,960.00**	$ -	$ 11,500.00	$ 11,500.00	**$ 151,460.00**
Task 3	**PERMITTING & REGULATIONS**													
a.	Caltrans		5	30	30			10	-	$ 14,150.00	$ -	$ -	$ -	$ 14,150.00
b.	Union Pacific Railroad		2	10	10			10		$ 5,840.00			$ -	$ 5,840.00
	SUBTOTAL	$ -	$ 1,890.00	$ 8,200.00	$ 6,800.00	$ -	$ -	$ 3,100.00	$ -	**$ 19,990.00**	$ -	$ -	**$ -**	**$ 19,990.00**
Task 4	**SURVEY**													
	Survey & Mapping					40	128		168	$ 68,440.00	$ 16,905.00	$ -	$ 16,905.00	$ 85,345.00
	SUBTOTAL	$ -	$ -	$ -	$ -	$ 9,000.00	$ 40,960.00	$ -	$ 18,480.00	**$ 68,440.00**	$ 16,905.00	$ -	**$ 16,905.00**	**$ 85,345.00**
	Reimbursable Expenses (Repro, Plotting, Shipping, Mailing and Mileage)									**$ 500.00**	$ -	$ -	**$ -**	$ 500.00
	TOTALS									**$ 251,980.00**	**$ 16,905.00**	**$ 11,500.00**	**$ 28,405.00**	**$ 280,385.00**
PROJECT TOTAL/NOT - TO - EXCEED														**$ 280,385.00**

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RESOURCE ALLOCATION MATRIX

City of Buena Park

Engineering Design Services for Knott Avenue (Cresent Avenue to Artesia Boulevard) & 8th Street Rehabilitation Project - P, S & E

TASK NO.	DESCRIPTION	Principal in Charge President Matt Brudin, PE, QSD	Project Manager Sr. Principal Engineer Lori Askew	Project Engineer Engineer V Trent Brudin, PE	Project Designer Engineer III Katherine Hernandez	Principal Surveyor Robert Ollerton, PLS	2-Man Survey Crew	Project Designer Engineer II	Surveyor I	ERSC SUBTOTAL	Inland Aerial Surveys, Inc.	Potholing	SUBCONSULTANT SUBTOTAL	TOTAL
Task 1	**PROJECT MANAGEMENT & COORDINATION**													
a.	Project Management	2	40	10	10	2	-	-	-	64	-	-	-	64
b.	Project Coordination	-	20	10		-	-	-	-	30	-	-	-	30
	SUBTOTAL	**2**	**60**	**20**	**10**	**2**	**0**	**0**	**0**	**94**	**0**	**0**	**0**	**94**
Task 2	**DETAILED DESIGN**													
	As-Built Research	-	2	2	8	-	-	8	-	20	-	-	-	20
	Utility Coordination, Research & Notification	-	1	2	8	-	24	16	12	63	-	40	40	103
	Street Improvement Plans	1	4	20	40	-	-	200	-	265	-	-	-	265
	Signing & Striping Plans	1	2	10	10	-	-	60	-	83	-	-	-	83
	Traffic Control Plans	-	4	20	10	-	-	40	-	74	-	-	-	74
	Construction Cost Estimate & Specifications	-	4	20	40	-	-	20	-	84	-	-	-	84
	Storm Water Pollution Prevention Plan (SWPPP)	1	2	10	20	-	-	20	-	53	-	-	-	53
	Water Quality Management Plan (WQMP)	1	2	20	20		-	20	-	63	-	-	-	63
	Bidding Support Phase	-	1	8	8	-	-	10	-	27	-	-	-	27
	Construction Support Phase	1	2	16	8	-	-	10	-	37	-	-	-	37
	Record/As-Built Drawings	1	1	2	4	-	-	20	-	28	-	-	-	28
	SUBTOTAL	**6**	**25**	**130**	**176**	**-**	**24**	**424**	**12**	**797**	**0**	**40**	**40**	**837**
Task 3	**PERMITTING & REGULATIONS**													
a.	Caltrans	-	5	30	30	-	-	10	-	75	-	-	-	75
b.	Union Pacific Railroad	-	2	10	10	-	-	10	-	32	-	-	-	32
	SUBTOTAL	**0**	**7**	**40**	**40**	**0**	**0**	**20**	**0**	**107**	**0**	**0**	**0**	**107**
Task 4	**SURVEY**													
	Survey & Mapping	-	-	-	-	40	128	-	168	336	45	-	45	381
	SUBTOTAL	**0**	**0**	**0**	**0**	**40**	**128**	**0**	**168**	**336**	**45**	**0**	**45**	**381**
PROJECT TOTAL HOURS		**8**	**92**	**190**	**226**	**42**	**152**	**444**	**180**	**1,334**	**45**	**40**	**85**	**1,419**

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ERSC

Engineering Resources of Southern California

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EXHIBIT B

PUBLIC WORKS - CALIFORNIA LABOR CODE REQUIREMENTS

(Labor Code §§ 1720 *et seq*., 1813, 1860, 1861, 3700)

If the Services, in whole or in part, constitute "public works" as defined by California law, then CONSULTANT shall comply with the terms and conditions set forth in this PUBLIC WORKS EXHIBIT.

"Public works" include, but is not limited to the following: BOUNDARY SURVEY WORK, TOPOGRAPHICAL SURVEY WORK, RELOCATION WORK, CONSTRUCTION INSPECTION, TESTING AND OVERSIGHT SERVICES, SITE ASSEMBLY WORK, PRECONSTRUCTION TESTING AND INSPECTION SERVICES, INSTALLATION AND REMOVAL OF TEMPORARY FENCING AT PROJECT SITES, OR GEOTECHNICAL WORK (INCLUDING SOIL AND COMPACTION TESTING, FIELD TECHNICIAN OBSERVATION OF ALL TRENCHING AND BACKFILL OPERATIONS, AND FIELD TECHNICIAN INSTALLATION OF MONITORING DEVICES).

As to any portion of the Services that are "public works," CONSULTANT shall comply in all respects with all applicable provisions of the California Labor Code, including the following:

1. This Agreement is subject to the provisions of Division 2, Part 7, Chapter 1 (commencing with Section 1720) of the California Labor Code relating to public works and CITY and CONSULTANT agree to be bound by all the provisions thereof as though set forth fully in this Agreement.

2. CONSULTANT shall be registered with the Department of Industrial Relations ("DIR") in accordance with California Labor Code Section 1725.5 and has provided proof of registration to CITY prior to the Effective Date of this Agreement.

3. CONSULTANT agrees to comply with the provisions of California Labor Code Sections 1771, 1774 and 1775 concerning the payment of prevailing rates of wages to workers and the penalties for failure to pay prevailing wages. The applicable prevailing wage determination(s) may be obtained at:

   http://www.dir.ca.gov/OPRL/DPreWageDetermination.htm.

   Applicable prevailing wage determinations are also are on file with CITY and are available to any interested party upon request. CONSULTANT shall, as a penalty to CITY, forfeit not more than two-hundred dollars ($200) for each calendar day, or portion thereof, for each worker paid less than the prevailing rates as determined by the Director of Industrial Relations for the work or craft in which the worker is employed for any public work done under this Agreement by CONSULTANT or by any subcontractor.

4. Pursuant to California Labor Code Section 1771.4, CONSULTANT's services are subject to compliance monitoring and enforcement by the Department of Industrial Relations. CONSULTANT shall post job site notices as prescribed by DIR regulations and furnish the records specified in California Labor Code Section 1776 directly to the Labor Commissioner in the manner prescribed by California Labor Code Section 1771.4(a)(3) and (c)(2).

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5. CONSULTANT shall comply with the provisions of California Labor Code Section 1776 which, among other things, require CONSULTANT and each subcontractor to (1) keep accurate payroll records, (2) certify and make such payroll records available for inspection as provided by Section 1776, and (3) inform CITY of the location of the records. CONSULTANT is responsible for compliance with Section 1776 by itself and all of its subcontractors.

6. CONSULTANT shall comply with the provisions of California Labor Code Section 1777.5 concerning the employment of apprentices on public works projects, and further agrees that CONSULTANT is responsible for compliance with Section 1777.5 by itself and all of its subcontractors.

7. CONSULTANT shall comply with the provisions of California Labor Code Section 1813 concerning penalties for workers who work excess hours. CONSULTANT shall, as a penalty to CITY, forfeit twenty-five dollars ($25) for each worker employed in the execution of this Agreement by CONSULTANT or by any subcontractor for each calendar day during which such worker is required or permitted to work more than eight (8) hours in any one calendar day and forty (40) hours in any one calendar week in violation of the provisions of Division 2, Part 7, Chapter 1, Article 3 of the California Labor Code.

8. California Labor Code Sections 1860 and 3700 provide that every contractor will be required to secure the payment of compensation to its employees. In accordance with the provisions of California Labor Code Section 1861, CONSULTANT hereby certifies as follows:

   “I am aware of the provisions of Section 3700 of the Labor Code which require every employer to be insured against liability for workers’ compensation or to undertake self-insurance in accordance with the provisions of that code, and I will comply with such provisions before commencing the performance of the work of this Agreement.

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EXHIBIT C

REQUIRED FOR ALL CONTRACTS AWARDED BY THE CITY COUNCIL
(OTHER THAN COMPETITIVELY BID, LABOR, OR PERSONAL EMPLOYMENT CONTRACTS)

LEVINE ACT DISCLOSURE STATEMENT

California Government Code section 84308, commonly referred to as the "Levine Act," precludes an elected or appointed officer of a local government agency from making, participating in, or in any way attempting to influence the awarding of a contract by the agency if the officer receives any political contributions totaling more than $500 in the 12 months preceding the contract award, during the proceeding leading to the contract award, and for 12 months following the final decision on the contract, when the contribution is from any person that has a financing interest in the contract. This prohibition applies to contributions made directly to the officer, received by the officer on behalf of any other officer, or received on behalf of any candidate for office or on behalf of any committee. The Levine Act also requires disclosure of any such contributions to be made by a party to be awarded a contract by the local agency. The Levine Act does not apply to contracts that are competitively bid, labor, or personal employment contracts.

LEVINE ACT DISCLOSURES:

1. Have you or your company, or any agent on behalf of you or your company, made any contributions of more than $500 to any member of the Buena Park City Council in the 12 months preceding the date the City issued the request for proposals leading to the contract?

   YES ___ NO _x_

   If yes, please identify the Councilmember(s) and amount of any such campaign contribution(s):

2. Do you or your company, or any agency on behalf of you or your company, anticipate or plan to make any contributions of more than $500 to any member of the Buena Park City Council after the date of the issuance of the request for proposals, or in the 12 months after the City Council's decision on the contract?

   YES ___ NO _x_

   If yes, please identify the Councilmember(s):

NOTE: Answering yes to either of the two (2) questions above does not preclude the City of Buena Park from awarding a contract to your firm. It does, however, preclude the identified officer(s) from making, participating in, or in any way attempting to influence the contract award process. Failing to provide full and accurate information on this form may be grounds for disqualification and other legal penalties.

8/19/2025 | 4:00:53 PM PDT	Signed by: Matt Brudin BBB3A4DB1C284EC...
DATE	SIGNATURE OF AUTHORIZED OFFICIAL
Engineering Resources of Southern California, Inc.	Matt Brudin President
NAME OF COMPANY	NAME, TITLE

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CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 8/18/2025

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER
Cavignac
451 A Street, Suite 1800
San Diego CA 92101

CONTACT NAME: Certificate Department
PHONE (A/C, No, Ext): 619-744-0574 **FAX (A/C, No):** 619-234-8601
E-MAIL ADDRESS: certificates@cavignac.com

INSURER(S) AFFORDING COVERAGE	NAIC #
INSURER A : Travelers Property Casualty Company of America	25674
INSURER B : Hartford Casualty Insurance Co	29424
INSURER C : Berkley Insurance Company	32603
INSURER D :	
INSURER E :	
INSURER F :	

INSURED ENGIRES-01
Engineering Resources of Southern California, Inc.
1861 W. Redlands Blvd, Bldg 7B
Redlands CA 92373

COVERAGES **CERTIFICATE NUMBER:** 1858340969 **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X COMMERCIAL GENERAL LIABILITY CLAIMS-MADE [X] OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: POLICY [X] PRO-JECT [X] LOC OTHER:	Y	Y	6802H222963	9/1/2024	9/1/2025	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG Deductible	$ 1,000,000 $ 1,000,000 $ 10,000 $ 1,000,000 $ 2,000,000 $ 2,000,000 $ 0
A	AUTOMOBILE LIABILITY X ANY AUTO OWNED AUTOS ONLY HIRED AUTOS ONLY SCHEDULED AUTOS NON-OWNED AUTOS ONLY	Y	Y	BA2S03978A	9/1/2024	9/1/2025	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident)	$ 1,000,000 $ $ $
A	X UMBRELLA LIAB [X] OCCUR EXCESS LIAB [ ] CLAIMS-MADE DED [X] RETENTION $ 0			CUP7181Y504	9/1/2024	9/1/2025	EACH OCCURRENCE AGGREGATE	$ 5,000,000 $ 5,000,000
B	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANYPROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? Y / N (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	N / A	Y	72WEGGG6371	9/1/2024	9/1/2025	X PER STATUTE [ ] OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	 $ 1,000,000 $ 1,000,000 $ 1,000,000
C	Professional Liability			AEC908006405	9/1/2024	9/1/2025	Each Claim Aggregate	$5,000,000 $5,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

Re: Knott Avenue (Crescent Avenue to Artesia Boulevard) and 8th Street Rehabilitation Project.

Additional Insured coverage applies to General Liability and Automobile Liability for The City of Buena Park and City Indemnitees per policy form. Primary and Non-Contributory coverage applies to General Liability and Automobile Liability per policy form. Waiver of subrogation applies to General Liability, Automobile Liability, and Workers Compensation per policy form. Excess/Umbrella policy follows form over underlying policies: General Liability, Auto Liability & Employers Liability (additional insured and waiver of subrogation apply when afforded on underlying policies). Professional Liability - Claims made form, defense costs included within limit. If the insurance company elects to cancel or non-renew coverage for any reason other than nonpayment of premium they will provide 30 days notice of such cancellation or nonrenewal.

APPROVED
By Laurie Aubuchon at 1:55 pm, Aug 19, 2025

CERTIFICATE HOLDER

City of Buena Park
6650 Beach Blvd.
Buena Park CA 90621

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE
Kelly Potter

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THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

BUSINESS AUTO EXTENSION ENDORSEMENT

This endorsement modifies insurance provided under the following:

BUSINESS AUTO COVERAGE FORM

GENERAL DESCRIPTION OF COVERAGE – This endorsement broadens coverage. However, coverage for any injury, damage or medical expenses described in any of the provisions of this endorsement may be excluded or limited by another endorsement to the Coverage Part, and these coverage broadening provisions do not apply to the extent that coverage is excluded or limited by such an endorsement. The following listing is a general coverage description only. Limitations and exclusions may apply to these coverages. Read all the provisions of this endorsement and the rest of your policy carefully to determine rights, duties, and what is and is not covered.

A. BROAD FORM NAMED INSURED

B. BLANKET ADDITIONAL INSURED

C. EMPLOYEE HIRED AUTO

D. EMPLOYEES AS INSURED

E. SUPPLEMENTARY PAYMENTS – INCREASED LIMITS

F. HIRED AUTO – LIMITED WORLDWIDE COVERAGE – INDEMNITY BASIS

G. WAIVER OF DEDUCTIBLE – GLASS

H. HIRED AUTO PHYSICAL DAMAGE – LOSS OF USE – INCREASED LIMIT

I. PHYSICAL DAMAGE – TRANSPORTATION EXPENSES – INCREASED LIMIT

J. PERSONAL PROPERTY

K. AIRBAGS

L. NOTICE AND KNOWLEDGE OF ACCIDENT OR LOSS

M. BLANKET WAIVER OF SUBROGATION

N. UNINTENTIONAL ERRORS OR OMISSIONS

PROVISIONS

A. BROAD FORM NAMED INSURED

The following is added to Paragraph **A.1.**, **Who Is An Insured**, of **SECTION II – COVERED AUTOS LIABILITY COVERAGE**:

Any organization you newly acquire or form during the policy period over which you maintain 50% or more ownership interest and that is not separately insured for Business Auto Coverage. Coverage under this provision is afforded only until the 180th day after you acquire or form the organization or the end of the policy period, whichever is earlier.

B. BLANKET ADDITIONAL INSURED

The following is added to Paragraph **c.** in **A.1.**, **Who Is An Insured**, of **SECTION II – COVERED AUTOS LIABILITY COVERAGE**:

Any person or organization who is required under a written contract or agreement between you and that person or organization, that is signed and executed by you before the "bodily injury" or "property damage" occurs and that is in effect during the policy period, to be named as an additional insured is an "insured" for Covered Autos Liability Coverage, but only for damages to which this insurance applies and only to the extent that person or organization qualifies as an "insured" under the Who Is An Insured provision contained in Section **II**.

C. EMPLOYEE HIRED AUTO

1. The following is added to Paragraph **A.1.**, **Who Is An Insured**, of **SECTION II – COVERED AUTOS LIABILITY COVERAGE**:

An "employee" of yours is an "insured" while operating an "auto" hired or rented under a contract or agreement in an "employee's" name, with your permission, while performing duties related to the conduct of your business.

2. The following replaces Paragraph **b.** in **B.5.**, **Other Insurance**, of **SECTION IV – BUSINESS AUTO CONDITIONS**:

b. For Hired Auto Physical Damage Coverage, the following are deemed to be covered "autos" you own:

(1) Any covered "auto" you lease, hire, rent or borrow; and

(2) Any covered "auto" hired or rented by your "employee" under a contract in an "employee's" name, with your

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permission, while performing duties related to the conduct of your business.

However, any "auto" that is leased, hired, rented or borrowed with a driver is not a covered "auto".

D. EMPLOYEES AS INSURED

The following is added to Paragraph **A.1.**, **Who Is An Insured**, of **SECTION II – COVERED AUTOS LIABILITY COVERAGE**:

Any "employee" of yours is an "insured" while using a covered "auto" you don't own, hire or borrow in your business or your personal affairs.

E. SUPPLEMENTARY PAYMENTS – INCREASED LIMITS

1. The following replaces Paragraph **A.2.a.(2)**, of **SECTION II – COVERED AUTOS LIABILITY COVERAGE**:

(2) Up to $3,000 for cost of bail bonds (including bonds for related traffic law violations) required because of an "accident" we cover. We do not have to furnish these bonds.

2. The following replaces Paragraph **A.2.a.(4)**, of **SECTION II – COVERED AUTOS LIABILITY COVERAGE**:

(4) All reasonable expenses incurred by the "insured" at our request, including actual loss of earnings up to $500 a day because of time off from work.

F. HIRED AUTO – LIMITED WORLDWIDE COVERAGE – INDEMNITY BASIS

The following replaces Subparagraph **(5)** in Paragraph **B.7.**, **Policy Period, Coverage Territory**, of **SECTION IV – BUSINESS AUTO CONDITIONS**:

(5) Anywhere in the world, except any country or jurisdiction while any trade sanction, embargo, or similar regulation imposed by the United States of America applies to and prohibits the transaction of business with or within such country or jurisdiction, for Covered Autos Liability Coverage for any covered "auto" that you lease, hire, rent or borrow without a driver for a period of 30 days or less and that is not an "auto" you lease, hire, rent or borrow from any of your "employees", partners (if you are a partnership), members (if you are a limited liability company) or members of their households.

(a) With respect to any claim made or "suit" brought outside the United States of America, the territories and possessions of the United States of America, Puerto Rico and Canada:

(i) You must arrange to defend the "insured" against, and investigate or settle any such claim or "suit" and keep us advised of all proceedings and actions.

(ii) Neither you nor any other involved "insured" will make any settlement without our consent.

(iii) We may, at our discretion, participate in defending the "insured" against, or in the settlement of, any claim or "suit".

(iv) We will reimburse the "insured" for sums that the "insured" legally must pay as damages because of "bodily injury" or "property damage" to which this insurance applies, that the "insured" pays with our consent, but only up to the limit described in Paragraph **C.**, Limits Of Insurance, of SECTION **II** – COVERED AUTOS LIABILITY COVERAGE.

(v) We will reimburse the "insured" for the reasonable expenses incurred with our consent for your investigation of such claims and your defense of the "insured" against any such "suit", but only up to and included within the limit described in Paragraph **C.**, Limits Of Insurance, of SECTION **II** – COVERED AUTOS LIABILITY COVERAGE, and not in addition to such limit. Our duty to make such payments ends when we have used up the applicable limit of insurance in payments for damages, settlements or defense expenses.

(b) This insurance is excess over any valid and collectible other insurance available to the "insured" whether primary, excess, contingent or on any other basis.

(c) This insurance is not a substitute for required or compulsory insurance in any country outside the United States, its territories and possessions, Puerto Rico and Canada.

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You agree to maintain all required or compulsory insurance in any such country up to the minimum limits required by local law. Your failure to comply with compulsory insurance requirements will not invalidate the coverage afforded by this policy, but we will only be liable to the same extent we would have been liable had you complied with the compulsory insurance requirements.

(d) It is understood that we are not an admitted or authorized insurer outside the United States of America, its territories and possessions, Puerto Rico and Canada. We assume no responsibility for the furnishing of certificates of insurance, or for compliance in any way with the laws of other countries relating to insurance.

G. WAIVER OF DEDUCTIBLE – GLASS

The following is added to Paragraph **D.**, **Deductible**, of **SECTION III – PHYSICAL DAMAGE COVERAGE**:

No deductible for a covered "auto" will apply to glass damage if the glass is repaired rather than replaced.

H. HIRED AUTO PHYSICAL DAMAGE – LOSS OF USE – INCREASED LIMIT

The following replaces the last sentence of Paragraph **A.4.b.**, **Loss Of Use Expenses**, of **SECTION III – PHYSICAL DAMAGE COVERAGE**:

However, the most we will pay for any expenses for loss of use is $65 per day, to a maximum of $750 for any one "accident".

I. PHYSICAL DAMAGE – TRANSPORTATION EXPENSES – INCREASED LIMIT

The following replaces the first sentence in Paragraph **A.4.a.**, **Transportation Expenses**, of **SECTION III – PHYSICAL DAMAGE COVERAGE**:

We will pay up to $50 per day to a maximum of $1,500 for temporary transportation expense incurred by you because of the total theft of a covered "auto" of the private passenger type.

J. PERSONAL PROPERTY

The following is added to Paragraph **A.4.**, **Coverage Extensions**, of **SECTION III – PHYSICAL DAMAGE COVERAGE**:

Personal Property

We will pay up to $400 for "loss" to wearing apparel and other personal property which is:

(1) Owned by an "insured"; and

(2) In or on your covered "auto".

This coverage applies only in the event of a total theft of your covered "auto".

No deductibles apply to this Personal Property coverage.

K. AIRBAGS

The following is added to Paragraph **B.3.**, **Exclusions**, of **SECTION III – PHYSICAL DAMAGE COVERAGE**:

Exclusion **3.a.** does not apply to "loss" to one or more airbags in a covered "auto" you own that inflate due to a cause other than a cause of "loss" set forth in Paragraphs **A.1.b.** and **A.1.c.**, but only:

a. If that "auto" is a covered "auto" for Comprehensive Coverage under this policy;

b. The airbags are not covered under any warranty; and

c. The airbags were not intentionally inflated.

We will pay up to a maximum of $1,000 for any one "loss".

L. NOTICE AND KNOWLEDGE OF ACCIDENT OR LOSS

The following is added to Paragraph **A.2.a.**, of **SECTION IV – BUSINESS AUTO CONDITIONS**:

Your duty to give us or our authorized representative prompt notice of the "accident" or "loss" applies only when the "accident" or "loss" is known to:

(a) You (if you are an individual);

(b) A partner (if you are a partnership);

(c) A member (if you are a limited liability company);

(d) An executive officer, director or insurance manager (if you are a corporation or other organization); or

(e) Any "employee" authorized by you to give notice of the "accident" or "loss".

M. BLANKET WAIVER OF SUBROGATION

The following replaces Paragraph **A.5.**, **Transfer Of Rights Of Recovery Against Others To Us**, of **SECTION IV – BUSINESS AUTO CONDITIONS**:

5. Transfer Of Rights Of Recovery Against Others To Us

We waive any right of recovery we may have against any person or organization to the extent required of you by a written contract signed and executed prior to any "accident" or "loss", provided that the "accident" or "loss" arises out of operations contemplated by

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such contract. The waiver applies only to the person or organization designated in such contract.

N. UNINTENTIONAL ERRORS OR OMISSIONS

The following is added to Paragraph **B.2.**, **Concealment, Misrepresentation, Or Fraud**, of **SECTION IV – BUSINESS AUTO CONDITIONS**:

The unintentional omission of, or unintentional error in, any information given by you shall not prejudice your rights under this insurance. However this provision does not affect our right to collect additional premium or exercise our right of cancellation or non-renewal.

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THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

ADDITIONAL INSURED – OWNERS, LESSEES OR CONTRACTORS – SCHEDULED PERSON OR ORGANIZATION

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

SCHEDULE

Names of Additional Insured Person(s) or Organization(s):

Any person or organization that you agree in a written contract to include as an additional insured on this Coverage Part, provided that such written contract was signed by you before,and is in effect when, the "bodily injury" or "property damage" occurs or the "personal injury" or "advertising injury" offense is committed.

Location of Covered Operations:

Any project to which a written contract with the Additional Insured Person(s) or Organization(s) in the Schedule applies.

(Information required to complete this Schedule, if not shown above, will be shown in the Declarations.)

A. Section II – Who Is An Insured is amended to include as an additional insured the person(s) or organization(s) shown in the Schedule, but only with respect to liability for "bodily injury", "property damage", "personal injury" or "advertising injury" caused, in whole or in part, by:

1. Your acts or omissions; or
2. The acts or omissions of those acting on your behalf;

in the performance of your ongoing operations for the additional insured(s) at the location(s) designated above.

B. With respect to the insurance afforded to these additional insureds, the following additional exclusions apply:

This insurance does not apply to "bodily injury" or "property damage" occurring, or "personal injury" or "advertising injury" arising out of an offense committed, after:

1. All work, including materials, parts or equipment furnished in connection with such work, on the project (other than service, maintenance or repairs) to be performed by or on behalf of the additional insured(s) at the location of the covered operations has been completed; or
2. That portion of "your work" out of which the injury or damage arises has been put to its intended use by any person or organization other than another contractor or subcontractor engaged in performing operations for a principal as a part of the same project.

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THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

ADDITIONAL INSURED – OWNERS, LESSEES OR CONTRACTORS – COMPLETED OPERATIONS

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

SCHEDULE

Name Of Additional Insured Person(s) Or Organization(s):
Any person or organization that you agree in a written contract to include as an additional insured on this Coverage Part for "bodily injury" or "property damage" included in the products-completed operations hazard, provided that such contract was signed by you before, and is in effect when, the "bodily injury or "property damage" occurs.

Location And Description Of Completed Operations
Any project to which a written contract with the Additional Insured Person(s) or Organization(s) in the Schedule applies.

Information required to complete this Schedule, if not shown above, will be shown in the Declarations.

Section II – Who Is An Insured is amended to include as an additional insured the person(s) or organization(s) shown in the Schedule, but only with respect to liability for "bodily injury" or "property damage" caused, in whole or in part, by "your work" at the location designated and described in the schedule of this endorsement performed for that additional insured and included in the "products-completed operations hazard".

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c. Method Of Sharing

If all of the other insurance permits contribution by equal shares, we will follow this method also. Under this approach each insurer contributes equal amounts until it has paid its applicable limit of insurance or none of the loss remains, whichever comes first.

If any of the other insurance does not permit contribution by equal shares, we will contribute by limits. Under this method, each insurer's share is based on the ratio of its applicable limit of insurance to the total applicable limits of insurance of all insurers.

d. Primary And Non-Contributory Insurance If Required By Written Contract

If you specifically agree in a written contract or agreement that the insurance afforded to an insured under this Coverage Part must apply on a primary basis, or a primary and non-contributory basis, this insurance is primary to other insurance that is available to such insured which covers such insured as a named insured, and we will not share with that other insurance, provided that:

(1) The "bodily injury" or "property damage" for which coverage is sought occurs; and

(2) The "personal and advertising injury" for which coverage is sought is caused by an offense that is committed;

subsequent to the signing of that contract or agreement by you.

5. Premium Audit

a. We will compute all premiums for this Coverage Part in accordance with our rules and rates.

b. Premium shown in this Coverage Part as advance premium is a deposit premium only. At the close of each audit period we will compute the earned premium for that period and send notice to the first Named Insured. The due date for audit and retrospective premiums is the date shown as the due date on the bill. If the sum of the advance and audit premiums paid for the policy period is greater than the earned premium, we will return the excess to the first Named Insured.

c. The first Named Insured must keep records of the information we need for premium computation, and send us copies at such times as we may request.

6. Representations

By accepting this policy, you agree:

a. The statements in the Declarations are accurate and complete;

b. Those statements are based upon representations you made to us; and

c. We have issued this policy in reliance upon your representations.

The unintentional omission of, or unintentional error in, any information provided by you which we relied upon in issuing this policy will not prejudice your rights under this insurance. However, this provision does not affect our right to collect additional premium or to exercise our rights of cancellation or nonrenewal in accordance with applicable insurance laws or regulations.

7. Separation Of Insureds

Except with respect to the Limits of Insurance, and any rights or duties specifically assigned in this Coverage Part to the first Named Insured, this insurance applies:

a. As if each Named Insured were the only Named Insured; and

b. Separately to each insured against whom claim is made or "suit" is brought.

8. Transfer Of Rights Of Recovery Against Others To Us

If the insured has rights to recover all or part of any payment we have made under this Coverage Part, those rights are transferred to us. The insured must do nothing after loss to impair them. At our request, the insured will bring "suit" or transfer those rights to us and help us enforce them.

9. When We Do Not Renew

If we decide not to renew this Coverage Part, we will mail or deliver to the first Named Insured shown in the Declarations written notice of the nonrenewal not less than 30 days before the expiration date.

If notice is mailed, proof of mailing will be sufficient proof of notice.

SECTION V – DEFINITIONS

1. "Advertisement" means a notice that is broadcast or published to the general public or specific market segments about your goods, products or services for the purpose of attracting customers or supporters. For the purposes of this definition:

a. Notices that are published include material placed on the Internet or on similar electronic means of communication; and

b. Regarding websites, only that part of a website that is about your goods, products or services for the purposes of attracting customers or supporters is considered an advertisement.

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occupational therapist or occupational therapy assistant, physical therapist or speech-language pathologist; or

(b) First aid or "Good Samaritan services" by any of your "employees" or "volunteer workers", other than an employed or volunteer doctor. Any such "employees" or "volunteer workers" providing or failing to provide first aid or "Good Samaritan services" during their work hours for you will be deemed to be acting within the scope of their employment by you or performing duties related to the conduct of your business.

3. The following replaces the last sentence of Paragraph **5.** of **SECTION III – LIMITS OF INSURANCE**:

For the purposes of determining the applicable Each Occurrence Limit, all related acts or omissions committed in providing or failing to provide "incidental medical services", first aid or "Good Samaritan services" to any one person will be deemed to be one "occurrence".

4. The following exclusion is added to Paragraph **2.**, **Exclusions**, of **SECTION I – COVERAGES – COVERAGE A – BODILY INJURY AND PROPERTY DAMAGE LIABILITY**:

Sale Of Pharmaceuticals

"Bodily injury" or "property damage" arising out of the violation of a penal statute or ordinance relating to the sale of pharmaceuticals committed by, or with the knowledge or consent of the insured.

5. The following is added to the **DEFINITIONS** Section:

"Incidental medical services" means:

a. Medical, surgical, dental, laboratory, x-ray or nursing service or treatment, advice or instruction, or the related furnishing of food or beverages; or

b. The furnishing or dispensing of drugs or medical, dental, or surgical supplies or appliances.

6. The following is added to Paragraph **4.b.**, **Excess Insurance**, of **SECTION IV – COMMERCIAL GENERAL LIABILITY CONDITIONS**:

This insurance is excess over any valid and collectible other insurance, whether primary, excess, contingent or on any other basis, that is available to any of your "employees" for "bodily injury" that arises out of providing or failing to provide "incidental medical services" to any person to the extent not subject to Paragraph **2.a.(1)** of Section **II** – Who Is An Insured.

K. MEDICAL PAYMENTS – INCREASED LIMIT

The following replaces Paragraph **7.** of **SECTION III – LIMITS OF INSURANCE**:

7. Subject to Paragraph **5.** above, the Medical Expense Limit is the most we will pay under Coverage **C** for all medical expenses because of "bodily injury" sustained by any one person, and will be the higher of:

a. $10,000; or

b. The amount shown in the Declarations of this Coverage Part for Medical Expense Limit.

L. AMENDMENT OF EXCESS INSURANCE CONDITION – PROFESSIONAL LIABILITY

The following is added to Paragraph **4.b.**, **Excess Insurance**, of **SECTION IV – COMMERCIAL GENERAL LIABILITY CONDITIONS**:

This insurance is excess over any of the other insurance, whether primary, excess, contingent or on any other basis, that is Professional Liability or similar coverage, to the extent the loss is not subject to the professional services exclusion of Coverage **A** or Coverage **B**.

M. BLANKET WAIVER OF SUBROGATION – WHEN REQUIRED BY WRITTEN CONTRACT OR AGREEMENT

The following is added to Paragraph **8.**, **Transfer Of Rights Of Recovery Against Others To Us**, of **SECTION IV – COMMERCIAL GENERAL LIABILITY CONDITIONS**:

If the insured has agreed in a written contract or agreement to waive that insured's right of recovery against any person or organization, we waive our right of recovery against such person or organization, but only for payments we make because of:

a. "Bodily injury" or "property damage" that occurs; or

b. "Personal and advertising injury" caused by an offense that is committed;

subsequent to the signing of that contract or agreement.

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POLICY NUMBER: 680-2H222963 ISSUE DATE:

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

DESIGNATED PERSON OR ORGANIZATION – NOTICE OF CANCELLATION OR NONRENEWAL PROVIDED BY US

This endorsement modifies insurance provided under the following:

ALL COVERAGE PARTS INCLUDED IN THIS POLICY

SCHEDULE

CANCELLATION: **Number of Days Notice:** 30

WHEN WE DO NOT RENEW (Nonrenewal): **Number of Days Notice:** 30

PERSON OR ORGANIZATION:

ANY PERSON OR ORGANIZATION TO WHOM YOU HAVE AGREED IN A WRITTEN CONTRACT THAT NOTICE OF CANCELLATION OR NONRENEWAL OF THIS POLICY WILL BE GIVEN, BUT ONLY IF:

1. YOU SEND US A WRITTEN REQUEST TO PROVIDE SUCH NOTICE, INCLUDING THE NAME AND ADDRESS OF SUCH PERSON OR ORGANIZATION, AFTER THE FIRST NAMED INSURED RECEIVES NOTICE FROM US OF THE CANCELLATION OR NONRENEWAL OF THIS POLICY; AND
2. WE RECEIVE SUCH WRITTEN REQUEST AT LEAST 14 DAYS BEFORE THE BEGINNING OF THE APPLICABLE NUMBER OF DAYS SHOWN IN THIS SCHEDULE.

ADDRESS:

THE ADDRESS FOR THAT PERSON OR ORGANIZATION INCLUDED IN SUCH WRITTEN REQUEST FROM YOU TO US.

PROVISIONS

A. If we cancel this policy for any legally permitted reason other than nonpayment of premium, and a number of days is shown for Cancellation in the Schedule above, we will mail notice of cancellation to the person or organization shown in such Schedule. We will mail such notice to the address shown in the Schedule above at least the number of days shown for Cancellation in such Schedule before the effective date of cancellation.

B. If we do not renew this policy for any legally permitted reason other than nonpayment of premium, and a number of days is shown for When We Do Not Renew (Nonrenewal) in the Schedule above, we will mail notice of nonrenewal to the person or organization shown in such Schedule. We will mail such notice to the address shown in the Schedule above at least the number of days shown for When We Do Not Renew (Nonrenewal) in such Schedule before the effective date of nonrenewal.

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POLICY NUMBER: BA-2S03978A ISSUE DATE:

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

DESIGNATED PERSON OR ORGANIZATION – NOTICE OF CANCELLATION OR NONRENEWAL PROVIDED BY US

This endorsement modifies insurance provided under the following:

ALL COVERAGE PARTS INCLUDED IN THIS POLICY

SCHEDULE

CANCELLATION: **Number of Days Notice:** 30

WHEN WE DO NOT RENEW (Nonrenewal): **Number of Days Notice:** 30

PERSON OR ORGANIZATION:

ANY PERSON OR ORGANIZATION TO WHOM YOU HAVE AGREED IN A WRITTEN CONTRACT THAT NOTICE OF CANCELLATION OR NONRENEWAL OF THIS POLICY WILL BE GIVEN, BUT ONLY IF:

1. YOU SEND US A WRITTEN REQUEST TO PROVIDE SUCH NOTICE, INCLUDING THE NAME AND ADDRESS OF SUCH PERSON OR ORGANIZATION, AFTER THE FIRST NAMED INSURED RECEIVES NOTICE FROM US OF THE CANCELLATION OR NONRENEWAL OF THIS POLICY; AND
2. WE RECEIVE SUCH WRITTEN REQUEST AT LEAST 14 DAYS BEFORE THE BEGINNING OF THE APPLICABLE NUMBER OF DAYS SHOWN IN THIS SCHEDULE.

ADDRESS:

THE ADDRESS FOR THAT PERSON OR ORGANIZATION INCLUDED IN SUCH WRITTEN REQUEST FROM YOU TO US.

PROVISIONS

A. If we cancel this policy for any legally permitted reason other than nonpayment of premium, and a number of days is shown for Cancellation in the Schedule above, we will mail notice of cancellation to the person or organization shown in such Schedule. We will mail such notice to the address shown in the Schedule above at least the number of days shown for Cancellation in such Schedule before the effective date of cancellation.

B. If we do not renew this policy for any legally permitted reason other than nonpayment of premium, and a number of days is shown for When We Do Not Renew (Nonrenewal) in the Schedule above, we will mail notice of nonrenewal to the person or organization shown in such Schedule. We will mail such notice to the address shown in the Schedule above at least the number of days shown for When We Do Not Renew (Nonrenewal) in such Schedule before the effective date of nonrenewal.

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THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

NOTICE OF CANCELLATION TO CERTIFICATE HOLDER(S)

Policy Number: 72 WEG GG6371 **Endorsement Number:**
Effective Date: 09/01/2024 Effective hour is the same as stated on the Information Page of the policy.
Named Insured and Address: ENGINEERING RESOURCES OF SOUTHERN CALIFORNIA INC
1861 W REDLANDS BLVD BLDG 7B
REDLANDS CA 92373

This policy is subject to the following additional Conditions:

A. If this policy is cancelled by the Company, other than for non-payment of premium, notice of such cancellation will be provided at least thirty (30) days in advance of the cancellation effective date to the certificate holder(s) with mailing addresses on file with the agent of record or the Company.

B. If this policy is cancelled by the Company for non-payment of premium, or by the insured, notice of such cancellation will be provided within ten (10) days of the cancellation effective date to the certificate holder(s) with mailing addresses on file with the agent of record or the Company.

If notice is mailed, proof of mailing to the last known mailing address of the certificate holder(s) on file with the agent of record or the Company will be sufficient proof of notice.

Any notification rights provided by this endorsement apply only to active certificate holder(s) who were issued a certificate of insurance applicable to this policy's term.

Failure to provide such notice to the certificate holder(s) will not amend or extend the date the cancellation becomes effective, nor will it negate cancellation of the policy. Failure to send notice shall impose no liability of any kind upon the Company or its agents or representatives.

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THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

WAIVER OF OUR RIGHT TO RECOVER FROM OTHERS ENDORSEMENT - CALIFORNIA

Policy Number: 72 WEG GG6371 **Endorsement Number:**
Effective Date: 09/01/24 Effective hour is the same as stated on the Information Page of the policy.
Named Insured and Address: ENGINEERING RESOURCES OF SOUTHERN CALIFORNIA INC
1861 W REDLANDS BLVD BLDG 7B
REDLANDS CA 92373

We have the right to recover our payments from anyone liable for an injury covered by this policy. We will not enforce our right against the person or organization named in the Schedule. (This agreement applies only to the extent that you perform work under a written contract that requires you to obtain this agreement from us.)

You must maintain payroll records accurately segregating the remuneration of your employees while engaged in the work described in the Schedule.

The additional premium for this endorsement shall be 2 % of the California workers' compensation premium otherwise due on such remuneration.

SCHEDULE

Person or Organization	**Job Description**
Any person or organization for whom you are required by written contract or agreement to obtain this waiver of rights from us	

Countersigned by Kelly Potter
Authorized Representative

Form WC 04 03 06 (1) Printed in U.S.A.
Process Date: 07/23/24 **Policy Expiration Date:** 09/01/25

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POLICY NUMBER: BA-2S03978A

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

DESIGNATED INSURED FOR COVERED AUTOS LIABILITY COVERAGE – PRIMARY AND NON-CONTRIBUTORY WITH OTHER INSURANCE

This endorsement modifies insurance provided under the following:

BUSINESS AUTO COVERAGE FORM

SCHEDULE OF ADDITIONAL INSURED PERSONS OR ORGANIZATIONS

THE CITY OF BUENA PARK AND CITY
INDEMNITEES 6650 BEACH BLVD BUENA PARK,
CA 90621

PROVISIONS

1. The following is added to Paragraph **c.** in **A.1.**, **Who Is An Insured**, of **SECTION II – COVERED AUTOS LIABILITY COVERAGE**:

   This includes any person or organization designated in the Schedule Of Additional Insured Persons Or Organizations who you are required under a written contract or agreement between you and that person or organization, that is signed by you before the "bodily injury" or "property damage" occurs and that is in effect during the policy period, to name as an additional insured for Covered Autos Liability Coverage, but only for damages to which this insurance applies and only to the extent of that designated person's or organization's liability for the conduct of another "insured".

2. The following is added to Paragraph **5.**, **Other Insurance**, in **B.**, **General Conditions**, of **SECTION IV – BUSINESS AUTO CONDITIONS**:

   Regardless of the provisions of paragraph a. and paragraph **d.** of this part **5. Other Insurance**, this insurance is primary to and non-contributory with applicable other insurance under which the person or organization designated in the Schedule Of Additional Insured Persons Or Organizations is the first named insured when the written contract or agreement between you and that designated person or organization, that is signed by you before the "bodily injury" or "property damage" occurs and that is in effect during the policy period, requires this insurance to be primary and non-contributory.

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September 23, 2025
NEW BUSINESS
Item No. 5B.

City Council Agenda Report

APPROVE EXTENSION OF AN EXCLUSIVE NEGOTIATING AGREEMENT WITH BOARDWALK ENTERPRISES, LLC.

PREPARED BY	PRESENTED BY
Matt Foulkes, Director of Community and Economic Development	Matt Foulkes, Director of Community and Economic Development
DEPARTMENT HEAD APPROVAL	**CITY MANAGER APPROVAL**
Matt Foulkes, Director of Community & Economic Development	Aaron France, City Manager

RECOMMENDED ACTION

1) Approve a 90-day extension to the Exclusive Negotiating Agreement (ENA) with Boardwalk Enterprises, LLC, in a form approved by the City Attorney, to finalize financial feasibility, construction schedule, and review of developer's financial capacity for the City-owned property at 7711-7733 Beach Boulevard for an aquarium, butterfly exhibit and retail development; 2) Authorize the City Manager and City Clerk to execute the Exclusive Negotiating Agreement with Boardwalk Enterprises, LLC; and, 3) If necessary, authorize the City Manager the authority to grant an additional extension of up to 30 days to enable the developer to complete the identified milestones.

PREVIOUS CITY COUNCIL ACTION

The City Council approved an Exclusive Negotiating Agreement with Boardwalk Enterprises, LLC, on November 12, 2024, and a first extension to the ENA on May 13, 2025.

DISCUSSION

The ENA with Boardwalk Enterprises, LLC, approved by the City Council in November 2024, had an effective date of January 13, 2025. During the 6-month period from January 13, 2025, to July 13, 2025 the developer (Boardwalk Enterprises, LLC) was required to make progress towards completing six (6) milestones culminating in a preliminary design and agreement on the terms and conditions governing disposition and development of the property. At the meeting on May 13, 2025, the City Council approved a 90-day extension to the ENA to give City staff and the development team additional time to finalize the floor plan for the aquarium and come to an agreement on the deal terms for the Purchase and Sale Agreement, as well as the Development Agreement.

The original ENA was organized into two phases. The purpose of the two-phased approach was to account for the anticipated delays in the design of the aquarium portion of the project which is substantially more complicated compared to the butterfly building and conservatory. Following the extension granted by the City Council in May 2025, City staff and the development team determined that the two-phase approach to the ENA and milestones was no longer needed and instead elected to combine phase 1 and phase 2 into a single phase. While this change has improved the efficiency and continuity of the design process, it has resulted in additional delays to the completion of the ENA milestones. City staff has been impressed with the professionalism displayed by the project development team and are pleased with the progress on the ENA.

Although the developer has not yet completed all the milestones identified in the ENA, City staff would support a second extension of the ENA to provide additional time to complete the remaining two milestones: financial feasibility and evidence of developer's financial capacity. The milestones relating to financial feasibility and project financing are interconnected and contingent upon the project design being sufficiently detailed and complete to allow for reasonably accurate estimates of construction costs, which is the primary factor to determine financial feasibility and financial capacity. The cost of construction and financial feasibility are also critical factors for finalizing terms and conditions of the parties' agreement for disposition of the property.

Based on the foregoing, staff recommends that the ENA be extended an additional three months from the October 13, 2025, date. The new ENA expiration date would be January 12, 2026, with the City Manager retaining authority to extend the ENA for up to an additional 30-days, if necessary for the developer to complete the milestones. If the City Council approves the action, the City Manager would execute a second extension of the ENA in a form prepared and approved by the City Attorney.

BUDGET IMPACT

There is no budget impact associated with this action.

Attachments

2nd Amendment to ENA.pdf

Exclusive Negotiating Agreement_Buena Park Enterprises, LLC.pdf

AMENDMENT NO. 2 TO EXCLUSIVE NEGOTIATING AGREEMENT
BY AND BETWEEN
THE CITY OF BUENA PARK
AND
BOARDWALK ENTERPRISES, LLC

This **AMENDMENT NO. 2 TO EXCLUSIVE NEGOTIATING AGREEMENT** ("Amendment") is entered into this 23rd day of September, 2025 ("*Effective Date*"), by and between the CITY OF BUENA PARK, a California municipal corporation ("*City*"), and BOARDWALK ENTERPRISES, LLC ("*Developer*"), with reference to the following facts and subject to terms and provisions set forth below. City and Developer may sometimes be referred to herein individually as "Party" and jointly as the "Parties".

RECITALS

(A) The Parties entered into that certain Exclusive Negotiating Agreement dated as of January 13, 2025 ("ENA"), pursuant to which the Parties agreed to work and negotiate in good faith to determine the feasibility and reaching an agreement concerning the City's sale or lease to Developer of that certain real property located at 7711-7733 Beach Boulevard, Buena Park, California (the "Property"), and concerning Developer's development and operation of the Property in the manner described in Developer's written development proposal (the "Proposal").

(B) The term of the 1st ENA extension is scheduled to expire on October 13, 2025, and the Parties, being mutually satisfied with the other's good faith and performance under the ENA, desire to extend the term thereof for ninety (90) days to provide additional time for Developer to complete the "Obligations of Developer" in Section VI of the ENA, and to finalize the terms and conditions of the Transaction Agreement as defined in Section II(A)(1) of the ENA.

NOW THEREFORE, based on the foregoing recitals and for good and valuable consideration, the receipt and sufficiency of which is acknowledged, the Parties agree as follows:

AGREEMENT

I. RECITALS INCORPORATED.

The foregoing recitals are true, correct, and incorporated a substantive part of this Agreement:

II. EXTENSION OF NEGOTIATING PERIOD.

Section III (NEGOTIATING PERIOD) of the ENA is deleted and replaced with the following:

III. NEGOTIATING PERIOD.

City and Developer agree to negotiate the Butterfly Wonderland portion of the Project for an initial period of nine-months ("*Initial Negotiation Period"),* commencing upon the Effective Date of this Agreement and expiring on January 12, 2026. In the event Developer does not complete the Negotiation Milestones within the Negotiation Period, then this Agreement shall automatically expire and be of no further force and effect and with Developer having no further rights regarding the subject matter of this Agreement or the Property, and City being free to negotiate with any other persons or entities concerning

the Property. The City Manager may, in the exercise of his/her sole discretion, extend the Negotiating Period for up to 30 days to provide Developer time to complete the Negotiation Milestones, with any longer extensions or either period requiring the discretionary approval of the City Council. Any such extensions shall require mutual written approval of the Parties.

III. MISCELLANEOUS.

(A) Incorporation. Except as expressly modified by this Amendment with respect to the Negotiating Period, all other terms and conditions of the ENA remain in full force and effect and are incorporated into this Amendment.

(B) *Duplicate Originals; Counterparts and Copies*. This Amendment may be executed in any number of duplicate originals, all of which shall be of equal legal force and effect. The Parties may execute this Amendment in two (2) or more counterparts, each of which shall be deemed an original, but all of which taken together shall constitute one and the same instrument. The Parties specifically agree that facsimile or electronic signatures on this Amendment shall be legally binding and that each Party is entitled and authorized to rely on the facsimile or electronic signature of the other hereon as if it were an original signature and that a fully-signed copy of this Amendment shall be just as valid and effective as if it was an original.

WHEREFORE, the Parties have executed this Amendment as of the date first written above.

APPROVED AS TO FORM:

_____
Christopher Cardinale
City Attorney

"CITY"

CITY OF BUENA PARK

By: _____
Aaron France, City Manager

"DEVELOPER"

BOARDWALK ENTERPRISES, LLC

By: _____
Adi Knishinsky, Managing Partner

EXCLUSIVE NEGOTIATING AGREEMENT BY AND BETWEEN THE CITY OF BUENA PARK AND BOARDWALK ENTERPRISES, LLC

This **EXCLUSIVE NEGOTIATING AGREEMENT** ("*Agreement*") is entered into this 13th day of January 2025 ("*Effective Date*"), by and between the CITY OF BUENA PARK, a California municipal corporation ("*City*"), and BOARDWALK ENTERPRISES, LLC ("*Developer*"), with reference to the following facts and subject to terms and provisions set forth below. City and Developer may sometimes be referred to herein individually as "Party" and jointly as the "Parties".

RECITALS

(A) City is owner of that certain real property located at 7711-7733 Beach Boulevard, Buena Park, California (APNs 136-203-40, 136-211-57 and 136-211-64), as such real property is legal described in Exhibit "A" hereto (the "Property"), and City has an interest in facilitating the Property's development and use in the manner contemplated by the City of Buena Park Entertainment Corridor Specific Plan ("ECSP").

(B) Developer has an interest in acquiring the Property for purpose of development and use in the manner described in Developer's written proposal attached hereto as Exhibit "B" (the "Proposal"), and the Parties desire to enter into an exclusive negotiating period to explore the feasibility and potential terms and conditions by which Developer might acquire the Property from City for such purpose.

NOW THEREFORE, based on the foregoing recitals and for good and valuable consideration, the receipt and sufficiency of which is acknowledged, the Parties agree as follows:

AGREEMENT

I. RECITALS INCORPORATED.

The foregoing recitals are true, correct, and incorporated a substantive part of this Agreement:

II. SCOPE OF AGREEMENT

(A) For the duration of the Total Negotiation Period (defined in Section III), City and Developer agree to and shall, on an exclusive basis and in good faith, engaging in negotiations towards reaching an agreement on the following matters, in addition to such other matters as either Party deems reasonably necessary:

(1) An agreement on all material terms of a purchase and sale agreement, development and disposition agreement, long-term lease and development agreement, or similar agreement(s) ("*Transaction Agreement*") to facilitate the City's sale or disposition of the Property to Developer, Developer's acquisition of the Property from the City, and Developer's development and use of the Property in the manner substantially consistent with that described in the Proposal (the "*Project*"). The Transaction Agreement shall include but is not limited to the sales or acquisition price, lease rental terms, escrow terms and conditions, related transaction terms, a schedule of performance, development covenants and controls, and land use covenants and restrictions.

(2) An agreement as to the scope of environmental review that may be required to comply with the California Environmental Quality Act ("*CEQA*") for development and operation of the Project on the Property, provided that the Parties agree City will act as lead agency for any "project" and the scope of environmental review will be decided based on the independent judgment of the City.

(3) An agreement as to the entitlements, land use authorizations, and other discretionary approvals or actions required by the City to develop and operate the Project on the Property with reference to applicable land use plans and zoning codes ("*City Approvals*"); together with an agreement as to any other approvals, consents, or permits that may be required of other governmental agencies or private parties to implement the Project.

(4) An agreement on all ancillary agreements or approvals that will be needed to effectuate the Project, including without limitation, conditions, covenants & restrictions, reciprocal easement agreements, encroachment permits, and right of entry agreements.

(5) An agreement on a schedule by which the City will review and take final action on each of the City Approvals.

(6) An agreement on the rights and remedies of the parties in the event of a material breach of the Transaction Agreement or City Approvals.

(B) Nothing in this Agreement shall be deemed a covenant, promise, or commitment by either Party with respect to the acquisition or disposition of the Property or any other real property owned by the City, the approval of the Developer's Proposal, the Project, or any other development, or the terms of any agreement with Developer other than this Agreement. The City and Party's acceptance of this Agreement is merely an agreement to enter into a period of exclusive negotiations according to the terms herein, reserving final discretion and approval by each Party as to any actions required of it to provide with sale and/or development of the Property.

(C) For the duration of the Total Negotiation Period (defined in Section III), Developer shall not enter into negotiations with, apply for, or otherwise pursue a development with any other third-party (including but not limited to governmental entities) that is located within 50 miles of the Property and is substantially similar to the Developer's Proposal.

III. NEGOTIATION PERIOD

City and Developer agree to negotiate the Butterfly Wonderland portion of the Project for an initial period of six-months ("*Initial Negotiation Period*"), commencing upon the Effective Date of this Agreement. Additionally, City and Developer agree to negotiate for a second period of three-months ("*Second Negotiation Period*"), commencing upon the expiration of the Initial Negotiation Period for the OdySea Aquarium portion of the Project. The Initial Negotiation Period and/or Second Negotiation Period shall be automatically extended for an additional 30 days upon Developer's completion of the First and Second Negotiation Milestones described in Section IV to the reasonable satisfaction of City ("*Total Negotiation Period*"). In the event Developer does not complete the First Negotiation Milestones within the Initial Negotiation Period, then this Agreement shall automatically expire and be of no further force and effect and with Developer having no further rights regarding the subject matter of this Agreement or the Property, and City being free to negotiate with any other persons or entities concerning the Property. In the event Developer completes the First Negotiation Milestones, this Agreement shall automatically extend an additional 3-months for the Developer to complete the Second Negotiation Milestones. The

City Manager may, in the exercise of his/her sole discretion, extend the Initial or Second Negotiating Period for up to 30 days to provide Developer time to complete the First or Second Negotiation Milestones, with any longer extensions or either period requiring the discretionary approval of the City Council. Any such extensions shall require mutual written approval of the Parties.

IV. OBLIGATIONS OF DEVELOPER

During the Initial Negotiation Period, the Developer shall complete the following tasks and actions specifically for the Butterfly Wonderland (the "*First Negotiation Milestones*"):

(A) Prepare and submit for City's review development plans for the Project, including but not limited to a site plan, conceptual floor plans, elevations and conceptual landscape plans in the standard form required by the City ("*Development Plans*");

(B) Prepare and submit for City's review a description and narrative of the Project that is adequate in scope and detail to assess the type of environmental analysis that will be required for the Project and, if applicable, enter into a reimbursement agreement with the City for costs associated with the required environmental analysis;

(C) Submit all required documentation to secure an Access Agreement with the City to access the property for any site investigation and testing that may be required;

(D) Prepare and submit a preliminary financial feasibility analysis for the Project to the City for review, including a proforma showing Property acquisition costs, construction costs, and other hard and soft costs necessary to purchase the Property and develop it with the Project ("*Project Budget*"), together with anticipated operating costs / revenues for the first three years of operations;

(E) Prepare and submit all required land-use entitlement applications, including a statutory development agreement and any other Project-specific entitlements based on the proposed development plan and standards in the Buena Park Entertainment Corridor Specific Plan;

(F) Provide a narrative with supporting documentation (such as account statements, letters of intent, or similar commitments) of Developer's capacity to finance all costs identified in the Project Budget, including identification of all funding sources anticipated to be utilized by Developer; a narrative of the construction phase of the project including timelines for completion and sourcing of necessary workers;

(G) Otherwise negotiate and work with City in good faith efforts to reach an agreement on a Transaction Agreement.

During the Second Negotiation Period, the Developer shall complete the following tasks and actions specifically for the OdySea Aquarium (the "*Second Negotiation Milestones*"):

(A) Prepare and submit for City's review conceptual Floor Plans for the OdySea Aquarium;

(B) Prepare and submit a preliminary Project Budget for the OdySea Aquarium component, together with anticipated operating costs / revenues for the first three years of operations;

(C) Otherwise negotiate and work with City in good faith efforts to reach an agreement on a Transaction Agreement.

V. OBLIGATIONS OF CITY.

During the Total Negotiation Period, City shall use its good faith efforts to:

(A) Negotiate exclusively through its staff and contract exclusively with Developer in connection with the disposition, acquisition, and development of the Property;

(B) Review the Development Plans and determine consistency with the General Plan, applicable Specific Plans, Buena Park Municipal Code, and other relevant land use regulations applicable to the Property and Project;

(C) Provide Developer with all documents in the City's possession relating to the Property that would be relevant to and assist Developer in conducting due diligence on the Property and development of the Project thereon;

(D) Assist in the identification of existing deficiencies in the public infrastructure in the vicinity of the Property, the actual fiscal impacts of the development on municipal services, and the financial and other assistance that may be available from the City to address the same;

(E) Identify the necessary steps that will be undertaken to process and cause the Property to accommodate the development;

(F) Respond on a timely basis to all submittals by Developer made pursuant to this Agreement;

(G) Work with Developer to establish a reasonable time schedule, consistent with the terms of this Agreement, for negotiation of an agreement described in Section II(A)(1) and the completion of all necessary approvals and permits to implement the development of the Property;

(H) Provide reasonable cooperative assistance to Developer in preparation for and during any presentation before regulatory or advisory panels in connection with any applications for land use permits, and/or design review, which may be required; provided that such cooperation by City staff shall not in any way pre-commit the City to any decision or course of action relative to the proposed development of the Property; and

(I) Otherwise negotiate and work with Developer in good faith efforts to reach an agreement on a Transaction Agreement.

VI. RESTRICTIONS AGAINST CHANGE IN OWNERSHIP, MANAGEMENT, PROJECT SCOPE AND/OR CONTROL OF DEVELOPER AND ASSIGNMENT.

The qualifications and identity of Developer and its principals are of particular concern to City and it is because of these qualifications and identity that City has entered into this Agreement with Developer.

(A) During the Total Negotiation Period, no voluntary or involuntary successor-in interest of Developer shall acquire any rights or powers under this Agreement, except for an affiliate of the Developer in which the main members of the Developer remain the same. Developer shall not assign all or any part of this Agreement or any rights in or under this Agreement without the prior written approval of City, which approval may be given or withheld in City's sole and absolute discretion. Any assignment without prior City approval shall be void, and City shall have the right to terminate this Agreement without liability by sending written notice of termination to the Developer.

(B) Developer shall promptly notify City in writing of any and all changes whatsoever in the identity of the business entities or individuals either comprising of, or in control of Developer, as well as any and all changes in the interest of the degree of control of Developer by any such entities or individuals, of which information Developer or any of its members, partners, or officers are notified or may otherwise have knowledge or information. Upon the occurrence of any change, whether voluntary or involuntary, in membership, ownership, management, or control of Developer (other than any such change that is occasioned by the death or incapacity of any individual) that has not been approved by City, City may terminate this Agreement without liability by sending written notice of termination to the Developer referencing this section.

(C) Developer shall promptly notify City in writing of any changes to the scope of the Project which deviates in a material way from the proposal provided as Exhibit B. Any material change to the Project must approved by the City. The City may terminate this Agreement without liability by sending written notice of termination to the Developer referencing this section.

VII. ACKNOWLEDGEMENTS AND RESERVATIONS

(A) The City and Developer agree that, if this Agreement expires or is terminated for any reason, or a future Transaction Agreement is not executed by both City and Developer, for any reason, neither the City nor Developer shall be under any further obligation to each other regarding the disposition or development of the Property.

(B) Developer acknowledges and agrees that no provision of this Agreement shall be deemed to be either an offer by City, or an acceptance by City of any offer or proposal from Developer, to convey any interest in the Property, or for City to provide any financial or other assistance to Developer for development of the Property.

(C) Developer acknowledges and agrees that neither the Developer nor any affiliate of the Developer has acquired, nor will acquire, by virtue of the terms of this Agreement, any legal or equitable interest in real or personal property from City.

VIII. DEAFULT AND REMEDIES

(A) *Limitation on Remedies for Breach*. The Parties acknowledge and agree that neither City nor Developer would have entered into this Agreement if either Party were to be liable to the other for monetary damages or other remedies, other than as stated in this Agreement. Accordingly, City and Developer each acknowledge and agree that their respective sole and exclusive right and remedy upon the breach of this Agreement by the other Party is to terminate this Agreement and any other remedy under this Agreement without any other cost, expense, or liability to either Party (except with respect to the Deposit) or the terms of this Agreement that survive its termination.

(B) *Release of Claims*. Each Party acknowledges that it is aware of the meaning and legal effect of California Civil Code Section 1542, which provides:

> A general release does not extend to claims that the creditor or releasing party does not know or suspect to exist in his or her favor at the time of executing the release and that if known by him or her, would have materially affected his or her settlement with the debtor or released party.

California Civil Code Section 1542 notwithstanding, it is the intention of both City and Developer to be bound by the limitations on damages and remedies set forth in this Section, and City and Developer hereby release any and all other claims against each other for monetary damages or other legal or equitable relief related to any breach of this Agreement, whether or not any such released claims were known or unknown to either City or Developer as of the date of this Agreement. City and Developer each waive the benefits of California Civil Code Section 1542 and all other statutes and judicial decisions (whether state or federal) of similar effect with regard to the limitations on damages and remedies.

_____ City Initials _____ Developer Initials

(C) *Default; Right to Terminate*. Failure or delay by either Party to timely perform any material term or provision of this Agreement shall constitute a default under this Agreement. If the Party who is claimed to be in default by the other Party commences to cure, correct, or remedy the alleged default within thirty (30) calendar days after receipt of written notice specifying such default and thereafter diligently completes such cure, correction, or remedy, such Party shall not be in default under this Agreement. If the Party in default fails to commence to cure the default within thirty (30) calendar days following written notice thereof and thereafter diligently prosecutes such cure to completion, a "breach" of this Agreement by the defaulting party shall have occurred. However, in the event the City is the defaulting party, the cure period shall be added to the Total Negotiation Period at the Developer's discretion. Upon a breach of this Agreement, the sole and exclusive remedy of the Party who is not in default shall be to terminate this Agreement by serving written notice thereof to the Party in breach. The Party claiming that a default has occurred shall give written notice of default to the Party claimed to be in default, specifying the alleged default. Delay in giving such notice shall not constitute a waiver of any default nor shall it change the time of default. However, the injured Party shall have no right to exercise any remedy for a default under this Agreement without first delivering written notice of the default. In no event shall the City's disapproval of the Project, Development Plans, Transaction Agreement, CEQA review, any City Approvals, or any other entitlements for the Property or Project, or the City's disapproval or conditional approval of any other matters that require the City's discretionary approval pursuant to this Agreement or applicable law, constitute a breach of or default under this Agreement. Additionally, in no event shall the Developer or City's decision to no longer proceed with the Project following the Initial Negotiation Period constitute a breach of or default under this Agreement.

IX. MISCELLANEOUS

(A) *Nondiscrimination*. Developer shall not discriminate against nor segregate any person, or group of persons on account of race, color, creed, religion, sex, marital status, handicap, national origin or ancestry in undertaking its obligations under this Agreement.

(B) *Authorized Expenses*. Except as otherwise agreed to by City in writing prior to costs or expenses being incurred or as otherwise stated in this Agreement, City shall have no

obligation to pay or reimburse the Developer for any costs or expenses incurred as a result of this Agreement, the preparation and submittal of the Development Plan, the negotiation of a Transaction Agreement, the retention of any consultant, the development of the Property, or any other matter concerning the Property.

(C) *Compliance with Law*. Developer acknowledges that any future Transaction Agreement, if approved by City, will require Developer (among other things) to carry out the development of the Property in conformity with all applicable laws, including all applicable building, planning, and zoning laws, environmental laws, safety laws and federal and state labor and wage laws.

(D) *Reservation of City Discretion*. No Transaction Agreement between City and Developer shall have any force or effect, nor shall City be deemed to be a party to any agreement for the acquisition of or disposition of real or personal property, until the terms and conditions of any future agreement are considered and approved by the governing body of the City, in the City governing body's sole and absolute discretion, following the conclusion of a duly noticed public hearing, as may be required by law. Developer expressly acknowledges and agrees that the City will not be bound by any statement, promise, or representation made by City staff, consultants, or board or commission members during the course of negotiations of any agreement, and that City shall only be legally bound upon the approval of any agreement by the governing body, in City governing body's sole and absolute discretion, following a duly noticed public hearing, as required by law.

(E) *No Third-Party Beneficiaries*. None of the terms or provisions of this Agreement are intended to benefit any person or entity other than City and Developer. No affiliate of Developer has any rights pursuant to this Agreement.

(F) *Governing Law*. City and Developer acknowledge and agree that this Agreement concerns real property that is located in the City of Buena Park, County of Orange, State of California. The City and Developer agree that this Agreement shall be governed by, interpreted under, and construed and enforced in accordance with the internal laws of the State of California, without application of conflicts of law principles.

(G) *Partial Invalidity*. If any term or provision set forth in this Agreement or the application thereof to any Party or circumstance shall, to any extent, be invalid or unenforceable, the remainder of this Agreement, or the application of such term or provision or portion thereof to the Parties or circumstances other than those as to which it is held invalid or unenforceable, shall not be affected thereby, and each such term and provision of this Agreement shall be valid and enforced to the fullest extent permitted by law.

(H) *Waiver*. No waiver of any breach of any covenant, term or provision contained in this Agreement shall be deemed a waiver of any preceding or succeeding breach or such provision, or of any other covenant or provision contained in this Agreement. No extension of the time for performance of any obligation, or act or any waiver of any provision of this Agreement, shall be enforceable against City or Developer unless made in writing and executed by both City and Developer.

(I) *Construction*. Headings at the beginning of each Section and Subsection of this Agreement are solely for the convenience of reference of the Parties and are not a part of this Agreement. Whenever required by the context of this Agreement, the singular shall include the plural and the masculine shall include the feminine and vice versa. This Agreement shall not be

construed as if it had been prepared by one or the other of City or Developer, but rather as if both City and Developer prepared this Agreement. Unless otherwise indicated, all references to Sections are to this Agreement. All exhibits referred to in this Agreement are either attached to this Agreement or incorporated into this Agreement by reference. If the last date by which City or Developer is required to take any action pursuant to the terms of this Agreement is not a business day, the deadline for taking such action shall be extended until the next succeeding business day.

(J) *Notices*. All notices under this Agreement shall be effective upon delivery to the respective Parties as follows, or such other address or addresses as the Parties may from time to time designate in writing:

CITY:	DEVELOPER:
City of Buena Park	_____
Attn: Aaron France, City Manager	Attn: _____
6650 Beach Boulevard	_____
Buena Park, CA 90622-5009	_____

(K) *Time of the Essence*. Time is of the essence in this Agreement and of each and every term and provision hereof, it being understood that the Parties hereto have specifically negotiated the dates or time limits for the completion of each obligation herein.

(L) *Duplicate Originals; Counterparts and Copies*. This Agreement may be executed in any number of duplicate originals, all of which shall be of equal legal force and effect. The Parties may execute this Agreement in two (2) or more counterparts, each of which shall be deemed an original, but all of which taken together shall constitute one and the same instrument. The Parties specifically agree that facsimile or electronic signatures on this Agreement shall be legally binding and that each Party is entitled and authorized to rely on the facsimile or electronic signature of the other hereon as if it were an original signature and that a fully-signed copy of this Agreement shall be just as valid and effective as if it was an original.

(M) *Entire Agreement*. This Agreement sets forth the entire agreement between the Parties with respect to the subject matter set forth herein and supersedes all prior discussions and negotiations between the· Parties with respect thereto. No amendment to this Agreement shall be effective unless set forth in a writing signed by an authorized signatory of each Party.

WHEREFORE, the Parties have executed this Agreement as of the date first written above.

"CITY"

CITY OF BUENA PARK

By: _____
Aaron France, City Manager

APPROVED AS TO FORM:

"DEVELOPER"

_____

_____

_____
Christopher Cardinale
City Attorney

By: _____

[Title]_____

September 23, 2025
PUBLIC HEARING
Item No. 6A.

City Council Agenda Report

COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) CONSOLIDATED ANNUAL PERFORMANCE AND EVALUATION REPORT (CAPER) FOR FISCAL YEAR 2024-2025

PREPARED BY	PRESENTED BY
Matt Foulkes, Director of Community and Economic Development	Sarabeth Suarez, Housing and CDBG Analyst
DEPARTMENT HEAD APPROVAL	**CITY MANAGER APPROVAL**
Aaron France, City Manager	Aaron France, City Manager

RECOMMENDED ACTION

1) Hold a public hearing to review the draft CDBG Consolidated Annual Performance and Evaluation Report (CAPER) for Fiscal Year 2024-2025; and 2) Approve the submission of the CDBG CAPER for Fiscal Year 2024-2025 to the Department of Housing and Urban Development (HUD).

PREVIOUS CITY COUNCIL ACTION

None.

DISCUSSION

As required by the Department of Housing and Urban Development (HUD), the City entered into an agreement to accept and utilize Community Development Block Grant (CDBG) funds in accordance with federal regulations. During Fiscal Year (FY) 2024-2025, the City used CDBG funds for administrative activities, housing programs, public service activities, and public infrastructure projects, as outlined in the City's 2020-2024 Consolidated Plan and FY 2024-2025 Action Plan. In order to evaluate the City's performance for FY 2024-2025, HUD requires the City to submit the Consolidated Annual Performance and Evaluation Report (CAPER) no later than September 26, 2025. The public hearing process allows citizen review, input, and evaluation of the CAPER. Upon City Council's approval, staff will finalize the CAPER and submit it for HUD's review. Below is a summary of the City's accomplishments for FY 2024-2025.

Decent Housing - During FY 2024-2025, the City assisted nine (9) low-income homeowners with residential rehabilitation and lead testing/abatement projects. The Projects included: exterior re-stucco and painting, window replacements, re-roofing, bathroom renovations, plumbing re-pipe, lead abatement, and other health and safety improvements.

State HOME funds were utilized for ten (10) additional home improvement projects. CDBG and HOME funds were also used for administrative expenses, including staff time for income qualifying, loan servicing, strategic marketing, homeowner research, and project file management.

Suitable living environment - The City's CDBG-funded activities are designed to improve the quality of life of its residents and people experiencing homelessness, as well as improving the physical infrastructure in its low- and moderate-income neighborhoods. The table below summarizes the services provided and number of people assisted by each activity.

Organization Name	Services provided and number of people assisted
The Fair Housing Foundation	Assisted 130 Buena Park residents by providing resources and education regarding fair housing practices.
The Boys and Girls Club	Provided mentoring, tutoring, and other enrichment activities to 1,557 youth.
Mercy House	Assisted 215 homeless individuals at the City's emergency shelter with temporary housing, employment guidance, and transitional services.
Homeless Outreach Program	Assisted 234 homeless individuals with local transportation services, emergency shelter connections, emergency supplies, relocation expenses, and other social welfare referrals.
Senior Medical Transportation Program	Provided 347 seniors with non-emergency medical transportation services.
Graffiti Removal Program	Removed 2,528 instances of graffiti within the City's CDBG-eligible areas.
Code Enforcement	Addressed 606 complaints/violations within CDBG eligible areas focusing on improving the quality of the City's housing stock and neighborhoods.
Friendship Park (formerly Smith Murphy Park) & Carl Brenner Park ADA Improvements	The City completed two ADA improvement projects at Friendship Park and Carl Brenner Park during FY 2024-2025. The improvements included ADA compliant wheelchair ramps, accessible handicap parking improvements, bi-level drinking fountains, ADA compliant picnic tables and benches, playground surface improvements, and improvements to the restroom interior fixtures. These improvements would ensure that residents in the surrounding community, including handicapped individuals, can fully participate and benefit from the parks. The projects used CDBG funding for engineering and design costs as well as construction costs.

PUBLIC NOTIFICATION

On September 5, 2025, the City published a public hearing notice announcing the 15-day required comment period regarding approval of the FY 2024-2025 CAPER in the *Buena Park/Anaheim Independent* newspaper. Additionally, the CAPER was available for public review at the Buena Park City Hall, Economic Development Division; Ehlers Event Center; Buena Park Library; and the Buena Park website.

BUDGET IMPACT

There is no budget impact with the approval of the CAPER.

Attachments

DRAFT FY 2024-2025 CDBG CAPER 9.04.25.pdf

City of Buena Park

2024-2025 CONSOLIDATED ANNUAL PERFORMANCE AND EVALUATION REPORT (CAPER)

DRAFT SEPTEMBER 4, 2025

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Attachments

Attachment 1: Public Notice and Summary of Public Comments

Attachment 2: Map of CDBG-eligible Areas

Attachment 3: Summary of Fair Housing Impediments and Actions to Address Impediments

Attachment 4: PR03: CDBG & CDBG-CV Activity Summary Report (GPR) for Program Year 2024

Attachment 5: PR26: CDBG & CDBG-CV Financial Summary Reports 2024

DRAFT

CR-05 - Goals and Outcomes

Progress the jurisdiction has made in carrying out its strategic plan and its action plan. 91.520(a)

As a recipient of Community Development Block Grant (CDBG) funds, the City of Buena Park prepared a 5-year strategic plan to prioritize housing and community needs. The plan also identifies resources and programs to address needs. This strategic plan is known as the Consolidated Plan. The City Council approved the 2020-2024 Consolidated Plan in May 2020.

A component of the Consolidated Plan is a 1-year expenditure plan known as the Annual Action Plan. The Action Plan is prepared so the City can receive its annual allocation of CDBG funds from the U.S. Department of Housing and Urban Development (HUD). The Action Plan identifies the activities the City will carry out with CDBG funds during a fiscal year. At the end of the fiscal year, the City must prepare a performance report known as the Consolidated Annual Performance and Evaluation Report (CAPER). The CAPER is prepared to assist residents and HUD in evaluating the City's use of CDBG funds. The Fiscal Year (FY) 2024-2025 CAPER covers July 1, 2024, through June 30, 2025.

The 2024-2025 reporting period is the last (5th) year of the 2020-2024 Consolidated Plan cycle. For the 2024-2025 reporting period, HUD awarded the City $774,071 in CDBG funds. The City also had $183,335 in prior year CDBG funds and $101,732 in program income available for programming. The City used these funds to support several activities that address the priority housing and community needs identified in the Consolidated Plan:

- CDBG resources were used to fund home improvement loans. During the reporting period, CDBG funds were used to assist nine (9) households with residential rehabilitation projects.
- CDBG funding was used to inspect six hundred and six (606) housing units for housing and building code deficiencies.
- The social service needs of the City's lower-income residents were met with CDBG-funded public services. A total of two thousand, seven hundred ninety-five (2,795) seniors, youths, homeless, and lower-income individuals were assisted during the reporting period - additionally, two thousand, five hundred twenty-eight (2,528) instances of graffiti within the City's CDBG target areas were removed.
- CDBG funding was used to provide CDBG program oversight and administration. These activities included providing fair housing counseling services to one hundred and thirty (130) households.
- The City utilized CDBG funding for two park improvement projects at Friendship Park (formerly Smith Murphy Park) and Carl Brenner Park. Both parks are located in census tracts that have a low- moderate-income percentage greater than 51%. The projects consist of ADA compliance and accessibility improvements to the restrooms, concrete pathways, sidewalk ramps, handicap parking, picnic areas, drinking fountains, and playground areas. The purpose of the improvements is to make the parks accessible to handicapped or disabled residents while addressing health and safety concerns that benefit all park-goers in the surrounding neighborhoods. These projects began during FY 2023-2024 and were completed in FY 2024-2025.

All CDBG-funded housing and community activities aimed to improve the quality of life for Buena Park's residents, especially low-income residents.

Information regarding activities undertaken with CDBG funds during the reporting period is provided in reports generated by HUD's Integrated Disbursement & Information System (IDIS) (see **Attachment 4** and **Attachment 5**, respectively).

During the 2024-2025 reporting period, the City continued implementing its CDBG-Coronavirus (CDBG-CV) funded activities. CDBG-CV funds were authorized by the Coronavirus Aid, Relief & Economic Security Act of 2020 (CARES Act). CDBG-CV funds must be used to prevent, prepare for, or respond to the impacts of the COVID-19 virus. The City received $1,397,359 in CDBG-CV in 2 rounds of funding. During the 2024-2025 reporting period, CDBG-CV funds were used to assist one (1) low-income Buena Park resident. CDBG-CV accomplishment and expenditure information is provided in **Attachments 4** and **5**.

To ensure CDBG program accomplishment information is available to the public, a public notice was published in the *Buena Park-Anaheim Independent* on September 5, 2025, announcing a required 15-day public comment period in compliance with HUD regulations. The notice also announced the required public hearing on September 23, 2025 (See **Attachment 1**). To date, the City has not received any public comments.

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Comparison of the proposed versus actual outcomes for each outcome measure submitted with the consolidated plan and explain, if applicable, why progress was not made toward meeting goals and objectives. 91.520(g)

Categories, priority levels, funding sources and amounts, outcomes/objectives, goal outcome indicators, units of measure, targets, actual outcomes/outputs, and percentage completed for each of the grantee's program year goals.

Goal	Category	Source / Amount	Indicator	Unit of Measure	Expected – 5-Year Strategic Plan	Actual – Strategic Plan	Percent Complete	Expected 24-25 Program Year	Actual 24-25 Program Year	Percent Complete
Administration and Planning	Administration	CDBG: $146,806.61	Other	Other	5	5	100%	1	1	100%
Economic Opportunities	Non-Housing Community Development	CDBG: $0	Businesses assisted	Businesses Assisted	5	0	0.00%	0	0	0.00%
Homeless Continuum of Care	Homeless	CDBG: $47,620.00	Public service activities other than Low/Moderate Income Housing Benefit	Persons Assisted	500	1,062	212%	200	234	117%
Homeless Continuum of Care	Homeless		Tenant-based rental assistance / Rapid Rehousing	Households Assisted	20	0	0.00%	0	0	0.00%
Homeless Continuum of Care	Homeless		Homeless Person Overnight Shelter	Persons Assisted	500	918	183%	130	215	165.38%
Homeless Continuum of Care	Homeless		Homelessness Prevention	Persons Assisted	100	0	0.00%	0	0	0.00%

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Goal	Category	Source / Amount	Indicator	Unit of Measure	Expected – 5-Year Strategic Plan	Actual – Strategic Plan	Percent Complete	Expected 24-25 Program Year	Actual 24-25 Program Year	Percent Complete
Housing Preservation	Affordable Housing	CDBG: $370,948.00	*Homeowner Housing Rehabilitated*	Household Housing Unit	50	38	76.00%	10	9	90.00%
Housing Preservation	Affordable Housing	CDBG: $189,297.70	*Housing Code Enforcement*/Foreclosed Property Care	Household Housing Unit	3,750	3,595	95.87%	850	606	71.29%
Infrastructure and Facility Improvements	Non-Housing Community Development	CDBG: $576,060	Public Facility or Infrastructure Activities other than Low/Moderate Income Housing Benefit	Persons Assisted	3,000	2,220	74.00%	2 projects	2 [1]	100.00%
Public Social Services	Non-Homeless Special Needs	CDBG: $67,357.26	Public service activities other than Low/Moderate Income Housing Benefit	Persons Assisted	20,000	9,845	49.22%	2048 [2]	2,346 [2]	114.55%

Table 1 - Accomplishments – Program Year & Strategic Plan to Date

1. The Friendship Park (formerly Smith Murphy Park) and Carl Brenner Park Accessibility Improvement projects began in FY 23-24 and were completed in FY 24-25.
2. Graffiti Removal Program accomplishments are not included in the "Actual Strategic Plan", "Expected 24-25 Program Year", and "Actual 24-25 Program Year" figures. For FY 24-25, the Graffiti Removal Program reached 126.40% of its goal by removing 2,528 instances of graffiti within the City's low-income census tracts.

DRAFT

Assess how the jurisdiction's use of funds, particularly CDBG, addresses the priorities and specific objectives identified in the plan, giving special attention to the highest priority activities identified.

As summarized above, the City used CDBG funding during the 2024-2025 reporting period to address several priority needs identified in the Consolidated Plan. Needs addressed include housing rehabilitation, code enforcement, safety-net social services for at-risk and lower-income residents, fair housing services, public infrastructure improvements, and program administration.

The 2024-2025 reporting period is the last year of the 2020-2024 Consolidated Plan cycle. Aside from program administration activities, four activities exceeded their goals: Mercy House Living Centers, Graffiti Removal Program, Homeless Outreach Program, and Boys and Girls Club. Moreover, the Residential Rehabilitation Program, Neighborhood Improvement/Code Enforcement Program, Fair Housing Foundation, Senior Medical Transportation, Friendly Center, and Senior Outreach Program made great efforts to achieve their goals. CDBG program staff continues to monitor activities and provide technical assistance in support of each subrecipients' goal attainment.

The City continued responding to the COVID-19 pandemic through the CDBG-CV funded Emergency Rental Assistance Program during FY 2024-2025. The City used CDBG-CV funds to provide financial assistance to one (1) resident who was behind on rent . HUD requires that the City spend 100% of CDBG-CV funds by 2026. As of June 30, 2025, the City has utilized approximately 90.8% of its CDBG-CV funds and will continue to use them to prevent, prepare, and respond to the COVID-19 pandemic.

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CR-10 - Racial and Ethnic composition of families assisted

Describe the families assisted (including the racial and ethnic status of families assisted). 91.520(a)

	CDBG	CDBG-CV
White	1353	0
Black or African American	137	0
Asian	378	0
American Indian or American Native	20	0
Native Hawaiian or Other Pacific Islander	44	0
American Indian/Alaskan Native & White:	3	0
Asian White:	18	0
Black/African American & White:	4	0
American Indian/Alaskan Native & Black/African American	2	0
Other multi-racial	845	1
Asian/Pacific Islander	0	0
Total *	**2804**	**1**
Hispanic	884	1
Not Hispanic	1920	0

Table 2 – Table of assistance to racial and ethnic populations by source of funds

* By default, Table 2 in IDIS excludes "Other" and CDBG-CV program beneficiaries.

Narrative

The total population served is 2,804 individuals. Of this population, the majority identified as White (1,353 individuals, or 48%), followed by those identifying as Other Multi-Racial (845 individuals, or 30%). Additional groups represented include Asian (378, or 13%), Black or African American (137, or 5%), Native Hawaiian or Other Pacific Islander (44, or 2%), and American Indian or American Native (20, or 1%). Smaller numbers of individuals identified as multi-racial combinations, including American Indian/Alaskan Native & White (3), Asian & White (18), Black or African American & White (4), and American Indian/Alaskan Native & Black or African American (2).

In terms of ethnicity, 884 individuals (32%) identified as Hispanic, while 1,920 individuals (68%) identified as Not Hispanic. All CDBG-CV beneficiaries are low-income Buena Park residents.

According to the City's 2020-2024 Consolidated Plan, most racial and ethnic populations are experiencing one or more of HUD's "housing problems." Housing cost is the most prevalent housing problem (the percentage of household income dedicated to maintaining housing). The data from **Table 2** appears to support the Consolidated Plan analysis. In general, lower-income households may require some form of assistance to help compensate for the higher percentage of income expended on housing.

DRAFT

CR-15 - Resources and Investments 91.520(a)

Identify the resources made available

Source of Funds	Source	Resources Made Available	Amount Expended During Program Year
CDBG	CDBG	$1,635,198.00	$1,398,089.57
CDBG-CV	Other	$132,700.36 *	$4,500.00

Table 3 - Resources Made Available

* The City's total CDBG-CV grant was $1,397,359. Over the span of four years, a total of $1,269,158.64 (90.8%) of CDBG-CV funds has been expended.

Narrative

According to the City's 2024-2025 Annual Action Plan, the City anticipated utilizing $774,071 in new CDBG program resources (2024 CDBG Annual Allocation), plus $183,335 in Prior Year CDBG funds and $0 CDBG Program Income funds. The City did not receive new CDBG-CV funding during the reporting period.

As planned, the City received its 2024 CDBG grant of $774,071 and had access to prior year funds. Additionally, the City received $101,732 in program income during the reporting period. In 2020, the City received $1,397,359 in CDBG-CV funding; no additional CDBG-CV funding has been received. HUD requires that 80 percent of CDBG-CV funds be expended by the end of FY 2023-2024 and 100 percent by the end of FY 2025-2026. As reported in **Table 3**, the City expended $1,398,089.57 in CDBG funds and $4,500 in CDBG- CV funds (for a total of $1,269,158.64 in CDBG-CV funds expended over five years) during the 2024-2025 reporting period. Detailed information regarding the use of CDBG funding for the 2024-2025 reporting period is provided in the *CDBG & CDBG-CV Financial Summary Reports* (**Attachment 5 – PR26**).

Identify the geographic distribution and location of investments

Target Area	Planned Percentage of Allocation	Actual Percentage of Allocation	Narrative Description
CDBG Eligible Area	25	51	Funding is limited to specific areas of the City that are predominately low- and moderate-income
City of Buena Park	75	49	Funding is utilized throughout the City to benefit eligible households

Table 4 – Identify the geographic distribution and location of investments

Narrative

As demonstrated above, the City received and expended CDBG funding as planned, although program income was received that was not originally anticipated. Additionally, most FY 2024-2025 expenditures

were used in CDBG eligible areas. CDBG-funded code enforcement, graffiti removal, and public park improvement activities were carried out in CDBG-eligible areas (see **Attachment 2** for a map of the CDBG-eligible areas). CDBG-CV funds were carried out on a citywide basis.

Leveraging

Explain how federal funds leveraged additional resources (private, state and local funds), including a description of how matching requirements were satisfied, as well as how any publicly owned land or property located within the jurisdiction that were used to address the needs identified in the plan.

The City of Buena Park made an effort to leverage CDBG funds to the greatest extent possible.

During the reporting period, the City utilized $698,309 in State HOME funds to support housing rehabilitation activities:

- During FY 2024-2025, ten (10) State HOME-funded residential rehabilitation projects were in various stages. Of those ten projects, four (4) were completed during the program year and six (6) are slated for completion during FY 2025-2026. A total of $621,066 of State HOME funds were provided to eligible Buena Park residents as loans for construction costs.
- The City used $77,243 for administrative costs including program marketing, general program administration, loan servicing, and activity delivery costs.

There is no match requirement for the CDBG program.

DRAFT

CR-20 - Affordable Housing 91.520(b)

Evaluation of the jurisdiction's progress in providing affordable housing, including the number and types of families served, the number of extremely low-income, low-income, moderate-income, and middle-income persons served.

	One-Year Goal	Actual
Number of Homeless households to be provided affordable housing units	0	0
Number of Non-Homeless households to be provided affordable housing units	0	0
Number of Special-Needs households to be provided affordable housing units	0	0
Total	**0**	**0**

Table 5 – Number of Households

	One-Year Goal	Actual
Number of households supported through Rental Assistance	0	0
Number of households supported through The Production of New Units	0	0
Number of households supported through Rehab of Existing Units	10	9
Number of households supported through Acquisition of Existing Units	0	0
Total	**10**	**9**

Table 6 – Number of Households Supported

Discuss the difference between goals and outcomes and problems encountered in meeting these goals.

The City of Buena Park 2024-2025 Annual Action Plan anticipated utilizing CDBG funds to rehabilitate ten housing units – rehabilitation activities were completed at nine housing units during the reporting period. The Orange County Housing Authority (OCHA) provided rental assistance - 327 households were assisted

during the reporting period. The City does not control OCHA's allocation of housing assistance vouchers or certificates.

Discuss how these outcomes will impact future annual action plans.

To accommodate for fluctuations in CDBG funding, the City has sought other funding sources to address housing needs. The City has access to state housing resources that it may utilize for housing rehabilitation in future years; however, competition for these resources has increased as CDBG, and other federal housing funds have decreased. This competition for funding will most likely result in few housing resources for the City in future years. In past years, redevelopment funding was available to the City; however, the governor and state legislature eliminated this funding source in 2012.

Include the number of extremely low-income, low-income, and moderate-income persons served by each activity where information on income by family size is required to determine the eligibility of the activity.

Number of Households Served	CDBG Actual	HOME Actual *
Extremely Low-income	1533	0
Low-income	536	0
Moderate-income	579	0
Non Low Moderate	156	0
Total	**2,804**	**0**

Table 7 – Number of Households Served

* The City is not a direct recipient of HOME funds from the US Department of Housing and Urban Development (HUD).

Narrative Information

Table 7 provides information regarding the households that received CDBG assistance during FY 2024-2025. OCHA reports that 327 Buena Park low-income and extremely low-income renter households received rental assistance during the 2024-2025 reporting period. The City is not a participating jurisdiction (i.e., recipient) of HOME funds directly from HUD.

The City uses other resources, including density bonuses and other incentives to develop new affordable housing units.

- 7682 & 7692 9th St: A multi-family residential development with 18 units; 2 units are reserved for very low-income homebuyers. The project is under construction.
- Orchard View Gardens Senior Housing (8300 Valley View St): A 66-unit affordable senior apartment complex with a community center, on-site parking, and site improvements. Units will be exclusive to residents 62+ years old and affordable to households earning less than 60% of the Area Median Income. Thirteen units are reserved for Permanent Supportive Housing to house

formerly homeless seniors. The project was completed late in February 2025.

- 7101 Lincoln Ave: An agreement is in place to develop a 55-unit affordable housing project on a 1.34- acre City-owned site. The project will include one, two, and three-bedroom units targeting families earning 30% to 70 % of the Area Median Income. The project will include after-school tutoring, computer literacy classes, exercise, workforce development programs, and youth programming. Ten units will be reserved for Permanent Supportive housing, five will give a preference to student families, and 11 will give preference to veteran families. Construction is due to be completed in Fall of 2026.

Additionally, as indicated above, the City continued to support the program efforts of OCHA to provide federal rental assistance to lower-income Buena Park residents.

DRAFT

CR-25 - Homeless and Other Special Needs 91.220(d, e); 91.320(d, e); 91.520(c)

Evaluate the jurisdiction's progress in meeting its specific objectives for reducing and ending homelessness through:

Reaching out to homeless persons (especially unsheltered persons) and assessing their individual needs

The City's Homeless Outreach Program received CDBG funding during the 2024-2025 reporting period to provide homeless outreach services. These services are funded in support of the City's interdepartmental working group to address chronic homelessness issues. Homeless Outreach Program staff provided emergency hotel stays, shelter connections, social service referrals, local transportation, relocation assistance, transitional program fees, and other emergency supplies homeless individuals may need in day-to-day life.

The City also works with regional homeless service providers that have established outreach programs that engage the homeless throughout the region. Furthermore, the City supports the efforts of the regional Continuum of Care and its outreach, assessment, and coordinated entry strategy.

Addressing the emergency shelter and transitional housing needs of homeless persons

During the 2024-2025 reporting period, the City supported emergency shelter services with CDBG resources. Funding was allocated to Mercy House Living Centers in support of its north Orange County emergency shelter. A total of two hundred and fifteen (215) individuals were provided with emergency shelter and support services during the reporting period.

Helping low-income individuals and families avoid becoming homeless, especially extremely low-income individuals and families and those who are: likely to become homeless after being discharged from publicly funded institutions and systems of care (such as health care facilities, mental health facilities, foster care and other youth facilities, and corrections programs and institutions); and, receiving assistance from public or private agencies that address housing, health, social services, employment, education, or youth needs

As outlined in the Consolidated Plan, the City's homeless strategy calls for providing social services that help prevent individuals and families from becoming homeless. To this end, during the 2024-2025 reporting period, CDBG funding was allocated to support safety-net services such as transportation for seniors to travel to and from medical appointments, case management, and reduced-cost afterschool childcare services.

Additionally, OCHA reports that twenty-five (25) formerly homeless disabled veterans that reside in Buena Park benefitted from Veterans Affairs Supportive Housing (VASH) vouchers during the reporting period. In addition to housing assistance, veterans receive comprehensive support services from the Veterans Administration. OCHA also reports that eleven (11) formerly homeless households in Buena

Park have been provided a Continuum of Care Program Permanent Supportive Housing Certificates.

Helping homeless persons (especially chronically homeless individuals and families, families with children, veterans and their families, and unaccompanied youth) make the transition to permanent housing and independent living, including shortening the period of time that individuals and families experience homelessness, facilitating access for homeless individuals and families to affordable housing units, and preventing individuals and families who were recently homeless from becoming homeless again

Rapid rehousing was listed in the City's Consolidated Plan as a low-priority need (mainly because the City has not received funding requests for this type of homeless program). In recent years, agencies that traditionally provided transitional housing have begun integrating rapid rehousing into their overall agency strategy to provide access to permanent housing. The City did not receive a rapid rehousing funding request during the 2024-2025 reporting period. As reported above, eleven (11) homeless households benefited from Continuum of Care Program Permanent Supportive Housing Certificates, and twenty-five (25) homeless veteran households benefited from VASH vouchers.

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CR-30 - Public Housing 91.220(h); 91.320(j)

Actions taken to address the needs of public housing

The City of Buena Park does not own or manage public housing.

Actions taken to encourage public housing residents to become more involved in management and participate in homeownership

Not applicable.

Actions taken to provide assistance to troubled PHAs

Not applicable.

DRAFT

CR-35 - Other Actions 91.220(j)-(k); 91.320(i)-(j)

Actions taken to remove or ameliorate the negative effects of public policies that serve as barriers to affordable housing such as land use controls, tax policies affecting land, zoning ordinances, building codes, fees and charges, growth limitations, and policies affecting the return on residential investment. 91.220 (j); 91.320 (i)

As outlined in the Consolidated Plan, the City has established a list of actions it can take to address the negative impacts of certain barriers to creating affordable housing opportunities:

Land Use Controls: The City will consider granting a density bonus to enhance the feasibility of an affordable or senior housing project. The City may also consider granting reduced parking for senior housing and other affordable housing projects. Four housing projects currently under construction were eligible for development incentives due to their affordable housing component.

Local Processing and Permit Procedures: The City will provide one-stop permit processing to reduce project review and approval time. As previously reported, four housing projects currently under construction were eligible for development incentives due to their affordable housing component.

Fees and Other Exactions Required of Developers and Site Improvements: Reductions in development fees will be considered, especially for senior and affordable housing projects. Waiver of site improvements will not be provided; however, City staff will ensure developers are aware of these requirements early in the process so that associated costs can be factored into the overall project cost early in the development process. As previously reported, four affordable housing projects under construction were eligible for development incentives due to their affordable housing component.

Tax Policies: There is no local tax.

Actions taken to address obstacles to meeting underserved needs. 91.220(k); 91.320(j)

The City's 2024-2025 Annual Action Plan indicates that a portion of CDBG funds would be allocated to address underserved seniors' housing and service needs and extremely low-income households. Additionally, the City indicated it would encourage and support OCHA's efforts to obtain additional rental assistance funding, especially for senior and low-income households. Finally, the City's housing rehabilitation programs would be available to help elderly homeowners improve their respective residences to address specific household needs.

During the 2024-2025 reporting period, three hundred forty-seven (347) seniors accessed transportation services via a CDBG-funded program – 100% of program beneficiaries are reported to have extremely low income. The Boys & Girls Club provided low-cost youth development services to the community – approximately 18.9% of participants are from extremely low-income households. The Friendly Center provided free referral services, emergency rental assistance, food services, and other free social service programs to lower-income households – approximately 99.7% of program participants are reported to be from families with extremely low income. Additionally, five out of the nine households participating in the City's CDBG-funded housing rehabilitation program were elderly. Finally, OCHA reports that of the 327 Buena Park households that received rental assistance during the 2024-2025 reporting period, 179 are

senior households, 77 are disabled households, and 71 are lower-income families.

Actions taken to reduce lead-based paint hazards. 91.220(k); 91.320(j)

The Residential Lead-Based Paint (LBP) Hazard Reduction Act of 1992 changed the federal approach to addressing LBP by emphasizing preventing childhood lead poisoning through housing-based approaches. To this end, the City has included lead-based paint hazard reduction as an eligible activity in the City's housing rehabilitation programs.

All application packets for the City's housing rehabilitation program include a notice to educate residents about the health dangers of lead and encourage children's screening for elevated blood-lead levels. Additionally, all existing units are screened for lead-based paint before using federal funds. Housing units identified as having lead-based paint hazards are treated, so the lead-based paint hazards are addressed per federal requirements. The use of lead-based paint is prohibited in newly constructed units.

All housing units rehabilitated during the 2024-2025 reporting period were constructed before 1978. Nine (9) units were tested for lead-based paint hazards. All project locations were thoroughly assessed to determine whether lead testing was needed. Interim Controls were used to address lead-based paint hazards as required by HUD regulations.

Actions taken to reduce the number of poverty-level families. 91.220(k); 91.320(j)

According to the U.S. Census Bureau, approximately 9.5% of Buena Park residents live in poverty. Of these residents living in poverty, approximately 16.7% are age 65 and older and 11.3% are children under 18.[1] The Consolidated Plan and 2024-2025 Annual Action Plan identified several activities and services to be implemented to combat poverty during the reporting period to assist these households:

- Implement housing programs (e.g., housing rehabilitation) for lower-income households with children and seniors. As reported above, five of nine housing units that received residential rehabilitation assistance during the reporting period were senior owned.
- OCHA supports rental assistance programs for very low-income renters, especially senior households and households with children. During the 2024-2025 reporting period, OCHA assisted 327 lower-income Buena Park renter households – 179 are senior residents, 77 are disabled, and 71 are family households.
- The City used CDBG funding to provide homeless services to 234 unhoused individuals through the Homeless Outreach Program. Additionally, Mercy House provided emergency shelter for 215 individuals during the reporting period.
- CDBG-funded public services assisted lower-income households, including seniors, children, and households at risk of becoming homeless. Approximately 2,346 lower-income Buena Park residents were assisted with social safety net services.

- The City's Economic Development Strategy aims to create an environment conducive to building and sustaining businesses and employment opportunities, especially for lower-income persons. No CDBG funding was allocated for economic development activities during the 2024-2025 reporting period; however, the City continued implementing its Economic Development Strategy to provide incentives for job growth and employment opportunities. The City is also working on other projects, including an entertainment/hospitality development on an 8.74-acre site, an extended stay hotel development, and a new Cadillac dealership on a 2.7-acre site.
- CDBG-CV funds were critical to the City's response to the COVID-19 pandemic, especially in response to the needs of lower-income Buena Park households. Financial assistance to pay in-arrears rent helped households struggling with the loss of employment or reduced work hours.

[1.] POVERTY STATUS IN THE PAST 12 MONTHS, 2022 American Community Survey 5-Year Estimates, S1701.

Actions taken to develop institutional structure. 91.220(k); 91.320(j)

During FY 2024-2025, the City continued efforts to eliminate institutional gaps and enhance the coordination of programs with all community segments. For example, the City collaborated with local nonprofit organizations to deliver public services. City departments continued to work together to implement activities funded in whole or in part with CDBG funds that address priority needs. The City assisted OCHA by participating in the Cities Advisory Committee – a quarterly meeting of cities to discuss federal housing assistance and regional housing issues. The City also supports the County's CoC Homeless Assistance grant application to HUD and the County's plan to end chronic homelessness, the regional discharge plan, and the regional coordinated entry system for the region's homeless.

Actions taken to enhance coordination between public and private housing and social service agencies. 91.220(k); 91.320(j)

The City of Buena Park does not operate public housing. The Orange County Housing Authority (OCHA) provides rental assistance in the community. Federal legislation requires that OCHA prepare five-year and one-year plans highlighting its mission, goals, and objectives related to public and assisted housing programs. The City reviewed the Authority's plans and provided OCHA the opportunity to review and consult with the City regarding its Consolidated Plan and CAPER. This cross-consultation aims to provide consistent and coordinated housing services for City residents.

As evident by past and current affordable housing development activities, Buena Park maintains a positive working relationship with private and nonprofit housing developers. Ongoing consultation with local nonprofits also assisted the City in coordinating the efficient and effective use of limited federal resources.

Identify actions taken to overcome the effects of any impediments identified in the jurisdictions analysis of impediments to fair housing choice. 91.520(a)

Consolidated Plan regulations require CDBG recipients to (1) examine and attempt to alleviate housing discrimination within their jurisdiction; (2) promote fair housing choice for all persons; (3) provide opportunities for all persons to reside in any given housing development, regardless of race, color, religion, sex, disability, familial status, or national origin; (4) promote housing that is accessible to and usable by persons with disabilities; (5) and comply with the non-discrimination requirements of the Fair Housing Act. HUD encourages jurisdictions to consult with one another and initiate region-wide fair housing planning. The **Analysis of Impediments to Fair Housing Choice (AI)** is the primary document utilized for this purpose.

In 2020, the City partnered with 19 Orange County jurisdictions to update AI. The AI identified various actions that can be implemented over a five-year period to address regional and local barriers to fair housing. A summary of impediments and actions taken during the FY 2024-2025 reporting period is provided in **Attachment 3**.

DRAFT

CR-40 – Monitoring 91.220 and 91.230

Describe the standards and procedures used to monitor activities carried out in furtherance of the plan and used to ensure long-term compliance with requirements of the programs involved, including minority business outreach and the comprehensive planning requirements

The City's monitoring plan is designed to provide program staff with the information needed to verify the accuracy of data supplied by subrecipients, ensure that subrecipients are carrying out individual activities as described in their contracts in a timely manner, and ensure subrecipients use appropriate accounting and record-keeping methods to account for the use of CDBG funds. CDBG program staff also works closely with City departments to ensure CDBG program regulations and other federal requirements are implemented.

During the fiscal year, subrecipients submit quarterly accomplishment reports, including documentation, to support CDBG reimbursement requests. The City's monitoring plan also calls for regular on-site visits of subrecipients. Program staff monitored CDBG-funded subrecipients during the reporting period. There were no significant findings or concerns. Program staff used the monitoring visit as an opportunity to discuss program challenges and potential program modifications that can assist the subrecipients in meeting program goals and objectives.

The City has made every effort to comply with all CDBG and Consolidated Plan regulations. The City's Citizen Participation Plan ensures that community input is considered before submitting a substantial amendment or an annual update to HUD. It also provides residents with the opportunity to review and comment on annual performance. Construction, professional service, and subrecipient agreements have been prepared to ensure compliance with applicable federal regulations.

Citizen Participation Plan 91.105(d); 91.115(d)

Describe the efforts to provide citizens with reasonable notice and an opportunity to comment on performance reports.

To encourage resident participation in the City's CDBG program, the City published a notice in the *Buena Park-Anaheim Independent* on September 5, 2025, announcing a 15-day public comment period and 2024-2025 CAPER public hearing. A copy of this notice is provided as **Attachment 1**. The draft CAPER was made available for public review and comment from September 5, 2025, through September 23, 2025, at Buena Park City Hall, Buena Park Senior Center, Buena Park Library, and the City's website. The Buena Park City Council held a public hearing on September 23, 2025, to obtain additional public comments. To date, no public comments have been received.

CR-45 - CDBG 91.520(c)

Specify the nature of, and reasons for, any changes in the jurisdiction's program objectives and indications of how the jurisdiction would change its programs as a result of its experiences.

There were no changes to the 2024-2025 Annual Action Plan.

Does this Jurisdiction have any open Brownfields Economic Development Initiative (BEDI) grants?

No

[BEDI grantees] Describe accomplishments and program outcomes during the last year.

Not applicable

DRAFT

CR-58 - Section 3

Identify the number of individuals assisted and the types of assistance provided.

Total Labor Hours	CDBG	HOME	ESG	HOPWA	HTF
Total Number of Activities	2	0	0	0	0
Total Labor Hours	2,839				
Total Section 3 Worker Hours	2,622				
Total Targeted Section 3 Worker Hours	2,622				

Table 8 – Total Labor Hours

Qualitative Efforts - Number of Activities by Program	CDBG	HOME	ESG	HOPWA	HTF
Outreach efforts to generate job applicants who are Public Housing Targeted Workers					
Outreach efforts to generate job applicants who are Other Funding Targeted Workers.					
Direct, on-the job training (including apprenticeships).	X				
Indirect training such as arranging for, contracting for, or paying tuition for, off-site training.					
Technical assistance to help Section 3 workers compete for jobs (e.g., resume assistance, coaching).					
Outreach efforts to identify and secure bids from Section 3 business concerns.	X				
Technical assistance to help Section 3 business concerns understand and bid on contracts.	X				
Division of contracts into smaller jobs to facilitate participation by Section 3 business concerns.					
Provided or connected residents with assistance in seeking employment including: drafting resumes,preparing for interviews, finding job opportunities, connecting residents to job placement services.					
Held one or more job fairs.					
Provided or connected residents with supportive services that can provide direct services or referrals.					

DRAFT

Provided or connected residents with supportive services that provide one or more of the following: work readiness health screenings, interview clothing, uniforms, test fees, transportation.					
Assisted residents with finding child care.					
Assisted residents to apply for, or attend community college or a four year educational institution.					
Assisted residents to apply for, or attend vocational/technical training.					
Assisted residents to obtain financial literacy training and/or coaching.					
Bonding assistance, guaranties, or other efforts to support viable bids from Section 3 business concerns.					
Provided or connected residents with training on computer use or online technologies.					
Promoting the use of a business registry designed to create opportunities for disadvantaged and small businesses.	X				
Outreach, engagement, or referrals with the state one-stop system, as designed in Section 121(e)(2) of the Workforce Innovation and Opportunity Act.					
Other. Posted Section 3 notices at jobsites and conducted employee interviews at job sites.	X				

Table 9 – Qualitative Efforts - Number of Activities by Program

Narrative

The hours above reflect the Section 3 information for the 2023-24 Accessibility Improvement projects.

AFFP
156259 CDBG CAPER -Jimenez

Affidavit of Publication

STATE OF CALIFORNIA } SS
COUNTY OF ORANGE }

I am a citizen of the United States; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principle clerk of the printer of BUENA PARK/ANAHEIM INDEPENDENT, a newspaper of general circulation, published ONCE WEEKLY in the city of Buena Park, County of ORANGE, which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of ORANGE, State of California under the date of February 06, 1990, Case Number A-151797; that the notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

September 05, 2025

That said newspaper was regularly issued and circulated on those dates.
SIGNED:

Buena Park/Anaheim Independent

Subscribed to and sworn by me this 5th day of September 2025.

00007220 00156259

74
IND-CITY OF BUENA PARK (CL)
6650 BEACH BLVD
BUENA PARK, CA 90622

NOTICE IS HEREBY GIVEN that the City Council of the City of Buena Park will hold a public hearing in the Council Chamber of the Civic Center, 6650 Beach Boulevard, Buena Park, California, on Tuesday, September 23, 2025 at 6:00 p.m., or as soon as possible thereafter as the matter can be heard, to consider approving the 2024-2025 Consolidated Annual Performance and Evaluation Report (CAPER) before its submission to the Department of Housing and Urban Development (HUD).

The 2024-2025 CAPER covers the period of July 1, 2024 through June 30, 2025 and provides a summary of activities funded with Community Development Block Grant (CDBG) funds during the program year. The report includes an overview of the City's efforts to meet housing and community needs. In accordance with federal regulations and the City's Citizen Participation Plan, the 2024-2025 CAPER will be available for public review at the following locations:

- Buena Park City Hall, Economic Development Division, 6650 Beach Boulevard
- Buena Park Library, 7150 La Palma Ave
- Buena Park Senior Center, 8150 Knott Avenue
- Buena Park website, www.buenapark.com

Written comments with respect to the 2024-2025 CAPER will be accepted beginning September 5, 2025 and must be received no later than 5:00 pm on September 23, 2025. Comments or requests for additional information may be directed to Sarabeth Suarez, Buena Park City Hall, Economic Development Division, 6650 Beach Blvd., Buena Park, CA 90621, or by calling (714) 562-3591 or via email at ssuarez@buenapark.com.

ALL INTERESTED PERSONS HAVE THE RIGHT TO APPEAR AND BE HEARD. If you challenge this item in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the City Council at, or prior to, the public hearing.

Any person with impairment pursuant to the Americans with Disability Act who needs special accommodations should call the City Clerk at (714) 562-3750.

If you would like to participate in the public hearing and would like translation in Chinese, Korean, Spanish, Tagalog, or Vietnamese, please contact the City Clerk's Office at (714) 562-3750, 48-hours prior to the meeting.

Further information may be obtained from the Economic Development Division, (714) 562 3591.
Adria M. Jimenez, MMC
Director of Government and Community Relations/City Clerk
Buena Park Independent 9/5/2025-156259

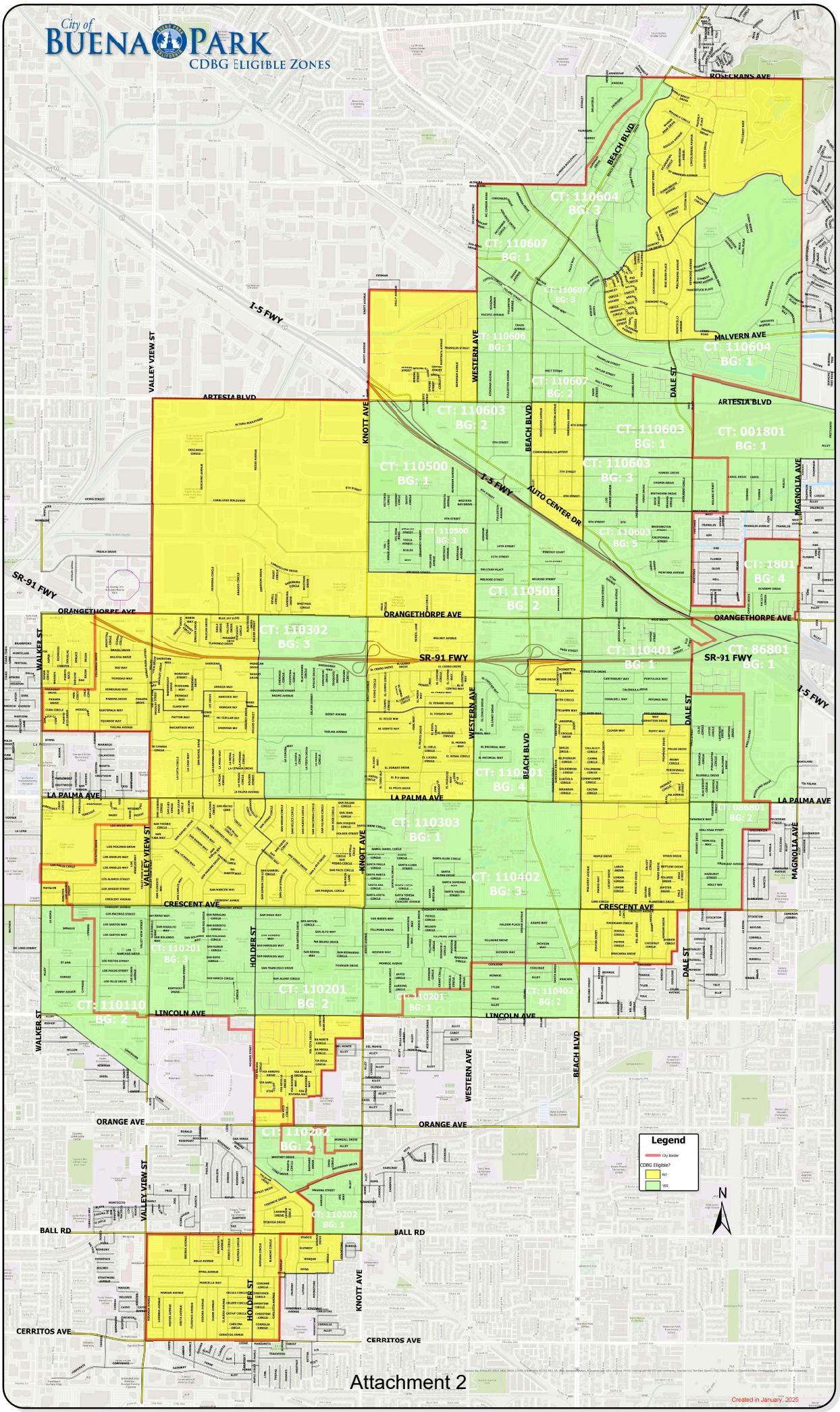
SUMMARY OF PUBLIC COMMENTS

15-Day Comment Period

To be determined

9/23/2025 City Council Meeting

To be determined


City of BUENA PARK
CDBG Eligible Zones
ROSECRANS AVE
BEACH BLVD
I-5 FWY
MALVERN AVE
VALLEY VIEW ST
WESTERN AVE
DALE ST
ARTESIA BLVD
KNOTT AVE
MAGNOLIA AVE
AUTO CENTER DR
SR-91 FWY
ORANGETHORPE AVE
WALKER ST
LA PALMA AVE
CRESCENT AVE
HOLDER ST
LINCOLN AVE
ORANGE AVE
BALL RD
CERRITOS AVE
CT: 110604 BG: 3
CT: 110607 BG: 1
CT: 110607 BG: 3
CT: 110606 BG: 1
CT: 110607 BG: 2
CT: 110604 BG: 1
CT: 110603 BG: 2
CT: 110603 BG: 1
CT: 001801 BG: 1
CT: 110500 BG: 1
CT: 110603 BG: 3
CT: 110500 BG: 3
CT: 110603 BG: 5
CT: 1801 BG: 4
CT: 110500 BG: 2
CT: 110302 BG: 3
CT: 110401 BG: 1
CT: 86801 BG: 1
CT: 110401 BG: 4
CT: 086801 BG: 2
CT: 110303 BG: 1
CT: 110402 BG: 3
CT: 110201 BG: 3
CT: 110201 BG: 2
CT: 110110 BG: 2
CT: 110201 BG: 1
CT: 110402 BG: 2
CT: 110202 BG: 2
CT: 110202 BG: 1
Legend
City Border
CDBG Eligible?
NO
YES
N
Attachment 2
Created in January, 2025

Buena Park Analysis of Impediments Fair Housing Summary

PROPOSED AI GOALS AND STRATEGIES	FY 2024-2025 ACCOMPLISHMENTS
1) In collaboration with the OCHA: a) Attend quarterly Orange County Housing Authority (OCHA) Housing Advisory Committee to enhance the exchange of information regarding the availability, procedures, and policies related to the Housing Assistance Voucher program and regional housing issues. b) Support OCHA's affirmative fair marketing plan and deconcentrating policies by providing five-year and annual PHA plan certifications. c) In coordination with OCHA and fair housing services provider, conduct landlord education campaign to educate property owners about State law prohibiting discrimination based on household income.	a) Staff attended quarterly online meetings. b) The City provided the PHA Plan certifications to OCHA staff upon request. c) California law expanded "source of income" protections to individuals who use housing rent assistance (e.g., Housing Choice Voucher) effective January 2020. The Fair Housing Foundation (FHF) is prepared to receive and address these types of complaints. The FH received 20 allegations of fair housing law violations– 2 based on age, 1 based on national origin, 1 based on familial status, 2 based on race, 1 based on gender, 7 based on mental disability, and 6 based on physical disability. Fair Housing Foundation successfully resolved 19 cases through counseling and 1 case was opened for further investigation.
2) Through the City's fair housing contractor: a) Provide fair housing education and information to apartment managers and homeowner associations on why denial of reasonable modifications/accommodations is unlawful. b) Conduct multi-faceted fair housing outreach to tenants, landlords, property owners, realtors, and property management companies. Methods of outreach may include workshops, information booths, presentations to community groups, and distribution of multilingual fair housing literature.	a) During the reporting period, FHF received approximately 5 inquiries regarding reasonable accommodation from Buena Park residents. b) During the reporting period, FHF held 4 fair housing workshops for Buena Park residents and 2 information booths at City events as well as 2 walk-in clinics available to the public. Approximately 1,911 residents participated in these outreach and education services. They also attended 9 community meeting and held 2 community presentations to further market their services. c) The FHF assisted 130 unduplicated Buena Park households by addressing 165 fair housing issues, disputes, and inquiries. Most disputes centered on evictions, notices, and habitability. d) FHF conducts its audits based on the most common protected classes to identify issues and educate the public.

PGM Year: 1994
Project: 0002 - CONVERTED CDBG ACTIVITIES
IDIS Activity: 2 - CDBG COMMITTED FUNDS ADJUSTMENT

Status: Open 10/3/2001 12:00:00 AM
Location: ,

Objective:
Outcome:
Matrix Code: General Program Administration (21A)
National Objective:

Activity to prevent, prepare for, and respond to Coronavirus: No

Initial Funding Date: 01/01/0001

Description:

Financing

	Fund Type	Grant Year	Grant	Funded Amount	Drawn In Program Year	Drawn Thru Program Year
CDBG	EN	Pre-2015		$7,860,497.55	$0.00	$0.00
		1982	B82MC060502		$0.00	$689,000.00
		1986	B86MC060502		$0.00	$655,000.00
		1987	B87MC060502		$0.00	$656,000.00
		1988	B88MC060502		$0.00	$620,000.00
		1989	B89MC060502		$0.00	$645,000.00
		1990	B90MC060502		$0.00	$614,000.00
		1991	B91MC060502		$0.00	$686,000.00
		1992	B92MC060502		$0.00	$727,000.00
		1993	B93MC060502		$0.00	$830,000.00
		1994	B94MC060502		$0.00	$904,000.00
		1995	B95MC060502		$0.00	$834,497.55
Total	**Total**			**$7,860,497.55**	**$0.00**	**$7,860,497.55**

Proposed Accomplishments

Actual Accomplishments

Number assisted:	Owner		Renter		Total		Person	
	Total	Hispanic	Total	Hispanic	Total	Hispanic	Total	Hispanic
White:					0	0		
Black/African American:					0	0		
Asian:					0	0		
American Indian/Alaskan Native:					0	0		
Native Hawaiian/Other Pacific Islander:					0	0		

American Indian/Alaskan Native & White:					0	0		
Asian White:					0	0		
Black/African American & White:					0	0		
American Indian/Alaskan Native & Black/African American:					0	0		
Other multi-racial:					0	0		
Asian/Pacific Islander:					0	0		
Hispanic:					0	0		
Total:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Female-headed Households: 0

Income Category:

	Owner	Renter	Total	Person
Extremely Low			0	
Low Mod			0	
Moderate			0	
Non Low Moderate			0	
Total	0	0	0	0
Percent Low/Mod				

Annual Accomplishments

No data returned for this view. This might be because the applied filter excludes all data.

PGM Year: 2020
Project: 0013 - CDBG-CV Public Services
IDIS Activity: 453 - CDBG-CV Rental Assistance Program

Status: Open
Location: 6650 Beach Blvd Buena Park, CA 90621-2905

Objective: Provide decent affordable housing
Outcome: Sustainability
Matrix Code: Subsistence Payment (05Q)
National Objective: LMC

Activity to prevent, prepare for, and respond to Coronavirus: Yes

Initial Funding Date: 03/27/2021

Description:

Rental assistance for low-income families at 80% or below of AMI that have been financially impacted by COVID-19 from job loss, reduction in work hours or layoff.

Financing

	Fund Type	Grant Year	Grant	Funded Amount	Drawn In Program Year	Drawn Thru Program Year
CDBG	EN	2020	B20MW060502	$480,044.56	$4,500.00	$375,703.85
Total	**Total**			**$480,044.56**	**$4,500.00**	**$375,703.85**

Proposed Accomplishments

People (General) : 275

Actual Accomplishments

Number assisted:	Owner		Renter		Total		Person	
	Total	Hispanic	Total	Hispanic	Total	Hispanic	Total	Hispanic
White:	0	0	0	0	0	0	17	13
Black/African American:	0	0	0	0	0	0	6	0
Asian:	0	0	0	0	0	0	12	0
American Indian/Alaskan Native:	0	0	0	0	0	0	0	0
Native Hawaiian/Other Pacific Islander:	0	0	0	0	0	0	0	0
American Indian/Alaskan Native & White:	0	0	0	0	0	0	0	0
Asian White:	0	0	0	0	0	0	2	0
Black/African American & White:	0	0	0	0	0	0	1	0
American Indian/Alaskan Native & Black/African American:	0	0	0	0	0	0	0	0
Other multi-racial:	0	0	0	0	0	0	11	9
Asian/Pacific Islander:	0	0	0	0	0	0	0	0
Hispanic:	0	0	0	0	0	0	0	0
Total:	**0**	**0**	**0**	**0**	**0**	**0**	**49**	**22**

Female-headed Households:	0	0	0

Income Category:

	Owner	Renter	Total	Person
Extremely Low	0	0	0	16
Low Mod	0	0	0	13
Moderate	0	0	0	15
Non Low Moderate	0	0	0	0
Total	0	0	0	44
Percent Low/Mod				100.0%

Annual Accomplishments

Years	Accomplishment Narrative	# Benefitting
2020	The COVID-19 Rental Assistance Program offers rental assistance for income eligible Buena Park residents that have been financially impacted by the COVID-19 pandemic. The program offers a grant of up to $4,500 per household. During program year 2020-2021, 154 applications were received, 44 applications were approved, and 70 applications were denied. Out of the 154 applications received during the year, 40 were pending review/approval.	
2021	The COVID-19 Rental Assistance Program offers rental assistance for income eligible Buena Park residents that have been financially impacted by the COVID-19 pandemic. The program offers a grant of up to $4,500 per household. During program year 2021-2022, the City received 30 new rental assistance applications. Throughout the year, 27 applications were approved, 35 were either denied or withdrawn by the applicant, and 7 of the new applications are currently under review. In total, the City has assisted 71 residents with rental assistance between fiscal year 2020-2021 and 2021-2022. As we stray further from the beginning of the pandemic, there is now less interest in the program but the City continues to advertise the program and accept applications. The Program will continue through program year 2022-2023.	
2022	During the first quarter, the City provided rental assistance to two (2) unduplicated residents and one (1) that was ongoing from the previous fiscal year. Two (2) residents received their full grant amount and one (1) continued to receive assistance into the second quarter. A total of $12,000 was granted during the first quarter. During the second quarter, four (4) residents received their full rental assistance grant amount. A total of $17,519 was granted during the second quarter. During the third quarter, the City provided rental assistance to two (2) unduplicated Buena Park residents. A total of $9,000 was granted during the third quarter. During the fourth quarter, the City provided rental assistance to two (2) unduplicated Buena Park residents. A total of $5,975 was granted for rental assistance during this quarter. All grantees provided the required documentation to show they had been negatively impacted by COVID-19. During fiscal year 2022-2023, a total of $44,494 was utilized to assist 10 Buena Park residents with rental assistance.	
2023	During the first quarter, the City provided rental assistance to one (1) resident that was ongoing from the previous fiscal year and counted in the 4th quarter of the previous FY. This resident received $3,000 during the first quarter, which completed their rental assistance. During the second quarter, four (4) residents received their full rental assistance grant amount. A total of $17,925 was granted during the second quarter. During the third quarter, the City provided rental assistance to one (1) unduplicated Buena Park resident. A total of $1,130 was granted during the third quarter. During the fourth quarter, the City continued providing rental assistance to the resident approved in the third quarter. A total of $2,260 was granted for rental assistance during this quarter. All grantees provided the required documentation to show they had been negatively impacted by COVID-19. During fiscal year 2023-2024, a total of $24,315 was utilized to assist 5 unduplicated Buena Park residents and 1 ongoing resident with rental assistance.	

Years	Accomplishment Narrative	# Benefitting
2024	During the first quarter of FY 24-25, the City received 1 incomplete application for rental assistance. The applicant claimed to have a COVID-19 related impact to their income; however, they had no documentation to show that it was directly tied to the pandemic. Upon the applicant's request, staff emailed an employer verification to his employer to certify that his reduction of hours were due to COVID. Staff was waiting for their response before moving forward with the application.During the second quarter of FY 24-25, the City received several calls for rental assistance. None of the callers could provide documentation to show that their rental arrears were directly caused by COVID. The applicant from the first quarter did not qualify for assistance because they had no clear COVID tie to their rental arrears. During the third quarter of FY 24-25, the City received 1 rental assistance application aside from several calls for rental assistance. Staff was processing one application during the 3rd quarter to determine their eligibility.During the 4th quarter, the City provided rental assistance to one renter that had a recent COVID-19 impact. The resident had covid and could not go to wor kfor a few weeks. This caused a decrease of income and difficulty to pay rent.Total assistance was $4,500.	

PGM Year: 2023

Project: 0013 - Smith Murphy Park & Carl Brenner Park ADA Improvements

IDIS Activity: 493 - Smith Murphy Park Accessibility Improvements

Status: Completed 12/31/2024 12:00:00 AM
Location: 5290 Cameron Drive Buena Park, CA 90621

Objective: Create suitable living environments
Outcome: Availability/accessibility
Matrix Code: Parks, Recreational Facilities (03F)
National Objective: LMA

Activity to prevent, prepare for, and respond to Coronavirus: No

Initial Funding Date: 10/23/2023

Description:

The project include ADA compliant accessibility improvements to Smith Murphy Park, 5290 Cameron Drive, Buena Park, CA 90621.
The project is meant to enhance the The improvements including ADA compliant wheelchair ramps, accessible handicap parking, bi-level drinking fountains, ADA compliant picnic tables and benches, playground surface improvements, and improvements to the restroom interior fixtures.
These improvements would ensure that handicapped individuals and other residents in the low-income area can fully participate ad benefit from the park.
The project includes engineering and design costs as well as construction costs.
Activity is complete.

Financing

	Fund Type	Grant Year	Grant	Funded Amount	Drawn In Program Year	Drawn Thru Program Year
CDBG	EN	2021	B21MC060502	$304,720.00	$288,030.00	$304,720.00
Total	**Total**			**$304,720.00**	**$288,030.00**	**$304,720.00**

Proposed Accomplishments

Public Facilities : 1
Total Population in Service Area: 2,800
Census Tract Percent Low / Mod: 53.04

Annual Accomplishments

Years	Accomplishment Narrative	# Benefitting
2023	During the first quarter of FY 2023-2024, the City awarded Oldham Architects with $16,690 to provide plans for the Smith Murphy Park Accessibility Improvement projects. By the end of the first quarter, Oldham Architects submitted 90% plans to the City for review. The City paid Oldham Architects $15,021 during this quarter. During the second quarter, Oldham Architects provided 100% plans to the City along with the cost estimates. Public Works staff reviewed the plans and provided comments about the plans. During the 3rd quarter, Oldham Architects submitted revised plans and the City publicly advertised the bid solicitation for the project in February 2024. During the bid process, City staff notified the Building & Construction Trades Council and the Supplier Clearinghouse to reach out to Disadvantaged Business Enterprise (DBE) programs. The City publicly opened bids on March 28, 2024. Out of the six bids received, the lowest bidder greatly exceeded the project budget. During the 4th quarter, the City consulted with Oldham Architects to re-evaluate the project's work scope to fit within the project budget. The engineer's new estimate was $780,000 for 2 parks. The City paid Oldham Architects $1,669 during the 4th quarter as a final payment for the completed plans. On May 13, 2024, the project was publicly advertised for bids. On May 29, 2024, three bids were received and publicly opened. The construction of this project was awarded to Aguilar & Calderon Corporation in the amount of $778,611.66 at the City Council meeting on June 11, 2024. On June 26, 2024, a pre-construction meeting was held between City staff and Aguilar & Calderon to discuss City requirements and federal requirements for the project including Davis Bacon prevailing wage and Section 3. The projects was set to start construction on July 15, 2024 and be completed by September 2024.	
2024	During the first quarter of FY 24-25, Aguilar & Calderon began construction at Smith Murphy park. The City issued the Notice to Proceed on July 15, 2024. The improvements for Smith Murphy Park included ADA modifications to concrete pathways, restrooms, parking areas, installing new ADA accessible picnic tables, ADA accessible bi-level drinking fountains, and improvements to the playground surfacing. Due to extended lead times for bathroom fixtures, the contract working days for bathroom related improvements were extended. By the end of the 1st quarter, all work was finished except for the installation of bathroom fixtures and issues with the urinals, which resulted from a manufacturing error. Two invoices from Aguilar & Calderon for $131,870.37 and $151,468.49 were processed and paid this quarter for construction services. During the first quarter, City staff conducted onsite employee interviews on various days in compliance with the Office of Davis-Bacon and Labor Standards. There were no findings resulting from the interviews. Additionally, the Solis Group performed Community Workforce Agreement services and labor compliance monitoring and found no concerns. During the second quarter, $122,895.10 was paid to Aguilar & Calderon for construction services. The Project was complete on October 28, 2024, and the retention payment was released in the amount of $21,380.76 on December 18, 2024 after the City conducted a final walkthrough of the project. The total project cost, including $16,690 of engineering costs, was $444,304.71 of which $304,720 was funded by CDBG. Project is complete.	

PGM Year: 2023

Project: 0013 - Smith Murphy Park & Carl Brenner Park ADA Improvements

IDIS Activity: 494 - Carl Brenner Park Accessibility Improvements

Status: Completed 12/31/2024 12:00:00 AM
Location: 7401 Ridgeway Dr 7373 San Rafael Drive Buena Park, CA 90620-1418

Objective: Create suitable living environments
Outcome: Availability/accessibility
Matrix Code: Parks, Recreational Facilities (03F)
National Objective: LMA

Activity to prevent, prepare for, and respond to Coronavirus: No

Initial Funding Date: 10/23/2023

Description:

The project includes ADA compliant accessibility improvements to existing park facilities and structures at Carl Brenner Park, 7373 San Rafael Drive, Buena Park, CA 90620.
The project is meant to enhance the The improvements including ADA compliant wheelchair ramps, accessible handicap parking, bi-level drinking fountains, ADA compliant picnic tables and benches, playground surface improvements, and improvements to the restroom interior fixtures.
These improvements would ensure that handicapped individuals and other residents in the low-income area can fully participate ad benefit from the park.
The project includes engineering and design costs as well as construction costs.
Activity is complete

Financing

	Fund Type	Grant Year	Grant	Funded Amount	Drawn In Program Year	Drawn Thru Program Year
CDBG	EN	2021	B21MC060502	$304,720.00	$288,030.00	$304,720.00
Total	**Total**			**$304,720.00**	**$288,030.00**	**$304,720.00**

Proposed Accomplishments

Public Facilities : 1
Total Population in Service Area: 1,420
Census Tract Percent Low / Mod: 51.76

Annual Accomplishments

Years	Accomplishment Narrative	# Benefitting
2023	During the first quarter of FY 2023-2024, the City awarded Oldham Architects with $16,690 to provide plans for the Carl Brenner Park Accessibility Improvement projects. By the end of the first quarter, Oldham Architects submitted 90% plans to the City for review. The City paid Oldham Architects $15,021 during this quarter. During the second quarter, Oldham Architects provided 100% plans to the City along with the cost estimates. Public Works staff reviewed the plans and provided comments about the plans. During the 3rd quarter, Oldham Architects submitted revised plans and the City publicly advertised the bid solicitation for the project in February 2024. During the bid process, City staff notified the Building & Construction Trades Council and the Supplier Clearinghouse to reach out to Disadvantaged Business Enterprise (DBE) programs. The City publicly opened bids on March 28, 2024. Out of the six bids received, the lowest bidder greatly exceeded the project budget. During the 4th quarter, the City consulted with Oldham Architects to re-evaluate the project's work scope to fit within the project budget. The engineer's new estimate was $780,000 for 2 parks. The City paid Oldham Architects $1,669 during the 4th quarter as a final payment for the completed plans. On May 13, 2024, the project was publicly advertised for bids. On May 29, 2024, three bids were received and publicly opened. The construction of this project was awarded to Aguilar & Calderon Corporation in the amount of $778,611.66 at the City Council meeting on June 11, 2024. On June 26, 2024, a pre-construction meeting was held between City staff and Aguilar & Calderon to discuss City requirements and federal requirements for the project including Davis Bacon prevailing wage and Section 3. The projects was set to start construction on July 15, 2024 and be completed by September 2024.	
2024	During the first quarter of FY 24-25, Aguilar & Calderon began construction at Carl Brenner Park. The City issued the Notice to Proceed on July 15, 2024. The improvements for Carl Brenner Park included ADA modifications to concrete pathways, restrooms, parking areas, installing new ADA accessible picnic tables, ADA accessible bi-level drinking fountains, and improvements to the playground surfacing. Due to extended lead times for bathroom fixtures, the contract working days for bathroom related improvements were extended. By the end of the 1st quarter, all work was finished except for the installation of bathroom fixtures and issues with the urinals, which resulted from a manufacturing error. Two invoices from Aguilar & Calderon for $149,225.12 and $104,296.96 were processed and paid this quarter for construction services. During the first quarter, City staff conducted onsite employee interviews on various days in compliance with the Office of Davis-Bacon and Labor Standards. There were no findings resulting from the interviews. Additionally, the Solis Group performed Community Workforce Agreement services and labor compliance monitoring and found no concerns. During the second quarter, $139,978.46 was paid to Aguilar & Calderon for construction services. The Project was complete on October 28, 2024, and the retention payment was released in the amount of $20,710.57 on December 18, 2024 after the City conducted a final walkthrough of the project. The total project cost, including $16,690 in engineering costs, was $430,901.11 of which $304,720 was funded through CDBG. Project is complete.	

PGM Year: 2024
Project: 0001 - CDBG Program Administration
IDIS Activity: 495 - CDBG Program Administration

Status: Completed 6/30/2025 12:00:00 AM
Location: ,

Objective:
Outcome:
Matrix Code: General Program Administration (21A)
National Objective:

Activity to prevent, prepare for, and respond to Coronavirus: No

Initial Funding Date: 11/20/2024

Description:

The Community Development Block Grant (CDBG) Program is administered by the City's Community & Economic Development Department.
City staff conduct CDBG program oversight and planning to ensure compliance with the Department of Housing and Urban Development (HUD).
CDBG Program administration includes grant sub-recipient management and monitoring, preparation of annual plans and reports, preparation of the annual CDBG budget, conducting public meetings, preparing public notices, preparing agenda reports, budget monitoring, attending HUD meetings and trainings, and more.
Activity for program year 2024-2025 is complete.

Financing

	Fund Type	Grant Year	Grant	Funded Amount	Drawn In Program Year	Drawn Thru Program Year
CDBG	EN	2024	B24MC060502	$125,232.07	$125,232.07	$125,232.07
	PI			$6,084.54	$6,084.54	$6,084.54
Total	**Total**			**$131,316.61**	**$131,316.61**	**$131,316.61**

Proposed Accomplishments

Actual Accomplishments

Number assisted:	Owner		Renter		Total		Person	
	Total	Hispanic	Total	Hispanic	Total	Hispanic	Total	Hispanic
White:					0	0		
Black/African American:					0	0		
Asian:					0	0		
American Indian/Alaskan Native:					0	0		
Native Hawaiian/Other Pacific Islander:					0	0		
American Indian/Alaskan Native & White:					0	0		
Asian White:					0	0		
Black/African American & White:					0	0		
American Indian/Alaskan Native & Black/African American:					0	0		
Other multi-racial:					0	0		
Asian/Pacific Islander:					0	0		

Hispanic:					0	0			
Total:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Female-headed Households:					0				

Income Category:

	Owner	Renter	Total	Person
Extremely Low			0	
Low Mod			0	
Moderate			0	
Non Low Moderate			0	
Total	0	0	0	0
Percent Low/Mod				

Annual Accomplishments

No data returned for this view. This might be because the applied filter excludes all data.

PGM Year: 2024
Project: 0002 - Fair Housing Services
IDIS Activity: 496 - Fair Housing Services

Status: Completed 6/30/2025 12:00:00 AM
Location: ,

Objective:
Outcome:
Matrix Code: Fair Housing Activities (subject to 20% Admin Cap) (21D)
National Objective:

Activity to prevent, prepare for, and respond to Coronavirus: No

Initial Funding Date: 11/20/2024

Description:

Fair Housing Foundation administers fair housing services for the City of Buena Park.
They provide outreach, education, and legal counseling to address and eliminate impediments to fair housing.
CDBG funds are used to reimburse staff salaries, communication expenses, leasing expenses, insurance expenses, and transportation expenses.
Throughout program year 2024-2025, Fair Housing Foundation provided fair housing counseling and services to 130 unduplicated Buena Park residents.
Activity is complete.

Financing

	Fund Type	Grant Year	Grant	Funded Amount	Drawn In Program Year	Drawn Thru Program Year
CDBG	EN	2024	B24MC060502	$13,105.56	$13,105.56	$13,105.56
	PI			$2,384.44	$2,384.44	$2,384.44
Total	**Total**			**$15,490.00**	**$15,490.00**	**$15,490.00**

Proposed Accomplishments

Actual Accomplishments

Number assisted:	Owner		Renter		Total		Person	
	Total	Hispanic	Total	Hispanic	Total	Hispanic	Total	Hispanic
White:					0	0		
Black/African American:					0	0		
Asian:					0	0		
American Indian/Alaskan Native:					0	0		
Native Hawaiian/Other Pacific Islander:					0	0		
American Indian/Alaskan Native & White:					0	0		
Asian White:					0	0		
Black/African American & White:					0	0		
American Indian/Alaskan Native & Black/African American:					0	0		
Other multi-racial:					0	0		
Asian/Pacific Islander:					0	0		

Hispanic:						0	0		
Total:	**0**	**0**	**0**	**0**		**0**	**0**	**0**	**0**
Female-headed Households:						0			

Income Category:

	Owner	Renter	Total	Person
Extremely Low			0	
Low Mod			0	
Moderate			0	
Non Low Moderate			0	
Total	0	0	0	0
Percent Low/Mod				

Annual Accomplishments

No data returned for this view. This might be because the applied filter excludes all data.

PGM Year: 2024
Project: 0003 - Residential Rehabilitation Loan Program
IDIS Activity: 497 - Residential Rehabilitation Loan Program

Status: Completed 6/30/2025 12:00:00 AM
Location: 5780 Los Pacos St Buena Park, CA 90620-3441

Objective: Provide decent affordable housing
Outcome: Affordability
Matrix Code: Rehab; Single-Unit Residential (14A)
National Objective: LMH

Activity to prevent, prepare for, and respond to Coronavirus: No

Initial Funding Date: 11/20/2024

Description:

The Residential Rehabilitation Program offers deferred loans at 1% interest to low- and moderate-income residents to rehabilitate their home and make necessary repairs to comply with local and State health and safety regulations.
Additionally, the Senior Code Enforcement Relief Program (SCERP), which is an extension of the Residential Rehabilitation Program, provides forgivable loans of $15,000 at zero percent (0%) interest to low-income seniors to rectify outstanding code violations.
Funding is used for construction costs and lead reduction activities.
Activity is complete.

Financing

	Fund Type	Grant Year	Grant	Funded Amount	Drawn In Program Year	Drawn Thru Program Year
CDBG	EN	2023	B23MC060502	$35,942.55	$35,942.55	$35,942.55
		2024	B24MC060502	$93,414.45	$93,414.45	$93,414.45
	PI			$26,773.00	$26,773.00	$26,773.00
Total	**Total**			**$156,130.00**	**$156,130.00**	**$156,130.00**

Proposed Accomplishments

Housing Units : 10

Actual Accomplishments

Number assisted:	Owner		Renter		Total		Person	
	Total	Hispanic	Total	Hispanic	Total	Hispanic	Total	Hispanic
White:	5	2	0	0	5	2	0	0
Black/African American:	0	0	0	0	0	0	0	0
Asian:	2	0	0	0	2	0	0	0
American Indian/Alaskan Native:	0	0	0	0	0	0	0	0
Native Hawaiian/Other Pacific Islander:	1	0	0	0	1	0	0	0
American Indian/Alaskan Native & White:	0	0	0	0	0	0	0	0
Asian White:	0	0	0	0	0	0	0	0
Black/African American & White:	0	0	0	0	0	0	0	0

American Indian/Alaskan Native & Black/African American:	0	0	0	0	0	0	0	0
Other multi-racial:	1	1	0	0	1	1	0	0
Asian/Pacific Islander:	0	0	0	0	0	0	0	0
Hispanic:	0	0	0	0	0	0	0	0
Total:	**9**	**3**	**0**	**0**	**9**	**3**	**0**	**0**
Female-headed Households:	0		0		0			

Income Category:

	Owner	Renter	Total	Person
Extremely Low	1	0	1	0
Low Mod	1	0	1	0
Moderate	7	0	7	0
Non Low Moderate	0	0	0	0
Total	9	0	9	0
Percent Low/Mod	100.0%		100.0%	

Annual Accomplishments

Years	Accomplishment Narrative	# Benefitting
2024	During the first quarter, the Program provided lead testing to one low-income household. Program staff were also reviewing 2 new applications to certify income qualification for the program. Program administration consisted of application reviewing, property site visits, loan servicing through annual affidavits of occupancy, budget monitoring, and providing senior outreach at the City's senior center to inform them about the program. During the second quarter of the program the City assisted 2 low-income household with lead testing and abatement. Program staff continued to process 2 applications to verify their eligiblity for the program. Program administration consisted of application reviewing, property site visits, loan servicing through annual affidavits of occupancy, budget monitoring, and providing senior outreach at the City's senior center to inform them about the program. During the third quarter, the City assisted one low-income household with lead abatement and clearance testing. During the 4th quarter, the City assisted 5 households through the Residential Rehabilitation Program. One project consisted of a new roof, restucco, exterior paint, new windows, plumbing repipe, and a new fire door. Another project included rennovations to 2 bathrooms such as new vanities, plumbing repairs, light fixtures, shower valves and fixtures, shower tile replacement, install grab bars, new flooring, and medicine cabinets. In addition to these projects, the City also performed lead abatement/clearance at 2 other properties and lead testing at another.	

PGM Year: 2024
Project: 0004 - Residential Rehabilitation Program Administration
IDIS Activity: 498 - Residential Rehabilitation Program Administration

Status: Completed 6/30/2025 12:00:00 AM
Location: 6650 Beach Blvd Buena Park, CA 90621-2905

Objective: Provide decent affordable housing
Outcome: Affordability
Matrix Code: Rehabilitation Administration (14H)
National Objective: LMH

Activity to prevent, prepare for, and respond to Coronavirus: No

Initial Funding Date: 11/20/2024

Description:

Residential Rehabilitation Program administration includes managing the program waitlist, program marketing, providing program application guidance, income-qualifying homeowners, preparing construction work specifications, construction management, contract management, loan servicing, and related reporting.
CDBG funds are used to reimburse staff salaries and benefits, consultant fees, program supplies, and other maintenance and operation costs.
Activity for program year 2024-2025 is complete.

Financing

	Fund Type	Grant Year	Grant	Funded Amount	Drawn In Program Year	Drawn Thru Program Year
CDBG	EN	2023	B23MC060502	$148,327.98	$148,327.98	$148,327.98
	PI			$66,490.02	$66,490.02	$66,490.02
Total	**Total**			**$214,818.00**	**$214,818.00**	**$214,818.00**

Proposed Accomplishments

Actual Accomplishments

Number assisted:	Owner		Renter		Total		Person	
	Total	Hispanic	Total	Hispanic	Total	Hispanic	Total	Hispanic
White:	0	0	0	0	0	0		0
Black/African American:	0	0	0	0	0	0	0	0
Asian:	0	0	0	0	0	0	0	0
American Indian/Alaskan Native:	0	0	0	0	0	0	0	0
Native Hawaiian/Other Pacific Islander:	0	0	0	0	0	0	0	0
American Indian/Alaskan Native & White:	0	0	0	0	0	0	0	0
Asian White:	0	0	0	0	0	0	0	0
Black/African American & White:	0	0	0	0	0	0	0	0
American Indian/Alaskan Native & Black/African American:	0	0	0	0	0	0	0	0
Other multi-racial:	0	0	0	0	0	0	0	0
Asian/Pacific Islander:	0	0	0	0	0	0	0	0

Hispanic:	0	0	0	0	0	0	0	0
Total:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Female-headed Households:	0		0		0			

Income Category:

	Owner	Renter	Total	Person
Extremely Low	0	0	0	0
Low Mod	0	0	0	0
Moderate	0	0	0	0
Non Low Moderate	0	0	0	0
Total	0	0	0	0
Percent Low/Mod				

Annual Accomplishments

Years	Accomplishment Narrative	# Benefitting
2024	Accomplishments are reported in IDIS Activity # 497. Administration activity complete for program year 2024-2025.	

PGM Year: 2024

Project: 0006 - Graffiti Removal

IDIS Activity: 499 - Graffiti Removal Program

Status: Completed 6/30/2025 12:00:00 AM
Location: 6955 Aragon Cir Buena Park, CA 90620-1118

Objective: Create suitable living environments
Outcome: Availability/accessibility
Matrix Code: Other Public Services Not Listed in 05A-05Y, 03T (05Z)
National Objective: LMA

Activity to prevent, prepare for, and respond to Coronavirus: No

Initial Funding Date: 11/20/2024

Description:

The Graffiti Removal Program proactively and reactively responds to graffiti incidents within the City's CDBG eligible census tracts.
Its purpose is to provide a suitable living environment for Buena Park residents by removing graffiti in residential and commercial areas.
CDBG funds are used to reimburse a portion of staff salaries and benefits.
Activity is complete.

Financing

	Fund Type	Grant Year	Grant	Funded Amount	Drawn In Program Year	Drawn Thru Program Year
CDBG	EN	2023	B23MC060502	$17,190.00	$17,190.00	$17,190.00
Total	**Total**			**$17,190.00**	**$17,190.00**	**$17,190.00**

Proposed Accomplishments

People (General) : 2,000
Total Population in Service Area: 57,785
Census Tract Percent Low / Mod: 70.34

Annual Accomplishments

Years	Accomplishment Narrative	# Benefitting
2024	During the first quarter of FY 24-25, the Graffiti Removal Program removed 571 instances of graffiti within the City's low income census tracts. During the second quarter, the Graffiti Removal Program removed 685 instances of graffiti. During the third quarter, program staff removed 696 instances of graffiti. In the fourth quarter, they removed 576 instances of graffiti. In total, the Graffiti Removal Program crew removed 2,528 instances of graffiti within the City's low-income census tracts. Activity is complete.	

PGM Year: 2024
Project: 0005 - Neighborhood Improvement/Code Enforcement
IDIS Activity: 500 - Neighborhood Improvement/Code Enforcement Program

Status: Completed 6/30/2025 12:00:00 AM
Location: 6650 Beach Blvd Buena Park, CA 90621-2905
Objective: Create suitable living environments
Outcome: Sustainability
Matrix Code: Code Enforcement (15)
National Objective: LMA

Activity to prevent, prepare for, and respond to Coronavirus: Yes

Initial Funding Date: 11/20/2024

Description:

The Neighborhood ImprovementCode Enforcement Program identifies and responds to building and safety issues in residential and commercial areas to protect residents from living in substandard and unsafe conditions.
Code Enforcement Officers work with resident to rectify code violations through verbal and written communication, site visits, and by referring them to the City's Residential Rehabilitation Program .
The program is limited to eligible low-income Census tracts that are at least 51% low income.
CDBG funds are used to reimburse a portion of staff salaries and benefits for the Program staff.
Activity is complete.

Financing

	Fund Type	Grant Year	Grant	Funded Amount	Drawn In Program Year	Drawn Thru Program Year
CDBG	EN	2023	B23MC060502	$189,297.70	$189,297.70	$189,297.70
Total	**Total**			**$189,297.70**	**$189,297.70**	**$189,297.70**

Proposed Accomplishments

Housing Units : 850
Total Population in Service Area: 57,785
Census Tract Percent Low / Mod: 70.34

Annual Accomplishments

Years	Accomplishment Narrative	# Benefitting
2024	In the first quarter, the Code enforcement program opened 225 cases. In the second quarter, 89 new cases were opened. In the third quarter, 126 new cases were opened. In the fourth quarter, 166 cases were opened for outstanding code violations. In total, 606 new cases were opened by Code enforcement officers within the City's low-income census tracts during program year 2024-2025. Four Hundred code violation cases were closed during the program year; however, some of the cases that were closed were from previous reporting years. One housing unit was assisted by the Residential Rehabilitation Program to remove their code violations. Activity is complete.	

PGM Year: 2024
Project: 0007 - Senior Transportation Program
IDIS Activity: 501 - Senior Transportation Program

Status: Completed 6/30/2025 12:00:00 AM
Location: 8150 Knott Ave Buena Park, CA 90620-3159

Objective: Create suitable living environments
Outcome: Availability/accessibility
Matrix Code: Senior Services (05A)
National Objective: LMC

Activity to prevent, prepare for, and respond to Coronavirus: No

Initial Funding Date: 11/20/2024

Description:

The Senior Transportation Program provides senior Buena Park residents with transportation to non-emergency medical appointments, pharmacies, grocery stores, and the Buena Park Senior Center to participate in their many programs and activities.
CDBG funds are used for part-time driver's salaries and benefits and cell phone expenses.
Activity is complete.

Financing

	Fund Type	Grant Year	Grant	Funded Amount	Drawn In Program Year	Drawn Thru Program Year
CDBG	EN	2023	B23MC060502	$26,487.26	$26,487.26	$26,487.26
Total	**Total**			**$26,487.26**	**$26,487.26**	**$26,487.26**

Proposed Accomplishments

People (General) : 350

Actual Accomplishments

Number assisted:	Owner		Renter		Total		Person	
	Total	Hispanic	Total	Hispanic	Total	Hispanic	Total	Hispanic
White:	0	0	0	0	0	0	231	82
Black/African American:	0	0	0	0	0	0	13	0
Asian:	0	0	0	0	0	0	93	0
American Indian/Alaskan Native:	0	0	0	0	0	0	0	0
Native Hawaiian/Other Pacific Islander:	0	0	0	0	0	0	10	0
American Indian/Alaskan Native & White:	0	0	0	0	0	0	0	0
Asian White:	0	0	0	0	0	0	0	0
Black/African American & White:	0	0	0	0	0	0	0	0
American Indian/Alaskan Native & Black/African American:	0	0	0	0	0	0	0	0
Other multi-racial:	0	0	0	0	0	0	0	0
Asian/Pacific Islander:	0	0	0	0	0	0	0	0

Hispanic:	0	0	0	0	0	0	0	0
Total:	**0**	**0**	**0**	**0**	**0**	**0**	**347**	**82**
Female-headed Households:	0		0		0			

Income Category:

	Owner	Renter	Total	Person
Extremely Low	0	0	0	347
Low Mod	0	0	0	0
Moderate	0	0	0	0
Non Low Moderate	0	0	0	0
Total	0	0	0	347
Percent Low/Mod				100.0%

Annual Accomplishments

Years	Accomplishment Narrative	# Benefitting
2024	In the first quarter, the Senior Transportation Program assisted 109 unduplicated Buena Park low-income residents with low-cost bus rides to medical and health related appointments. In the second quarter, the program assisted 90 clients. In the third quarter, the program provided services to 61 residents. In the fourth quarter, the Program provided transportation services to 87 clients. In total, the Program assisted 347 clients throughout the year. Activity is complete.	

PGM Year: 2024
Project: 0008 - Boys and Girls Club of Buena Park
IDIS Activity: 502 - Boys & Girls Club

Status: Completed 6/30/2025 12:00:00 AM
Location: 7758 Knott Ave Buena Park, CA 90620-2420

Objective: Create suitable living environments
Outcome: Affordability
Matrix Code: Youth Services (05D)
National Objective: LMC

Activity to prevent, prepare for, and respond to Coronavirus: No

Initial Funding Date: 11/20/2024

Description:

Boys & Girls Club's purpose is to improve the quality of life of Buena Park's youth through a variety of social and recreational programs addressing character and leadership development, the arts, education, career development, health and life skills, sports, fitness, and recreation.
In addition to these services, the program also provides free dental treatments to children who qualify.
CDBG funds are used to reimburse utility costs including electricity, phone, and the internet.
Activity is complete.

Financing

	Fund Type	Grant Year	Grant	Funded Amount	Drawn In Program Year	Drawn Thru Program Year
CDBG	EN	2023	B23MC060502	$10,000.00	$10,000.00	$10,000.00
Total	**Total**			**$10,000.00**	**$10,000.00**	**$10,000.00**

Proposed Accomplishments

People (General) : 1,080

Actual Accomplishments

Number assisted:	Owner		Renter		Total		Person	
	Total	Hispanic	Total	Hispanic	Total	Hispanic	Total	Hispanic
White:	0	0	0	0	0	0	367	242
Black/African American:	0	0	0	0	0	0	65	0
Asian:	0	0	0	0	0	0	239	0
American Indian/Alaskan Native:	0	0	0	0	0	0	5	0
Native Hawaiian/Other Pacific Islander:	0	0	0	0	0	0	28	0
American Indian/Alaskan Native & White:	0	0	0	0	0	0	1	0
Asian White:	0	0	0	0	0	0	17	0
Black/African American & White:	0	0	0	0	0	0	3	0
American Indian/Alaskan Native & Black/African American:	0	0	0	0	0	0	2	0
Other multi-racial:	0	0	0	0	0	0	830	0

Asian/Pacific Islander:	0	0	0	0	0	0	0	0
Hispanic:	0	0	0	0	0	0	0	0
Total:	**0**	**0**	**0**	**0**	**0**	**0**	**1,557**	**242**
Female-headed Households:	0		0		0			

Income Category:

	Owner	Renter	Total	Person
Extremely Low	0	0	0	295
Low Mod	0	0	0	534
Moderate	0	0	0	572
Non Low Moderate	0	0	0	156
Total	0	0	0	1,557
Percent Low/Mod				90.0%

Annual Accomplishments

Years	Accomplishment Narrative	# Benefitting
2024	The Boys and Girls Club of Buena Park provides low-cost enrichment programs for children ages 4-18. In the first quarter, the Boys & Girls Club provided youth services to 549 unduplicated Buena Park residents. In the second quarter, they assisted 255 youth residents. In the third quarter, they assisted 600 unduplicated Buena Park youth residents. In the fourth quarter they provided services to 153 youth residents. In total, the Boys & Girls Club provided youth services to 1,557 youth within the Buena Park community. Activity is complete.	

PGM Year: 2024
Project: 0009 - Homeless Outreach Program (City of Buena Park)
IDIS Activity: 503 - Homeless Outreach Program

Status: Completed 6/30/2025 12:00:00 AM
Location: 8150 Knott Ave Buena Park, CA 90620-3159

Objective: Create suitable living environments
Outcome: Availability/accessibility
Matrix Code: Other Public Services Not Listed in 05A-05Y, 03T (05Z)
National Objective: LMC

Activity to prevent, prepare for, and respond to Coronavirus: No

Initial Funding Date: 11/20/2024

Description:

The Homeless Outreach Program provides services to unhoused individuals living in the City of Buena Park.
Its purpose is to make it more accessible for homeless individuals in a suitable living environment.
CDBG funds are used for emergency shelter costs, relocation expenses, transitional program fees, emergency supplies, and local transportation for homeless individuals.
Funds may also be used for staff training on best practices for delivering homeless services.
Activity is complete.

Financing

	Fund Type	Grant Year	Grant	Funded Amount	Drawn In Program Year	Drawn Thru Program Year
CDBG	EN	2022	B22MC060502	$3,094.63	$3,094.63	$3,094.63
		2023	B23MC060502	$16,905.37	$16,905.37	$16,905.37
Total	**Total**			**$20,000.00**	**$20,000.00**	**$20,000.00**

Proposed Accomplishments

People (General) : 200

Actual Accomplishments

Number assisted:	Owner		Renter		Total		Person	
	Total	Hispanic	Total	Hispanic	Total	Hispanic	Total	Hispanic
White:	0	0	0	0	0	0	184	105
Black/African American:	0	0	0	0	0	0	34	0
Asian:	0	0	0	0	0	0	8	0
American Indian/Alaskan Native:	0	0	0	0	0	0	0	0
Native Hawaiian/Other Pacific Islander:	0	0	0	0	0	0	0	0
American Indian/Alaskan Native & White:	0	0	0	0	0	0	0	0
Asian White:	0	0	0	0	0	0	0	0
Black/African American & White:	0	0	0	0	0	0	0	0
American Indian/Alaskan Native & Black/African American:	0	0	0	0	0	0	0	0
Other multi-racial:	0	0	0	0	0	0	8	0

Asian/Pacific Islander:	0	0	0	0	0	0	0	0
Hispanic:	0	0	0	0	0	0	0	0
Total:	**0**	**0**	**0**	**0**	**0**	**0**	**234**	**105**
Female-headed Households:	0		0		0			

Income Category:

	Owner	Renter	Total	Person
Extremely Low	0	0	0	234
Low Mod	0	0	0	0
Moderate	0	0	0	0
Non Low Moderate	0	0	0	0
Total	0	0	0	234
Percent Low/Mod				100.0%

Annual Accomplishments

Years	Accomplishment Narrative	# Benefitting
2024	The Homeless Outreach Program provides temporary assistance to individuals that are experiencing homelessness. They provide emergency supplies such as clothing, food, hygiene products, and temporary motel stays among other services. In the first quarter they assisted 118 unduplicated clients. In the second quarter they assisted 34 clients. In the third quarter they provided services to 47 clients. In the fourth quarter, they assisted 35 clients. In total, the Homeless Outreach Program assisted 234 unduplicated clients during program year 2024-2025. Activity is complete.	

PGM Year: 2024
Project: 0010 - Mercy House Living Centers (Navigation Center)
IDIS Activity: 504 - Mercy House (Navigation Center)

Status: Completed 6/30/2025 12:00:00 AM
Location: 6494 Caballero Blvd Buena Park, CA 90620-1128

Objective: Create suitable living environments
Outcome: Availability/accessibility
Matrix Code: Operating Costs of Homeless/AIDS Patients Programs (03T)
National Objective: LMC

Activity to prevent, prepare for, and respond to Coronavirus: No

Initial Funding Date: 11/20/2024

Description:

Mercy House Living Centers administers the homeless services provided at the Buena Park Navigation Center.
The Program provides year-round shelter, hygiene facilities, meals, and intensive supportive services to homeless adults.
Services include housing navigation, enrichment activities, health care resources, drug and alcohol treatment referrals, employment placement referrals, and much more.
CDBG funds are used to reimburse a portion of the cost to provide security guards for the facility.
Activity is complete.

Financing

	Fund Type	Grant Year	Grant	Funded Amount	Drawn In Program Year	Drawn Thru Program Year
CDBG	EN	2022	B22MC060502	$27,620.00	$27,620.00	$27,620.00
Total	**Total**			**$27,620.00**	**$27,620.00**	**$27,620.00**

Proposed Accomplishments

People (General) : 130

Actual Accomplishments

Number assisted:	Owner		Renter		Total		Person	
	Total	Hispanic	Total	Hispanic	Total	Hispanic	Total	Hispanic
White:	0	0	0	0	0	0	157	74
Black/African American:	0	0	0	0	0	0	25	0
Asian:	0	0	0	0	0	0	7	0
American Indian/Alaskan Native:	0	0	0	0	0	0	15	9
Native Hawaiian/Other Pacific Islander:	0	0	0	0	0	0	4	1
American Indian/Alaskan Native & White:	0	0	0	0	0	0	2	2
Asian White:	0	0	0	0	0	0	1	0
Black/African American & White:	0	0	0	0	0	0	1	0
American Indian/Alaskan Native & Black/African American:	0	0	0	0	0	0	0	0
Other multi-racial:	0	0	0	0	0	0	3	0

Asian/Pacific Islander:	0	0	0	0	0	0	0	0
Hispanic:	0	0	0	0	0	0	0	0
Total:	**0**	**0**	**0**	**0**	**0**	**0**	**215**	**86**
Female-headed Households:	0		0		0			

Income Category:

	Owner	Renter	Total	Person
Extremely Low	0	0	0	215
Low Mod	0	0	0	0
Moderate	0	0	0	0
Non Low Moderate	0	0	0	0
Total	0	0	0	215
Percent Low/Mod				100.0%

Annual Accomplishments

Years	Accomplishment Narrative	# Benefitting
2024	Mercy House assists homeless individuals with overnight stay at their year-round shelter. They provide meals and social programs that are meant to guide them out of homelessness and transition to more permanent housing. In the first quarter Mercy House assisted 116 homeless clients who were referred by the City or had a previous address in the City of Buena Park. In the second quarter, Mercy House assisted 37 clients. In the third quarter, they provided assistance to 31 clients. In the fourth quarter, Mercy house provided services to 31 homeless individuals. In total, Mercy House assisted 215 Buena Park clients. Activity is complete.	

PGM Year: 2024
Project: 0011 - Friendly Center
IDIS Activity: 505 - Friendly Center (Community Resource Center)

Status: Completed 6/30/2025 12:00:00 AM
Location: 6688 Beach Blvd Buena Park, CA 90621-2905

Objective: Create suitable living environments
Outcome: Availability/accessibility
Matrix Code: Other Public Services Not Listed in 05A-05Y, 03T (05Z)
National Objective: LMC

Activity to prevent, prepare for, and respond to Coronavirus: No

Initial Funding Date: 11/20/2024

Description:

Friendly Center offers free resources and support to low income residents.
They offer stability programs, which encompass food distribution, case managements, mental health counseling, utility and rental assistance, and other referral services.
Additionally, they offer skill building programs such as after-school tutoring, job development assistance, and financial literacy workshops.
CDBG funding is used for a portion of on-site staff salaries and benefits.
Activity is complete.

Financing

	Fund Type	Grant Year	Grant	Funded Amount	Drawn In Program Year	Drawn Thru Program Year
CDBG	EN	2020	B20MC060502	$1,521.34	$1,521.34	$1,521.34
		2022	B22MC060502	$12,158.66	$12,158.66	$12,158.66
Total	**Total**			**$13,680.00**	**$13,680.00**	**$13,680.00**

Proposed Accomplishments

People (General) : 618

Actual Accomplishments

Number assisted:	Owner		Renter		Total		Person	
	Total	Hispanic	Total	Hispanic	Total	Hispanic	Total	Hispanic
White:	0	0	0	0	0	0	409	366
Black/African American:	0	0	0	0	0	0	0	0
Asian:	0	0	0	0	0	0	29	0
American Indian/Alaskan Native:	0	0	0	0	0	0	0	0
Native Hawaiian/Other Pacific Islander:	0	0	0	0	0	0	1	0
American Indian/Alaskan Native & White:	0	0	0	0	0	0	0	0
Asian White:	0	0	0	0	0	0	0	0
Black/African American & White:	0	0	0	0	0	0	0	0
American Indian/Alaskan Native & Black/African American:	0	0	0	0	0	0	0	0
Other multi-racial:	0	0	0	0	0	0	3	0

Asian/Pacific Islander:	0	0	0	0	0	0	0	0
Hispanic:	0	0	0	0	0	0	0	0
Total:	**0**	**0**	**0**	**0**	**0**	**0**	**442**	**366**
Female-headed Households:	0		0		0			

Income Category:

	Owner	Renter	Total	Person
Extremely Low	0	0	0	441
Low Mod	0	0	0	1
Moderate	0	0	0	0
Non Low Moderate	0	0	0	0
Total	0	0	0	442
Percent Low/Mod				100.0%

Annual Accomplishments

Years	Accomplishment Narrative	# Benefitting
2024	In the first quarter, the Friendly Center assisted 223 unduplicated Buena Park residents with emergency rental assistance, food distribution, and other social service referrals. During the second quarter, Friendly Center assisted 21 unduplicated Buena Park residents. In the third quarter they assisted 129 Buena Park residents. In the 4th quarter, Friendly Center provided services to 69 Buena Park residents. In total, Friendly Center assisted a total of 442 low income Buena Park residents. Activity is complete.	

Total Funded Amount:	**$9,772,011.68**
Total Drawn Thru Program Year:	**$9,667,670.97**
Total Drawn In Program Year:	**$1,402,589.57**

PART I: SUMMARY OF CDBG RESOURCES	
01 UNEXPENDED CDBG FUNDS AT END OF PREVIOUS PROGRAM YEAR	1,189,428.55
02 ENTITLEMENT GRANT	774,071.00
03 SURPLUS URBAN RENEWAL	0.00
04 SECTION 108 GUARANTEED LOAN FUNDS	0.00
05 CURRENT YEAR PROGRAM INCOME	101,732.00
05a CURRENT YEAR SECTION 108 PROGRAM INCOME (FOR SI TYPE)	0.00
06 FUNDS RETURNED TO THE LINE-OF-CREDIT	0.00
06a FUNDS RETURNED TO THE LOCAL CDBG ACCOUNT	0.00
07 ADJUSTMENT TO COMPUTE TOTAL AVAILABLE	0.00
08 TOTAL AVAILABLE (SUM, LINES 01-07)	2,065,231.55
PART II: SUMMARY OF CDBG EXPENDITURES	
09 DISBURSEMENTS OTHER THAN SECTION 108 REPAYMENTS AND PLANNING/ADMINISTRATION	1,251,282.96
10 ADJUSTMENT TO COMPUTE TOTAL AMOUNT SUBJECT TO LOW/MOD BENEFIT	0.00
11 AMOUNT SUBJECT TO LOW/MOD BENEFIT (LINE 09 + LINE 10)	1,251,282.96
12 DISBURSED IN IDIS FOR PLANNING/ADMINISTRATION	146,806.61
13 DISBURSED IN IDIS FOR SECTION 108 REPAYMENTS	0.00
14 ADJUSTMENT TO COMPUTE TOTAL EXPENDITURES	0.00
15 TOTAL EXPENDITURES (SUM, LINES 11-14)	1,398,089.57
16 UNEXPENDED BALANCE (LINE 08 - LINE 15)	667,141.98
PART III: LOWMOD BENEFIT THIS REPORTING PERIOD	
17 EXPENDED FOR LOW/MOD HOUSING IN SPECIAL AREAS	0.00
18 EXPENDED FOR LOW/MOD MULTI-UNIT HOUSING	0.00
19 DISBURSED FOR OTHER LOW/MOD ACTIVITIES	1,251,282.96
20 ADJUSTMENT TO COMPUTE TOTAL LOW/MOD CREDIT	0.00
21 TOTAL LOW/MOD CREDIT (SUM, LINES 17-20)	1,251,282.96
22 PERCENT LOW/MOD CREDIT (LINE 21/LINE 11)	100.00%
LOW/MOD BENEFIT FOR MULTI-YEAR CERTIFICATIONS	
23 PROGRAM YEARS(PY) COVERED IN CERTIFICATION	PY: PY: PY:
24 CUMULATIVE NET EXPENDITURES SUBJECT TO LOW/MOD BENEFIT CALCULATION	0.00
25 CUMULATIVE EXPENDITURES BENEFITING LOW/MOD PERSONS	0.00
26 PERCENT BENEFIT TO LOW/MOD PERSONS (LINE 25/LINE 24)	0.00%
PART IV: PUBLIC SERVICE (PS) CAP CALCULATIONS	
27 DISBURSED IN IDIS FOR PUBLIC SERVICES	114,977.26
28 PS UNLIQUIDATED OBLIGATIONS AT END OF CURRENT PROGRAM YEAR	0.00
29 PS UNLIQUIDATED OBLIGATIONS AT END OF PREVIOUS PROGRAM YEAR	0.00
30 ADJUSTMENT TO COMPUTE TOTAL PS OBLIGATIONS	0.00
31 TOTAL PS OBLIGATIONS (LINE 27 + LINE 28 - LINE 29 + LINE 30)	114,977.26
32 ENTITLEMENT GRANT	774,071.00
33 PRIOR YEAR PROGRAM INCOME	57,632.74
34 ADJUSTMENT TO COMPUTE TOTAL SUBJECT TO PS CAP	0.00
35 TOTAL SUBJECT TO PS CAP (SUM, LINES 32-34)	831,703.74
36 PERCENT FUNDS OBLIGATED FOR PS ACTIVITIES (LINE 31/LINE 35)	13.82%
PART V: PLANNING AND ADMINISTRATION (PA) CAP	
37 DISBURSED IN IDIS FOR PLANNING/ADMINISTRATION	146,806.61
38 PA UNLIQUIDATED OBLIGATIONS AT END OF CURRENT PROGRAM YEAR	0.00
39 PA UNLIQUIDATED OBLIGATIONS AT END OF PREVIOUS PROGRAM YEAR	0.00
40 ADJUSTMENT TO COMPUTE TOTAL PA OBLIGATIONS	0.00
41 TOTAL PA OBLIGATIONS (LINE 37 + LINE 38 - LINE 39 +LINE 40)	146,806.61
42 ENTITLEMENT GRANT	774,071.00
43 CURRENT YEAR PROGRAM INCOME	101,732.00
44 ADJUSTMENT TO COMPUTE TOTAL SUBJECT TO PA CAP	0.00
45 TOTAL SUBJECT TO PA CAP (SUM, LINES 42-44)	875,803.00
46 PERCENT FUNDS OBLIGATED FOR PA ACTIVITIES (LINE 41/LINE 45)	16.76%

LINE 17 DETAIL: ACTIVITIES TO CONSIDER IN DETERMINING THE AMOUNT TO ENTER ON LINE 17

No data returned for this view. This might be because the applied filter excludes all data.

LINE 18 DETAIL: ACTIVITIES TO CONSIDER IN DETERMINING THE AMOUNT TO ENTER ON LINE 18

No data returned for this view. This might be because the applied filter excludes all data.

LINE 19 DETAIL: ACTIVITIES INCLUDED IN THE COMPUTATION OF LINE 19

Plan Year	IDIS Project	IDIS Activity	Voucher Number	Activity Name	Matrix Code	National Objective	Drawn Amount
2023	13	493	6954297	Smith Murphy Park Accessibility Improvements	03F	LMA	$283,338.85
2023	13	493	6982600	Smith Murphy Park Accessibility Improvements	03F	LMA	$4,691.15
2023	13	494	6954297	Carl Brenner Park Accessibility Improvements	03F	LMA	$253,522.08
2023	13	494	6982600	Carl Brenner Park Accessibility Improvements	03F	LMA	$34,507.92
					03F	Matrix Code	$576,060.00
2024	10	504	6966857	Mercy House (Navigation Center)	03T	LMC	$6,905.00
2024	10	504	6988541	Mercy House (Navigation Center)	03T	LMC	$6,905.00
2024	10	504	7018730	Mercy House (Navigation Center)	03T	LMC	$6,905.00
2024	10	504	7057311	Mercy House (Navigation Center)	03T	LMC	$6,905.00
					03T	Matrix Code	$27,620.00
2024	7	501	6966857	Senior Transportation Program	05A	LMC	$8,350.72
2024	7	501	6971114	Senior Transportation Program	05A	LMC	$2,780.96
2024	7	501	6982600	Senior Transportation Program	05A	LMC	$2,395.18
2024	7	501	6988541	Senior Transportation Program	05A	LMC	$1,144.01
2024	7	501	7003960	Senior Transportation Program	05A	LMC	$2,115.93
2024	7	501	7018730	Senior Transportation Program	05A	LMC	$4,150.80
2024	7	501	7040298	Senior Transportation Program	05A	LMC	$2,977.69
2024	7	501	7057311	Senior Transportation Program	05A	LMC	$2,571.97
					05A	Matrix Code	$26,487.26
2024	8	502	6966857	Boys & Girls Club	05D	LMC	$3,773.79
2024	8	502	6988541	Boys & Girls Club	05D	LMC	$2,282.48
2024	8	502	7040298	Boys & Girls Club	05D	LMC	$3,580.17
2024	8	502	7057311	Boys & Girls Club	05D	LMC	$363.56
					05D	Matrix Code	$10,000.00
2024	6	499	6966857	Graffiti Removal Program	05Z	LMA	$6,425.78
2024	6	499	6971114	Graffiti Removal Program	05Z	LMA	$2,045.56
2024	6	499	6982600	Graffiti Removal Program	05Z	LMA	$2,836.31
2024	6	499	6988541	Graffiti Removal Program	05Z	LMA	$1,086.24
2024	6	499	7003960	Graffiti Removal Program	05Z	LMA	$1,772.33
2024	6	499	7018730	Graffiti Removal Program	05Z	LMA	$3,023.78
2024	9	503	6966857	Homeless Outreach Program	05Z	LMC	$1,683.54
2024	9	503	6971114	Homeless Outreach Program	05Z	LMC	$864.37
2024	9	503	6982600	Homeless Outreach Program	05Z	LMC	$297.39
2024	9	503	6988541	Homeless Outreach Program	05Z	LMC	$217.49
2024	9	503	7003960	Homeless Outreach Program	05Z	LMC	$461.26
2024	9	503	7018730	Homeless Outreach Program	05Z	LMC	$9,212.28
2024	9	503	7040298	Homeless Outreach Program	05Z	LMC	$265.44
2024	9	503	7057311	Homeless Outreach Program	05Z	LMC	$6,998.23
2024	11	505	6966857	Friendly Center (Community Resource Center)	05Z	LMC	$5,009.82
2024	11	505	6988541	Friendly Center (Community Resource Center)	05Z	LMC	$5,312.03
2024	11	505	7018730	Friendly Center (Community Resource Center)	05Z	LMC	$3,358.15
					05Z	Matrix Code	$50,870.00
2024	3	497	6966857	Residential Rehabilitation Loan Program	14A	LMH	$5,125.00
2024	3	497	6971114	Residential Rehabilitation Loan Program	14A	LMH	$935.00
2024	3	497	7003960	Residential Rehabilitation Loan Program	14A	LMH	$325.00
2024	3	497	7018730	Residential Rehabilitation Loan Program	14A	LMH	$21,648.00
2024	3	497	7040298	Residential Rehabilitation Loan Program	14A	LMH	$29,665.00
2024	3	497	7057311	Residential Rehabilitation Loan Program	14A	LMH	$98,432.00
					14A	Matrix Code	$156,130.00

Plan Year	IDIS Project	IDIS Activity	Voucher Number	Activity Name	Matrix Code	National Objective	Drawn Amount
2024	4	498	6966857	Residential Rehabilitation Program Administration	14H	LMH	$53,636.47
2024	4	498	6971114	Residential Rehabilitation Program Administration	14H	LMH	$23,947.54
2024	4	498	6982600	Residential Rehabilitation Program Administration	14H	LMH	$18,199.87
2024	4	498	6988541	Residential Rehabilitation Program Administration	14H	LMH	$15,844.89
2024	4	498	7003960	Residential Rehabilitation Program Administration	14H	LMH	$19,542.60
2024	4	498	7018730	Residential Rehabilitation Program Administration	14H	LMH	$37,338.02
2024	4	498	7040298	Residential Rehabilitation Program Administration	14H	LMH	$26,692.90
2024	4	498	7057311	Residential Rehabilitation Program Administration	14H	LMH	$19,615.71
					14H	Matrix Code	$214,818.00
2024	5	500	6966857	Neighborhood Improvement/Code Enforcement Program	15	LMA	$67,270.69
2024	5	500	6971114	Neighborhood Improvement/Code Enforcement Program	15	LMA	$25,866.93
2024	5	500	6982600	Neighborhood Improvement/Code Enforcement Program	15	LMA	$14,897.57
2024	5	500	6988541	Neighborhood Improvement/Code Enforcement Program	15	LMA	$11,627.83
2024	5	500	7003960	Neighborhood Improvement/Code Enforcement Program	15	LMA	$11,830.80
2024	5	500	7018730	Neighborhood Improvement/Code Enforcement Program	15	LMA	$22,587.65
2024	5	500	7040298	Neighborhood Improvement/Code Enforcement Program	15	LMA	$19,389.51
2024	5	500	7057311	Neighborhood Improvement/Code Enforcement Program	15	LMA	$15,826.72
					15	Matrix Code	$189,297.70
Total							$1,251,282.96

LINE 27 DETAIL: ACTIVITIES INCLUDED IN THE COMPUTATION OF LINE 27

Plan Year	IDIS Project	IDIS Activity	Voucher Number	**Activity to prevent, prepare for, and respond to Coronavirus**	Activity Name	**Grant Number**	**Fund Type**	Matrix Code	National Objective	**Drawn Amount**
2024	10	504	6966857	No	Mercy House (Navigation Center)	B22MC060502	EN	03T	LMC	$6,905.00
2024	10	504	6988541	No	Mercy House (Navigation Center)	B22MC060502	EN	03T	LMC	$6,905.00
2024	10	504	7018730	No	Mercy House (Navigation Center)	B22MC060502	EN	03T	LMC	$6,905.00
2024	10	504	7057311	No	Mercy House (Navigation Center)	B22MC060502	EN	03T	LMC	$6,905.00
								03T	Matrix Code	$27,620.00
2024	7	501	6966857	No	Senior Transportation Program	B23MC060502	EN	05A	LMC	$8,350.72
2024	7	501	6971114	No	Senior Transportation Program	B23MC060502	EN	05A	LMC	$2,780.96
2024	7	501	6982600	No	Senior Transportation Program	B23MC060502	EN	05A	LMC	$2,395.18
2024	7	501	6988541	No	Senior Transportation Program	B23MC060502	EN	05A	LMC	$1,144.01
2024	7	501	7003960	No	Senior Transportation Program	B23MC060502	EN	05A	LMC	$2,115.93
2024	7	501	7018730	No	Senior Transportation Program	B23MC060502	EN	05A	LMC	$4,150.80
2024	7	501	7040298	No	Senior Transportation Program	B23MC060502	EN	05A	LMC	$2,977.69
2024	7	501	7057311	No	Senior Transportation Program	B23MC060502	EN	05A	LMC	$2,571.97
								05A	Matrix Code	$26,487.26
2024	8	502	6966857	No	Boys & Girls Club	B23MC060502	EN	05D	LMC	$3,773.79
2024	8	502	6988541	No	Boys & Girls Club	B23MC060502	EN	05D	LMC	$2,282.48
2024	8	502	7040298	No	Boys & Girls Club	B23MC060502	EN	05D	LMC	$3,580.17
2024	8	502	7057311	No	Boys & Girls Club	B23MC060502	EN	05D	LMC	$363.56
								05D	Matrix Code	$10,000.00
2024	6	499	6966857	No	Graffiti Removal Program	B23MC060502	EN	05Z	LMA	$6,425.78
2024	6	499	6971114	No	Graffiti Removal Program	B23MC060502	EN	05Z	LMA	$2,045.56
2024	6	499	6982600	No	Graffiti Removal Program	B23MC060502	EN	05Z	LMA	$2,836.31
2024	6	499	6988541	No	Graffiti Removal Program	B23MC060502	EN	05Z	LMA	$1,086.24
2024	6	499	7003960	No	Graffiti Removal Program	B23MC060502	EN	05Z	LMA	$1,772.33
2024	6	499	7018730	No	Graffiti Removal Program	B23MC060502	EN	05Z	LMA	$3,023.78
2024	9	503	6966857	No	Homeless Outreach Program	B22MC060502	EN	05Z	LMC	$1,683.54
2024	9	503	6971114	No	Homeless Outreach Program	B22MC060502	EN	05Z	LMC	$864.37
2024	9	503	6982600	No	Homeless Outreach Program	B22MC060502	EN	05Z	LMC	$297.39
2024	9	503	6988541	No	Homeless Outreach Program	B22MC060502	EN	05Z	LMC	$217.49
2024	9	503	7003960	No	Homeless Outreach Program	B22MC060502	EN	05Z	LMC	$31.84
2024	9	503	7003960	No	Homeless Outreach Program	B23MC060502	EN	05Z	LMC	$429.42
2024	9	503	7018730	No	Homeless Outreach Program	B23MC060502	EN	05Z	LMC	$9,212.28
2024	9	503	7040298	No	Homeless Outreach Program	B23MC060502	EN	05Z	LMC	$265.44
2024	9	503	7057311	No	Homeless Outreach Program	B23MC060502	EN	05Z	LMC	$6,998.23
2024	11	505	6966857	No	Friendly Center (Community Resource Center)	B20MC060502	EN	05Z	LMC	$1,521.34
2024	11	505	6966857	No	Friendly Center (Community Resource Center)	B22MC060502	EN	05Z	LMC	$3,488.48
2024	11	505	6988541	No	Friendly Center (Community Resource Center)	B22MC060502	EN	05Z	LMC	$5,312.03
2024	11	505	7018730	No	Friendly Center (Community Resource Center)	B22MC060502	EN	05Z	LMC	$3,358.15
								05Z	Matrix Code	$50,870.00
				No	Activity to prevent, prepare for, and respond to Coronavirus					$114,977.26
Total										$114,977.26

LINE 37 DETAIL: ACTIVITIES INCLUDED IN THE COMPUTATION OF LINE 37

Plan Year	IDIS Project	IDIS Activity	Voucher Number	Activity Name	Matrix Code	National Objective	Drawn Amount
2024	1	495	6966857	CDBG Program Administration	21A		$37,765.67
2024	1	495	6971114	CDBG Program Administration	21A		$8,246.49
2024	1	495	6982600	CDBG Program Administration	21A		$4,824.99
2024	1	495	6988541	CDBG Program Administration	21A		$5,229.70
2024	1	495	7003960	CDBG Program Administration	21A		$8,267.80
2024	1	495	7018730	CDBG Program Administration	21A		$17,959.66
2024	1	495	7040298	CDBG Program Administration	21A		$30,789.87
2024	1	495	7057311	CDBG Program Administration	21A		$18,232.43
					21A	Matrix Code	$131,316.61
2024	2	496	6966857	Fair Housing Services	21D		$3,630.63
2024	2	496	6971114	Fair Housing Services	21D		$1,391.71
2024	2	496	6988541	Fair Housing Services	21D		$2,482.04
2024	2	496	7003960	Fair Housing Services	21D		$1,226.26
2024	2	496	7018730	Fair Housing Services	21D		$2,384.44
2024	2	496	7040298	Fair Housing Services	21D		$1,081.28
2024	2	496	7057311	Fair Housing Services	21D		$3,293.64
					21D	Matrix Code	$15,490.00
Total							$146,806.61

PART I: SUMMARY OF CDBG-CV RESOURCES	
01 CDBG-CV GRANT	1,397,359.00
02 FUNDS RETURNED TO THE LINE-OF-CREDIT	0.00
03 FUNDS RETURNED TO THE LOCAL CDBG ACCOUNT	0.00
04 TOTAL CDBG-CV FUNDS AWARDED	1,397,359.00
PART II: SUMMARY OF CDBG-CV EXPENDITURES	
05 DISBURSEMENTS OTHER THAN SECTION 108 REPAYMENTS AND PLANNING/ADMINISTRATION	1,159,290.33
06 DISBURSED IN IDIS FOR PLANNING/ADMINISTRATION	109,868.00
07 DISBURSED IN IDIS FOR SECTION 108 REPAYMENTS	0.00
08 TOTAL EXPENDITURES (SUM, LINES 05 - 07)	1,269,158.33
09 UNEXPENDED BALANCE (LINE 04 - LINE8)	128,200.67
PART III: LOWMOD BENEFIT FOR THE CDBG-CV GRANT	
10 EXPENDED FOR LOW/MOD HOUSING IN SPECIAL AREAS	0.00
11 EXPENDED FOR LOW/MOD MULTI-UNIT HOUSING	0.00
12 DISBURSED FOR OTHER LOW/MOD ACTIVITIES	1,159,290.33
13 TOTAL LOW/MOD CREDIT (SUM, LINES 10 - 12)	1,159,290.33
14 AMOUNT SUBJECT TO LOW/MOD BENEFIT (LINE 05)	1,159,290.33
15 PERCENT LOW/MOD CREDIT (LINE 13/LINE 14)	100.00%
PART IV: PUBLIC SERVICE (PS) CALCULATIONS	
16 DISBURSED IN IDIS FOR PUBLIC SERVICES	751,799.64
17 CDBG-CV GRANT	1,397,359.00
18 PERCENT OF FUNDS DISBURSED FOR PS ACTIVITIES (LINE 16/LINE 17)	53.80%
PART V: PLANNING AND ADMINISTRATION (PA) CAP	
19 DISBURSED IN IDIS FOR PLANNING/ADMINISTRATION	109,868.00
20 CDBG-CV GRANT	1,397,359.00
21 PERCENT OF FUNDS DISBURSED FOR PA ACTIVITIES (LINE 19/LINE 20)	7.86%

LINE 10 DETAIL: ACTIVITIES TO CONSIDER IN DETERMINING THE AMOUNT TO ENTER ON LINE 10

No data returned for this view. This might be because the applied filter excludes all data.

LINE 11 DETAIL: ACTIVITIES TO CONSIDER IN DETERMINING THE AMOUNT TO ENTER ON LINE 11

No data returned for this view. This might be because the applied filter excludes all data.

LINE 12 DETAIL: ACTIVITIES INCLUDED IN THE COMPUTATION OF LINE 12

Plan Year	IDIS Project	IDIS Activity	Voucher Number	Activity Name	Matrix Code	National Objective	Drawn Amount
2020	12	441	6412249	COVID Small Business Grant Program	18A	LMJ	$376,386.36
			6457487	COVID Small Business Grant Program	18A	LMJ	$31,104.33
	13	453	6490885	CDBG-CV Rental Assistance Program	05Q	LMC	$111,810.00
			6510905	CDBG-CV Rental Assistance Program	05Q	LMC	$69,455.18
			6539134	CDBG-CV Rental Assistance Program	05Q	LMC	$1,350.00
			6597005	CDBG-CV Rental Assistance Program	05Q	LMC	$93,481.67
			6645656	CDBG-CV Rental Assistance Program	05Q	LMC	$22,342.00
			6668771	CDBG-CV Rental Assistance Program	05Q	LMC	$3,956.00
			6732546	CDBG-CV Rental Assistance Program	05Q	LMC	$34,019.00
			6758118	CDBG-CV Rental Assistance Program	05Q	LMC	$4,500.00
			6809920	CDBG-CV Rental Assistance Program	05Q	LMC	$5,975.00
			6836961	CDBG-CV Rental Assistance Program	05Q	LMC	$12,000.00
			6871077	CDBG-CV Rental Assistance Program	05Q	LMC	$8,925.00
			6888514	CDBG-CV Rental Assistance Program	05Q	LMC	$1,130.00
			6893983	CDBG-CV Rental Assistance Program	05Q	LMC	$1,130.00
			6935571	CDBG-CV Rental Assistance Program	05Q	LMC	$1,130.00
			7018730	CDBG-CV Rental Assistance Program	05Q	LMC	$4,500.00
		454	6510905	CDBG-CV Utility Assistance	05Q	LMC	$1,000.00
			6539134	CDBG-CV Utility Assistance	05Q	LMC	$1,000.00
			6597005	CDBG-CV Utility Assistance	05Q	LMC	$2,299.37
			6645656	CDBG-CV Utility Assistance	05Q	LMC	$656.07
		455	6510905	CDBG-CV Homeless Outreach	03T	LMC	$2,631.07
			6539134	CDBG-CV Homeless Outreach	03T	LMC	$1,442.32
			6597005	CDBG-CV Homeless Outreach	03T	LMC	$57,022.90
			6645656	CDBG-CV Homeless Outreach	03T	LMC	$28,604.10
			6668771	CDBG-CV Homeless Outreach	03T	LMC	$10,070.38
			6732546	CDBG-CV Homeless Outreach	03T	LMC	$72,846.49
			6758315	CDBG-CV Homeless Outreach	03T	LMC	$22,406.17
			6809920	CDBG-CV Homeless Outreach	03T	LMC	$41,207.77
		457	6539134	CDBG-CV Child Care Assistance	05D	LMC	$30,619.62
			6597005	CDBG-CV Child Care Assistance	05D	LMC	$69,734.09
			6645656	CDBG-CV Child Care Assistance	05D	LMC	$22,456.29
			6668771	CDBG-CV Child Care Assistance	05D	LMC	$12,099.15
Total							**$1,159,290.33**

LINE 16 DETAIL: ACTIVITIES INCLUDED IN THE COMPUTATION OF LINE 16

Plan Year	IDIS Project	IDIS Activity	Voucher Number	Activity Name	Matrix Code	National Objective	Drawn Amount
2020	13	453	6490885	CDBG-CV Rental Assistance Program	05Q	LMC	$111,810.00
			6510905	CDBG-CV Rental Assistance Program	05Q	LMC	$69,455.18
			6539134	CDBG-CV Rental Assistance Program	05Q	LMC	$1,350.00
			6597005	CDBG-CV Rental Assistance Program	05Q	LMC	$93,481.67
			6645656	CDBG-CV Rental Assistance Program	05Q	LMC	$22,342.00
			6668771	CDBG-CV Rental Assistance Program	05Q	LMC	$3,956.00
			6732546	CDBG-CV Rental Assistance Program	05Q	LMC	$34,019.00
			6758118	CDBG-CV Rental Assistance Program	05Q	LMC	$4,500.00
			6809920	CDBG-CV Rental Assistance Program	05Q	LMC	$5,975.00
			6836961	CDBG-CV Rental Assistance Program	05Q	LMC	$12,000.00
			6871077	CDBG-CV Rental Assistance Program	05Q	LMC	$8,925.00
			6888514	CDBG-CV Rental Assistance Program	05Q	LMC	$1,130.00
			6893983	CDBG-CV Rental Assistance Program	05Q	LMC	$1,130.00
			6935571	CDBG-CV Rental Assistance Program	05Q	LMC	$1,130.00
			7018730	CDBG-CV Rental Assistance Program	05Q	LMC	$4,500.00
		454	6510905	CDBG-CV Utility Assistance	05Q	LMC	$1,000.00
			6539134	CDBG-CV Utility Assistance	05Q	LMC	$1,000.00
			6597005	CDBG-CV Utility Assistance	05Q	LMC	$2,299.37
			6645656	CDBG-CV Utility Assistance	05Q	LMC	$656.07
		455	6510905	CDBG-CV Homeless Outreach	03T	LMC	$2,631.07
			6539134	CDBG-CV Homeless Outreach	03T	LMC	$1,442.32
			6597005	CDBG-CV Homeless Outreach	03T	LMC	$57,022.90
			6645656	CDBG-CV Homeless Outreach	03T	LMC	$28,604.10
			6668771	CDBG-CV Homeless Outreach	03T	LMC	$10,070.38
			6732546	CDBG-CV Homeless Outreach	03T	LMC	$72,846.49
			6758315	CDBG-CV Homeless Outreach	03T	LMC	$22,406.17
			6809920	CDBG-CV Homeless Outreach	03T	LMC	$41,207.77
		457	6539134	CDBG-CV Child Care Assistance	05D	LMC	$30,619.62
			6597005	CDBG-CV Child Care Assistance	05D	LMC	$69,734.09
			6645656	CDBG-CV Child Care Assistance	05D	LMC	$22,456.29
			6668771	CDBG-CV Child Care Assistance	05D	LMC	$12,099.15
Total							**$751,799.64**

LINE 19 DETAIL: ACTIVITIES INCLUDED IN THE COMPUTATION OF LINE 19

Plan Year	IDIS Project	IDIS Activity	Voucher Number	Activity Name	Matrix Code	National Objective	Drawn Amount
2020	14	456	6490885	CDBG-CV Administration	21A		$32,089.76
			6510905	CDBG-CV Administration	21A		$24,190.61
			6539134	CDBG-CV Administration	21A		$8,618.58
			6597005	CDBG-CV Administration	21A		$17,502.35
			6645656	CDBG-CV Administration	21A		$13,341.33
			6668771	CDBG-CV Administration	21A		$3,815.02
			6732546	CDBG-CV Administration	21A		$10,310.35
Total							**$109,868.00**

September 23, 2025
PUBLIC HEARING
Item No. 6B.

City Council Agenda Report

WATER QUALITY REPORT ON PUBLIC HEALTH GOALS

PREPARED BY	PRESENTED BY
Joe Hunt, Public Works Manager	Joe Hunt, Public Works Manager
DEPARTMENT HEAD APPROVAL	**CITY MANAGER APPROVAL**
Mina Mikhael, Director of Public Works/City Engineer	Aaron France, City Manager

RECOMMENDED ACTION

1) Accept and approve the 2025 Water Quality Report on Public Health Goals.

PREVIOUS CITY COUNCIL ACTION

On July 26, 2022, the City Council previously approved the 2022 Water Quality Report on Public Health Goals. This is a mandated report that is prepared every three years.

DISCUSSION

Provisions of the California Health and Safety Code, Section 11647(b), require public water agencies with more than 10,000 service connections to prepare a brief written report (in plain language) containing information on the 'detection' of any contaminants above the Public Health Goals (PHGs) published by the State Office of Environmental Health Hazard Assessment (OEHHA). PHGs are established for every contaminant with a primary drinking water standard or for any contaminant the State is proposing to regulate with a primary drinking water standard. A PHG is the level of a contaminant in drinking water that poses no significant health risk if consumed for a lifetime. For example, OEHHA may establish a PHG for a cancer causing chemical at the 'one-in-ten thousand' risk level. At that level, not more than one person in a population of ten thousand people drinking the water daily for seventy years would be expected to develop cancer as a result of exposure to that chemical.

The report must also list the 'detection' of any contaminants above the Maximum Containment Level Goals (MCLGs) set by the United States Environmental Protection Agency (USEPA) for all other contaminants until such a time that OEHHA has published PHGs for those contaminants.

The first Buena Park PHG report was prepared in July 2001, and has been prepared every three years since. The last report was approved by City Council on July 26, 2022. The 2025 Water Quality Report on Public Health Goals was prepared by the City' s Water Services Division and compares Buena Park's drinking water with the PHGs and MCLGs set forth by OEHHA and the USEPA. PHGs and MCLGs are not enforceable standards and no action to meet them is mandated or otherwise required. The City's water system complies with all health-based drinking water standards, including maximum contaminant levels (MCLs) set forth by the California Department of Public Health and the USEPA. No additional actions are required.

BUDGET IMPACT

There is no budget impact with the approval of this report.

Attachments

Buena Park_2025 PHG Report_Final.pdf

CITY OF BUENA PARK
2025 PUBLIC HEALTH GOALS REPORT

JUNE 2025

STETSON ENGINEERS INC.

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Phone: (626) 967-6202 • Fax: (626) 331-7065 • Website: www.stetsonengineers.com

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2025 Public Health Goals (PHGs) Report

City of Buena Park

1.0 Introduction

Under the Calderon-Sher Safe Drinking Water Act of 1996 public water systems in California serving greater than 10,000 service connections must prepare a report containing information on 1) detection of any contaminant in drinking water at a level exceeding a Public Health Goal (PHG), 2) estimate of costs to remove detected contaminants to below the PHG using Best Available Technology (BAT), and 3) health risks for each contaminant exceeding a PHG. This report must be made available to the public every three years. The initial PHGs Report was due on July 1, 1998, and subsequent reports are due every three years thereafter.

The 2025 PHGs Report has been prepared to address the requirements set forth in Section 116470 of the California Health and Safety Code. It is based on water quality analyses during calendar years 2022, 2023, and 2024 or, if certain analyses were not performed during those years, the most recent data is used. The 2025 PHGs Report has been designed to be as informative as possible, without unnecessary duplication of information contained in the Consumer Confidence Report (also known as Water Quality Report), which is provided to customers by July 1 of each year.

There are no regulations explaining requirements for the preparation of PHGs reports. A workgroup of the Association of California Water Agencies (ACWA) Water Quality Committee has prepared suggested guidelines for water utilities to use in preparing PHGs reports. The ACWA guidelines were used in the preparation of this 2025 PHGs Report. These guidelines include tables of cost estimates for BAT. The State of California (State) provides ACWA with numerical health risks and category of health risk information for contaminants with PHGs. This health risk information is appended to the ACWA guidelines.

2.0 California Drinking Water Regulatory Process

California Health and Safety Code Section 116365 requires the State to develop a PHG for every contaminant with a primary drinking water standard or for any contaminant the State is

proposing to regulate with a primary drinking water standard. A PHG is the level of a contaminant in drinking water that poses no significant health risk if consumed for a lifetime. The process of establishing a PHG is a risk assessment based strictly on human health considerations. PHGs are recommended targets and are not required to be met by any public water system.

The State office designated to develop PHGs is the California Environmental Protection Agency's Office of Environmental Health Hazard Assessment (OEHHA). The PHG is then forwarded to the State Water Resources Control Board, Division of Drinking Water (DDW) for use in revising or developing a Maximum Contaminant Level (MCL) in drinking water. The MCL is the highest level of a contaminant that is allowed in drinking water. State MCLs cannot be less stringent than federal MCLs and must be as close as is technically and economically feasible to the PHGs. DDW is required to take treatment technologies and cost of compliance into account when setting an MCL. Each MCL is reviewed at least once every five years.

Two radiological contaminants (gross alpha particle activity and gross beta particle activity) have MCLs but do not yet have designated PHGs. For these contaminants, the Maximum Contaminant Level Goal (MCLG), the federal U.S. Environmental Protection Agency (USEPA) equivalent of PHGs, is used in the 2025 PHGs Report.

3.0 Identification of Contaminants

Section 116470(b)(1) of the Health and Safety Code requires public water systems serving more than 10,000 service connections to identify each contaminant detected in drinking water that exceeded the applicable PHG. Section 116470(f) requires the MCLG to be used for comparison if there is no applicable PHG.

The City of Buena Park (City) water system has approximately 19,081 service connections. The following constituents were detected at one or more locations within the drinking water system at levels that exceeded the applicable PHGs or MCLGs:

- **Arsenic** – naturally-occurring in the local groundwater.

- **Bromate** – formed when naturally-occurring bromide reacts with ozone during the disinfection process in treated surface water purchased from the Metropolitan Water District of Southern California (MWDSC).
- **Gross alpha particle activity** (gross alpha) – naturally-occurring in the local groundwater and treated surface water purchased from MWDSC.
- **Gross beta particle activity** (gross beta) – naturally-occurring in the treated surface water purchased from MWDSC; not required to be tested in the groundwater.
- **Hexavalent Chromium** – naturally-occurring in the local groundwater.
- **Perchlorate** – industrial contamination in the local groundwater.
- **Perfluorooctanesulfonic acid (PFOS)** – industrial contamination in the local groundwater.
- **Radium, Combined**, is the sum of Radium-226 and Radium-228 – naturally-occurring in the local groundwater.
- **Uranium** – naturally-occurring in the local groundwater and treated surface water purchased from MWDSC.

The accompanying table shows the applicable PHG or MCLG and MCL for each contaminant identified above. The table includes the maximum, minimum, and average concentrations of each contaminant in drinking water supplied by the City in calendar years 2022 through 2024.

4.0 Numerical Public Health Risks

Section 116470(b)(2) of the Health and Safety Code requires disclosure of the numerical public health risk, determined by OEHHA, associated with the MCLs, PHGs and MCLGs. Available numerical health risks developed by OEHHA for the contaminants identified above are shown on the accompany table. Only numerical risks associated with cancer-causing chemicals have been quantified by OEHHA.

Arsenic – OEHHA has determined the health risk associated with the PHG is 1 excess case of cancer in a million people and the risk associated with the MCL is 2.5 excess cases of cancer in 1,000 people exposed over a 70-year lifetime.

Bromate – OEHHA has determined the health risk associated with the PHG is 1 excess case of cancer in a million people and the risk associated with the MCL is 1 excess case of cancer in 10,000 people exposed over a 70-year lifetime.

Gross Alpha – OEHHA has not established a PHG. USEPA has established an MCLG of 0. USEPA has determined the risk associated with the MCL is 1 excess case of cancer in 1,000 people exposed over a 70-year lifetime for the most potent alpha emitter.

Gross Beta – OEHHA has not established a PHG. USEPA has established an MCLG of 0. USEPA has determined the risk associated with the MCL is 2 excess cases of cancer in 1,000 people exposed over a 70-year lifetime for the most potent beta emitter.

Hexavalent Chromium – OEHHA has determined the health risk associated with the PHG is 1 excess case of cancer in a million people and the risk associated with the MCL is 5 excess cases of cancer in 10,000 people exposed over a 70-year lifetime.

Perchlorate – OEHHA has not established a numerical health risk for perchlorate because PHGs for non-carcinogenic chemicals in drinking water are set at a concentration at which no known or anticipated adverse health risks will occur, with an adequate margin of safety.

PFOS – OEHHA has determined the health risk associated with the PHG is 1 excess case of cancer in a million people. There is no California MCL for PFOS; therefore, the risk information associated with the MCL is not available/applicable.

Radium, Combined – OEHHA has determined that the health risk associated with the PHG is 1 excess case of cancer in one million people over a 70-year lifetime exposure; and the risk associated with the MCL is 1 excess case of cancer in 10,000 people for radium-226 and 3 excess cases of cancer in 10,000 people for radium-228 over a 70-year lifetime exposure.

Uranium – OEHHA has determined the health risk associated with the PHG is 1 excess case of cancer in a million people and the risk associated with the MCL is 5 excess cases of cancer in 100,000 people exposed over a 70-year lifetime.

5.0 Identification of Risk Categories

Section 116470(b)(3) of the Health and Safety Code requires identification of the category of risk to public health associated with exposure to the contaminant in drinking water, including a brief, plainly worded description of those terms. The risk categories and definitions for the contaminants identified above are shown on the accompanying table.

6.0 Description of Best Available Technology

Section 116470(b)(4) of the Health and Safety Code requires a description of the BAT, if any is available on a commercial basis, to remove or reduce the concentrations of the contaminants identified above. The BATs are shown on the accompanying table.

7.0 Costs of Using Best Available Technologies and Intended Actions

Section 116470(b)(5) of the Health and Safety Code requires an estimate of the aggregate cost and cost per customer of utilizing the BATs identified to reduce the concentration of a contaminant to a level at or below the PHG or MCLG. In addition, Section 116470(b)(6) requires a brief description of any actions the water purveyor intends to take to reduce the concentration of the contaminant and the basis for that decision.

Arsenic – The BATs for removal of arsenic in water for large water systems are: activated alumina, coagulation/filtration, electrodialysis, ion exchange, lime softening, oxidation/filtration, and reverse osmosis. Arsenic was detected above the PHG in the local groundwater (six wells). The City is in compliance with the MCL for arsenic. The estimated cost to reduce arsenic levels in the groundwater to below the PHG of 0.004 microgram per liter (µg/l) using ion exchange was calculated. Because the DDW detection limit for purposes of reporting (DLR) for arsenic is 2 µg/l, treating arsenic to below the PHG level means treating arsenic to below the DLR of 2 µg/l. There are numerous factors that may influence the actual cost of reducing arsenic levels to the PHG. Achieving the water quality goal for arsenic could be approximately $3,540,000 per year, or $186 per service connection per year.

Bromate – The BATs for removal of bromate in water for large water systems are: coagulation/filtration optimization, granular activated carbon, and reverse osmosis. Bromate was detected above the PHG in the treated surface water purchased from MWDSC. The City is in compliance with the MCL for bromate. The estimated cost to reduce bromate levels in MWDSC water to below the PHG of 0.1 µg/l using reverse osmosis was calculated. Because the DLR for bromate is 1 µg/l, treating bromate to below the PHG level means treating bromate to below the DLR of 1 µg/l. There are numerous factors that may influence the actual cost of reducing bromate levels to the PHG. Achieving the water quality goal for bromate could range from approximately $373,000 to $3,190,000 per year, or between $20 and $167 per service connection per year.

Gross Alpha, Gross Beta, Combined Radium, and Uranium – The only BAT for the removal of gross alpha in water for large water systems is reverse osmosis, which can also remove gross beta, combined radium, and uranium, if detected. Gross alpha was detected above the MCLG in the local groundwater (eight wells) and treated surface water purchased from MWDSC. Gross beta was detected above the MCLG in the treated surface water purchased from MWDSC. Combined radium was detected above the MCLG in the local groundwater (one well). Uranium was detected above the PHG in the local groundwater (seven wells) and treated surface water purchased from MWDSC. The cost of providing treatment using reverse osmosis to reduce gross alpha levels to the MCLG of 0 picoCurie per liter (pCi/l) (and consequently gross beta to below the MCLG of 0 pCi/l, combined radium to below the MCLG of 0 pCi/l, and uranium to below the PHG of 0.43 pCi/l) was calculated. Because the DLR for gross alpha is 3 pCi/l, treating gross alpha to 0 pCi/l means treating it to below the DLR of 3 pCi/l (and treating gross beta, radium-226, radium-228, and uranium to below their respective DLRs of 4 pCi/l, 1 pCi/l, 1 pCi/l, and 1 pCi/l). Achieving the water quality goal for gross alpha could range from $4,180,000 to $35,800,000 per year, or between $219 and $1,880 per service connection per year.

Hexavalent Chromium – The BATs for removal of hexavalent chromium in water for large water systems are: ion exchange, reduction/coagulation/filtration, and reverse osmosis. Hexavalent chromium was detected above the PHG in the local groundwater (five wells). The City is in compliance with the MCL for hexavalent chromium. The estimated cost to reduce hexavalent chromium levels in the groundwater to below the PHG of 0.02 µg/l using reduction/coagulation/filtration was calculated. Because the DLR for hexavalent chromium is

0.1 µg/l, treating hexavalent chromium to below the PHG level means treating hexavalent chromium to below the DLR of 0.1 µg/l. There are numerous factors that may influence the actual cost of reducing hexavalent chromium levels to the PHG. Achieving the water quality goal for hexavalent chromium could be approximately $6,710,000 to $42,000,000 per year, or between $352 and $2,200 per service connection per year.

Perchlorate – The BATs for removal of perchlorate in water for large water systems are ion exchange and biological fluidized bed reactor. Perchlorate was detected above the PHG in the local groundwater (four wells). The City is in compliance with the MCL for perchlorate. The estimated cost to reduce perchlorate levels in the groundwater to below the PHG of 1 µg/l using ion exchange was calculated. Because the DLR for perchlorate is 1 µg/l, treating perchlorate to below the PHG level means treating perchlorate to below the DLR of 1 µg/l. There are numerous factors that may influence the actual cost of reducing perchlorate levels to the PHG. Achieving the water quality goal for perchlorate could be approximately $1,960,000 to $4,290,000 per year, or between $103 and $225 per service connection per year.

PFOS – The BATs for removal of PFOS in water for large water systems are: granular activated carbon, ion exchange, and reverse osmosis. PFOS was detected above the PHG in the local groundwater (one well). The City is in compliance with the State requirements for PFOS. The estimated cost to reduce PFOS levels in the groundwater to below the PHG of 1 nanogram per liter (ng/l) using ion exchange was calculated. Because the DDW Consumer Confidence Report Detection Level (CCRDL) for PFOS is 4 ng/l, treating PFOS to below the PHG level means treating PFOS to below the CCRDL of 4 ng/l. There are numerous factors that may influence the actual cost of reducing PFOS levels to the PHG. Achieving the water quality goal for PFOS could be approximately $944,000 to $12,900,000 per year, or between $50 and $677 per service connection per year.

All Contaminants – In addition, a cost estimate to treat all water produced by the City using ion exchange and reverse osmosis to remove all the contaminants detected above the PHGs or MCLGs was calculated. All the contaminants listed in the accompanying table may be removed to non-detectable levels by ion exchange and reverse osmosis. As shown on the accompanying table, achieving the water quality goals for all contaminants using ion exchange and reverse osmosis could range from $6,140,000 to $40,100,000 per year, or between $322 and $2,100 per service connection per year.

For additional information, please contact Mr. Mike McGee at (714) 562-3701, or write to the City of Buena Park Water Department, 6650 Beach Boulevard, Buena Park, California 90622.

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2025 PUBLIC HEALTH GOALS REPORT
CITY OF BUENA PARK

PARAMETER	UNITS OF MEASUREMENT	PHG OR (MCLG)*	MCL	DLR OR (CCRDL)	CONCENTRATION		CATEGORY OF RISK	CANCER RISK AT PHG OR MCLG	CANCER RISK AT MCL	BEST AVAILABLE TECHNOLOGIES	AGGREGATE COST PER YEAR	COST PER SERVICE CONNECTION PER YEAR
					AVERAGE	RANGE						
INORGANIC CHEMICALS												
Arsenic	µg/l	0.004	10	2	ND	ND - 6.3	C	1×10^{-6}	2.5×10^{-3}	AA,C/F,E,IE,LS,O/F,RO	$3,540,000 (a)	$186 (a)
Bromate	µg/l	0.1	10	1	ND	ND - 6.3	C	1×10^{-6}	1×10^{-4}	C/F, GAC, RO	$373,000 - $3.190,000 (b)	$20 - $167 (b)
Hexavalent Chromium	µg/l	0.02	10	0.1	0.31	ND - 1.6	C	1×10^{-6}	5×10^{-4}	IE, R/C/F, RO	$6,710,000 - $42,000,000 (c)	$352 - $2,200 (c)
Perchlorate	µg/l	1	6	1	ND	ND - 2.7	E	NA	NA	IE, BFBR	$1,960,000 - $4,290,000 (d)	$103 - $225 (d)
ORGANIC CHEMICALS												
Perfluorooctanesulfonic Acid (PFOS)	ng/l	1	4 **	(4)	ND	ND - 7.2 ***	C	1×10^{-6}	(e)	GAC, IE, RO	$944,000 - $12,900,000 (f)	$50 - $677 (f)
RADIOLOGICAL												
Gross Alpha Particle Activity	pCi/l	(0)	15	3	ND	ND - 5	C	0	1×10^{-3}	RO	$4,180,000 - $35,800,000 (g)	$219 - $1,880 (g)
Gross Beta Particle Activity	pCi/l	(0)	50	4	ND	ND - 9	C	0	2×10^{-3}	IE, RO	--	--
Radium, Combined (h)	pCi/l	(0)	5	1 (h)	ND	ND - 1.2	C	1×10^{-6}	3×10^{-4}	IE, LS, RO	--	--
Uranium	pCi/l	0.43	20	1	2.5	ND - 7.1	C	1×10^{-6}	5×10^{-5}	IE, RO, LS,C/F	--	--
ALL CONTAMINANTS	--	--	--	--	--	--	--	--	--	IE and RO	$6,140,000 - $40,100,000 (i)	$322 - $2,100 (i)

* MCLGs are shown in parentheses. MCLGs are provided only when no applicable PHG exists.
** Federal MCL
*** Range of detections reported before the effective Federal MCL compliance date of April 26, 2029.

RISK CATEGORIES
C (Carcinogen) = A substance that is capable of producing cancer.
E (Endocrine Toxicity and Developmental Toxicity) = A substance that can affect the thyroid or cause neurodevelopmental deficits.

NOTES
CCRDL = Consumer Confidence Report Detection Level
DLR = Detection Limit for Purposes of Reporting
MCL = Maximum Contaminant Level
MCLG = Maximum Contaminant Level Goal
µg/l = micrograms per liter or parts per billion
NA = Not Applicable
ND = Not Detected
ng/l = nanograms per liter or parts per trillion
pCi/l = picoCuries per liter
PHG = Public Health Goal

(a) Estimated cost to remove arsenic using IE.
(b) Estimated cost to remove bromate using RO.
(c) Estimated cost to remove hexavalent chromium using R/C/F.
(d) Estimated cost to remove perchlorate using IE.
(e) Not applicable. Cancer risk cannot be calculated.
(f) Estimated cost to remove PFOS using IE.
(g) Estimated cost to remove gross alpha particle activity using RO, which also removes combined radium, gross beta particle activity, and uranium.
(h) As the sum of radium-226 and radium-228. DLRs for radium-226 and radium-228 is 1 pCi/L and 1 pCi/L, respectively.
(i) Assuming treating the entire production by IE and RO, which can remove all contaminants listed in the above table to below the detectable levels.

TREATMENT TECHNOLOGIES
AA = Activated Aluminum
BFBR = Biological fluidized Bed Reactor
C/F = Coagulation/Filtration
E = Electrodialysis
GAC = Granular Activated Carbon
IE = Ion Exchange
LS = Lime Softening
O/F = Oxidation/Filtration
R/C/F = Reduction/Coagulation/Filtration
RO = Reverse Osmosis

September 23, 2025
PUBLIC HEARING
Item No. 6C.

City Council Agenda Report

RESOLUTIONS ADOPTING A GENERAL PLAN SAFETY ELEMENT UPDATE, NEGATIVE DECLARATION, AND THE CLIMATE ACTION AND ADAPTATION PLAN

PREPARED BY	PRESENTED BY
Lotus Thai, Sustainability Manager	Lotus Thai, Sustainability Manager
DEPARTMENT HEAD APPROVAL	**CITY MANAGER APPROVAL**
Matt Foulkes, Director of Community & Economic Development	Aaron France, City Manager

RECOMMENDED ACTION

1) Adopt the attached Resolutions approving General Plan Amendment No. GP-25-3 and the Climate Action and Adaptation Plan (CAAP); and 2) 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.

PREVIOUS CITY COUNCIL ACTION

On December 12, 2023, City Council approved a Professional Services Agreement with Dudek for the preparation of the Climate Action and Adaptation Plan (CAAP).

DISCUSSION

GENERAL PLAN SAFETY ELEMENT

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 as it relates to the protection of the community from any unreasonable risk associated with both natural and man-made hazardous events. The State requires periodic updates to the 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 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.

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.

In addition to other updates, 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, the Los Coyotes Golf Course, and extending north and east into the City of Fullerton. This hazard zone includes part of the Buena Tierra condominium development and three single-family parcels.

In accordance with State requirements, the updated SE was presented before the State Board of Forestry and Fire Protection (BOF) Resource Protection Committee for review on August 19, 2025. The BOF concluded their review with no recommended changes to the SE. On August 27, 2025, the Planning Commission conducted a public hearing on the SE amendment and voted unanimously to recommend that the City Council approve the General Plan Amendment No. GP-25-3 as proposed and certify the accompanying Negative Declaration. Elements of the Climate Action and Adaptation Plan (CAAP) that were related to the SE update were presented at the Planning Commission meeting, but a formal action by the Planning Commission on the CAAP was not required.

CLIMATE ACTION AND ADAPTATION PLAN (CAAP)

Background

The CAAP is a strategic framework designed to reduce greenhouse gas emissions and enhance the community's resilience to climate change impacts such as extreme heat, drought, and poor air quality. By setting measurable goals and implementing targeted actions, the CAAP aims to achieve carbon neutrality, improve environmental sustainability, and foster a climate-resilient city. This plan reflects Buena Park's commitment to safeguarding public health, infrastructure, and natural resources for current and future generations.

The development of the CAAP was in part a response to several pieces of State-level legislation focused on greenhouse gas (GHG) reduction. Senate Bill 32 set a goal of reducing GHG emissions 40% below 1990 levels by 2030. Assembly Bill 1279 set two goals for the State: reduce human-caused GHG emissions to at least 85% below 1990 levels by 2045 and achieve net-zero as soon as possible, but no later than 2045, and maintain net negative emissions thereafter. In addition to GHG reduction goals, Senate Bill 329 and Government Code Section 65302 require cities to add a vulnerability assessment to their General Plan Safety Element.

In February 2024, City staff and the Dudek-led consultant team kicked off the preparation of the City's first Climate Action and Adaptation Plan (CAAP), environmental analysis and amendments to the General Plan Safety Element.

Community Engagement

A successful CAAP is built on insights and feedback from the community, including residents, businesses, industry representatives, and agency partners. City staff and the consultant team were able to connect with over 1,090 community members through tabling events, surveys, and a hybrid webinar. Spanish and Korean translation services were offered throughout the process. In addition to the multiple community engagement events, the City's Climate Action Commission played a critical role throughout the CAPP development process and provided detailed feedback on the proposed implementation measures. Lastly, throughout the creation of the CAAP, the Sustainability Manager met with City department representatives to identify the tools and resources needed to implement the CAAP once adopted.

Climate Action and Adaptation Plan Structure

The CAAP is divided into six chapters:

- Chapter 1 - Introduction
- Chapter 2 - Community Engagement

- Chapter 3 - Climate Action
- Chapter 4 - Climate Adaptation
- Chapter 5 - Opportunity Areas, Measures and Actions
- Chapter 6 - Implementation and Monitoring

The consultant team and city staff selected 2023 to be the baseline year to measure the City's current GHG emissions levels. Based on those levels, community outreach and consideration of programs at the state and federal level to reduce GHG emissions, the consultant team prepared two GHG emission reduction scenarios. The first was called the Business-as-Usual (BAU), which represents how GHG emissions will change over time based on projected growth in population, employment, and other factors but does not consider policies that would reduce GHG emissions in the future. The second scenario was called Adjusted Business-as-Usual (ABAU) which takes the same projections as the BAU but includes policies at the state and federal level which are targeted at reducing GHG levels. While the ABAU does result in GHG reductions, without further emissions reductions strategies implemented at the local level, it does not achieve the GHG emissions targets. To bridge the gap between ABAU and the GHG emissions reduction targets, the CAAP identified locally specific GHG reduction target that align with the State's 2030 and 2045 goals. To achieve the City's climate goals, the CAAP's GHG emission reduction and adaptation strategy is divided into eight opportunity areas:

1. On-Road Transportation
2. Energy and the Built Environment
3. Off-Road Equipment
4. Water and Wastewater
5. Solid Waste
6. People and the Community
7. Natural and Urban Lands
8. Municipal

The opportunity areas are broken down by measures which are achieved by specific actions. The CAAP also identifies co-benefits (e.g., improving air quality, providing cost savings, and promoting equity) that are indirect advantages that result from GHG emissions reduction and adaptation actions. The municipal opportunity area addresses GHG emissions reductions related to city-owned/operated facilities and equipment, and employee activities. Although the municipal opportunity area only represents a small portion of the City's GHG emissions, it allows the City to lead by example and demonstrate our commitment to climate action.

Implementation and Next Steps

Implementation of the CAAP will be a coordinated effort with City departments, community partners, residents, and businesses. A phased approach will strategically sequence projects based on GHG reduction potential, cost-effectiveness, and feasibility. Ongoing community outreach through the creation of a website and dashboard will keep the community informed. Tools, such as a permit tracking system and a CAAP checklist, are being developed to help staff track and measure progress.

Environmental Assessment

In accordance with the CEQA Guidelines, the City determined that an Initial Study/Negative Declaration (IS/ND) is the appropriate environmental analysis for this project. An Initial Study/Negative Declaration (IS/ND) was prepared in accordance with the CEQA Guidelines Sections 15070-15073. Pursuant to California Code of Regulations, Title 14, Division 6, Chapter 3, Article 6, Section 15072, a Notice of Intent (NOI) to adopt a Negative Declaration was filed, published and mailed on July 11, 2025 for the CEQA-mandated twenty (20) day public review and comment period. The comment review period ended on July 31, 2025. The City received no comment letters on the IS/ND during the public review period. The IS/ND found that the proposed amendments would have no impacts or less than significant impacts on the environment with no mitigation measures required.

Public Hearing Notification:

Notice of the public hearing was posted at the Buena Park City Hall, the Buena Park Library, and the Ehlers Event Center on September 11, 2025. Notice of the public hearing was also published in the *Buena Park Independent* on September 12, 2025, as required by law.

BUDGET IMPACT

There is no budget impact associated with this action.

Attachments

City Council Resolution for General Plan Amendment No. GP-25-3.pdf
City Council Resolution for Climate Action and Adaptation Plan.pdf
Buena Park Climate Action and Adaptation Plan.pdf
Climate Action and Adaptation Plan Supporting Documents.pdf
Planning Commission Resolution No. 6387.pdf

RESOLUTION NO.

GENERAL PLAN AMENDMENT NO. GP-25-3

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BUENA PARK, CALIFORNIA, APPROVING GENERAL PLAN AMENDMENT GP-25-3 AMENDING THE SAFETY ELEMENT OF THE GENERAL PLAN, NEGATIVE DECLARATION, AND MAKING FINDINGS IN SUPPORT THEREOF

A. Recitals.

(i) 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) 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) Senate Bill 379 and California Government Code Section 65302(g) requires cities to update their Safety Element to include additional potential hazards; and

(iv) The proposed amendment to the General Plan will adopt policies and strategies addressing climate change vulnerability and emergency preparedness citywide; and

(v) The proposed amendments are for planning purposes only and no specific construction project is proposed as part of the action to adopt the amendments to the General Plan; and

(vi) A Notice of Intent to Adopt a Negative Declaration (NOI) and Initial Study was distributed on July 11, 2025 to local agencies, interested parties and the State Clearinghouse for 20-day review period and concluded on July 31, 2025; and

(vii) The NOI described the Project, identified no or less than significant environmental effects, and invited agencies and the public to submit comments; and

(viii) The City received no comments during the public review period; and

(ix) The City of Buena Park is the Lead Agency under CEQA Guidelines Article 4, Section 15367 and is responsible for analyzing the environmental impacts of the Project; and

(x) This Initial Study/Negative Declaration (IS/ND) has been prepared in conformance with CEQA (California Public Resources Code Section 21000 et seq.); CEQA Guidelines (California Code of Regulations, Title 14, Section 15000 et seq.); and the rules, regulations, and procedures for implementation of CEQA, as adopted by the City of Buena Park; and

(xi) The IS/ND concluded that there were no impacts or less than significant environmental impacts; and

(xii) 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, along with the Negative Declaration for the Project. Said public hearing was conducted and concluded on August 27, 2025; and

(xiii) The Planning Commission reviewed and considered all elements of said General Plan Amendment No. GP-25-3 together with the associated Initial Study/Negative Declaration (IS/ND) and unanimously approved Resolution No. 6387 recommending that the City Council approve General Plan Amendment No. GP-25-3 with the associated IS/ND; and

(xiv) On September 23, 2025, the City Council of the City of Buena Park conducted a duly noticed public hearing, as required by law, to consider the proposed General Plan Amendment No. GP-25-3 and IS/ND. Said public hearing was concluded prior to the adoption of this Resolution approving General Plan Amendment No. GP-25-3 and IS/ND.

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

B. Resolution.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF BUENA PARK, does hereby find, determine and resolve as follows:

1. The proposed General Plan Amendment No. GP-25-3 is consistent with the goals, policies, purposes, objectives, and programs of the City's General Plan.

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 City Council finds that facts supporting the above-specified findings are contained in the staff report and exhibits, and information provided to the City Council during the public hearing conducted on September 23, 2025 with respect to the Project.

5. The City Council has reviewed and considered all components of the requested 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), adopted by separate resolution. The City Council has determined that the IS/ND is legally adequate and reflects the independent judgment of the City of Buena Park. Further, the City Council 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.

6. The City Council hereby approves and adopts General Plan Amendment No. GP-25-3

amending Chapter 7 Safety Element of the 2035 General Plan and IS/ND, attached hereto as Exhibits A and B. The City of Buena Park shall file a Notice of Determination with the County Clerk of Orange County and the Secretary of the Resources Agency pursuant to the provisions of Section 21152 of Public Resources Code and State CEQA Guidelines adopted pursuant thereto.

7. The City Clerk shall certify to the adoption of this Resolution.

PASSED AND ADOPTED this 23rd day of September 2025, by the following called vote:

AYES: COUNCILMEMBERS:

NOES: COUNCILMEMBERS:

ABSENT: COUNCILMEMBERS:

ABSTAINED: COUNCILMEMBERS:

_____
Mayor

ATTEST:

_____
City Clerk

EXHIBIT A

General Plan Amendment No. GP-25-3
Draft Chapter 7 - Safety Element

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.

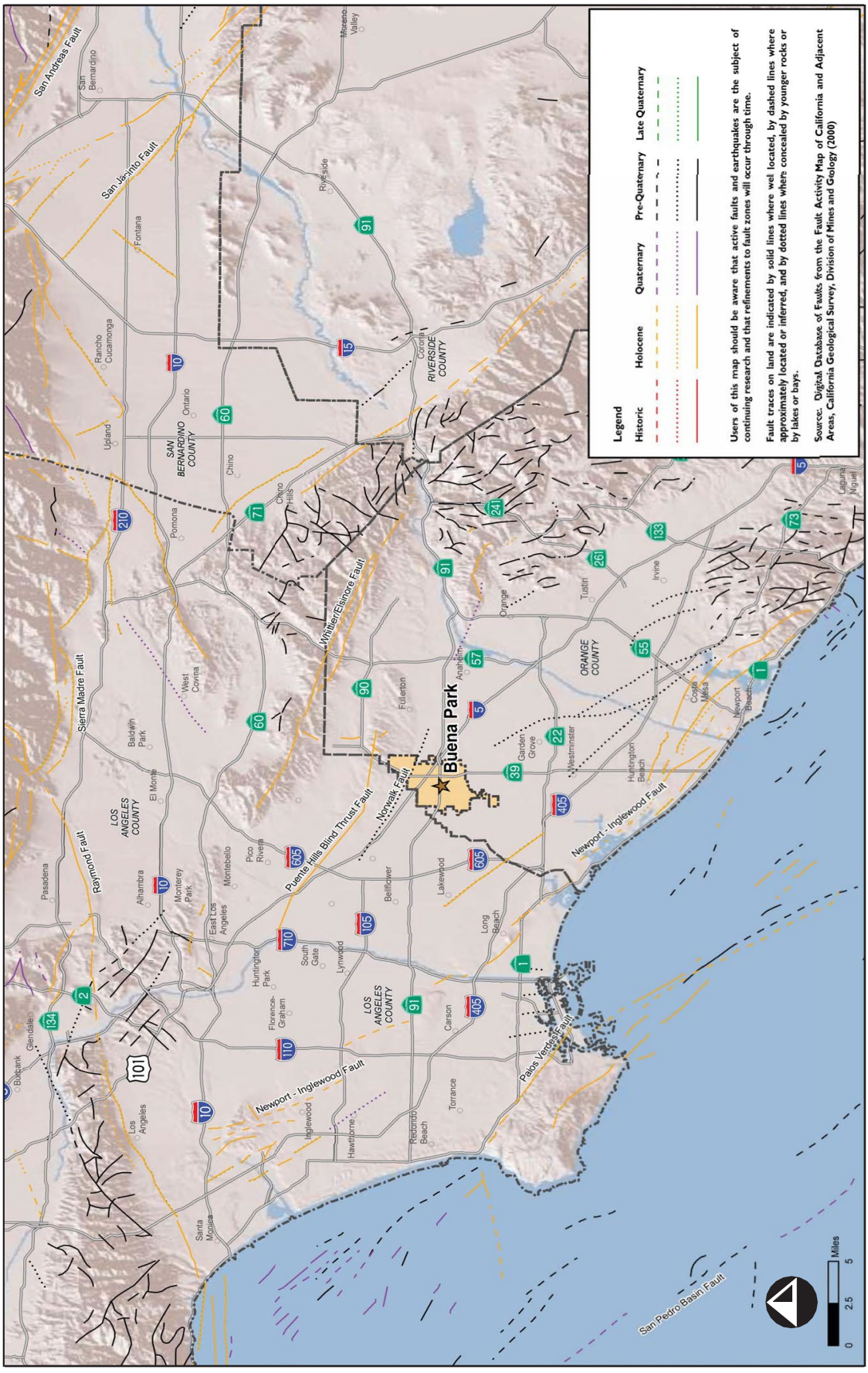
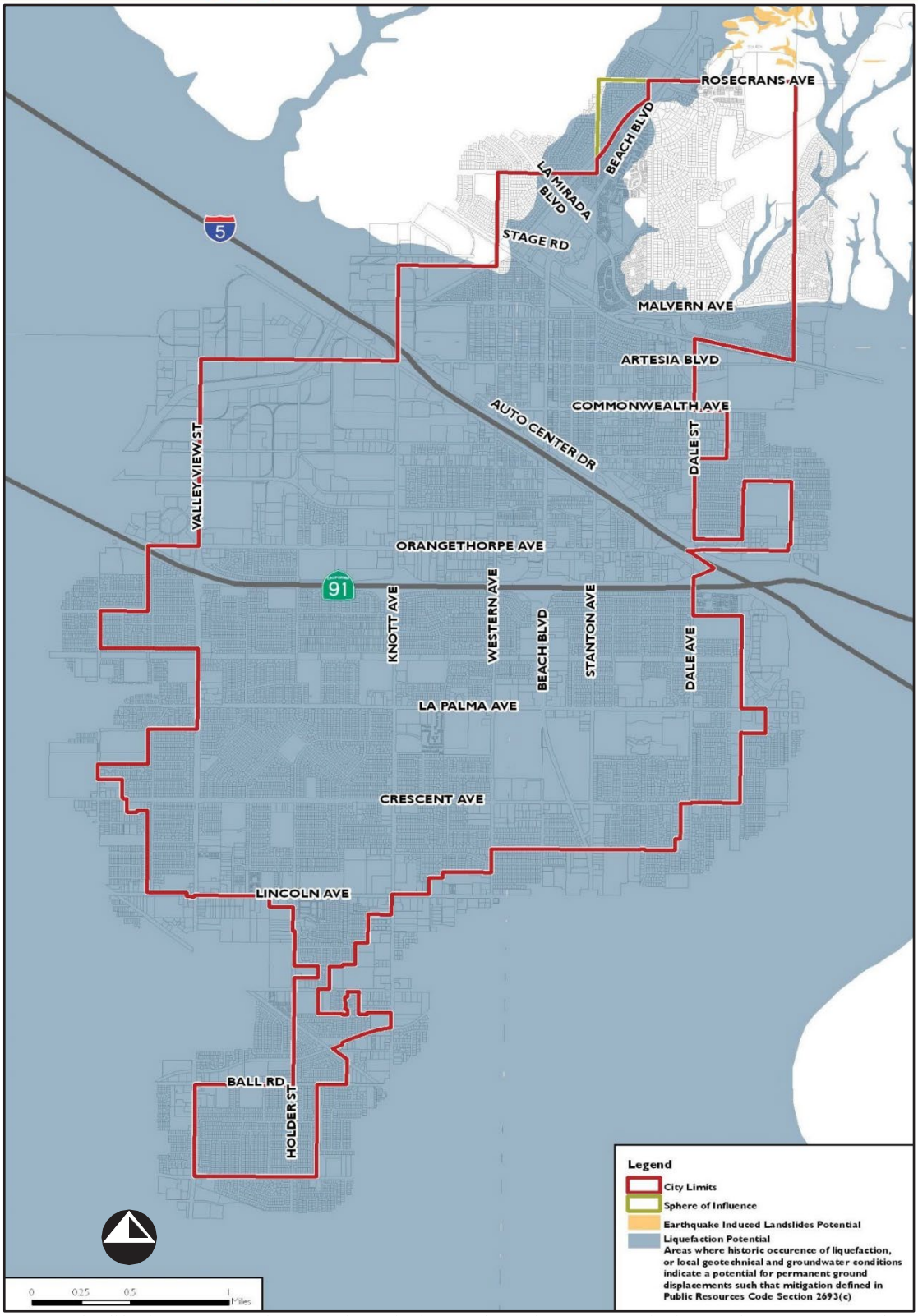
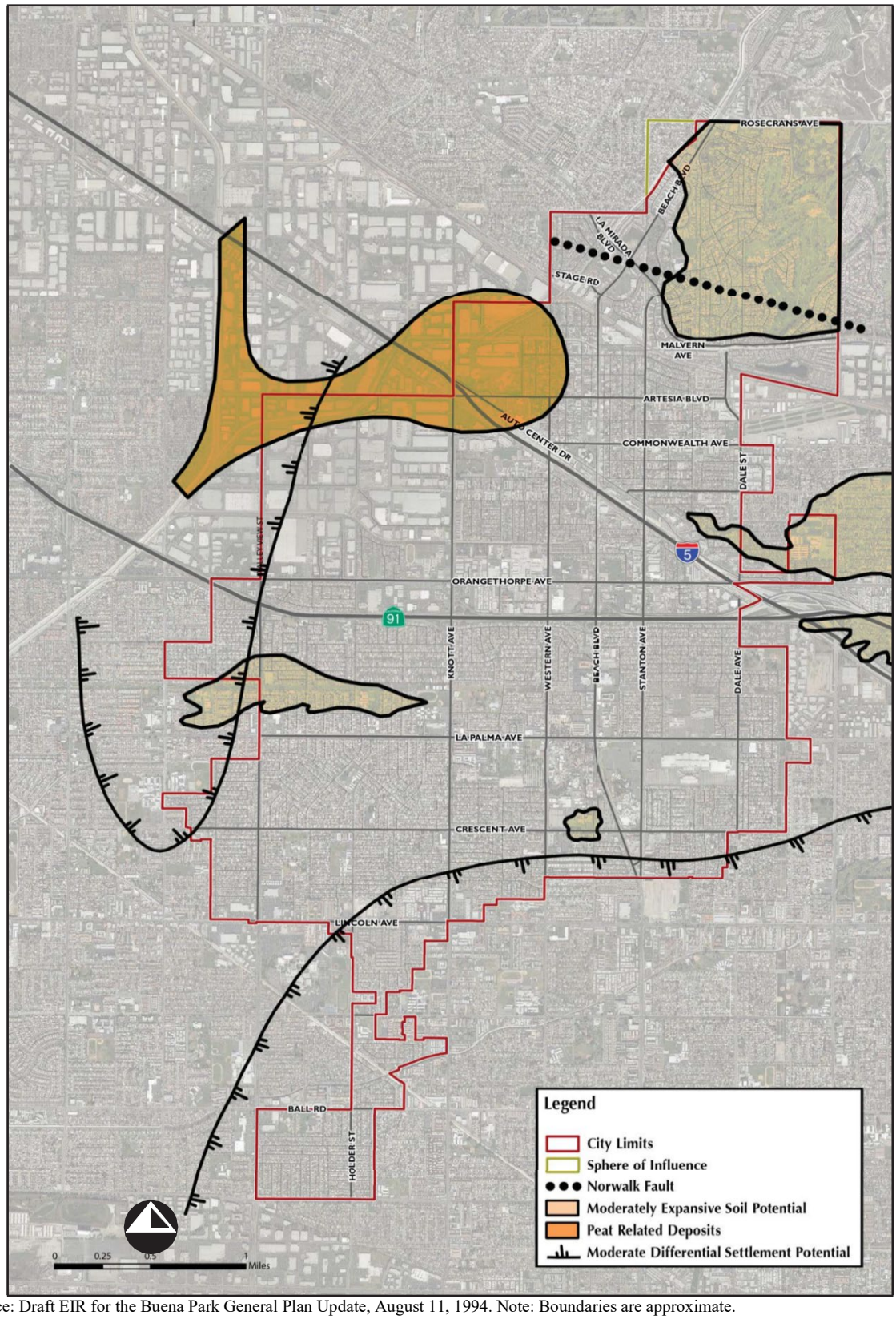


Exhibit SAF-1, Regional Faults



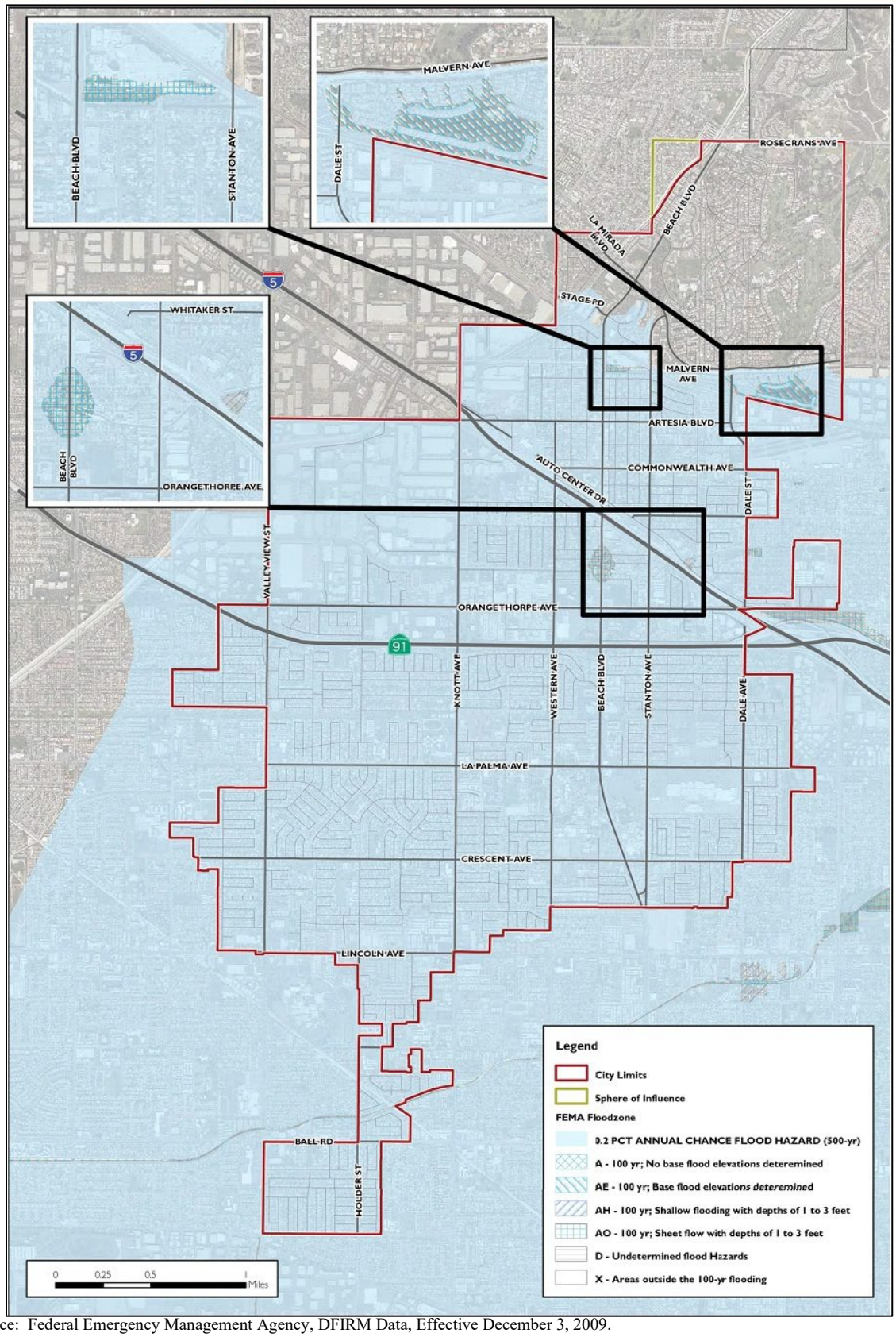
Source: State of California Department of Conservation, Seismic Hazard Zonation Program, Seismic Hazard Zones Map; La Habra, Anaheim, Los Alamitos and Whittier Quadrangles.

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)

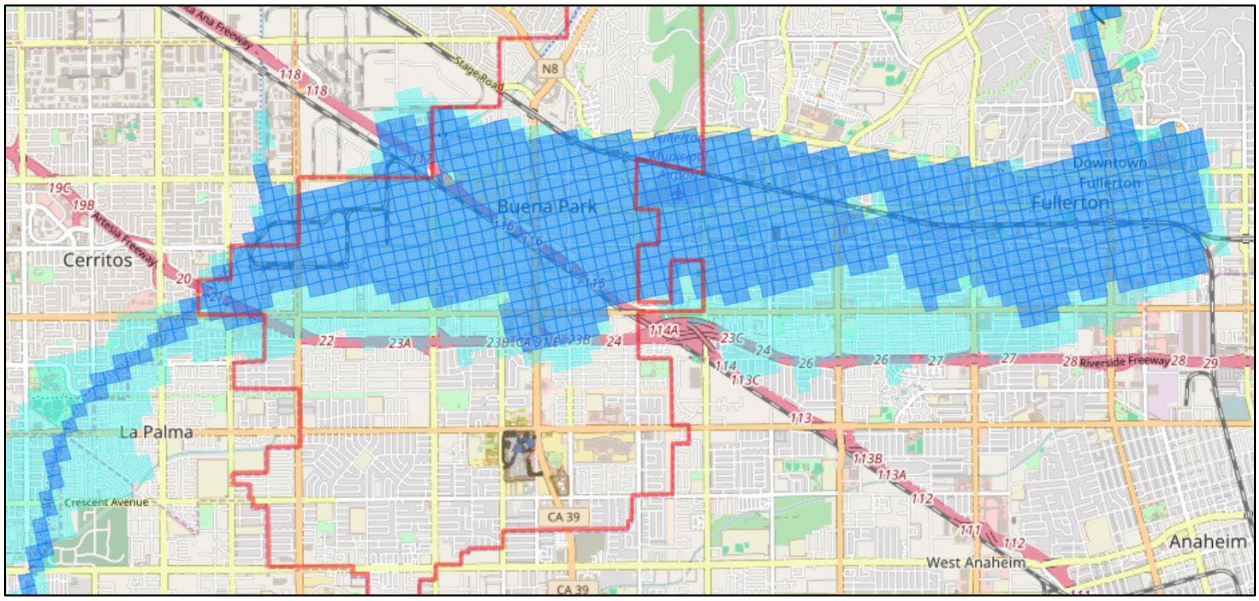


Exhibit SAF-5, Brea Dam MH and TAS inundation zones

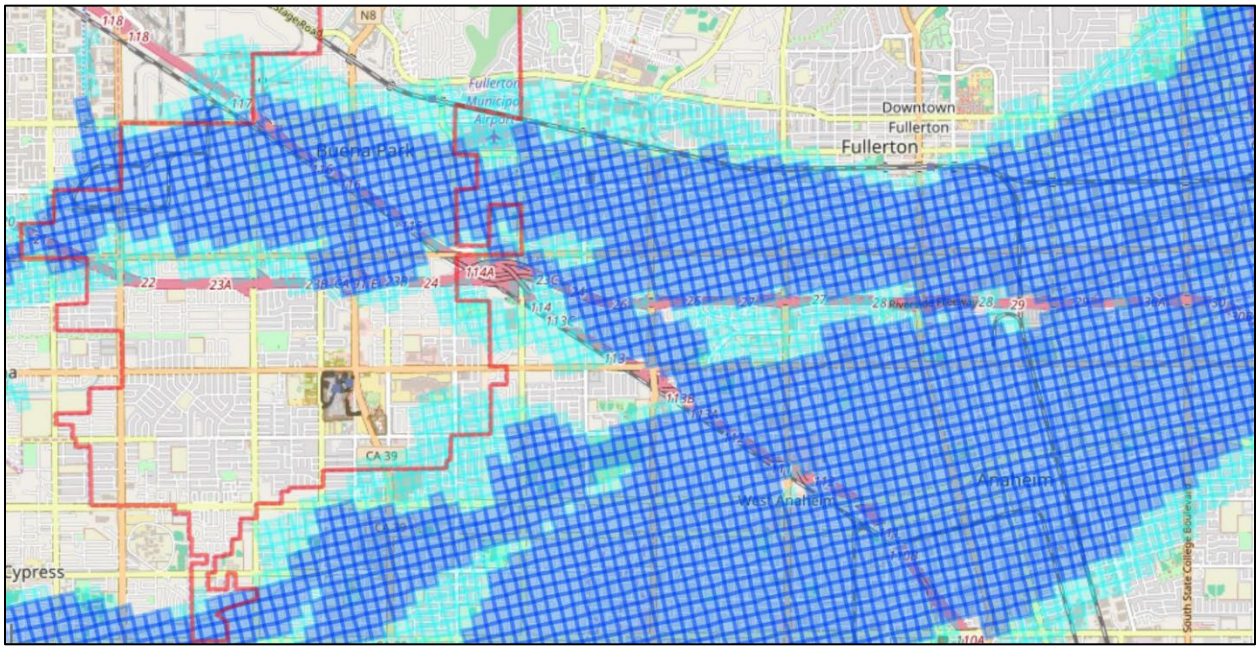


Exhibit SAF-6, Carbon Canyon Dam MH and TAS inundation zones

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

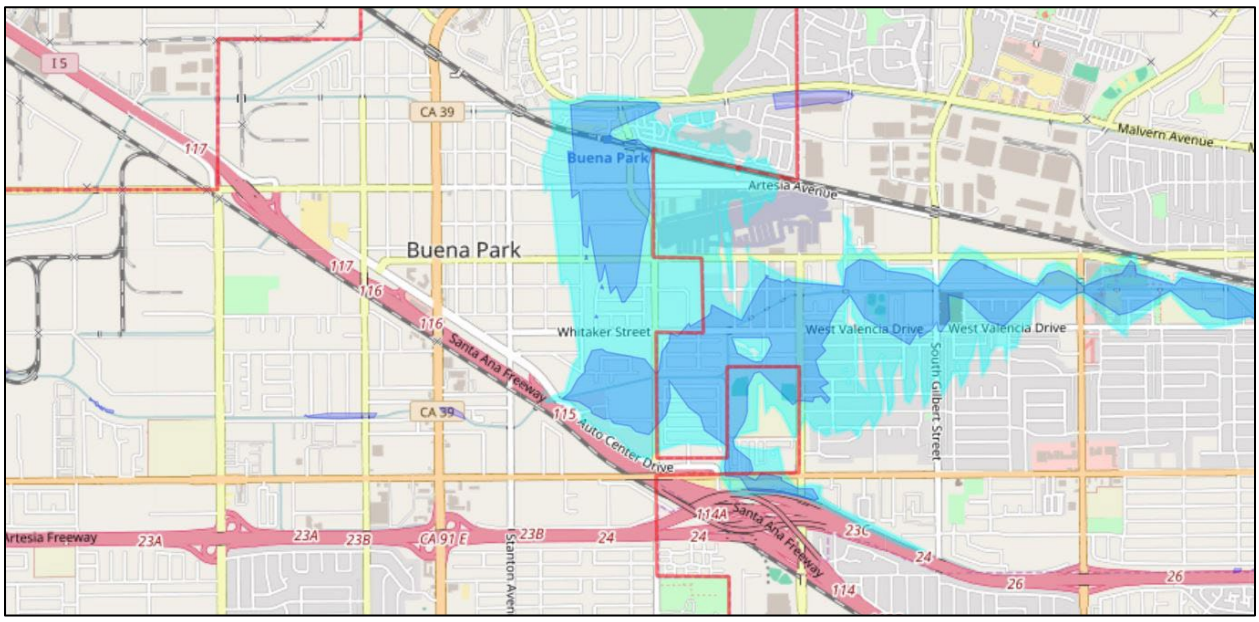


Exhibit SAF-7, Fullerton Dam MH and TAS inundation zones

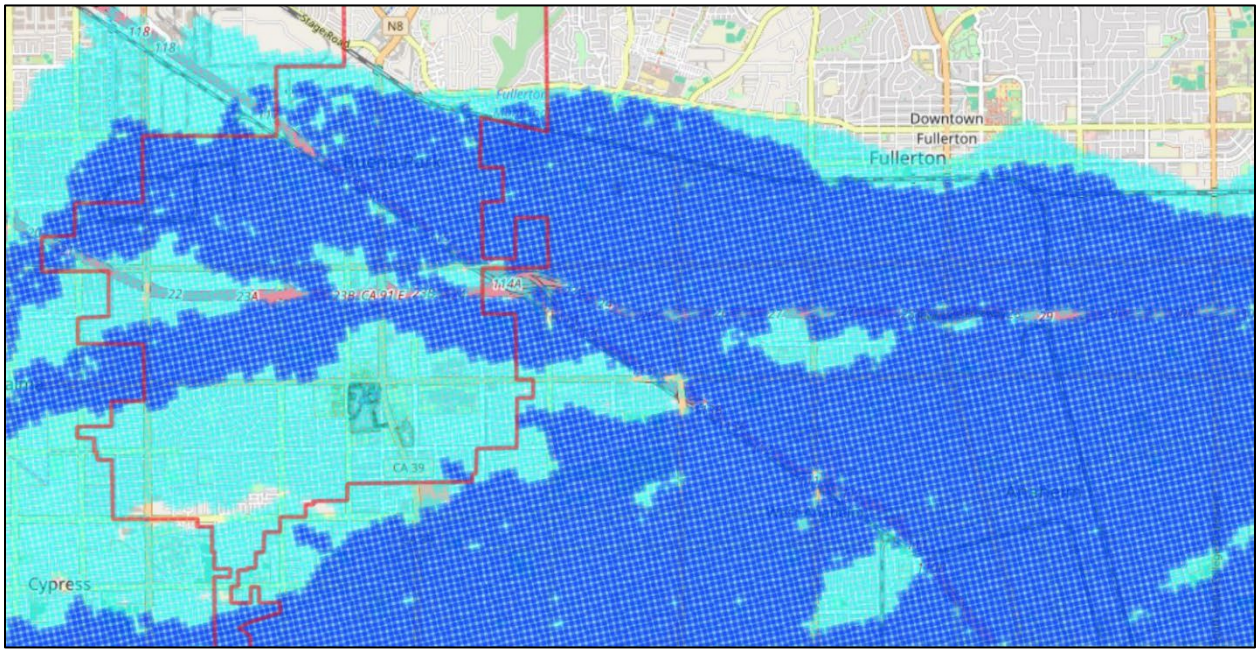


Exhibit SAF-8, Prado Dam MH and TAS inundation zones

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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.

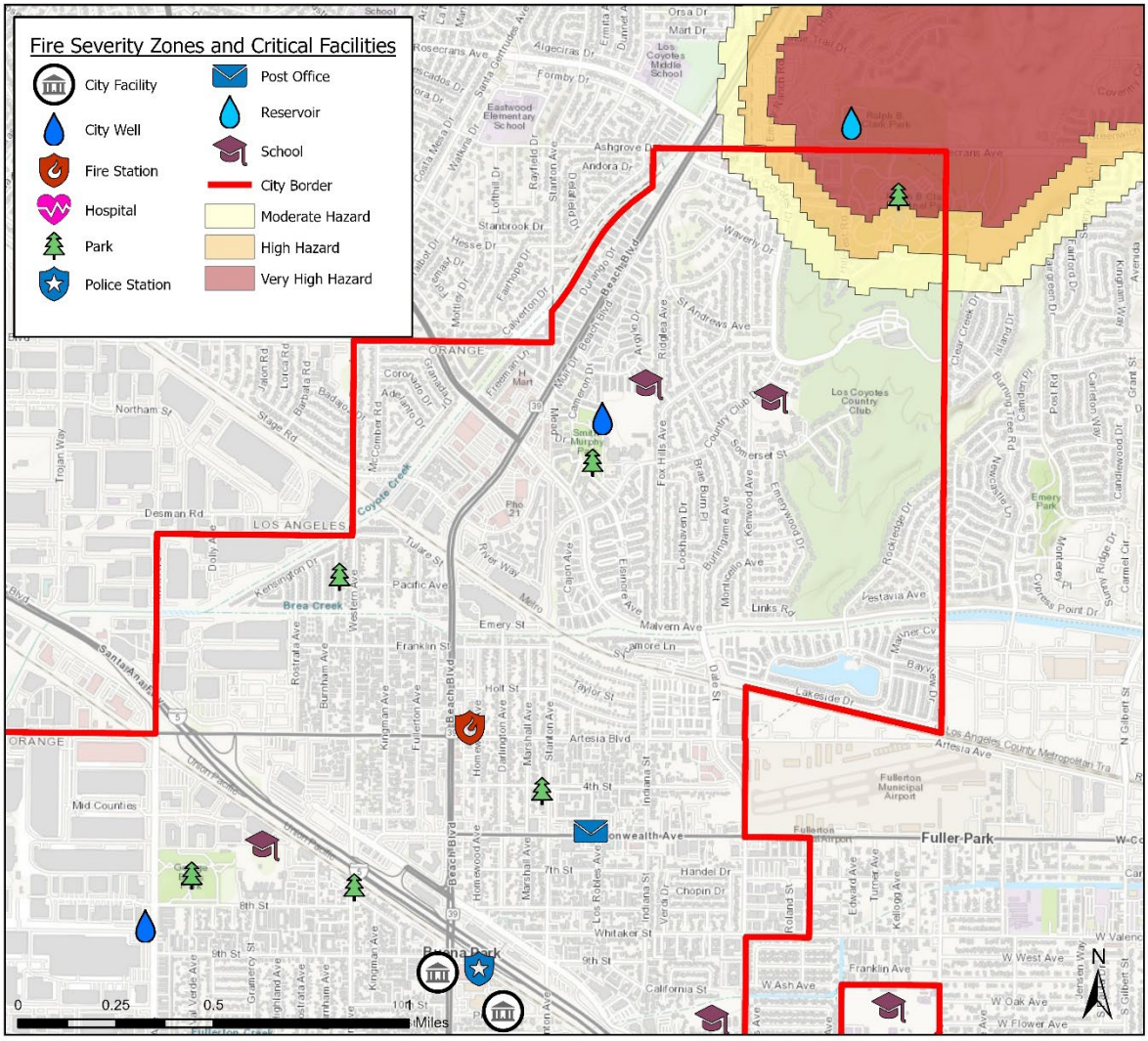
A disaster-resilient city also adapts to climate change by preparing for natural hazards that are expected to be caused by climate change, and by protecting ecosystem functions that reduce natural hazards such as flooding. The term "resilient city" is used more broadly to mean a city that is adapting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


Fire Severity Zones and Critical Facilities
City Facility
City Well
Fire Station
Hospital
Park
Police Station
Post Office
Reservoir
School
City Border
Moderate Hazard
High Hazard
Very High Hazard
Rosecrans Ave
Orsa Dr
Mart Dr
Algeciras Dr
Formby Dr
Eastwood Elementary School
Los Coyotes Middle School
Ralph B. Clark Park
Ashgrove Dr
Andora Dr
Stanbrook Dr
Hesse Dr
Waverly Dr
Beach Blvd
St Andrews Ave
Ridglea Ave
Argyle Dr
Los Coyotes Country Club
Somerset St
Fox Hills Ave
Lookhaven Dr
Burlingame Ave
Kenwood Ave
Emerywood Dr
Rockridge Dr
Emery Park
Cypress Point Dr
Monterey Pl
Carmel Cir
Vestavia Ave
Links Rd
Malvern Ave
Lakeside Dr
Artesia Ave
Los Angeles County Metropolitan Tra
Fullerton Municipal Airport
Fuller-Park
ORANGE
LOS ANGELES
Northam St
Desman Rd
Coyote Creek
Brea Creek
Pacific Ave
Emery St
Franklin St
Holt St
Taylor St
Artesia Blvd
4th St
7th St
8th St
9th St
Whitaker St
Handel Dr
Chopin Dr
California St
W Ash Ave
Franklin Ave
W West Ave
W Oak Ave
W Flower Ave
Buena Park
Mid Counties
Santa Ana
Union Pacific
Fullerton Creek
Jalon Rd
Lorca Rd
Barnhill Rd
Stage Rd
Trojan Way
Corondo Dr
Granada Dr
Adelanto Dr
McCombar Rd
Freeman Ln
H Mart
Smith Dr
Murphy
Cameron Dr
Main Dr
Argyle Dr
Country Club
Somerset St
Fox Hills Ave
Lookhaven Dr
Burlingame Ave
Kenwood Ave
Emerywood Dr
Rockridge Dr
Montecello Ave
Links Rd
Vestavia Ave
Malvern Ave
Lakeside Dr
Bayview Dr
Mariner Cv
Cypress Point Dr
Monterey Pl
Carmel Cir
Emery Park
Post Rd
Carleton Way
Candlewood Dr
Grant St
Newcastle Ln
Burning Tree Rd
Clear Creek Dr
Tuland Dr
Crestbrook Dr
Trail Dr
Covenant Dr
Ralph B. Clark Park
Los Coyotes Middle School
Eastwood Elementary School
Algeciras Dr
Formby Dr
Orsa Dr
Mart Dr
Ashgrove Dr
Andora Dr
Stanbrook Dr
Hesse Dr
Waverly Dr
Beach Blvd
St Andrews Ave
Ridglea Ave
Argyle Dr
Los Coyotes

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.

EXHIBIT B

Initial Study/Negative Declaration

DRAFT

Initial Study/Negative Declaration

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

JULY 2025

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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

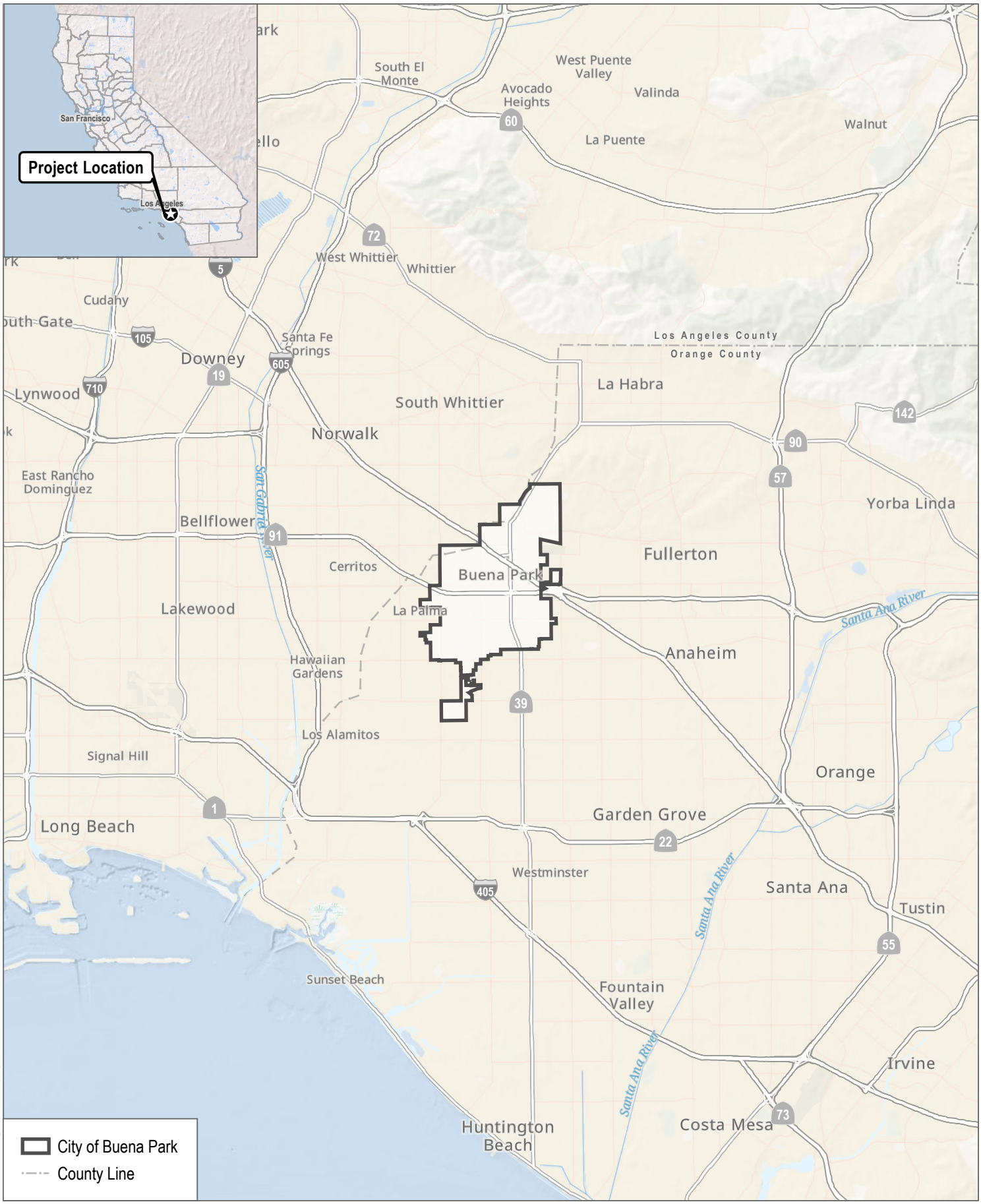
CEQA applies to projects carried out, funded or approved by State or local government agencies. The CAAP and GPSE constitute a project as defined by CEQA (California Public Resources Code [PRC] Section 21000 et seq.). State CEQA Guidelines Section 15367 states that a "Lead Agency" is "the public agency 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

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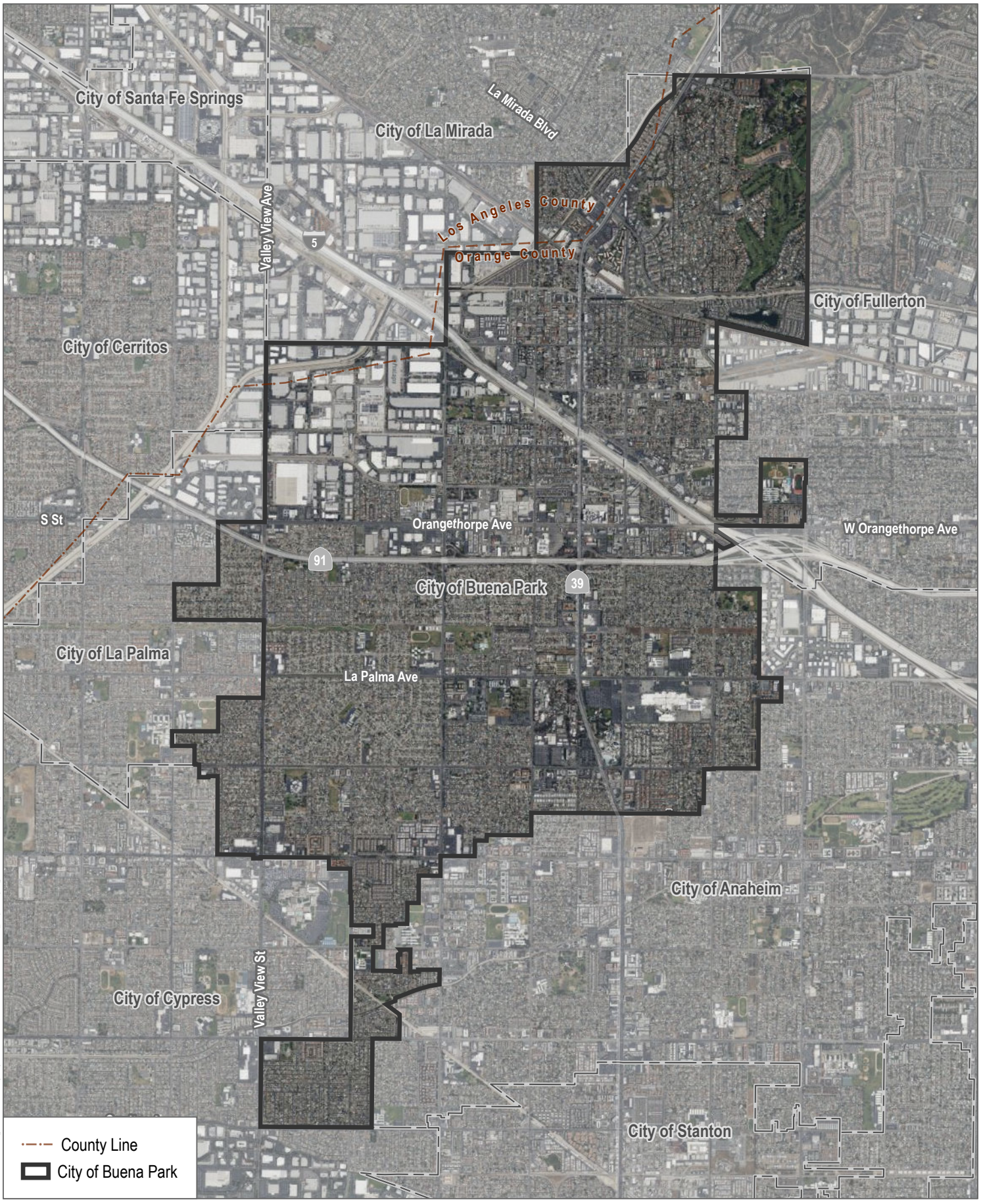

SOURCE: Bing Maps 2025

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

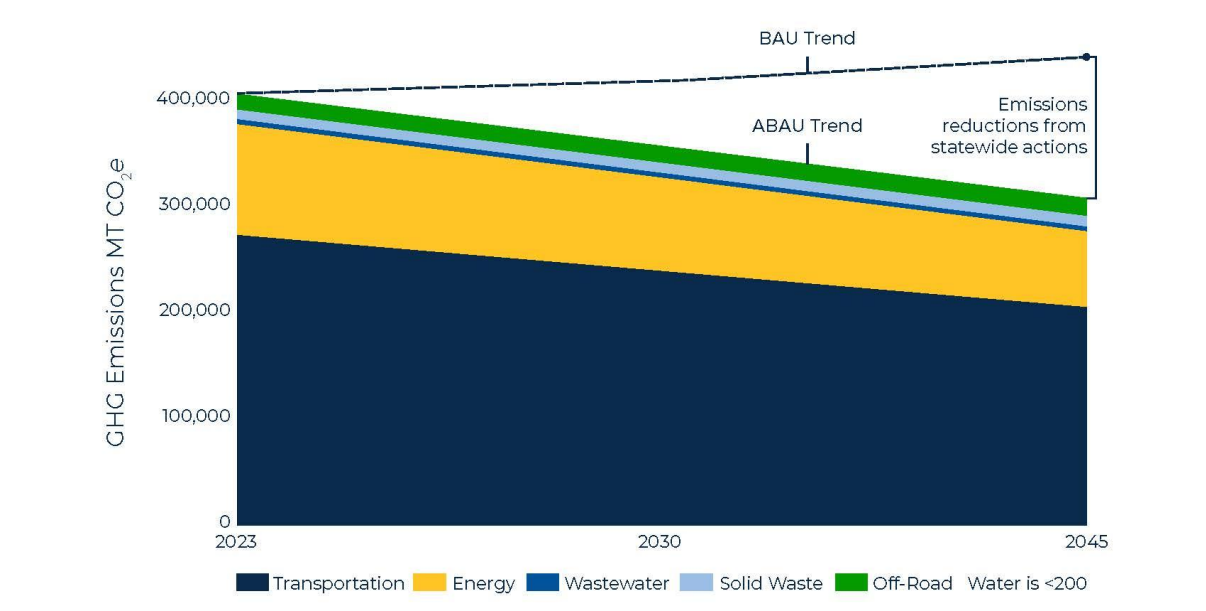
	GHG Emissions (MT CO_2e)	
Sector	2030	2045
BAU	7,344	7,901
ABAU	5,819	4,175
Targets	4,451 (37.0 % below 2023 baseline)[a]	829 (88.3% below 2023 baseline)[a]
Local Gap	*7,068*	*3,346*

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.

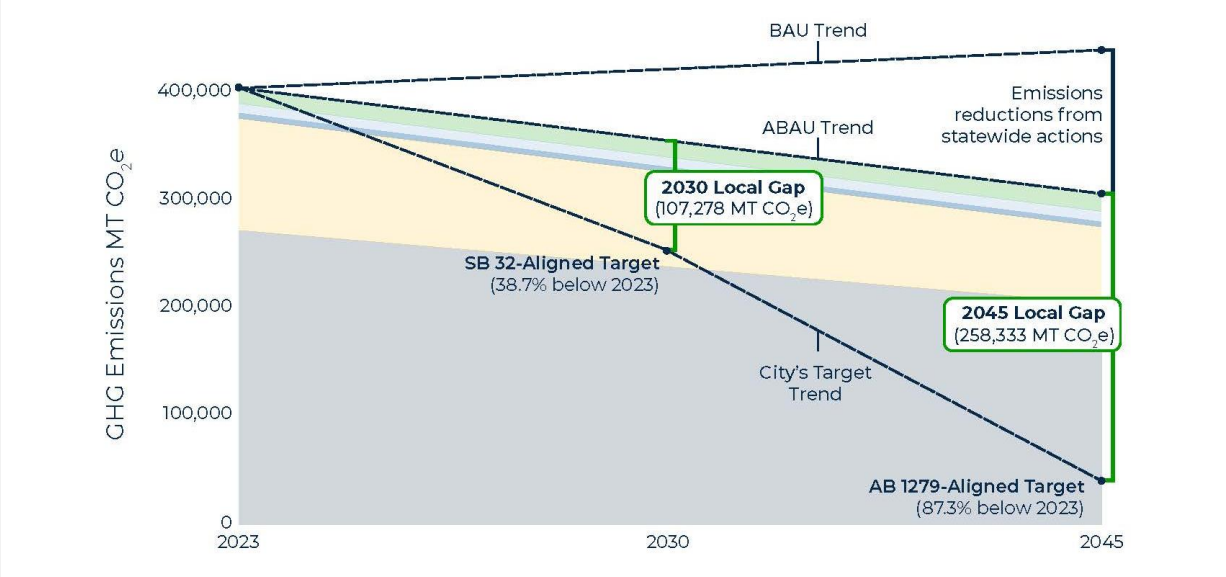
A summary of the City's community-wide ABAU emissions is provided in Exhibit 1, and the State-aligned community-wide reduction targets and local gap is provided in Exhibit 2. Similarly, a summary of the City's municipal ABAU emissions is provided in Exhibit 3, and the State-aligned municipal reduction 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.



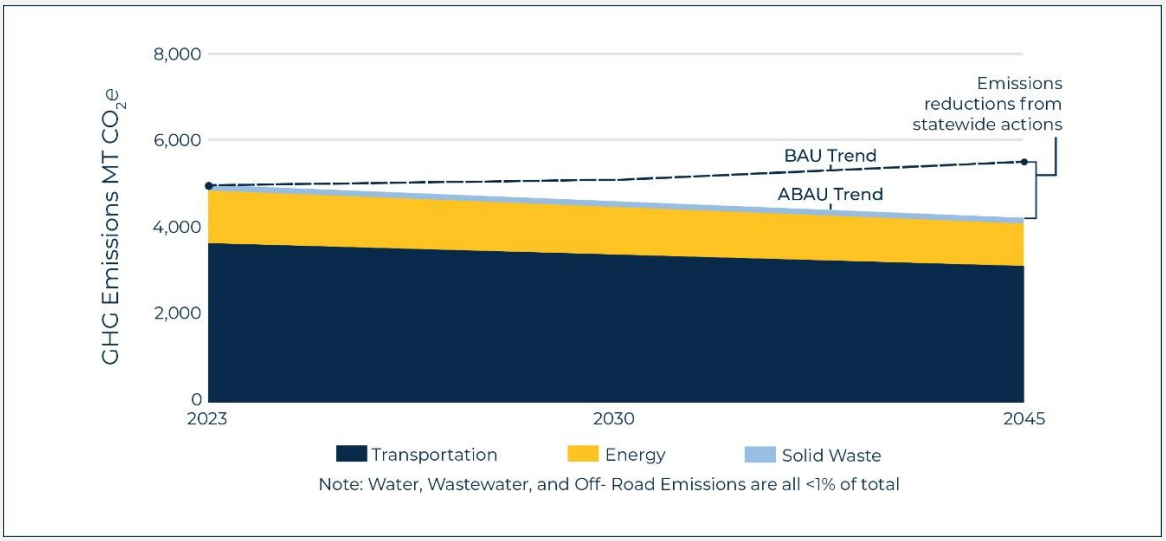
Source: City of Buena Park Climate Action and Adaptation Plan.

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



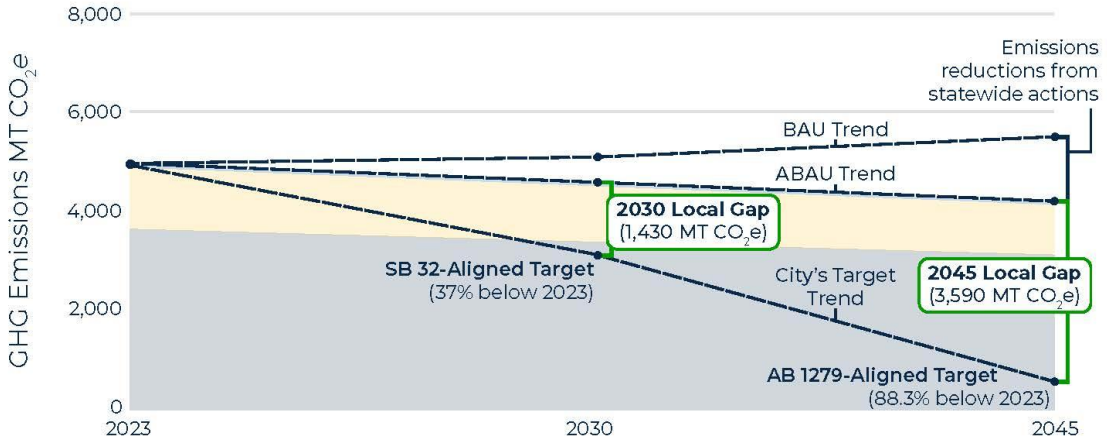
Source: City of Buena Park Climate Action and Adaptation Plan.

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:

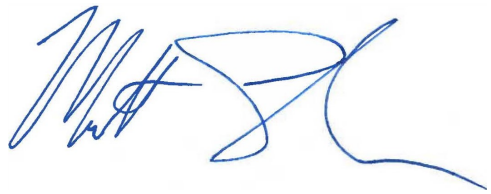
☒ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ 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

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Dudek

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Hayley Rundle – Environmental Planner

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RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BUENA PARK, CALIFORNIA, APPROVING THE CLIMATE ACTION AND ADAPTATION PLAN

A. RECITALS.

(i) The City of Buena Park is a California charter city with plenary authority over all "municipal affairs" and the broad "police powers" vested by California's Constitution, pursuant to which it may make and enforce laws necessary to protect and preserve the health, safety, and welfare of residents subject only to enactments by the California Legislature on matters of "statewide concern"; and

(ii) The draft Climate Action and Adaptation Plan and accompanying California Environmental Quality Act (CEQA) documentation was presented to the City Council for approval at a duly noticed public meeting on September 23, 2025; and

(iii) The City Council adopted by separate Resolution a determination that the Initial Study/Negative Declaration that was prepared for the Climate Action and Adaptation Plan was the appropriate environmental review for this project and that the Climate Action and Adaptation Plan will have no significant adverse effects on the environment.

B. RESOLUTION.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF BUENA PARK DOES HEREBY FIND, DETERMINE, AND RESOLVE AS FOLLOWS:

1. The City Council hereby adopts the Climate Action and Adaptation Plan.

2. The City Clerk shall certify to the passage and adoption of this Resolution, and the minutes of this meeting shall reflect the presentation of the Report.

PASSED AND ADOPTED this 23rd day of September 2025, by the following called vote:

AYES: COUNCILMEMBERS:
NOES: COUNCILMEMBERS:
ABSENT: COUNCILMEMBERS:
ABSTAIN: COUNCILMEMBERS:

_____
Mayor

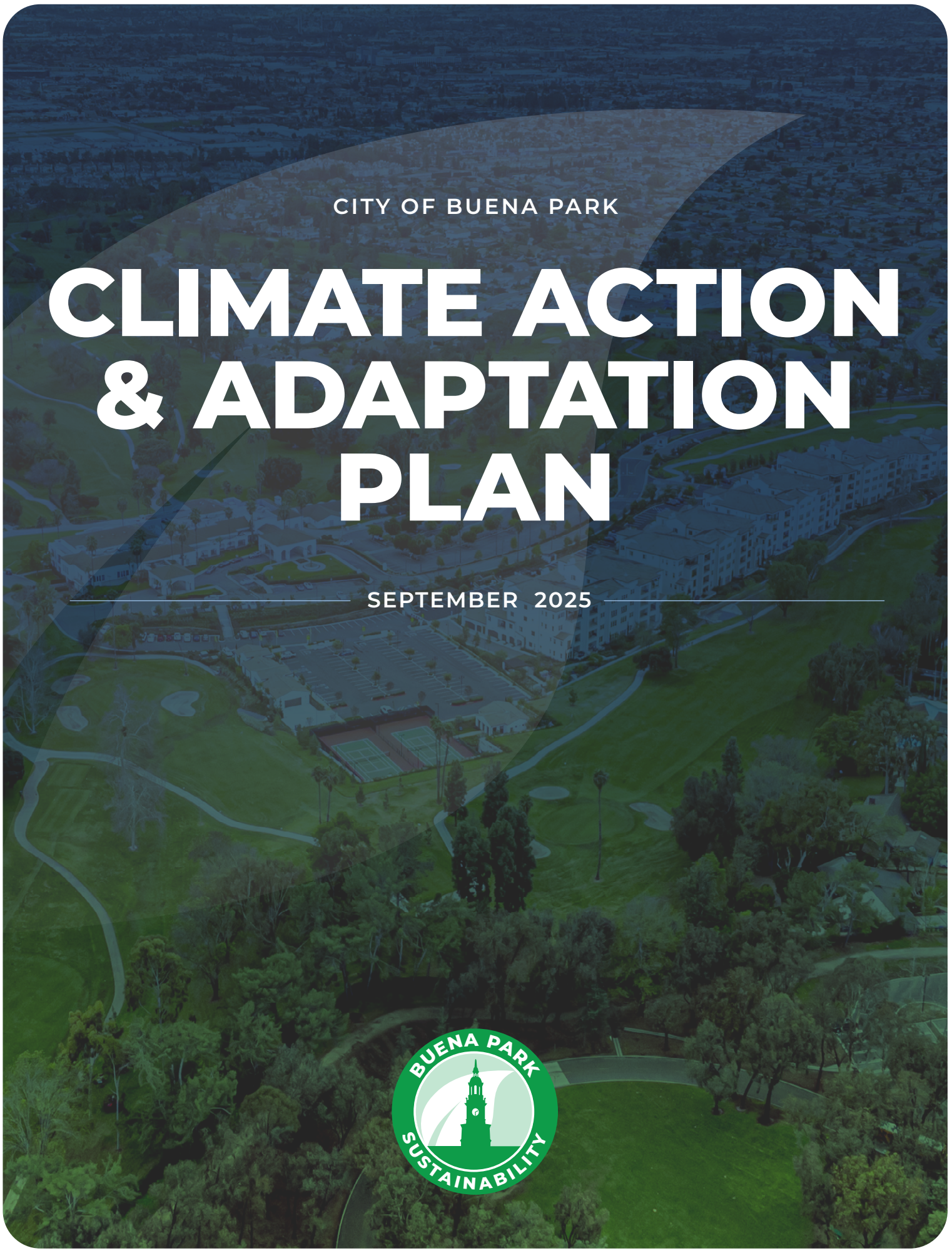
ATTEST:

_____
City Clerk

CITY OF BUENA PARK

CLIMATE ACTION & ADAPTATION PLAN

SEPTEMBER 2025



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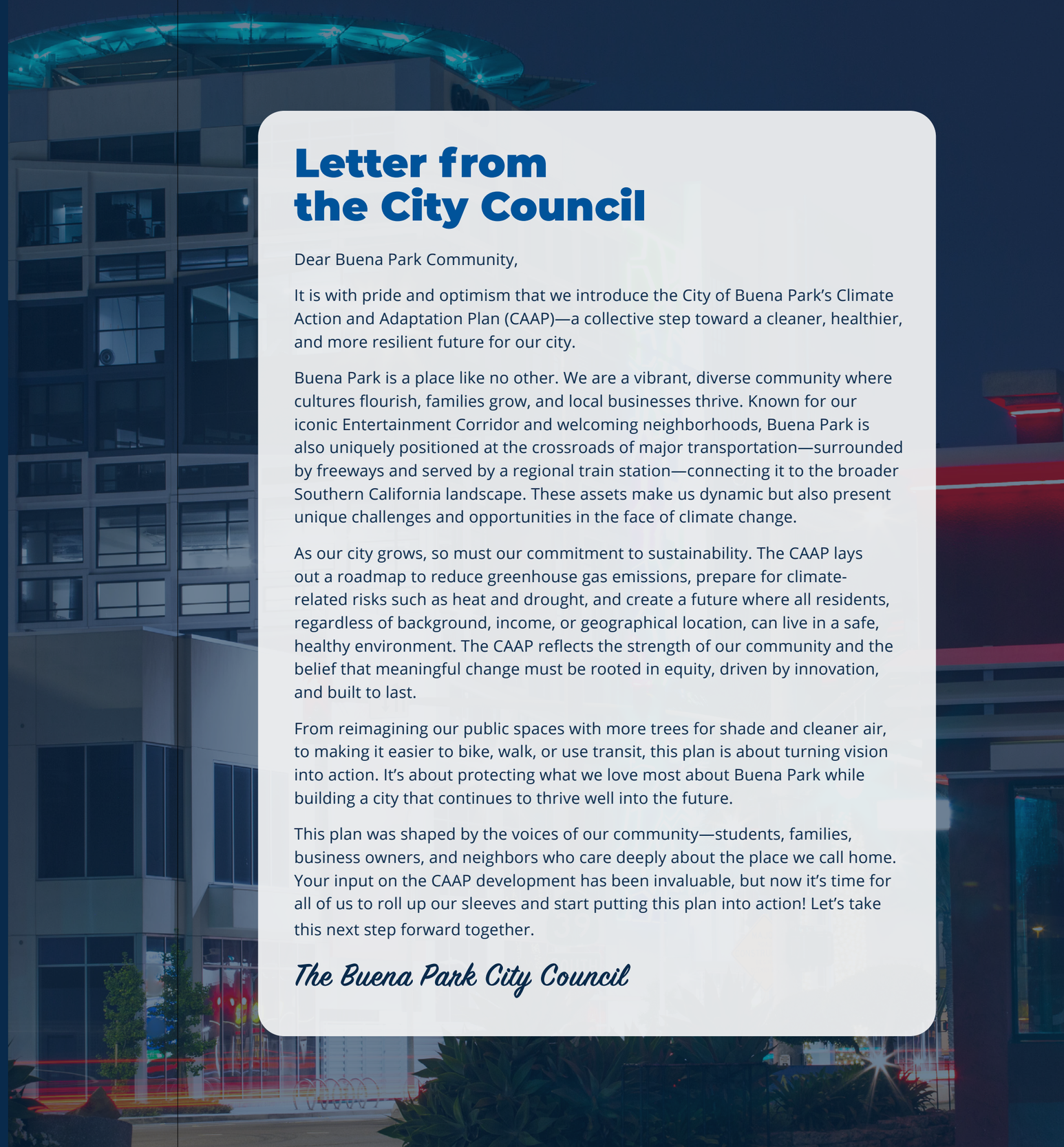


Letter from the City Council

Dear Buena Park Community,

It is with pride and optimism that we introduce the City of Buena Park's Climate Action and Adaptation Plan (CAAP)—a collective step toward a cleaner, healthier, and more resilient future for our city.

Buena Park is a place like no other. We are a vibrant, diverse community where cultures flourish, families grow, and local businesses thrive. Known for our iconic Entertainment Corridor and welcoming neighborhoods, Buena Park is also uniquely positioned at the crossroads of major transportation—surrounded by freeways and served by a regional train station—connecting it to the broader Southern California landscape. These assets make us dynamic but also present unique challenges and opportunities in the face of climate change.

As our city grows, so must our commitment to sustainability. The CAAP lays out a roadmap to reduce greenhouse gas emissions, prepare for climate-related risks such as heat and drought, and create a future where all residents, regardless of background, income, or geographical location, can live in a safe, healthy environment. The CAAP reflects the strength of our community and the belief that meaningful change must be rooted in equity, driven by innovation, and built to last.

From reimagining our public spaces with more trees for shade and cleaner air, to making it easier to bike, walk, or use transit, this plan is about turning vision into action. It's about protecting what we love most about Buena Park while building a city that continues to thrive well into the future.

This plan was shaped by the voices of our community—students, families, business owners, and neighbors who care deeply about the place we call home. Your input on the CAAP development has been invaluable, but now it's time for all of us to roll up our sleeves and start putting this plan into action! Let's take this next step forward together.

The Buena Park City Council

Executive Summary

The City of Buena Park (City), located in northwest Orange County, is home to a diverse community of approximately 84,000 residents. Known as the "Center of the Southland," the City spans 10.3 square miles and is bordered by Anaheim, Cerritos, Cypress, Fullerton, La Mirada, La Palma, and Stanton. The City boasts a strong local economy, anchored by the Beach Boulevard Entertainment Corridor, which features a variety of well-known regional attractions that draw over 6 million visitors annually. In addition, the City benefits from a thriving commercial and industrial sector, supported by a well-established manufacturing and distribution base.

Situated within the central lowland coastal plain of Orange County, the City is characterized by generally flat, urbanized land. The Coyote Hills lie within the northeast portion of the City, while the Downey Plain comprises much of the remaining area. The local climate is typically mild, moderated by cool sea breezes from the west; however, as climate change progresses, the City is increasingly vulnerable to a suite of hazards, including rising temperatures, heat waves, flooding, wildfires, drought, and secondary impacts, such as an influx of climate-displaced populations.

The City is committed to addressing these climate hazards and recognizes its responsibility to reduce its greenhouse gas (GHG) emissions. While the City has already established a strong foundation of sustainable initiatives, the development of this Climate Action and Adaptation Plan (CAAP) affirms the City's commitment to taking deliberate and impactful climate action. This CAAP aligns with California's ambitious GHG reduction mandates and outlines a clear path toward meeting the City's emissions targets for 2030 and 2045:

- **By 2030**, the City will reduce community-wide GHG emissions by 107,278 metric tons of carbon dioxide equivalents (MT CO_2e), consistent with the goals of California Senate Bill 32.
- **By 2045**, the City will reduce community-wide GHG emissions by 258,333 MT CO_2e, consistent with the goals of California Assembly Bill 1279.

To achieve its ambitious climate action and adaptation goals, the City's CAAP outlines a comprehensive strategy across eight key opportunity areas:

On-Road Transportation

- Encourage the transition to electric vehicles
- Enhance the active transportation environment
- Reduce single-occupancy vehicle trips
- Optimize land use to minimize commute distances
- Incentivize use of public transit

Energy and the Built Environment

- Increase energy efficiency in buildings
- Decarbonize and electrify buildings
- Increase renewable energy generation and storage
- Procure zero-carbon electricity
- Increase reflectance and cool buildings

Off-Road Equipment

- Increase the adoption of electric and zero-emission off-road and landscaping equipment

Water and Wastewater

- Reduce water consumption and increase water reuse and recycling

Solid Waste

- Reduce waste to landfills

People and Community

- Prepare vulnerable communities for hazards
- Create resilient public gathering spaces
- Improve equitable distribution of resources
- Educate and incentivize responsible consumption
- Collaborate to improve regional resilience and GHG reduction efforts
- Spark sustainable economic development

Natural and Urban Lands

- Enhance carbon sequestration and support urban greening

Municipal

- Electrify City fleet
- Reduce City employee commute emissions
- Reduce City operation energy use and increase renewable energy
- Electrify City-operated off-road and landscaping equipment
- Reduce City facility water consumption and increase water reuse
- Reduce City-generated solid waste

In the process of pursuing these climate action and adaptation goals, the City will experience many positive indirect benefits (i.e., "co-benefits"), such as improved air quality, improved mobility, improved public health and safety, enhanced natural environment, enhanced local and regional economy, cost savings, equity improvements, and educational opportunities.

Achieving the City's ambitious goals will be a coordinated effort, requiring input from various City departments, community partners, residents, visitors, and businesses. The plan is supported by a robust implementation and monitoring strategy to ensure the CAAP is responsive to emerging climate science, community needs, and policy developments. Core to the implementation strategy and success of the CAAP is a clear definition of roles and responsibility, timeline, performance indicators, identification of available funding opportunities, and ongoing community engagement throughout the life of the plan. As a living document, the CAAP is designed to evolve and grow with the community.

With adoption of this CAAP, the City demonstrates its commitment to taking action and enhancing resilience for the well-being of all that call Buena Park home.

CAAP at a Glance

1. **Chapter 1, Introduction**, summarizes the purpose and objectives of the CAAP, provides an overview of the City's history of sustainability efforts, and explains how the CAAP integrates with and supports other local planning initiatives.

2. **Chapter 2, Community Outreach and Engagement**, highlights the community engagement process that informed the CAAP, detailing the strategies used to gather input and key outcomes that reflect the unique needs and perspectives of the City's residents and businesses. Chapter 2 supporting materials are included in Appendix A, Community Engagement and Outreach Materials.

3. **Chapter 3, Climate Action**, introduces the core components of the City's climate action planning process, including development of a baseline GHG emissions inventory, future emissions forecasting, target-setting, and gap analysis. These foundational elements provide the necessary basis for identifying emission reduction measures and actions, as outlined in Chapter 5. Supporting materials for Chapter 3 are included in Appendix B, Greenhouse Gas Emissions Inventory, Forecasting, and Target Setting.

4. **Chapter 4, Climate Adaptation**, provides an overview of climate adaptation within Buena Park, identifying current and projected climate hazards and examining their potential impacts on specific members of the community. This chapter provides the foundation for understanding local vulnerabilities and the need for targeted adaptation measures and actions. Additional technical details for Chapter 4 are provided in Appendix C, Vulnerability Assessment.

5. **Chapter 5, Opportunity Areas, Measures, and Actions**, presents the City's implementation strategy for the CAAP, structured around eight key opportunity areas and supported by targeted measures and actions designed to reduce GHG emissions and enhance climate resilience. The implementation strategy provides a clear roadmap for achieving the emission reduction targets outlined in Chapter 3 and addressing the climate hazards identified in Chapter 4. The technical details to support the emission reductions included in Chapter 5 are provided in Appendix D, Greenhouse Gas Reduction Supporting Material.

6. **Chapter 6, Implementation and Monitoring**, details the City's approach to implementing and monitoring the CAAP to ensure successful achievement of overall climate action and adaptation goals. This chapter establishes a framework for accountability and adaptability, including defined roles and responsibilities, performance metrics, timelines, funding opportunities, ongoing community engagement, and California Environmental Quality Act (CEQA) streamlining justification. The detailed implementation materials are provided in Appendix E, Implementation Plan.

1

INTRODUCTION

Advancing the City's Commitment to Sustainability

Buena Park stands at the forefront of sustainability efforts in Orange County. With this CAAP, the City takes an important forward-thinking step to reduce GHG emissions and increase resilience to climate change. This chapter offers relevant background to help readers better understand the foundation of the CAAP before exploring its specific strategies in greater detail.

1. Introduction

Climate change is a global emergency that requires coordinated efforts and cooperation across all levels of governance. Recognizing this, the City of Buena Park (City) is proactively preparing its first Climate Action and Adaptation Plan (CAAP). This introduction outlines fundamental climate change concepts, relevant efforts across levels of government, including efforts at the City level, and the purpose and objectives of the CAAP.

CLIMATE CHANGE BASICS

Climate change refers to long-term shifts in climate, such as changes to temperature, precipitation, and wind patterns. Historically, climate changes were driven by natural causes like solar energy variations and volcanic eruptions. However, recent warming observed over the past century is primarily due to human activities, especially the burning of fossil fuels and changes in land use. These human activities release greenhouse gases (GHG) into the atmosphere, which causes warming and long-lasting changes to the climate system.[1]

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 (Figure 1). 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.

Principle GHGs relevant to the CAAP include:

- Carbon dioxide (CO_2)
- Methane (CH_4)
- Nitrous oxide (N_2O)

1 IPCC (International Panel on Climate Change). 2021. Climate Change 2021: The Physical Science Basis. Accessed August 2024. https://www.ipcc.ch/report/ar6/wg1/.

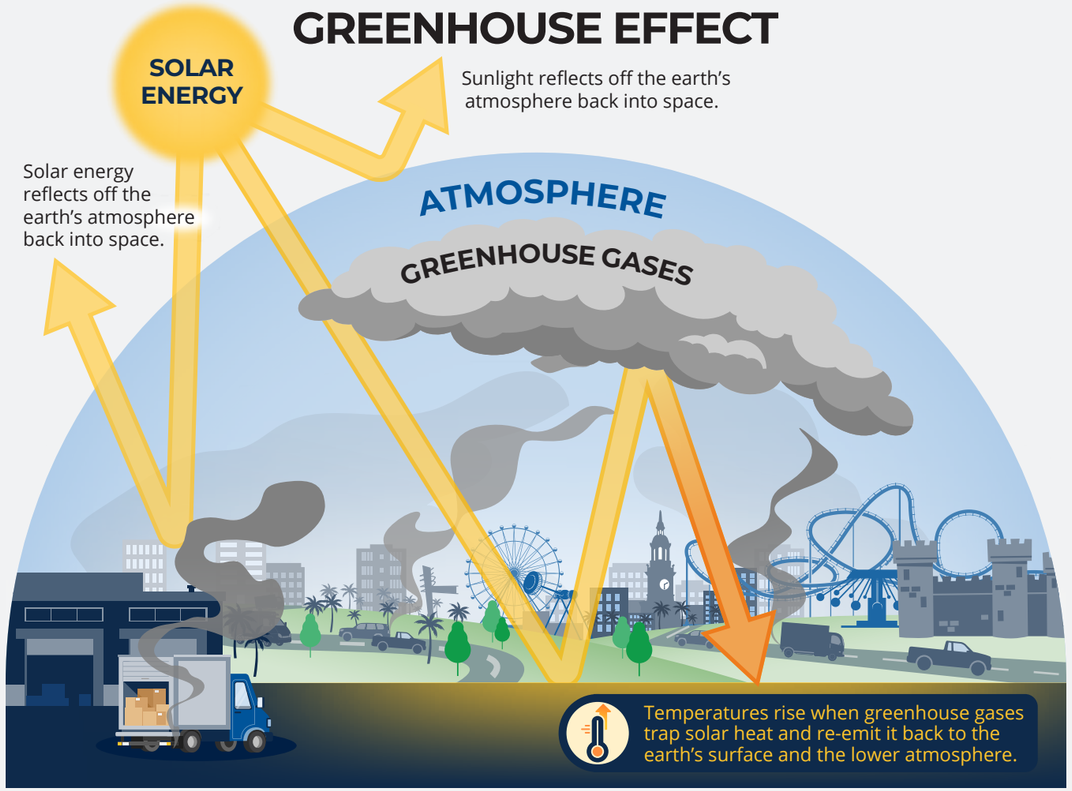


Figure 1. Greenhouse Effect

Human activities that generate and emit GHGs into the atmosphere increase the amount of infrared radiation that gets absorbed before escaping into space, thus amplifying the greenhouse effect and causing the earth's surface temperature to rise, leading to climate changes. GHG levels are now higher than at any point in the last 800,000 years, driving further warming and widespread climate change impacts.[2]

2 Fahey, D.W., S.J. Doherty, K.A. Hibbard, A. Romanou, and P.C. Taylor, 2017: Physical drivers of climate change. In: Climate Science Special Report: Fourth National Climate Assessment, Volume I [Wuebbles, D.J., D.W. Fahey, K.A. Hibbard, D.J. Dokken, B.C. Stewart, and T.K. Maycock (eds.)]. U.S. Global Change Research Program, Washington, DC, USA, pp. 73-113, doi: 10.7930/J0513WCR.

Although climate change is driven by global atmospheric conditions, its impacts are felt locally, and its consequences are already affecting California. The state is anticipated to experience climate change impacts through an increase in extreme heat events; more extreme precipitation events, including flood and drought; and larger and more-catastrophic wildfires.[3]

Evidence for human-induced climate change includes:

- Rapid increases in atmospheric GHG concentrations
- Positive radiative forcing
- Observed warming

Addressing climate change involves both climate action and climate adaptation. Climate action involves reducing GHG emissions that drive climate change, while climate adaptation focuses on managing the risks associated with climate change impacts (Figure 2).

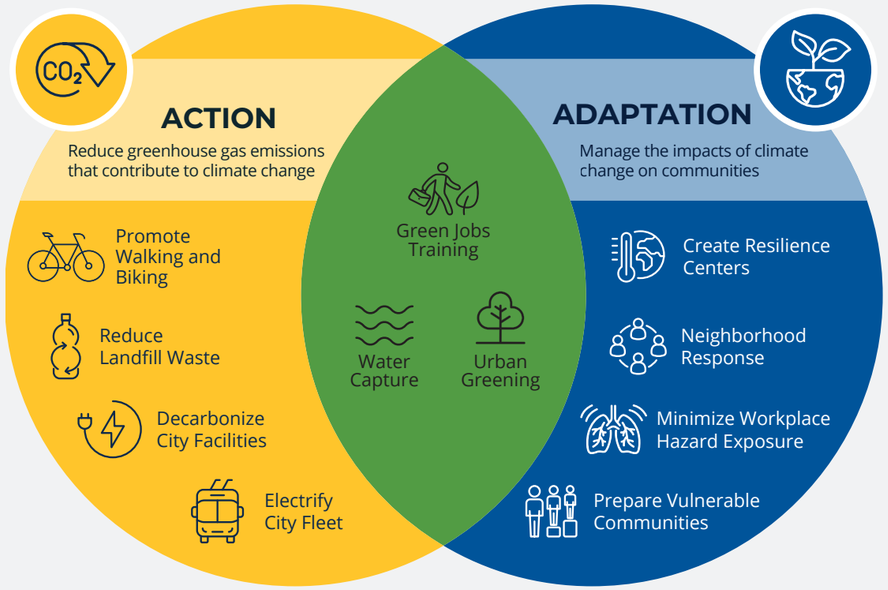


Figure 2. Venn Diagram of Climate Action and Adaptation

3 Governor's Office of Planning and Research, California Energy Commission, and California Natural Resources Agency. 2018. California's Fourth Climate Change Assessment: Statewide Summary Report. August 2018. https://www.energy.ca.gov/sites/default/files/2019-11/Statewide_Reports-SUM-CCCA4-2018-013_Statewide_Summary_Report_ADA.pdf.

FEDERAL, STATE, AND LOCAL EFFORTS TO ADDRESS CLIMATE CHANGE

Addressing the global issue of climate change requires coordinated efforts across all levels of government, from the federal level to state, regional, and local authorities.

Federal

Efforts to address climate change at the federal level include two impactful pieces of legislation: the Infrastructure Investment and Jobs Act (IIJA) and the Inflation Reduction Act (IRA). The IIJA was enacted in November 2021 and authorizes funding for several climate-related infrastructure upgrades, including power and grid reliability and resiliency; electric vehicle charging infrastructure; and coastal resiliency, ecosystem restoration, and weatherization. The IRA, which was enacted in August 2022, includes specific investment in energy and climate reform and is projected to reduce GHG emissions within the United States by 40% from 2005 levels by 2030. The IRA allocates funds to boost renewable energy infrastructure (e.g., solar panels and wind turbines), includes tax credits for the purchase of electric vehicles (EVs), includes measures that will make homes more energy efficient, and authorizes the U.S. Environmental Protection Agency to implement the Greenhouse Gas Reduction Fund program.

State

At the state level, regulations, policies, and goals can provide guidance for local agencies by establishing the timing and intensity of actions needed to combat climate change, offering ways to measure progress, and implementing key regulations that reduce GHG emissions.

The State of California has enacted numerous regulations, including Executive Orders (EOs), Assembly Bills (ABs), Senate Bills (SBs), and other plans and policies, aimed at directly or indirectly reducing GHG emissions and addressing climate change impacts. The following regulations highlight the state's foundational climate goals related to climate action and climate adaptation.

Climate Action

The state's climate action framework has been established through a series of EOs and adopted ABs and SBs. The key legislation related to the state's GHG reduction goals is outlined in Figure 3.

Climate Adaptation

California SB 379 (2015) amended Government Code Section 65302 to require cities to adopt comprehensive, long-term general plans that address environmental risks:

- **Vulnerability Assessment:** 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:** Create adaptation and resilience goals, policies, and objectives based on this vulnerability assessment
- **Climate Change – Feasible Mitigation:** Create a set of feasible implementation measures designed to carry out these goals, policies, and objectives

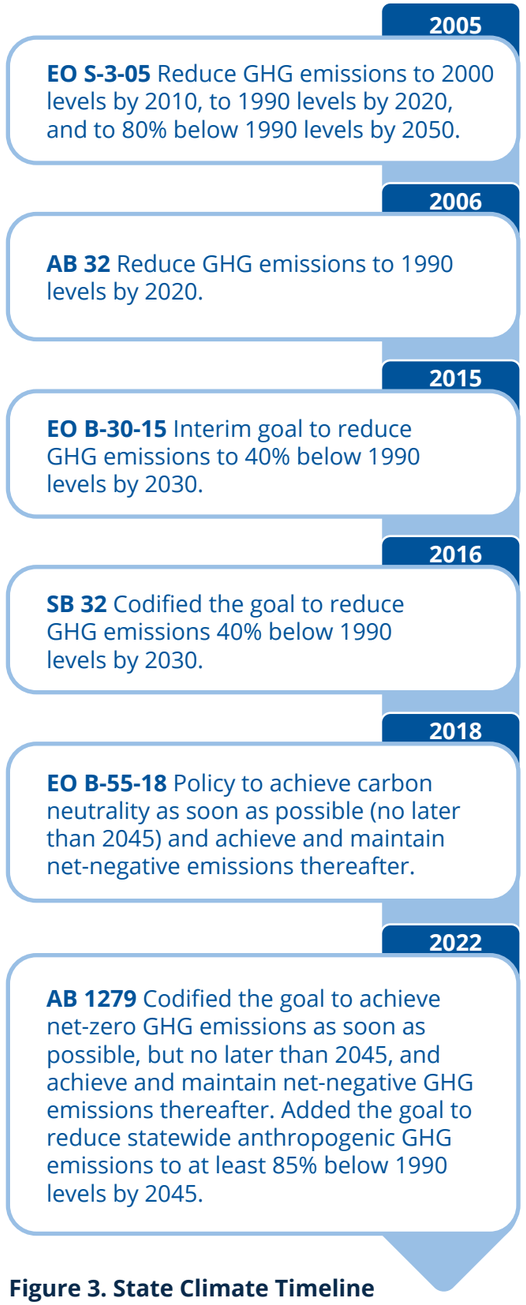


Figure 3. State Climate Timeline

Local

At the local level, cities play a crucial role in addressing climate change, ensuring that adaptation efforts are tailored to the specific impacts of the region and that climate action accounts for the geographic, social, and economic context. A significant amount of GHG emissions reduction opportunities and resiliency efforts lie within the jurisdictional control of local governments, which have authority over the built environment, transportation networks, and provision of local services (e.g., public safety, utilities).[4] In this capacity, the City has been a leader in climate action and adaptation efforts in Orange County, as summarized in Figure 4.

In 2022, the City 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, not only helps to 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.

Buena Park at a Glance

- 83,884 residents
- 10.29 square miles
- Known as the "Center of the Southland"
- Strong local economy includes the Entertainment Corridor featuring well-known attractions, including a thriving Auto Center as well as both warehousing and manufacturing companies

Figure 4. City Climate Timeline

4 CARB. 2022. 2022 Scoping Plan for Achieving Carbon Neutrality. December. Available: https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan/2022-scoping-plan-documents.

In 2023, the City Council established both the Office of Sustainability and the Climate Commission to further existing actions and coordinate efforts to improve sustainability and address climate change citywide. The City's Office of Sustainability has many functions beyond climate change, but this CAAP is a major stepping stone for City sustainability actions now and in the future. In 2024, the City made strides to increase multimodal transportation options and reduce single-occupant vehicle trips by adopting its first ever Active Transportation Plan (ATP). In that same year, the City also received a Southern California Association of Governments (SCAG) award for Phase 2 of the Silverado Trail, and adopted an urban homesteading ordinance related to residences keeping chickens and bees. Most recently, the City adopted an electric lawn equipment ordinance, which transitions the City, City contractors, and the community toward electric lawn equipment in the coming years.

AB 1346 phased out the sale of new gas-powered SOREs including landscaping equipment.

Additionally, climate action and adaptation issues have 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. For example, the Local Hazard Mitigation Plan responds to federal incentives and comprehensively analyzes hazards and establishes programs to address them. The Urban Water Management Plan assesses water supply reliability in face of drought and establishes strategies for water conservation and responding to emergency water shortage. Other plans address components of climate action, including the 2035 General Plan, which is a state-required plan and covers a variety of topics, such as safety, energy conservation, transportation, land use, and environmental justice.

To bring these pieces together and expand on existing work, the City prepared this CAAP to more directly assess the steps it can take to reduce GHG emissions (climate action) and prepare residents for the effects of climate change (adaptation).

CAAP Co-Benefits

Actions to reduce GHG emissions and improve resiliency can result in many co-benefits for the City, such as improved air quality, enhanced mobility, local economic benefits, and improved quality of life.

Co-benefits of the CAAP actions (indicated by a green leaf) are further described in Chapter 5.

THE BUENA PARK CAAP

The CAAP is a comprehensive road map that outlines the activities and informs the decisions that the City will undertake to achieve reductions in GHG emissions while also increasing resilience to the impacts of climate change. This effort will further the City's commitment to sustainability, which is defined as meeting the needs of the present without compromising future generations. The CAAP not only addresses how to reduce impacts on the environment but also how to create a more healthy, equitable city for all residents and a more resilient community for current and future generations.

By integrating both action and adaptation into a single plan, the City can effectively reduce its contribution to climate change and prepare the community for the local effects of climate change. This dual approach enables the City to implement strategies that synergize mitigation and adaptation, ensuring efficient use of public resources. Similarly, by working with existing planning documents, the CAAP will retain consistency with overarching goals and build off existing policies.

The CAAP will benefit the community and aims to ensure residents and businesses are provided with economically viable and equitable options while reducing GHG emissions and adapting to the impacts of climate change. The goal of the CAAP is to promote climate-smart policies, ensuring outcomes are both sustainable and equitable.

2

COMMUNITY OUTREACH AND ENGAGEMENT

Developing the CAAP Together

Community outreach has been a vital part of developing the Buena Park CAAP, with residents and business owners playing an essential role by 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.

2. Community Outreach and Engagement

The City recognizes that a successful CAAP development and implementation relies on insights and feedback from a wide range of community members. Developed through a collaborative, year-long planning process, the CAAP engaged City officials, residents, businesses, and key industry representatives to ensure broad input and alignment with community priorities. To reach Buena Park's diverse interested parties, outreach materials were provided in English, Spanish, and Korean.

Community feedback was integrated into every phase of the CAAP's planning process to ensure that the final plan reflects the needs and perspectives of Buena Park's community and business populations. This chapter summarizes the various engagement strategies and outcomes that shaped the CAAP.

ENGAGEMENT STRATEGIES AND OUTCOMES

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, including 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™ were created to help educate the community on environmental sustainability and programs. Community members can interact with the Sustainabuddies through a reoccurring feature in *Buena Park Today* called "Ask Earthy." In April 2025, the City hosted its first Sustainability Fair and Trash cART contest, allowing the community to showcase their creativity while learning about zero waste.

Buena Park Sustainabuddies™

Outreach opportunities were promoted and marketed through various established City channels, including the Office of Sustainability webpage, water bill inserts, Civic Center billboards, press releases, text updates, e-blasts, and social media, along with additional outreach efforts by City Council and Climate Action Commissioners.

Over 1,090 Buena Park community members participated in the outreach process and helped shape the CAAP.

Engagement with City Departments and Agency Partners

Engagement with City staff took place at key stages throughout the planning process. Outreach to various departments and partnering agencies, including Public Works, Community and Economic Development, Community Services, Finance, Emergency Services, City Manager's Office, City utility partners, and regional public agencies, was conducted to understand current practices, discuss potential measures, and review the CAAP.

Climate Action Commissioners presented with Arbor Day proclamation.

Climate Action Commission Collaboration

2024 Climate Action Commissioners' Recognition Dinner.

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. In March 2024, a presentation to the Commission provided an overview of the CAAP, its planning process, and the upcoming steps, including planned outreach efforts. The Commission provided input on outreach strategies for the planning process. In addition to input on the CAAP, the Commission contributed to the formation of two new City ordinances: residential urban homesteading and electric lawn equipment transition.

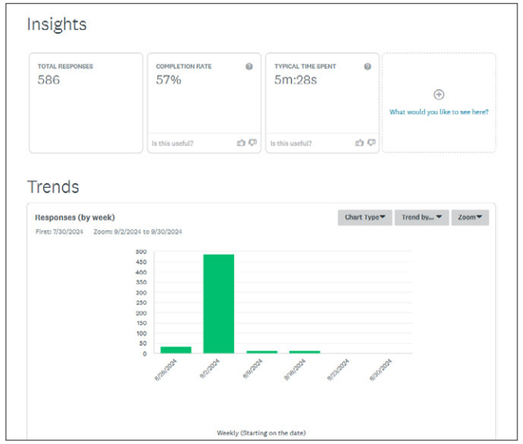
Community Pop-Ups

Two outreach pop-up/tabling events were held at the Buena Park Summer Concerts in the Park on July 10th and August 10th, 2024, to engage with Buena Park residents. Serving as the first community touchpoint in the planning process, these events shared information on the CAAP, Buena Park's sustainability initiatives, key sources of GHG emissions, and climate hazards. An interactive activity encouraged attendees to share feedback on the challenges of adopting emission-reducing behaviors. More than 100 Buena Park residents participated, offering valuable insights.

Climate Action Commissioners, staff, and Councilmembers learn about beekeeping with Long Beach Beekeepers. Gathering community feedback at Summer Concerts in the Park.

Community Survey

A community survey was used as a tool to broaden the reach of outreach efforts. An online survey, available from August 26th to October 3rd, 2024, introduced the Buena Park community to the project and gathered feedback on the barriers and challenges community members face in adopting more sustainable behaviors. Over 560 community members, primarily residents, completed the survey.



Screenshot of a portion of the community survey results.

Business-Focused Survey

A business-focused survey was conducted to gather input from representatives of Buena Park's key industries and businesses on sustainable practices they have adopted or implemented to reduce GHG emissions, as well as the challenges they face in transitioning to more climate-friendly solutions for their operations. Business representatives responded to both general questions about their "green strategies" and industry-specific questions related to their operations. The survey, open from October 14th to November 18th, 2024, received responses from over 30 business representatives.

Screenshot of a portion of the business survey.

Community Meeting

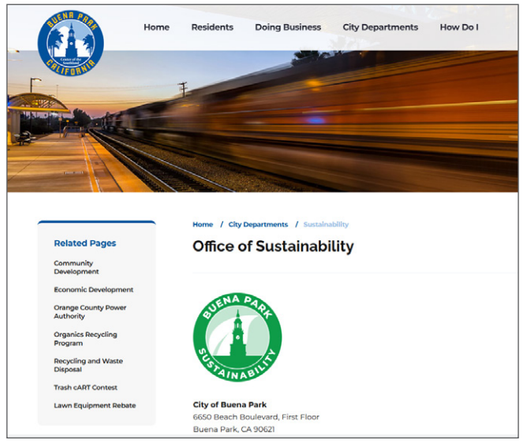
A community webinar on January 23rd, 2025, provided Buena Park residents with an opportunity to give feedback on the CAAP. The meeting provided an overview of the CAAP, the planning process, and a discussion on draft measures and actions to reduce GHG emissions. Participants engaged in live polling to share their interests in specific actions and took part in a Q&A session. The webinar included a hybrid in-person option at the Ehlers Event Center and real-time translation. Additionally, the webinar recording was made available on the Office of Sustainability webpage. More than 45 community members attended the workshop.

As a follow-up to the community meeting, the City hosted office hours, providing one-on-one meetings with community members to ask questions.

Two screenshots of the community webinar.

Office of Sustainability Webpage

The City developed the Office of Sustainability webpage, which serves as the central location for the CAAP project and highlights other City sustainability initiatives. The page features information about the CAAP, frequently asked questions, and ways for the public to stay informed and engaged. It is updated at key milestones throughout the planning process to share important updates and encourage public feedback.



Sustainability Fair

Over 360 people celebrated Earth Day at the City's first Sustainability Fair, held alongside the Spring Eggstravaganza at Boisseranc Park. Attendees learned about electric lawn equipment rebates, the CAAP, composting, honeybees, storm drain protection, oil recycling, and public transit. They also enjoyed making smoothies on a pedal-powered blender bike. The event featured a Trash cART contest, where residents used upcycled, repurposed, and recycled materials to transform an ordinary trash cart into an art piece that spreads awareness about this year's theme: food waste.

First place winners of the Trash cART Contest.

3

CLIMATE ACTION

A GHG Emissions Inventory is a Key Step in Climate Action Efforts

Chapter 3 includes the baseline GHG emissions inventory, which is the City's first. This inventory helps to understand Buena Park's current emissions, forecast where it's heading, and identify what it needs to accomplish. The chapter also includes projections, target setting, and an emissions gap analysis to further guide climate action.

3. Climate Action

Climate action refers to any deliberate efforts to mitigate future impacts of climate change by avoiding, reducing, or sequestering GHG emissions. The critical components of the CAAP climate action process are development of the baseline GHG emissions inventory, forecasting future emissions, establishing reduction targets, estimating the related emissions gap, and identifying reduction strategies needed to close this gap. This chapter outlines the foundational components of this process, including the inventory, forecasting, target setting, and gap analysis (Figure 5), while Chapter 5 addresses the opportunities to reduce GHG emissions in line with the City's goals.

BASELINE INVENTORY

Where Buena Park Is

An inventory of the City's current emissions is estimated to identify major sources and to provide an anchor for analysis and monitoring of progress.

FORECASTING

Where Buena Park is Going

Emissions are projected out to future years based on demographic trends and adjusted for policies and regulations that will impact emissions to understand how emissions are likely to change without City action.

TARGET SETTING

Where Buena Park Wants to Be

Future targeted emission levels are established based on the City's goals for reductions.

LOCAL GAP

What Buena Park Needs to Accomplish

Forecasted emissions are compared to established future targets to identify the amount of emissions reductions (i.e., the "local gap") needed to achieve targets.

Figure 5. Climate Action Process

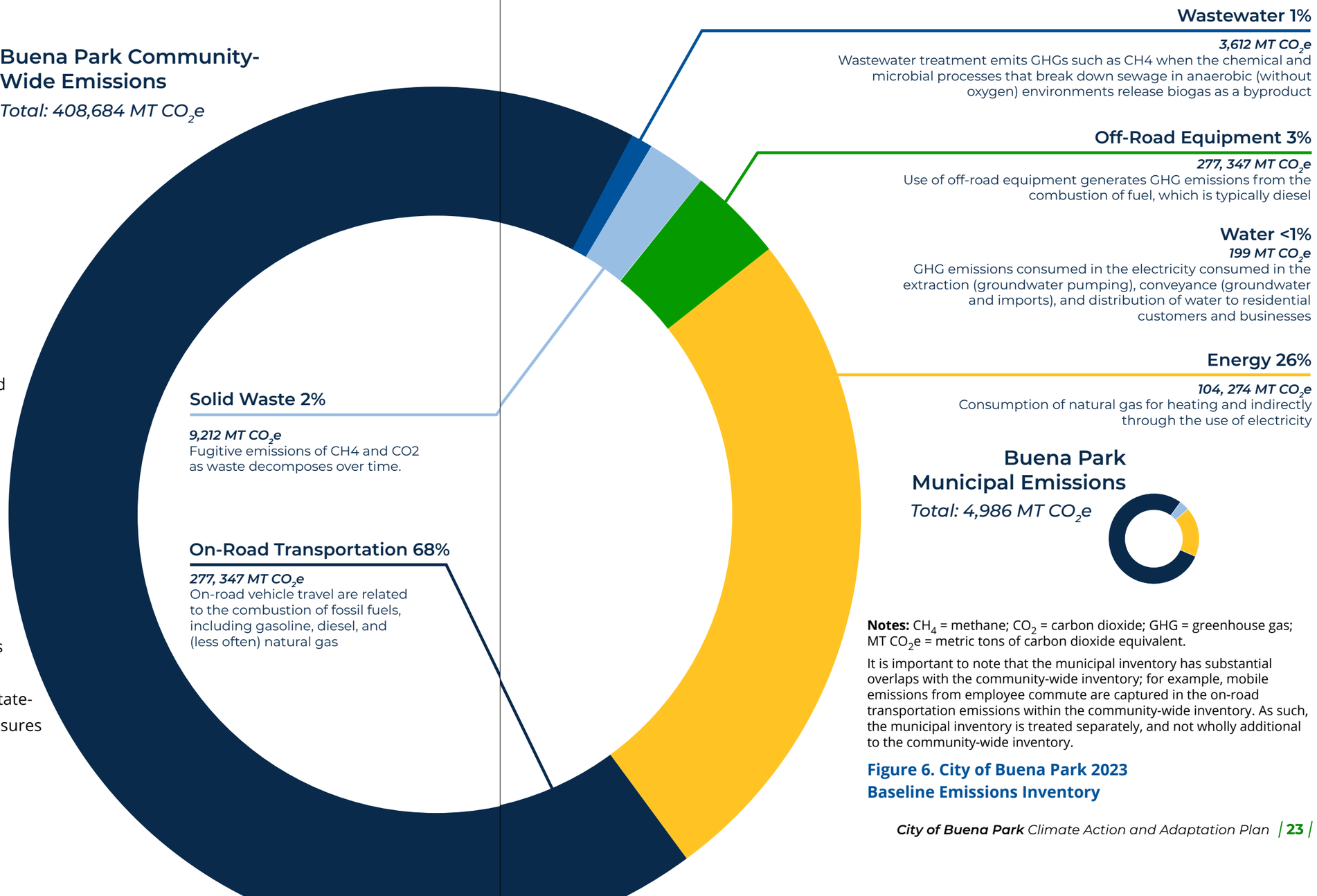
BASELINE INVENTORY

An emissions inventory is a snapshot of the GHG emissions associated within a geographic boundary during a given period—in this case Buena Park in 2023. Establishing a baseline inventory of GHG emissions is an important initial step, both for its function as a point of reference for subsequent inventories to track progress and for forecasting future GHG emissions.

Figure 6 summarizes the annual community-wide and municipal inventories for baseline year 2023. As shown, on-road transportation and energy use account for the majority of community-wide and municipal emissions. Additional details including methodology and assumptions are provided in Appendix B.

FORECASTING

The City's GHG emissions were forecasted for two future years (2030 and 2045) for two scenarios: Business-as-Usual (BAU) and Adjusted BAU (ABAU). 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 emissions reduction measures would be implemented by the projected forecast year). The ABAU, unlike the BAU, accounts for adopted GHG emissions reductions because of regulations that would be implemented between the 2023 baseline year and 2030 and 2045. Additional details are provided in Appendix B.



Notes: CH_4 = methane; CO_2 = carbon dioxide; GHG = greenhouse gas; MT CO_2e = metric tons of carbon dioxide equivalent.

It is important to note that the municipal inventory has substantial overlaps with the community-wide inventory; for example, mobile emissions from employee commute are captured in the on-road transportation emissions within the community-wide inventory. As such, the municipal inventory is treated separately, and not wholly additional to the community-wide inventory.

Figure 6. City of Buena Park 2023 Baseline Emissions Inventory

A summary of the City's ABAU GHG emissions as compared to the BAU trend line is provided in Figure 7. As shown, emission reductions from state legislative actions would account for a meaningful portion of reductions in future years.

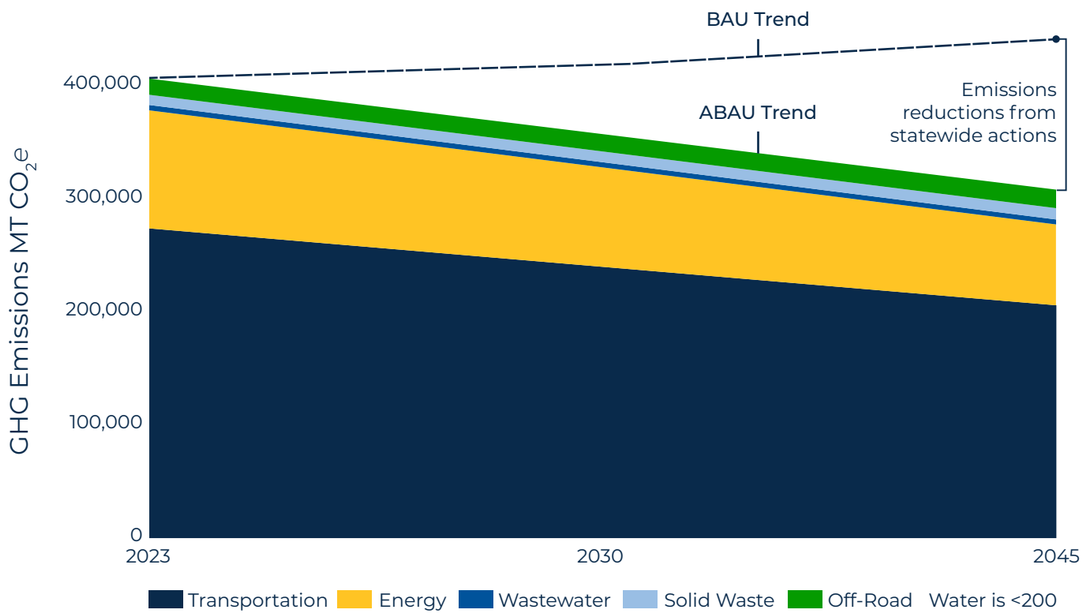


Figure 7. Community-Wide ABAU GHG Emissions Projections

Notes: ABAU = Adjusted Business-as-Usual; BAU = Business-as-Usual; GHG = greenhouse gas; MT CO_2e = metric tons of carbon dioxide equivalent.

TARGET SETTING AND LOCAL GAP

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. Additional details are provided in Appendix B.

What is CO_2e?

CO_2e is a unit of measurement that takes into account the global warming potential of different GHGs relative to CO_2.

Figure 8 outlines the City's ABAU GHG emissions, the BAU trend line, and the 2030 and 2045 GHG emission reduction targets. As shown, state legislative actions on their own, while substantial, 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 107,278 metric tons of carbon dioxide equivalent (MT CO_2e) by 2030 and 258,333 MT CO_2e by 2045.

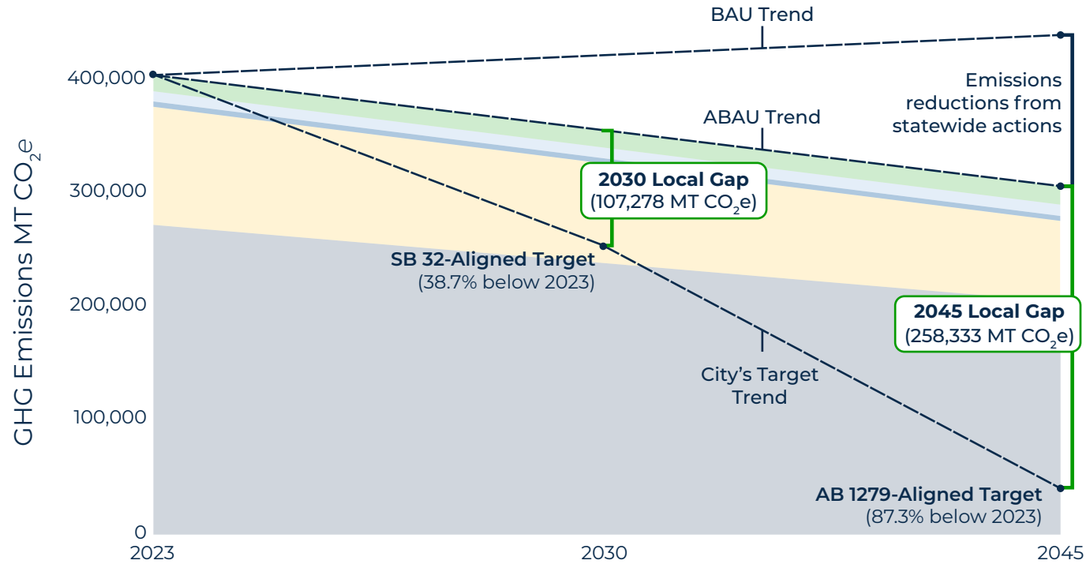


Figure 8. Community-Wide ABAU GHG Emissions Projections, Reduction Targets, and Local Gap

Notes: AB = Assembly Bill; ABAU = Adjusted Business-as-Usual; BAU = Business-as-Usual; GHG = greenhouse gas; MT CO_2e = metric tons of carbon dioxide equivalent; SB = Senate Bill.

4

CLIMATE ADAPTATION

Defining Climate Hazards

All communities experience natural hazards, and many of these hazards are changing as a result of climate change. This chapter provides an overview of climate hazards present in Buena Park, how the hazards project into the future, and their potential impacts to specific groups of community members.

4. Climate Adaptation

Climate adaptation decreases the impacts of climate-related hazards on communities. The following summarizes hazard projections and impacts. Additional community and hazard analyses are included in Appendix C, Vulnerability Assessment.

Emissions Scenarios

Climate models that project changes in hazards are heavily impacted by the amount of global greenhouse gas emissions that occur. For that reason, this chapter will provide information on multiple emissions scenarios. The medium-emissions scenario, formally known as Representative Concentration Pathway (RCP) 4.5, assumes global emissions peak in 2040 and then decline. The high-emissions scenario is RCP 8.5, which assumes global emissions continue to rise through 2100.

In line with state recommendations, this document considers only the high-emissions scenario for mid-century (2035–2064) projections and discusses both scenarios for end-century (2070–2099) projections.

EXTREME HEAT

Extreme heat can have severe impacts on human health and moderate impacts on public infrastructure. An extreme heat day in Buena Park is defined as a day when temperatures exceed 97.8°F. Heat impacts can occur in a short period, but prolonged exposure can strain both the human body and infrastructure. A heat wave represents prolonged extreme heat and is defined as a stretch of 2 or more consecutive extreme heat days.

Magnitude and Spatial Extent

Buena Park is projected to experience more than triple its historic extreme heat days (Figure 9) and see the length of heat waves more than double (Table 1) in the future.

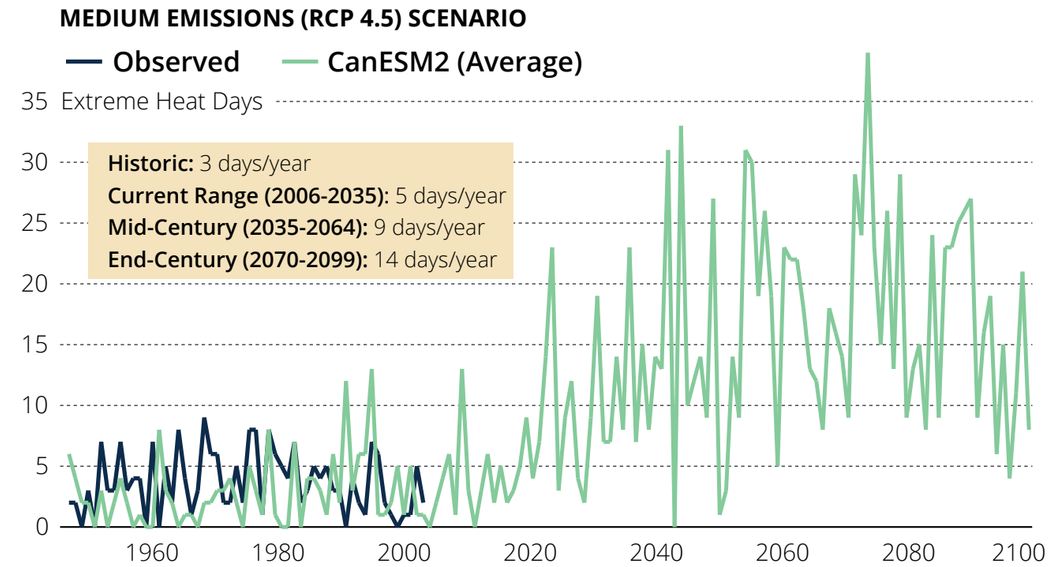


Figure 9. Extreme Heat Days per Year in Buena Park

Source: Cal-Adapt. Data: LOCA Downscaled CMIPS Climate Projections (Scripps Institution of Oceanography), Gridded Observed Meteorological Data (University of Colorado Boulder), LOCA Derived Products (Geospatial Innovation)

Extreme heat can vary between neighborhoods due to the urban heat island effect, which relates to a place's dark, impervious surfaces and vegetation.[5] Buena Park's tree canopy is relatively low in residential areas, resulting in limited shade coverage. Impervious surfaces are highest in the city in industrial and warehouse areas and at large parking lots surrounding commercial and entertainment hubs.

Urban Heat Island Effect

Temperatures in urban areas with higher rates of dark and impervious surfaces, like roads and parking lots, can be up to 7°F warmer than outlying areas. This is due to these materials absorbing and re-emitting heat more than natural features, like trees.

Table 1. Heat Wave Duration Projections

	Historic (1961–1990)	Current (2006–2035)	Mid-Century (2035–2064)	End-Century (2070–2099)	
				Medium-Emissions Scenario	High-Emissions Scenario
Average Maximum Annual Heatwave Duration	2 days/year	3 days/year	4 days/year	4 days/year	7 days/year
30-Year Range of Heatwave Durations	0–6 days/year	0-10 days/ year	0-13 days/ year	0–10 days/year	1–24 days/year

Source: Cal-Adapt. 2024. "Extreme Heat Days and Warm Nights for Buena Park, Global Climate Models HadGEM2-ES, CNRM-CM5, CanESM2, MIROC5." Cal-Adapt website developed by University of California at Berkeley's Geospatial Innovation Facility under contract with the California Energy Commission. Accessed July 1, 2024. https://cal-adapt.org.

Impacts on Buena Park

In Buena Park, communities of concern include children, low-income households, and cost-burdened homeowners and renters, all of which are present at higher rates than state averages and are physically and economically more vulnerable to extreme heat.

To partially combat the impacts of extreme heat events, the City provides public pools and cooling centers, or public places with air conditioning, as options for residents to cool off during extreme heat events.

5 EPA (U.S. Environmental Protection Agency). 2025. "Heat Island Effect." Accessed February 1, 2025. https://www.epa.gov/heatislands.

FLOODING

The impacts of flooding can endanger human life, damage infrastructure, and disrupt various services. Flooding is often caused by extreme precipitation events, which for Buena Park are 2-day periods with more than 0.97 inches of rainfall.

Magnitude and Spatial Extent

The intensity of extreme precipitation events is projected to increase slightly under a medium-emissions scenario but by approximately 50% under a high-emissions scenario by the end of the century (2070–2099).[6]

Additionally, extreme storms such as atmospheric rivers (regions of water vapor transported from warm water in the tropics) are expected to increase in frequency and intensity. Current global climate models project a nearly 40% increase in precipitation during atmospheric river events in Southern California by 2100 under a high-emissions scenario.[7]

Federal Emergency Management Agency (FEMA) maps denote areas with 1% annual chance of flooding. In Buena Park, there are relatively few at-risk areas, though there is an area of special concern along Beach Boulevard and Fullerton Creek that overlaps with surrounding industrial, commercial, and residential parcels (Figure 10).

Impacts on Buena Park

Extreme precipitation events can cause water damage and mold development in homes that are not properly sealed from water intrusion. The process and cost to make post-flooding repairs can be especially challenging for disadvantaged communities in Buena Park (Appendix C).

Buena Park Public Works repairing damaged pipes.

6 Cal-Adapt. 2024. "Extreme Precipitation Events for Buena Park, Global Climate Models HadGEM2-ES, CNRM-CM5, CanESM2, MIROC5." Cal-Adapt website developed by University of California at Berkeley's Geospatial Innovation Facility under contract with the California Energy Commission. Accessed July 1, 2024. https://cal-adapt.org.

7 State of California. 2018a. "Statewide Summary Report." In *California's Fourth Climate Change Assessment*. Accessed December 1, 2023. https://climateassessment.ca.gov/state/index.html.

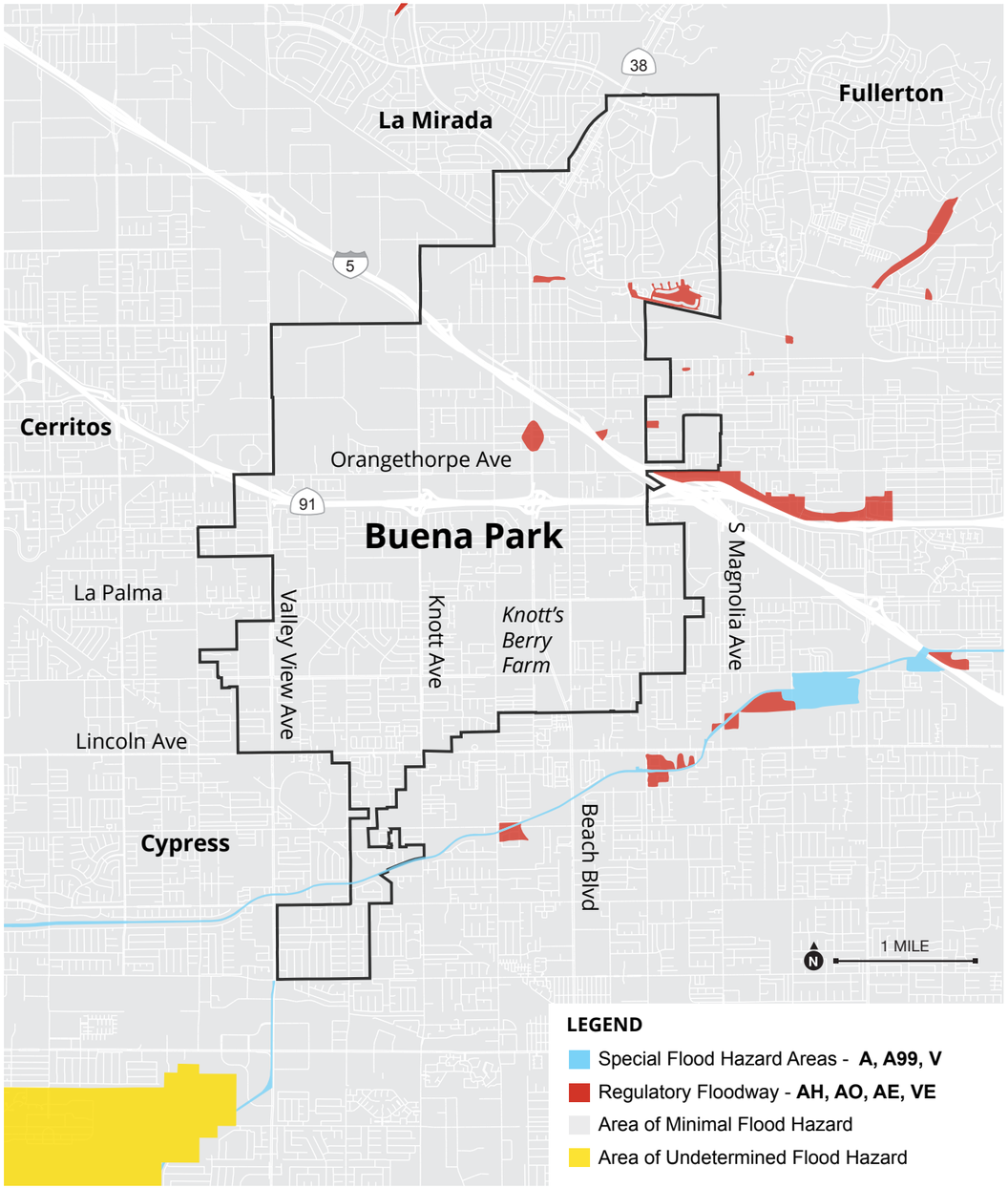


Figure 10. FEMA Flood Zones

Source: FEMA (2024). National Flood Hazard Layer. https://www.fema.gov/flood-maps/national-flood-hazard-layer

WILDFIRE AND SANTA ANA WINDS

Wildfires are large uncontrolled fires that primarily burn through wildlands but can spread to developed areas. Santa Ana winds are a unique climate feature in Southern California, referring to strong, hot winds that originate inland from high-pressure air masses. These often can be catalysts for wildfire outbreaks.

Magnitude and Spatial Extent

In Buena Park, wildfires primarily impact the broader community via smoke and indirect impacts like climate migration. There is no record of wildfires occurring within city limits, but the northeastern portion of the City, near Ralph B Clark Park and Los Coyotes Country Club, overlaps with CAL FIRE identified Very High, High, and Moderate Fire Hazard Severity Zones (FHSZ).[8] FHSZ's are areas with relatively more fire hazard present, based on fuel loading, slope, fire weather, and other factors. Within the City's FHSZ's, approximately 166 dwelling units and a handful of commercial development exists. The FHSZ that dips into the City extends more deeply into Fullerton and the West Coyote Hills to the northeast. The City's FHSZ's can be seen on Figure 11. Regionally, overall burned area is projected to increase over 60% for Santa Ana–based fires (and 75% for non-Santa Ana fires).[9]

Impacts on Buena Park

Fire hazard within the northeastern portion of Buena Park threatens the safety and property of residents and businesses within that area. Fire mitigation and management activities are possible to limit the potential for impacts to occur.

Additionally, wildfire smoke can exacerbate asthma and increase the risk of heart attack.[10] While no groups sensitive to smoke are especially prevalent in Buena Park, it is still important to engage and educate residents on days when wildfire smoke is present.

8 California Department of Forestry and Fire Protection (2025). Local Responsibility Area Fire Hazard Severity Zones. https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones

9 State of California. 2018b. "Los Angeles Region Report." In California's Fourth Climate Change Assessment. Accessed July 1, 2024. https://climateassessment.ca.gov/regions/.

10 Wettstein, Z.S., S. Hoshiko, J. Fahimi, R.J. Harrison, W.E. Cascio, A.G. Rappold, and J.A. Mott. 2018. "Cardiovascular and Cerebrovascular Emergency Department Visits Associated with Wildfire Smoke Exposure in California in 2015." Journal of the American Heart Association 7(8): e007492. https://doi.org/10.1161/JAHA.117.007492.

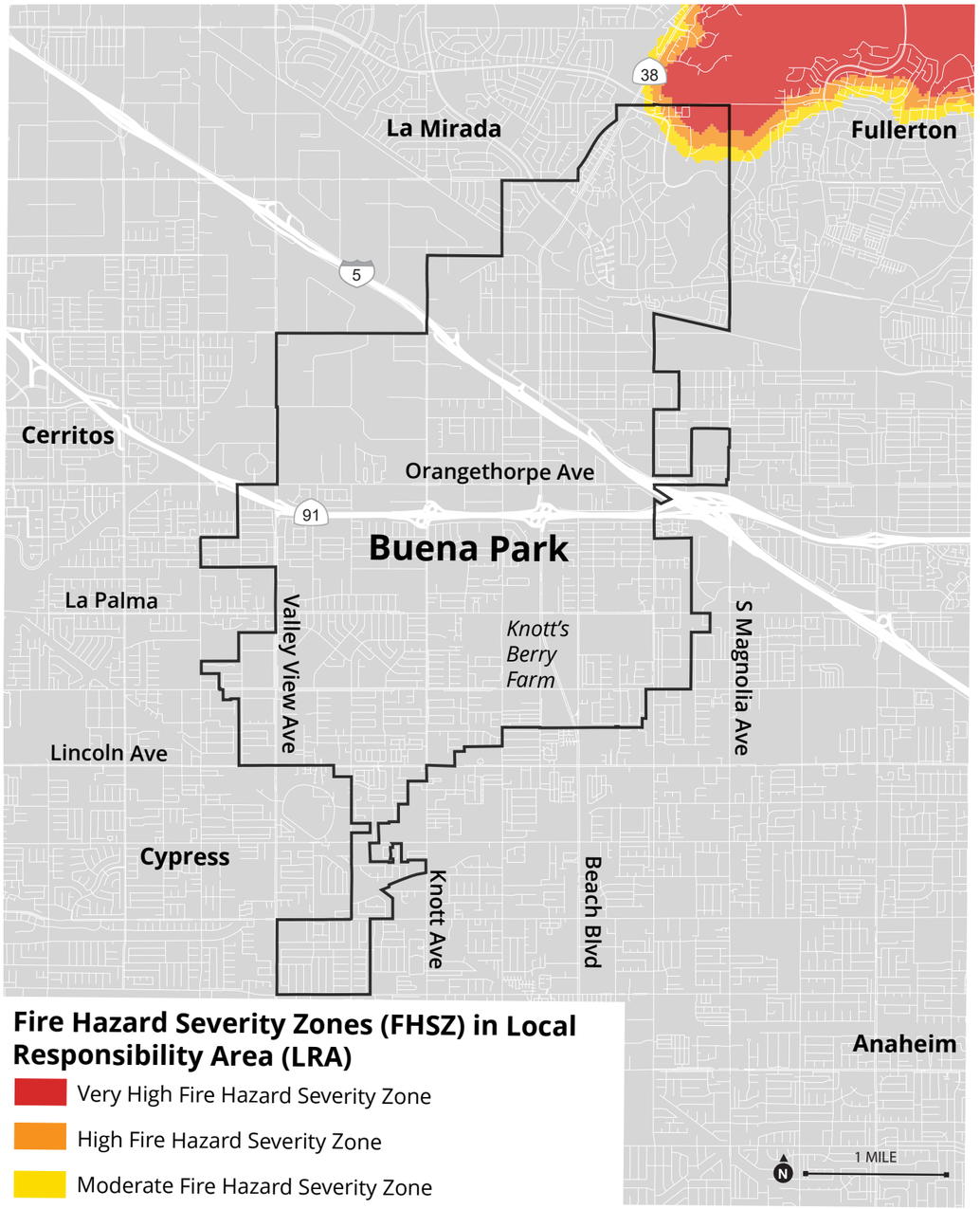


Figure 11. Fire Hazard Severity Zones

Source: California Department of Forestry and Fire Protection (2025). Local Responsibility Area Fire Hazard Severity Zones. https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones

DROUGHT

Droughts are long periods with limited precipitation that impact large regions.

Magnitude

Droughts lasting several years to decades occur naturally in California.[11] Global climate models project significantly drier soils in the future and an 80% chance of a multi-decadal drought during 2050–2099 under a high-emissions scenario. However, the frequency of wet and dry extreme events is also projected to increase between 25% and 100%, with limited changes in mean precipitation totals, indicating both intensified droughts and rainfall events.[12]

Impacts on Buena Park

While drought is a regional event, its impact on water quantity and quality depends on the water provider and their sources. The Municipal Water District of Orange County (MWDOC) utilizes local groundwater and imported water. In the short term, drought greatly affects surface water levels. Groundwater is also impacted, as reduced recharge occurs during drought, and it is often used to compensate for limited surface water availability. Although the impacts of an extended period of drought are a concern, the City is projected to meet full-service demands through 2045 for all scenarios. Orange County Water District and MWDOC continue to update their Urban Water Management Plan and Water Shortage Contingency Plan, improve water management, and ensure Buena Park's water is safe and reliable.

Drought-tolerant landscaping demonstration garden in front of City Hall.

11 Ingram, L., and F. Malamud-Roam. 2013. The West Without Water: What Past Floods, Droughts, and Other Climatic Clues Tell Us About Tomorrow. University of California Press.
12 Swain, D.L., B. Langenbrunner, J.D. Neelin, and A. Hall. 2018. "Increasing Precipitation Volatility in Twenty-First-Century California." Nature Climate Change 8:427–433. https://doi.org/10.1038/s41558-018-0140-y.

CLIMATE MIGRATION

Climate migration refers to when people relocate due to climate-related hazards. In Southern California, it is anticipated that migration will occur because of sea-level rise and wildfires.

Magnitude and Spatial Extent

Orange County is one of the most at-risk counties in the nation in terms of total population and percentage of population at-risk of sea-level rise, with 65,336 people at-risk under a 3-foot increase in sea level and 225,720 people at-risk under a 6-foot-increase in sea level. While the population potentially at risk is high, the probability of this amount of sea-level rise remains uncertain.[13] In the Los Angeles region, which includes Orange County, 3 feet of sea-level rise has a 66% probability (the likely range) of occurring by 2140 under a medium-emissions scenario or by 2090 under a high-emissions scenario, but it has a 0.5% probability of occurring as soon as 2070, even with a medium-emissions scenario. Sea-level rise of 6 feet has a 0.5% probability of occurring by 2110 under a medium-emissions scenario or after 2090 under a high-emissions scenario.[14]

Beyond sea-level rise, wildfires may be another reason for climate migration. In Orange County, approximately 2,600 structures, or 0.3% of all structures, are located within a Fire Hazard Severity Zone.[15] While many of these structures may never experience damage from fire, it is likely that some will burn and may not be rebuilt.

Impacts on Buena Park

Based on its economic characteristics, Buena Park may be less likely to experience significant climate migration.[16] However, it may attract migrants due to its relatively low exposure to wildfire, extreme heat, and flooding hazards.[17] Further regional coordination is needed to address this topic in the future.

13 Hauer, M., J. Evans, and D. Mishra. 2016. "Millions Projected to be at Risk from Sea-Level Rise in the Continental United States." *Nature Climate Change* 6:691–695. https://doi.org/10.1038/nclimate2961.

14 State of California. 2018c. "Appendix 3: Sea-Level Rise Projections for All 12 Tide Gauges." In Sea-Level Rise Guidance Accessed July 12, 2024. https://www.opc.ca.gov/webmaster/ftp/pdf/agenda_items/20180314/Item3_Exhibit-A_OPC_SLR_Guidance-rd3.pdf.

15 CAL FIRE (California Department of Forestry and Fire Protection). 2024. "Fire Hazard Severity Zones." Accessed July 19, 2024. https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones.

16 Wolsko, C., and E. Marino. 2016. "Disasters, Migrations, and the Unintended Consequences of Urbanization: What's the Harm in Getting Out of Harm's Way?" Population and Environment 37:411–428. https://doi.org/10.1007/s11111-015-0248-1.

17 Eyer, J., R. Dinterman, N. Miller, and A. Rose. 2018. "The Effect of Disasters on Migration Destinations: Evidence from Hurricane Katrina." Economics of Disasters and Climate Change 2(1): 91–106.

TIMING OF HAZARDS

Hazards can occur at any time, but for several there are general times of the year where they occur most. Figure 12, below, shows the months relevant climate hazards currently most commonly occur throughout a given year. However, certain hazards are shifting. For example, in recent years, winter months have experienced more extreme heat days.[18]

These hazards also interact with each other year-to-year, meaning hazard risks can shift at any given time. For example, if a drought is occurring and precipitation is limited in a year, or over the course of several years, there may be more risk for wildfires at times outside of the warm, dry "fire season" shown.

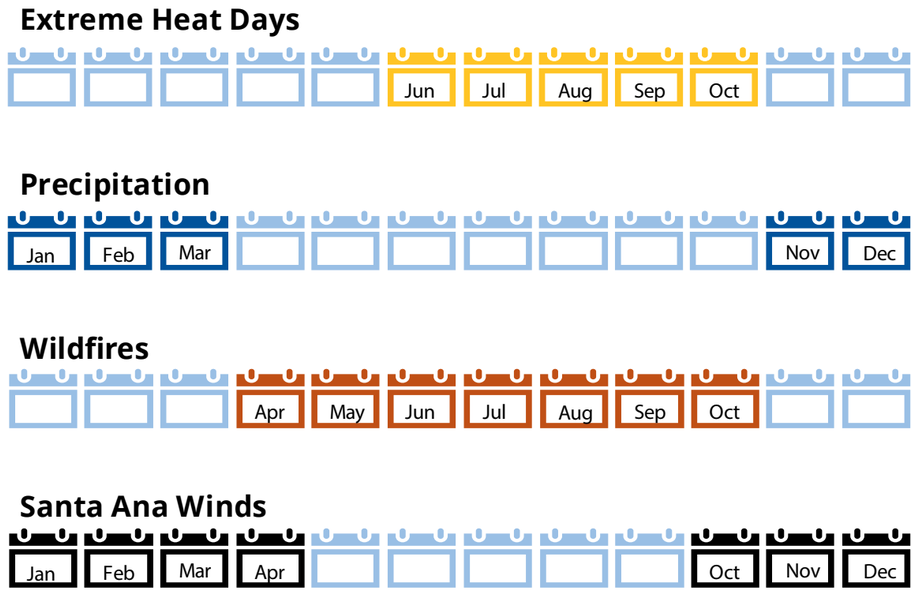


Figure 12. Likely Timing of Climate Hazards

Sources: State of California. 2018b. "Los Angeles Region Report." In California's Fourth Climate Change Assessment. Accessed July 1, 2024. https://climateassessment.ca.gov/regions/.

18 State of California. 2018b. "Los Angeles Region Report." In *California's Fourth Climate Change Assessment*. Accessed July 1, 2024. https://climateassessment.ca.gov/regions/.

CERTAINTY OF HAZARDS

Models have varying degrees of confidence surrounding projected increases in the frequency or magnitude of certain hazards (Figure 13). Santa Ana winds are the only relevant climate hazard with low confidence in projected outcomes.

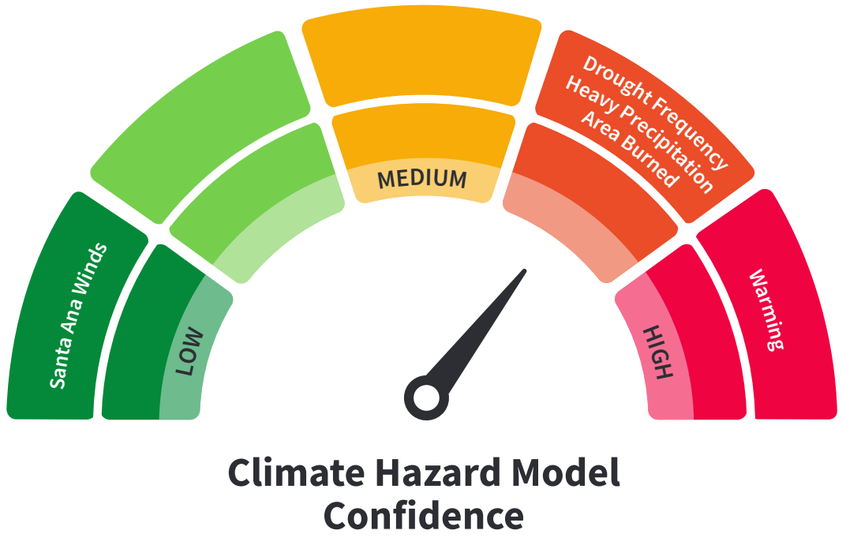


Figure 13. Climate Hazard Model Confidence

Source: State of California. 2018a. "Statewide Summary Report." In California's Fourth Climate Change Assessment. Accessed December 1, 2023. https://climateassessment.ca.gov/state/index.html.

The City has Immense Opportunity to Improve the Community Through Local Action

The City has identified eight opportunity areas to drive reductions in GHG emissions and enhance resilience. Each opportunity area includes measurable goals and specific actions, forming a structured approach to implementing the CAAP. This comprehensive strategy, which involves diverse actions, stakeholders, and timelines, is a multifaceted effort that's required to meet the City's ambitious, state-aligned climate goals.

5

OPPORTUNITY AREAS, MEASURES, AND ACTIONS

5. Opportunity Areas, Measures, and Actions

To establish clear goals for climate action and adaptation within the City, Chapter 5 provides the CAAP implementation strategy, which is organized within a tiered framework. This framework will provide a roadmap to help the City achieve its GHG emissions reduction goals, as outlined in Chapter 3, and ensure the City is prepared for the climate change–induced hazards discussed in Chapter 4.

FRAMEWORK

The CAAP's tiered implementation framework provides a structured and systematic approach to ensure that the City's GHG emissions reductions goals are achieved through manageable steps that can be monitored over time. The three key elements of the tiered framework include opportunity areas, measures, and actions. Each of these elements is discussed below, and their relationship is depicted in Figure 14.

Action Coding

Each CAAP action has a unique code that identifies the opportunity area (uppercase letter[s]), the measure (number), and the individual action (lowercase letter).

The sections that follow outline each of these elements, which together form the City's strategic roadmap for attaining its climate action and adaptation objectives. Further details related to implementation are provided in Chapter 6 and Appendix E.

Opportunity Areas

The CAAP includes eight opportunity areas, which represent the broad categories for enacting climate action and adaptation within the City. The opportunity areas largely align with the emission sectors presented in Chapter 3 and provide the focus areas for the CAAP's overall strategy. The eight opportunity areas are listed below.

- On-Road Transportation (T)
- Energy and the Built Environment (E)
- Off-Road Equipment (OR)
- Water and Wastewater (W)
- Solid Waste (SW)
- People and Community (PC)
- Natural and Urban Lands (NU)
- Municipal (M)

Opportunity areas can be thought of as the high-level "opportunities" the City has to enact positive outcomes related to climate change.

Each opportunity area is introduced by examining its existing conditions—defining "where Buena Park is" today. This section details the current landscape, presents existing emissions, and highlights the City's achievements in fostering positive change within that specific area. Recognizing the City's prior efforts, these sections showcase those accomplishments and lay the groundwork for the CAAP's proposed measures and actions to further advance progress.

Following this, each opportunity area has a discussion of the City's "pathway ahead," which broadly outlines the necessary shifts to achieve the emissions reduction and resiliency goals specific to that area. This pathway ahead section provides the direction the City needs to move in for a more sustainable and resilient future. Where relevant, the GHG emissions reduction potential of City efforts is reported at the opportunity area level.

Measures

Within each opportunity area, there are measures that outline the specific climate action and adaptation goals relevant to the area. Measures provide broad goals for each opportunity area, touching on a common mechanism or approach to reducing emissions and enhancing resilience. Measures are achieved through individual, tangible actions. Where relevant, performance metrics for achievement are reported at the measure level. Performance metrics are used for GHG reduction calculation purposes and represent the minimum goal to be achieved, which can be exceeded.

Measures break down the opportunity areas into specific, "measurable" goals.

Actions

Finally, within each measure are actions that detail the steps the City must take to accomplish the measure. Actions are the individual tasks that must be carried out collectively to successfully implement the CAAP and achieve the City's goals. There are several common tools used at the action level to affect change, including the following:

As the name suggests, "actions" provide the specific ways the City and individuals will "act" to accomplish the broad goals of the CAAP.

- **Education/Marketing**: Tools for gathering or disseminating information about climate action and adaptation and related topics. These tools aim to increase awareness and understanding and encourage behavior changes beneficial for CAAP goals.
- **Partnerships**: Collaborative efforts that foster coordination and cooperation among various groups (e.g., City agencies, businesses, community organizations) to address climate challenges efficiently.
- **Incentives**: Tools that encourage behavior change through benefits, such as financial rewards, convenience, or recognition.
- **Regulation**: The use of local laws, codes, and ordinances to mandate specific actions or outcomes related to emissions reduction and resilience.
- **Investment/Funding**: Mechanisms for securing and allocating financial resources and investments needed to implement actions, often enabling the use of other tools.
- **Infrastructure**: The development or modification of physical systems and facilities to support climate goals, such as public transit, renewable energy installations, or resilient infrastructure.

Figure 14. Tiered Framework for CAAP Implementation

Co-Benefits

Co-Benefit Highlights are indicated by the green leaf icon

Co-benefits represent the indirect advantages that arise from activities designed primarily to lower GHG emissions or improve resilience to climate change. These additional benefits are often highlighted to justify the resources, planning, and execution of climate action initiatives.[19] Here, co-benefits are detailed at the opportunity area level, with more detailed descriptions provided at the measure level, where relevant. Co-benefits of the CAAP opportunity areas and measures were evaluated using the following qualitative categories:

Improves Air Quality
Efforts that would reduce air pollutants, such as particulate matter, ozone precursors, and toxic air contaminants.

Enhances the Local or Regional Economy
Efforts that stimulate economic growth or support job creation within the city.

Improves Mobility
Efforts that enhance travel within the city limits, including increased access to transportation options, reduced congestion, improved public transit, enhanced bicycle and pedestrian infrastructure, and overall efficiency of movement.

Provides Cost Savings
Efforts that result in either direct or indirect financial savings for residents, businesses, or City government. These savings can be on short or long timescales and may include reduced utility bills, lower healthcare costs, decreased maintenance expenses from resilient infrastructure, and decreased financial burden from climate-related incidences.

Improves Public Health and Safety
Efforts that contribute to the well-being and security of individuals and the community at large. Examples include reduced rates of illness and injury, increased opportunities for physical activity, and reduced exposure to hazards and stressors.

Promotes Equity
Efforts that advance fair and just access to resources and opportunities within the city.

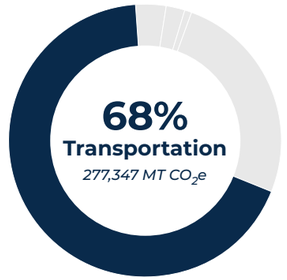
Enhances the Natural Environment
Efforts that positively impact the ecosystems, biodiversity, and natural resources within the city.

Provides Education
Efforts that increase awareness, understanding, and knowledge of climate action, climate adaptation, and related issues.

19 CAPCOA. 2024. Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity. October. Available: https://www.caleemod.com/documents/handbook/full_handbook.pdf

On-Road Transportation (T)

The on-road transportation opportunity area addresses GHG emissions related to combustion of fossil fuels, including gasoline, diesel, and natural gas from use of passenger vehicles, commercial vehicles, and public transit within Buena Park.



Current On-Road Emissions

Where Buena Park Is

Buena Park's transportation system is designed to support regional and local mobility needs. The city is well-connected through major freeways, including the Santa Ana Freeway (Interstate 5) and the Artesia Freeway (State Route 91), which provide north–south and east–west regional access, respectively. Beach Boulevard (State Route 39) is a key state highway running through the city, linking it to several major freeways. The city also has designated truck routes to manage the movement of goods and minimize neighborhood disruption.

Public transit is robust, with multiple Orange County Transportation Authority (OCTA) bus routes and a Metrolink station at Lakeknoll Drive and Dale Street, offering commuter rail services to Downtown Los Angeles, Riverside County, other Orange County municipalities, and San Diego. High-volume bus stops are clustered around key land uses, including tourist-commercial areas like the Entertainment Corridor. The busiest bus stops are at the intersection of Beach Boulevard and La Palma Avenue, serving four bus routes and representing 18% of the city's total bus ridership.

Active transportation infrastructure, such as sidewalks and bicycle lanes, support transit use by addressing the "first/last mile" problem, enabling easier access to transit stops without relying on personal vehicles. The Buena Park ATP was adopted in September 2024 and aims to enhance the city's design to support walking, biking, and transit use, addressing historical underinvestment in these areas. The plan focuses on improving safety, filling network gaps, and integrating access to essential services through community partnerships, safety education, and infrastructure projects. It aligns with regional goals to create a robust, sustainable transportation network, promoting "Complete Streets" and emerging mobility technologies.

Buena Park's Pathway Ahead

To address on-road transportation emissions, the City must decrease vehicle miles traveled (VMT) and transition from fossil fuel–powered transportation to zero-emission vehicles.

The on-road transportation opportunity area aims to cut GHG emissions from fossil fuel–powered vehicles by encouraging the adoption of electric vehicles (EVs) for both public and private use throughout the city. To achieve these reduction goals, the plan includes various incentives to replace gasoline and diesel vehicles with electric alternatives, along with the development of a widespread, accessible charging infrastructure to make the switch to EVs practical for all city residents.

The measures also focus on cutting transportation emissions by reducing single-occupancy vehicle trips and promoting transit-oriented and infill development. By offering residents alternatives like carpooling and shuttle services, the City can lower VMT, which is crucial for reducing GHG emissions in the transportation sector.

CO-BENEFITS

MEASURES

- **T1** Encourage Transition to Electric Vehicles
- **T2** Enhance Active Transportation Environment
- **T3** Reduce Single-Occupancy Vehicle Trips
- **T4** Optimize Land Use to Minimize Commute Distances
- **T5** Incentivize Use of Public Transit

T1 | Encourage Transition to Electric Vehicles

Encouraging the transition to EVs helps reduce GHG emissions by fully shifting transportation to a cleaner, renewable energy source. Battery electric vehicles (BEVs) produce zero tailpipe emissions, while plug-in hybrid electric vehicles (PHEVs) emit fewer GHGs when operating in electric mode (eVMT) until they need to use gasoline. Most PHEV owners charge their vehicles at home overnight, replacing gasoline use with electricity, which has lower associated emissions. Expanding charging infrastructure can further boost the percentage of electric miles for PHEVs, alleviate consumer "range anxiety," and promote the adoption of BEVs.

Installing electric vehicle charging infrastructure enhances fuel redundancy for electric vehicles, ensuring they remain operational even during extreme weather events that may disrupt other fuel sources.

Actions to 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 more 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.

T1 Performance Metrics

Metric	2030	2045
Targeted battery electric vehicle/plug-in hybrid electric vehicle population %	20%	80%

T2 | Enhance Active Transportation Environment

Active transportation refers to human-powered transportation and low-speed electronic assist devices. Enhancing active transportation encourages the use of alternative modes of travel throughout the City, thereby reducing VMT and associated GHG emissions.

Enhancing active transportation can improve human health through a reduction in air pollution and increase in physical activity.

Actions to 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.

T2 Performance Metrics

Metric	2030	2045
# of employees with end-of-trip bike facilities	5,350 employees (11.5% of workforce)	6,500 Employees (13.5% of workforce)
Micromobility locations	Implement along parts of Beach Boulevard near Knott's Berry Farm	Implement along Beach Boulevard and surrounding neighborhoods
# of miles of sidewalk expansion	0.48 miles (partial closure of sidewalk gaps)	1.7 miles (close all gaps identified in the ATP)
# of miles of new bike facilities	24 miles (1/3 buildout of the ATP)	74.5 miles (full buildout of the ATP)
Lane configuration locations	Orangethorpe Avenue between Stanton Avenue and Dale Street	Valley View Street between Cerritos Avenue and Ball Road and Orangethorpe Avenue between Stanton Avenue and Dale Street

T3 | Reduce Single-Occupancy Vehicle Trips

Transitioning from long-distance, single-occupancy vehicles to shared vehicles decreases overall commute VMT, which in turn lowers GHG emissions.

Employees in cashout programs can save money through the cashout benefit and potentially by reducing vehicle ownership, maintenance, and usage.

Actions to 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.

T3 Performance Metrics

Metric	2030	2045
# of employees with voluntary commute trip reduction programs	3,800 (10%)	7,600 (19%)
# of employees reached with voluntary commute trip reduction programs marketing	3,800 (10%)	7,600 (19%)
# of employees with access to rideshare program	1,900 (5%)	3,800 (10%)
# of employees with access to vanshare program	206 (2.7% of top employers)	206 (2.7 of top employers)
# of employees with parking cashout program	3,800 (10%)	7,600 (19%)
# of new households with updated parking minimum of 1.5 spaces per household	7,000 new households	14,400 new multifamily households
# of households with unbundled parking costs	7,000 new households	14,400 new multifamily households

T4 | Optimize Land Use to Minimize Commute Distances

Higher density development can decrease travel distances and offer more choices for modes of transportation. Higher density leads to shorter and fewer trips by single-occupancy vehicles, thereby reducing GHG emissions.

Increased density can put people closer to resources they may need to access during an extreme weather event. Increased density can also shorten commutes, decreasing the amount of time people are on the road and exposed to hazards such as extreme heat or flooding.

Actions to 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.

T4 Performance Metrics

Metric	2030	2045
# of acres with increased residential density through residential upzoning	91 acres	166 acres
# of acres of commercial/industrial rezoning	83.5 acres	108 acres
# of acres of development near Buena Park Metrolink	67 acres	110 acres
# of acres of mixed-use housing in the Housing Incentives Overlay Map that increase the inclusionary housing requirement from 20% to 25%	107 acres	230 acres

T5 | Incentivize Use of Public Transit

To incentivize the use of public transit, the City can reduce the cost of transit and expand the local transit network. Lowering the out-of-pocket cost for transit makes it more competitive compared to driving, leading to an increase in transit trips and a decrease in vehicle trips. Similarly, enhancing or modifying existing transit services, or extending operation hours, can better accommodate the commuting times of alternative-shift workers, encouraging the use of transit. These incentives can result in reduced VMT and associated GHG emissions.

Expanding transit network coverage or extending operation hours enhances the reliability of the transportation system and ensures redundancy, even if an extreme event disrupts part of the network. Additionally, it can incentivize more people to use transit, reducing traffic and improving access for emergency responders to hazard sites during extreme weather events.

Actions to 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.

T5 Performance Metrics

Metric	2030	2045
# of households with subsidized transit passes	850 households	2,100 households
# of miles of expanded local transit coverage	7 miles	14 miles
Implement transit-supportive roadway improvements along Beach Boulevard (signal priority, queue jumps)	Improvements to half of Beach Boulevard	Improvements to all of Beach Boulevard

ON-ROAD TRANSPORTATION

Challenges and Considerations

Challenges preventing use of alternative modes of transportation:

- Lack of walking paths and bike lanes
- Safety concerns related to the speed of vehicle traffic

Of the local businesses surveyed:

- 20% have remote work options
- 5% have carpooling programs
- 5% have preferred parking
- 0% offer transit subsidies

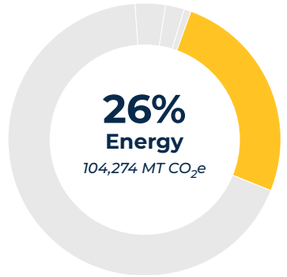
Emissions Reductions

−45,183 MT CO_2e by 2030

−164,377 MT CO_2e by 2045

Energy and the Built Environment (E)

The energy and built environment opportunity area addresses GHG emissions related to consumption of natural gas for heating and indirectly through the use of electricity within Buena Park.



Current Energy Emissions

Where Buena Park Is

The City voted to join Orange County Power Authority (OCPA) in December 2020 as a founding member along with the cities of Fullerton, Huntington Beach, Irvine, and Lake Forest. OCPA is a not-for-profit Community Choice Aggregator (CCA), providing clean electricity generation at competitive rates.

CCAs empower communities to have greater control over their energy generation. For Buena Park, this translates to enhanced customer choice for residents and businesses beyond current offerings. CCAs, typically founded with environmental objectives, often source power from renewable energy like water, wind, and solar, facilitating a quicker transition from conventional, GHG-emitting sources, such as natural gas and coal. CCAs can also secure competitive electricity rates, offering potential cost savings for customers compared to local utility providers like Southern California Edison (SCE).

OCPA purchases electricity from traditional and renewable energy sources, which is delivered to customers through SCE's current grid and infrastructure. OCPA provides customers with three energy plan options:

- **Basic Choice** provides electricity in alignment with Renewables Portfolio Standard energy procurement requirements that costs 3% less than SCE's comparable generation rate.
- **Smart Choice** provides electricity that consists of more renewable energy than Basic Choice at 1 cent more per kWh.
- **100% Renewable Choice** provides electricity that consists of only renewable energy.

The City's default energy plan for residents and businesses is the 100% Renewable Choice plan to maximize GHG emissions reductions. New customer accounts are automatically enrolled in this plan, with the option to opt-out or switch plans at any time.

Buena Park's Pathway Ahead

To address emissions related to energy and the built environment, the City must transition to cleaner fuels while also increasing energy efficiency.

The energy and built environment opportunity area aims to cut GHG emissions through measures that facilitate retrofits for increased efficiency and electrification of heating systems and appliances, procure zero-carbon electricity, and encourage further expansion of renewable energy generation to accelerate grid decarbonization.

CO-BENEFITS

MEASURES

- **E1** Increase Energy Efficiency in Buildings
- **E2** Decarbonize and Electrify Buildings
- **E3** Increase Renewable Energy Generation and Storage
- **E4** Procure Zero-Carbon Electricity
- **E5** Increase Reflectance and Cool Buildings

E1 | Increase Energy Efficiency in Buildings

Energy-efficient building practices and energy-efficient appliances reduce the overall energy use of residential and commercial buildings, thereby reducing GHG emissions.

Enhancing energy efficiency can alleviate strain on the overall grid, especially reducing the risk of power outages during peak demand. Improved efficiency can also lower energy costs, particularly during periods of extreme heat when these costs might otherwise rise.

Actions to 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.

E1 is a supporting measure with no performance metrics.

OCPA Residential Product Marketplace

OCPA offers a residential online marketplace featuring home energy products. Customers can receive incentives for purchasing smart home devices and energy-efficient items. This discount program allows OCPA community members to buy products like LED bulbs, smart thermostats, power strips, home energy monitors, and more through the online marketplace.

Southern California Regional Energy Network

The Southern California Regional Energy Network (SoCalREN) is a program dedicated to identifying energy-saving measures and collaborating with public agencies throughout the design, financing, and construction phases of projects to achieve energy efficiency. SoCalREN offers all its services at no cost, benefiting over 700 public agencies in Southern California.

E2 | Decarbonize and Electrify Buildings

Natural gas–powered appliances are fueled from an emissions-intensive fossil fuel source. Converting to electric alternatives, which is a less emissions-intensive energy source than natural gas, decreases GHG emissions. Emissions will steadily decrease with this switch given that electricity, sourced from the grid, is increasingly transitioning to renewable sources.

Although electric appliances for residential and commercial properties may have higher upfront costs, they are more energy-efficient than natural gas appliances, leading to long-term cost savings through reduced energy consumption. Additionally, electric appliances typically require less maintenance than their conventional counterparts.

Actions to Decarbonize and Electrify Buildings

E2a. Incentivize and/or adopt an ordinance that requires 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.

E2 Performance Metrics

Metric	2030	2045
% of new construction all-electric	100%	100%
% of existing single-family residential buildings electrified	50%	90%
% of existing multifamily residential buildings electrified	50%	90%
% of existing commercial buildings electrified	50%	90%
% of existing industrial buildings electrified	50%	90%

E3 | Increase Renewable Energy Generation and Storage

Increasing electricity generation from on site solar PV systems reduces the demand typically met by the local electricity provider. Local providers have varying carbon intensities based on their energy sources. PV systems, which generate zero GHG emissions, displace emissions that would have been produced by the local provider, resulting in a reduction in GHG emissions.

On-site renewable energy systems offer backup generation sources, enhancing generation capacity and reducing the risk of outages, especially during extreme events that disrupt the grid. On-site renewable energy can also lower energy costs.

Actions to 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.

E3 Performance Metrics

Metric	2030	2045
# of existing rooftops that have installed PV solar	4,360	10,900

Buena Park's Portal for Instant Solar and Energy Storage Permits

The City has launched an online platform, powered by Symbium, for instant permits for residential solar and battery storage systems. This platform verifies code compliance in real time and automates permit issuance, reducing costs and speeding up solar installations. The initiative aims to promote renewable energy adoption and lower nonrenewable energy usage.

OCPA Net Energy Metering Program

OCPA works with SCE to provide customers with PV solar Net Energy Metering (NEM) service. At the end of the annual billing period, customers that generate more solar power than consumed are eligible for a net surplus compensation (NSC) credit from OCPA. OCPA's NSC rate for excess generation is 10% higher than SCE's prevailing rate.

E4 | Procure Zero-Carbon Electricity

Procuring electricity with lower carbon intensity displaces the electricity demand and related emissions that would have been produced by the default energy mix, resulting in a reduction in GHG emissions.

Lowering the demand for electricity from fossil fuel sources will improve air quality at power plants that currently rely on fossil fuels.

Actions to Procure Zero-Carbon Electricity

E4a. Promote community participation in 100% renewable energy tier through continued education and marketing.

E4 Performance Metrics

Metric	2030	2045
% of single-family customers participating in 100% renewable plan	90%	N/A
% of multifamily customers participating in 100% renewable plan	90%	N/A
% of commercial customers participating in 100% renewable plan	75%	N/A
% of industrial customers participating in 100% renewable plan	100%	N/A

Note: N/A = not applicable.

E5 | Increase Reflectance and Cool Buildings

Increasing surface reflectance can help reduce GHG emissions by reflecting more and absorbing less solar radiation that enters the earth's atmosphere, thus lowering temperatures and GHG emissions. When dark roofs are replaced with cool roofs, more sunlight is reflected and less heat is absorbed, keeping buildings cooler in the summer and reducing air-conditioning loads. Similarly, cool walls and pavements use more reflective paints or materials to achieve the same effect.

Cool roofs and walls absorb less heat, keeping buildings cooler; reduce strain on the electric grid, lowering the risk of power outages during peak loads; and cut energy costs. When implemented widely, these reflectance measures can mitigate the urban heat island effect, boosting both individual and community resilience to extreme heat.

Actions to Increase Reflectance and Cool Buildings

E5a. Implement a cool pavement pilot program within the City right-of-way.

E5b. Pursue grant funding to incentivize the use of cool roofs and walls during roof replacements and home renovations or alterations.

E5 is a supporting measure with no performance metrics.

ENERGY AND THE BUILT ENVIRONMENT

Challenges and Considerations

Barriers to transitioning from natural gas to electric:

- High costs and financial constraints
- Preference for gas stoves for cooking

Most businesses surveyed (83%) do not have solar installed

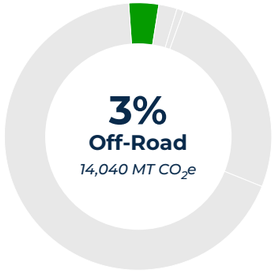
Emissions Reductions

−59,912 MT CO_2e by 2030

−64,542 MT CO_2e by 2045

Off-Road Equipment (OR)

The off-road equipment opportunity area addresses GHG emissions from combustion of fuel for use of off-road equipment. Off-road equipment use within Buena Park includes TRUs, construction equipment, industrial equipment, landscaping equipment, light commercial equipment, boats, recreational equipment, and portable equipment.



Current Off-Road Emissions

Where Buena Park Is

The City adopted Ordinance No. 1748, Regulating the Use of Gas-Powered Lawn Equipment Citywide, in February 2025 to transition all lawn equipment operated in the City to electric power by 2028 (Figure 15). To aid the transition to electric landscaping equipment, the City has provided a comprehensive rebate program to support residents and businesses. The rebate program works in tandem with existing programs from the South Coast Air Quality Management District (SCAQMD) and OCPA.

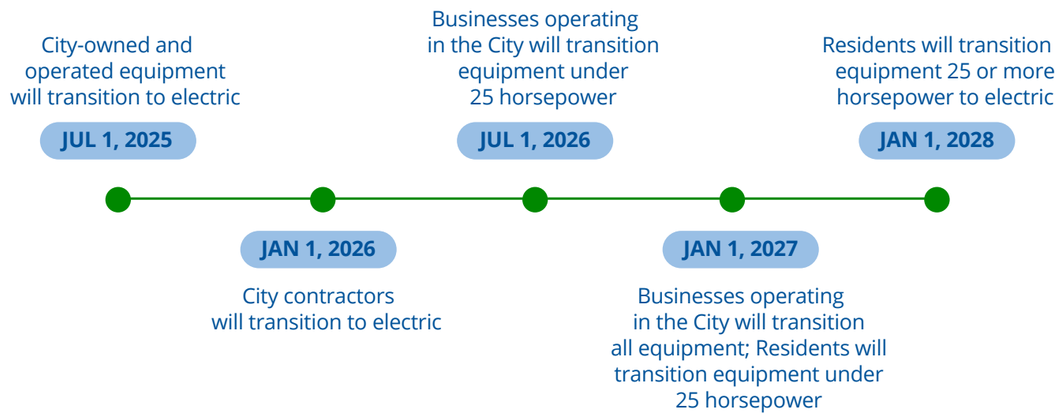


Figure 15. Electric Lawn Equipment Transition Timeline

MEASURE

OR1

Increase Electric and Zero-Emission Off-Road and Landscaping Equipment Adoption

Buena Park's Pathway Ahead

To address emissions from off-road equipment, the City must encourage the transition from fossil fuel to electric and other alternative fuels that result in near-zero to zero GHG emissions.

To achieve these reduction goals, the plan includes actions to implement the existing landscaping equipment transition plan, incentives to use zero-emission equipment during construction, and zero-emission equipment requirements for 2045.

CO-BENEFITS

OR1 | Increase Electric and Zero-Emission Off-Road and Landscaping Equipment Adoption

By replacing diesel-powered equipment with electric or hybrid alternatives, fossil fuel combustion is reduced, thereby lowering or eliminating GHG emissions.

Switching from diesel- and gas-powered equipment to cleaner fuel or electric-powered alternatives lowers the risk of health issues caused by pollutants and minimizes noise pollution impacts for users and nearby community members.

Actions to Increase the Adoption of Electric and Zero-Emission Off-Road and Landscaping Equipment

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.

OR1 Performance Metrics

Metric	2030	2045
% of lawn equipment electrified	100%	100%
% of construction equipment electrified	50%	100%
% of Transport Refrigeration Units electrified	50%	100%
% of industrial equipment electrified	75%	100%
% of light commercial equipment electrified	50%	100%
% of pleasure craft electrified	50%	100%
% of recreational equipment electrified	50%	100%
% of portable equipment electrified	50%	100%

OFF-ROAD EQUIPMENT

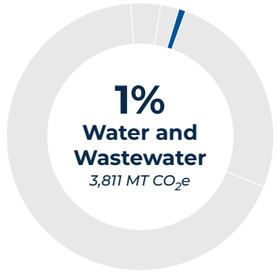
Emissions Reductions

−1,917 MT CO_2e by 2030

−16,518 MT CO_2e by 2045

Water and Wastewater (W)

The water and wastewater opportunity area addresses GHG emissions related to the electricity consumed in the extraction, conveyance, and distribution of water to residents and businesses within Buena Park. The opportunity area also addresses the GHG emissions from wastewater treatment, where chemical and microbial processes break down sewage and release biogas.



Current Water and Wastewater Emissions

Where Buena Park Is

Buena Park provides water to its residents and customers through a mix of local groundwater from the Orange County Groundwater Basin (OC Basin) and additional imported potable water sourced from its regional wholesaler, MWDOC. The City employs a range of demand management strategies to promote water conservation and efficiency. These include water waste prevention ordinances, metering, conservation pricing, public outreach, and programs to address water loss in the distribution system. In partnership with MWDOC, the City also supports initiatives such as appliance rebate programs, landscape transformation efforts, and public awareness events. To further enhance monitoring and management, the City has adopted tiered water rates and advanced metering infrastructure.

The City's wastewater is delivered to the Orange County Sanitation District (OCSAN) and Los Angeles County Sanitation Districts (LACSD), with the majority of water treated at OCSAN Treatment Plant No. 2. OCSAN recycles 100% of their reclaimable flow through their Groundwater Replenishment System (GWRS), which is the world's largest water purification system for indirect potable reuse. GWRS purifies highly treated wastewater through microfiltration, reverse osmosis, and ultraviolet light with hydrogen peroxide to produce high-quality water that meets all state and federal drinking water standards. Buena Park benefits from the GWRS as it provides a locally controlled, reliable supply of high-quality water that is drought-resilient, and it decreases dependency on imported water.

MEASURES

W1	W2
Reduce Water Consumption	Increase Water Reuse and Recycling

Buena Park's Pathway Ahead

To address water and wastewater emissions, the City must implement measures for reducing water use, increasing efficiency, and adopting water reuse. Indirect GHG emissions from water use can be reduced by lowering water demand and using less energy-intensive sources. Indoor water demand can be minimized by installing efficient fixtures and appliances, while outdoor demand can be reduced through water-efficient landscaping and smart irrigation systems.

The water and wastewater opportunity area aims to reduce water use by requiring the use of water-efficient appliances in new and renovated buildings and encouraging the switch to drought-tolerant landscaping with native and low-water plant species and efficient landscape designs.

To increase water reuse within the community, the water and wastewater opportunity area includes incentives for installation of graywater systems and rain barrels, and recycled reuse for residential and commercial irrigation.

CO-BENEFITS

The City offers the WaterSmart program, a free web portal and software system that allows customers to monitor their daily water usage. WaterSmart tracks water flow through your meter and can alert you to excessive or continuous flows, indicating potential leaks. Customers can join using their water account number to sign in at the program website: https://buenapark.watersmart.com

W1 | Reduce Water Consumption

Low-flow water fixtures and drought-tolerant landscaping will help reduce water consumption and related GHG emissions. Low-flow and high-efficiency water fixtures use less water than traditional fixtures, thereby reducing energy consumption and indirect GHG emissions associated with sourcing and transporting water. Similarly, water-efficient landscapes require less water than traditional landscaping, which lowers the energy use and indirect GHG emissions associated with sourcing and transporting water.

Native, water-efficient landscaping supports biodiversity and pollinators, lowers utility costs for residents and businesses, and reduces pesticide and fertilizer runoff, thereby improving water quality.

Actions to 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.

W1 Performance Metric

Metric	2030	2045
% new development installing low-flow water fixtures	100%	100%

Drought-tolerant landscaping demonstration garden in front of City Hall.

W2 | Increase Water Reuse and Recycling

Water reuse and recycling includes actions to recover wasted water for a variety of non-potable uses. Graywater systems recycle wastewater from activities like bathing and laundry for non-potable uses, while rain barrels collect and store rainwater for irrigation. Both methods reduce the demand for potable water, thereby lowering the energy consumption and associated GHG emissions from sourcing, treating, and distribution of water.

Use of graywater systems and rain barrels conserves water resources, which will become scarcer with climate change. These systems also provide backup water sources should extreme events disrupt current sources.

Actions to 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.

W2 is a supporting measure with no performance metrics.

MWDOC Residential Rebates

MWDOC offers rebates for various water-saving measures, including turf replacement, drip irrigation, smart irrigation timers, sprinkler nozzles, soil moisture sensors, rain barrels, cisterns, high-efficiency clothes washers, premium high-efficiency toilets, and flow monitor devices. These programs aim to promote water conservation and reduce residential water usage.

https://www.mwdoc.com/save-water/rebates/residential-rebates/

WATER AND WASTEWATER

Challenges and Considerations

Barriers to installing drought-tolerant landscaping:

- Live in an apartment or have limited space
- Rent or lack control over landscaping

56% of businesses polled currently implement water efficiency measures, including:

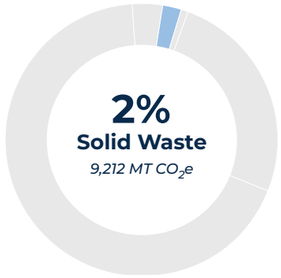
- Drought-resistant landscaping
- Low-flow fixtures

Emissions Reductions

−46 MT CO_2e by 2030

Solid Waste (SW)

The solid waste opportunity area addresses fugitive GHG emissions from waste decomposition. Many landfills are equipped with gas collection systems that capture a portion of the emitted gases.



Current Solid Waste Emissions

Where Buena Park Is

EDCO (Park Disposal) manages the City's solid waste and recycling services for residential, commercial, and industrial customers, including collection and disposal. The majority of the City's waste is disposed of at Olinda Alpha Landfill in Brea[20] and Prima Deshecha Landfill in San Juan Capistrano. A marginal amount of City waste is also disposed of at Antelope Valley Public Landfill, Azusa Reclamation Co. Landfill, Chiquita Canyon Sanitary Landfill, El Sobrante Landfill, Frank R. Bowerman Sanitary Landfill, Kettleman Hills, Mid-Valley Sanitary Landfill, San Timoteo Sanitary Landfill, Simi Valley Landfill & Recycling Center, and Southeast Resource Recovery Facility.

A mixed recycling program is available citywide, and community members can redeem their California Redemption Value (CRV) refund at the local CRV recycling center. In accordance with SB 1383, the City launched an organics recycling program citywide in 2022. The program allows food waste and soiled paper to be added to the existing yard waste bin, helping the City meet state mandates for organic waste management. Additionally, the City has provided funding for food recovery support for food donors and recovery organizations.

Careit

Starting in 2024, the City covered the cost of the food recovery application, Careit, to help commercial edible food generators comply with the requirements of SB 1383. Careit is an online donation matching marketplace that connects businesses with local food recovery organizations.

Twice a year, residents can participate in the City's Declutter, Drive-Up, & Drop-Off event. This free program allows residents to safely dispose of e-waste, shred and recycle sensitive documents, and take home compost and mulch. Residential customers can also schedule bulky item pickups three times a year.

MEASURE

SW1

Reduce Waste to Landfills

Buena Park's Pathway Ahead

To address solid waste emissions, the City must continue waste diversion through recycling and composting; less waste to landfills means less emissions from waste decomposition.

CO-BENEFITS

20 The Olida Alpha Landfill has a closure permit date of 2036, although it is expected to reach its permitted capacity and begin the closure process by FY 2026–2027. Once closed, the associated City solid waste would then be disposed of in Irvine at the Frank R. Bowerman Sanitary Landfill.

SW1 | Reduce Waste to Landfills

Recycling diverts waste from landfills and transforms it into new products. Recycling therefore reduces GHG emissions from the transportation and processing of waste, as well as from new material production. Diverting organic waste for use as compost prevents methane production that occurs during anaerobic decomposition in landfills. Composting also reduces the need for synthetic fertilizers, which are a source of GHG emissions. Reusing consumer products, including repairing products to allow for reuse, also helps reduce waste to landfills by extending the products usable life.

Compost benefits gardens and farms by enhancing food and crop yields. Additionally, compost improves soil carbon storage, which in turn supports biodiversity and enhances groundwater retention.

Actions to 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.

SW1 Performance Metrics

Metric	2030	2045
% reduction in residential waste to landfills	25%	80%
% reduction in commercial waste to landfills	25%	80%

SOLID WASTE

Challenges and Considerations

Barriers to composting food scraps and yard waste:

- Lack of knowledge/education of how to compost
- Lack of access to compost bins

Most businesses surveyed (61%) do not implement solid waste reduction/diversion measures

Emissions Reductions

−2,374 MT CO_2e by 2030

−7,595 MT CO_2e by 2045

People and Community (PC)

The people and community opportunity area emphasizes the key role that social and community-focused programming plays in climate action. It addresses broad topics that extend beyond a single emission sector, such as regional coordination and responsible consumption. This opportunity area also covers climate adaptation strategy not addressed elsewhere.

Where Buena Park Is

Buena Park is a community of over 80,000 community members and home to a diverse mix of businesses. City staff and elected and appointed officials work diligently to meet the needs of the community, and that permeates the approach to planning, programming, and marketing and the maintenance and expansion of the built environment.

One key resource that the City maintains and operates are its public spaces, like parks, pools, and community centers. In addition to being places where people gather to exercise and socialize, they also serve to help mitigate heat exposure. Ehlers Event Center and the Buena Park library are official cooling centers, meaning they are advertised as a space for the public to come and cool off during extreme heat events. In addition to the official cooling centers, 85% of community members live within a half-mile of a park, and the City maintains two public pools and one wading pool for community members to safely recreate during extreme heat events.

This opportunity area also involves engaging with and educating community members. Community engagement occurs both in person and digitally through methods like event tabling, workshops, newsletters, surveys, and social media. The City offers emergency preparedness educational resources on their website and regularly promotes programs by SCE and OCPA that offer cost-savings or energy efficiency upgrades. Partnerships are also important to achieve both local and regional climate goals. Several local groups have interests that overlap with CAAP goals or co-benefits, like the West Orange County Community Emergency Response Team or the Buena Park Collaborative. There are also neighboring jurisdictions, regional, state, and federal agencies that the City must collaborate with when conducting relevant regional planning efforts. These partnerships with outside agencies are important because GHG emissions and climate impacts extend beyond the City and need to be address across all agencies to be effective.

MEASURES

- **PC1** — Prepare Vulnerable Communities for Hazards
- **PC2** — Create Resilient Public Gathering Spaces
- **PC3** — Improve Equitable Distribution of Resources
- **PC4** — Educate and Incentivize Responsible Consumption
- **PC5** — Collaborate to Improve Regional Resilience and GHG Reduction Efforts
- **PC6** — Spark Sustainable Economic Development

Buena Park's Pathway Ahead

This opportunity area intends to foster community benefits and emphasize resilience improvements. GHG emission reductions are not the primary purpose of this opportunity area, though several actions are supportive of GHG emission reductions.

To achieve these community benefits, this opportunity area aims to effectively reach community members most vulnerable to climate-related hazard impacts with educational materials, resources, or services. The recommended actions specify several engagement methods to reach groups like renters, low-income households, and local organizations. Measures also continue to build relationships with local groups, businesses, and agencies to grow sustainable practices locally and regionally.

In addition to relationship and capacity building, the people and community opportunity area intends to improve resilience by enhancing programming at cooling centers and piloting innovative resilience solutions that involve local organizations or artists.

CO-BENEFITS

PC1 | Prepare Vulnerable Communities for Hazards

Education and engagement create the foundation for an informed community that is resilient to climate-related hazards. By marketing messaging through multiple methods and deepening relationships with local partners, a wider range of community members can be reached and empowered.

This measure results in educated community members who are aware of resources and best practices.

Actions to 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.

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.

PC1 is a supporting measure with no performance metrics.

Climate Action Commissioner educating a young resident at the 2025 Sustainability Fair.

PC2 | Create Resilient Public Gathering Spaces

Exposure to extreme heat and other hazards can put strain on various day-to-day activities for community members. Some may seek pools or water features for children to play in, while others may need a place to cool off indoors. The following measure aims to enhance the resilience of public gathering places so that residents can enjoy them regardless of the circumstances.

With adequate shade or more accessible water features, children can play and community members can exercise with less strain on their bodies during extreme heat events, leading to public health benefits.

Actions to 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.

PC2 is a supporting measure with no performance metrics.

Residents enjoying Peak Park Pool.

PC3 | Improve Equitable Distribution of Resources

All community members have felt the effects of climate change, but some are more exposed or sensitive to its impacts, meaning they may be impacted more frequently or severely. Further, not everyone has the same means to reduce emissions, either due to prohibitive costs of improvements or lack of property control (i.e., renters). This measure aims to mitigate disproportionate impacts.

While promoting equity is the main purpose of this measure, one key component is providing education about the programs that already exist to assist low-income households or others with climate-related costs.

Actions to 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 SCAQMD and local NGOs.

PC3f. Continue to collaborate with SCE and OCPA to distribute information regarding energy cost assistance programs for qualified households.

PC3 is a supporting measure with no performance metrics.

PC4 | Educate and Incentivize Responsible Consumption

Teaching residents less-carbon-intensive practices has potential to facilitate community member cost savings. For example, line-drying clothes limits energy use, while teaching repair of items like bikes or clothes can reduce the need for purchasing new items.

The carbon footprint of consumption refers to the total GHG emissions embedded in the products, services, and activities we purchase, consume, or engage in. These emissions are not accounted for within the community-wide GHG inventory because they include the entire life cycle of products, such as production or disposal, which may occur outside of Buena Park. While these emissions are not readily visible on a local scale, the impacts associated with consumption habits still impact our natural and urban landscapes. Businesses also must choose to make climate-friendly choices because the cost on an individual to change behavior can limit their ability to make more climate-responsible choices. This measure is intended to educate the community about how to consume less and provide easy access to less-resource-intensive alternatives that reduce GHG emissions.

Actions to 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.

PC4 is a supporting measure with no performance metrics.

PC5 | Collaborate to Improve Regional Resilience and GHG Reduction Efforts

Multiple actions within this measure involve collaboration with neighboring jurisdictions, state agencies, or federal agencies to address regional hazards that may not originate in Buena Park but have the potential to impact the public health and safety of Buena Park community members.

Collaboration with regional partners is important to any effort that addresses climate action and adaptation because hazards do not respect jurisdictional boundaries, and GHG emissions are a global issue. The partnerships necessary to achieve the goals of the CAAP depend on the topic or planning effort, but each requires City staff to maintain relationships and be aware of the current status. As efforts evolve, expanded collaboration may be necessary.

Actions to 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.

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.

PC5 is a supporting measure with no performance metrics.

PC6 | Spark Sustainable Economic Development

The City's businesses are an important part of the community. While the City can only influence certain aspects of business GHG emission reductions, these reductions benefit all Buena Park community members. Actions within this measure are meant to recognize sustainable business leaders and community members in Buena Park and train the workforce to achieve more sustainable business practices.

Grant-writing trainings provide education that can lower barriers to small businesses that may not have staff experienced with grant writing or with the process that goes along with applying for a grant.

Actions to 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.

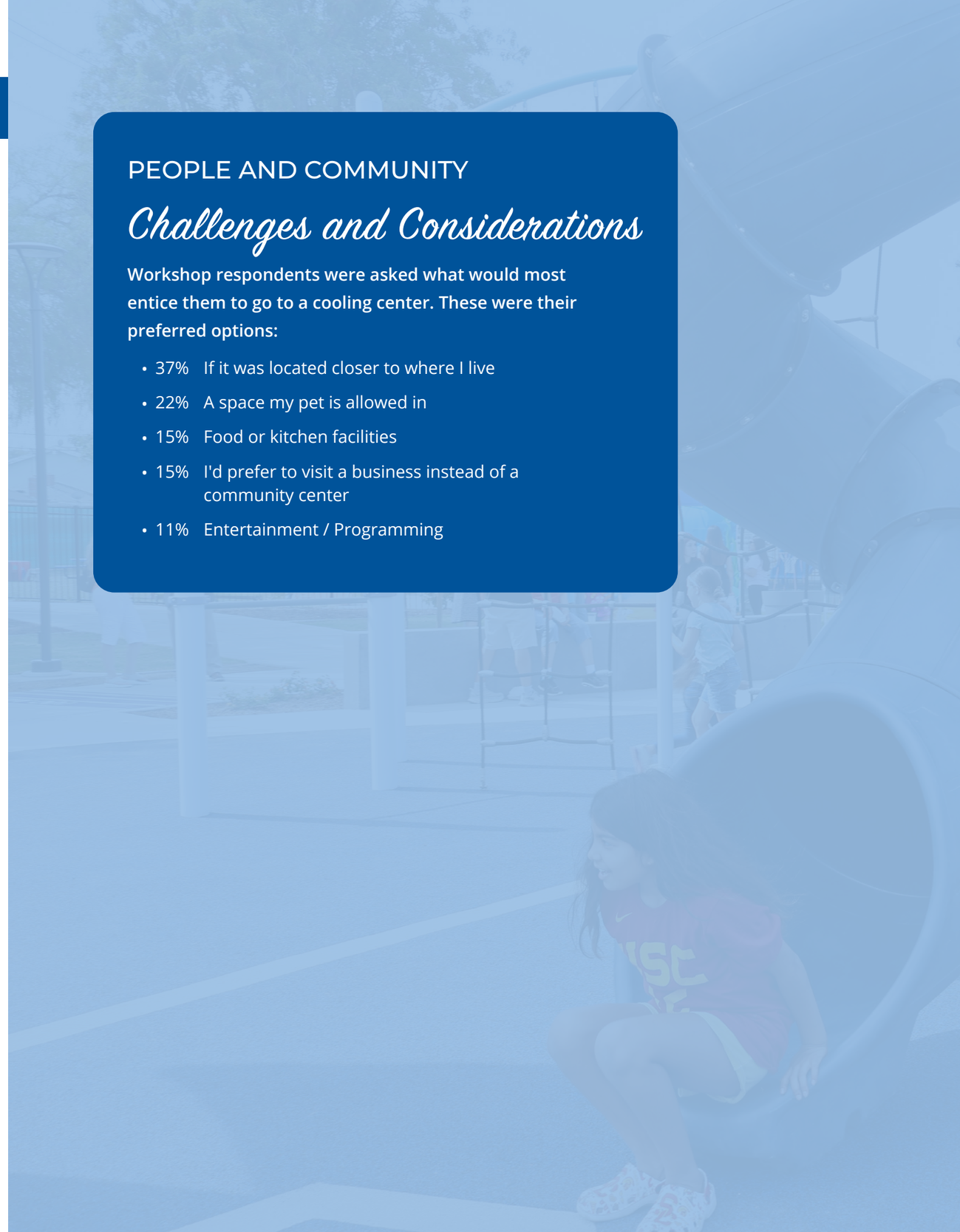
PC6 is a supporting measure with no performance metrics.

PEOPLE AND COMMUNITY

Challenges and Considerations

Workshop respondents were asked what would most entice them to go to a cooling center. These were their preferred options:

- 37% If it was located closer to where I live
- 22% A space my pet is allowed in
- 15% Food or kitchen facilities
- 15% I'd prefer to visit a business instead of a community center
- 11% Entertainment / Programming



Natural and Urban Lands (NU)

The natural and urban lands opportunity area addresses ways that the City can enhance carbon sequestration within its parks and urban greenspaces. Unlike traditional emissions reduction measures, those within the natural and urban lands opportunity area help the City achieve its emissions reduction targets through carbon dioxide removal, where existing carbon dioxide in the atmosphere is captured and stored in vegetation.

Where Buena Park Is

The City maintains a network of parks and open spaces in Buena Park that provide recreational opportunities for residents and comprise the City's natural urban lands. While the City's natural lands are primarily designed for recreation, these spaces can also support carbon sequestration and storage through climate-smart practices. There are 13 public parks across Buena Park, consisting of approximately 96.1 acres of public parkland. The main open space within the City is a 200-foot-wide linear easement owned by SCE north of La Palma Avenue, used for garden and nursery operations. Additionally, flood control channels like Brea Creek, Fullerton Creek, and Coyote Creek serve as open spaces, with their banks offering potential for hiking and biking trails.

To support the urban tree canopy, the City adopted its Urban Forest Management Plan in 2010. The plan outlines the City's efforts for strategic tree management and includes a master tree planting strategy for new developments and redevelopments, aiming to increase the urban tree canopy. By selecting tree species that are well adapted to local soil conditions, the City ensures long-term tree health and growth, which contributes to carbon sequestration and storage.

Buena Park also offers two community gardens for residents with limited yard space. The Buena Park Community Gardens, located on Thelma Avenue, offers 168 plots for residents to rent annually to grow vegetables, herbs, fruits, and flowers. The Ehlers Event Center also has a collection of garden plots available for rent for older adults.

NU1

MEASURE

Enhance Carbon Sequestration and Support Urban Greening

Buena Park's Pathway Ahead

To enhance carbon sequestration and storage within Buena Park, the City can encourage climate-smart practices that are appropriate for developed lands.[21] According to the California Natural Resources Agency, areas with developed lands that are conducive to climate-smart practices to enhance sequestration include urban and community forests, such as landscaping, greenspaces, parks, green infrastructure (e.g., bioswales and green roofs), gardens, and soils. Priority nature-based climate solutions within developed lands that help limit future carbon losses, enhance carbon sequestration, and ensure continued carbon storage include protecting against existing habitat loss, increasing soil health, and expanding and maintaining the urban tree canopy and green spaces.

To increase carbon sequestration, maintain long-term storage, and prevent future losses, the City can build upon existing efforts and engage the community through educational programs. The City can utilize information from the Urban Forest Management Plan to expand planting initiatives in parks, along streets, and on public land, and encourage residents and businesses to plant within private land. Utilizing this existing plan can ensure success through place-based tree and plant selection that considers climate, water, and locally specific conditions. The City can also build upon the success of the existing community garden and can encourage climate-smart practices within the City's natural and urban lands through community outreach and education programs.

21 California Natural Resources Agency. 2022. Natural and Working Lands Climate Smart Strategy. Available: https://resources.ca.gov/initiatives/expanding-nature-based-solutions

CO-BENEFITS

NU1 | Enhance Carbon Sequestration and Support Urban Greening

Actions to enhance sequestration and support urban greening serve as a complement to traditional GHG emissions reduction. The City can support the state's climate-smart goals while also demonstrating carbon dioxide removal through locationally appropriate nature-based solutions.

In addition to sequestration benefits, planting trees can provide shade to mitigate the urban heat island effect, improve stormwater management and air quality, and support mental health and social resilience.

Actions to 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.

NU1 Performance Metrics

Metric	2030	2045
# of trees planted in new development	2,000	6,000
# of trees planted on existing public right-of-way	2,000	6,000

NATURAL AND URBAN LANDS

Emissions Reductions

−445 MT CO_2e by 2030

−3,561 MT CO_2e by 2045

Municipal (M)

The municipal opportunity area addresses GHG emissions related to the facilities, equipment, and vehicles that the City owns and/or operates, as well as employee activities.

Municipal GHG emissions are a subset of the overall community and account for approximately 1% of the City's emissions inventory.

Where Buena Park Is

The City established the Climate Action Commission in 2023 to advise City Council on matters related to reducing GHGs from various sectors, including municipal. To further support these efforts, the City hired a sustainability manager in 2024 who develops internal education sessions for staff and coordinates climate-related initiatives citywide.

Transportation is the largest source of municipal emissions, which includes the City's nearly 200-vehicle fleet and employee commute travel. The fleet is mostly gas-powered (approximately 90%), with 7% electric or hybrid. A pilot program recently introduced two EVs into the fleet for police use, and staff are working to add charging infrastructure at two City facilities. The Public Works Department is also planning broader fleet electrification upgrades through an energy audit led by an energy service company (ESCO). Most employees commute by car, with fewer than 2% using alternative modes.

GHG emissions from municipal energy use (e.g., electricity, natural gas) are the second largest contributor to overall municipal emissions. Demonstrating their commitment to clean energy and emission reductions, the City has enrolled 89% of their accounts in OCPA's 100% renewable choice plan. The City, with grant funding from the Southern California Regional Energy Network (SoCalREN) and TECH Clean California, has also recently replaced six gas water heaters with electric models per a Citywide evaluation of all facilities.

Furthermore, the City is leading the shift to electric-powered off-road equipment. Per the City's electric landscaping ordinance, City-owned and operated equipment must transition to electric power by July 1, 2025, and all City contractors will be required to use electric equipment by January 1, 2026.

Buena Park's Pathway Ahead

Although representing only a small portion of the total inventory, municipal GHG emissions are still an important focus because the City has direct control and influence over its operations and infrastructure. Additionally, a targeted strategy to reduce emissions from government operations allows the **City to lead by example** and demonstrate its commitment to climate action.

The strategies implemented to reduce municipal emissions closely mirror the broader community-wide reduction efforts. The City's own operations function much like a smaller version of the larger community-wide emissions landscape, facing similar challenges and opportunities for emissions reduction.

CO-BENEFITS

MEASURES

- **M1** Electrify City Fleet
- **M2** Reduce Employee Commute Emissions
- **M3** Reduce City Operation Energy Use and Increase Renewable Energy
- **M4** Electrify City-Operated Off-Road and Landscaping Equipment
- **M5** Reduce City Facility Water Consumption and Increase Water Reuse
- **M6** Reduce City-Generated Solid Waste

M1 | Electrify City Fleet

To reduce transportation emissions from City operations, the City can electrify its fleet through a phased transition. Guided by a comprehensive zero-emission vehicle transition plan, the City will begin to replace light-duty gasoline and diesel vehicles with EVs, supported by the installation of charging infrastructure at City facilities. This measure ensures a practical and prioritized shift towards a fully electric municipal fleet by 2045.

Actions to 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.

M1 Performance Metrics

Metric	2030	2045
# of vehicles replaced with EVs	20[a]	Entire fleet
# of EV charging stations installed	10 dual port	Sufficient for full fleet

[a] 20 vehicles replaced by EVs in 2030 represents approximately 11% of the City's fleet.

M2 | Reduce Employee Commute Emissions

To reduce emissions from employee commute travel, the City can implement voluntary programs supported by marketing campaigns, facilitate shared transportation options, and offer incentives for employees to switch to EVs. This multi-pronged approach aims to encourage City employees to utilize more efficient commute options.

Actions to 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.

M2 Performance Metrics

Metric	2030	2045
# of annual marketing campaign touch points	4	4
# of employees carpooling/vanpooling	36 employees (9%)	45 employees (11%)
# of employees who drive EVs to work	0[a] employees	285 employees (72%)

[a] For the purposes of calculating GHG emission reductions, no City employees were assumed to drive EVs to work in 2030; however, in striving to meet the 2045 performance metric, the City will initiate efforts to encourage employee EV travel which may result in exceeding the 2030 goal.

M3 Reduce City Operation Energy Use and Increase Renewable Energy

To reduce operational energy use and boost renewable energy adoption, the City will identify energy-saving opportunities through audits and implement efficiency upgrades in existing buildings. Concurrently, the City will transition to all-electric new construction, retrofit existing buildings, and expand on-site solar energy generation together with battery storage. The City will also transition all OCPA accounts to the 100% renewable energy option.

Actions to 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.

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.

M3 Performance Metrics

Metric	2030	2045
% of existing City-owned buildings retrofitted to remove natural gas	25%	75%
Capacity of PV solar shade structures	800 kilowatts (kW)	2,100 kW
Capacity of PV solar on new City-owned buildings	253 kW	759 kW
Capacity of PV solar on existing City-owned buildings	350 kW	1,050 kW
Battery energy storage system capacity	4,800 kW	4,800 kW

M4 Electrify City-Operated Off-Road and Landscaping Equipment

To reduce GHG emissions related to the use of municipal off-road and landscaping equipment, the City can electrify its equipment. The City will implement its Electric Lawn Equipment Transition Plan for both its own operations and contracted services. The City will also accelerate the replacement of diesel or natural gas-powered generators at City facilities with zero-emission alternatives.

Actions to 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.

M4 Performance Metrics

Metric	2030	2045
# of pieces of equipment replaced with zero-emission alternatives	1	9
# of backup generators replaced with zero-emission alternatives	0	3

Public Works team performing maintenance work.

M5 | Reduce City Facility Water Consumption and Increase Water Reuse

To reduce emissions from municipal water use, the City can facilitate reductions in water consumption by installing water-efficient appliances, replacing turf with drought-tolerant landscaping to reduce irrigation, and implementing graywater systems for water reuse.

Actions to 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.

M5 Performance Metrics

Metric	2030	2045
% reduction in water use in new City-owned buildings	5% or greater	5% or greater
% reduction in water use in existing City-owned buildings	5% or greater	15% or greater
% of acres of non-programmed turf replaced	33%	100%

M6 | Reduce City-Generated Solid Waste

To reduce GHG emissions related to solid waste from City government operations, the City will need to reduce its waste generation. The City will develop guidelines for food waste prevention specifically related to its service operations and large events held at City facilities and will continue to implement mandatory three-stream waste sorting at all facilities. This dual approach aims to minimize waste generation and maximize diversion of waste material from landfills.

Actions to Reduce City-Generated Solid Waste

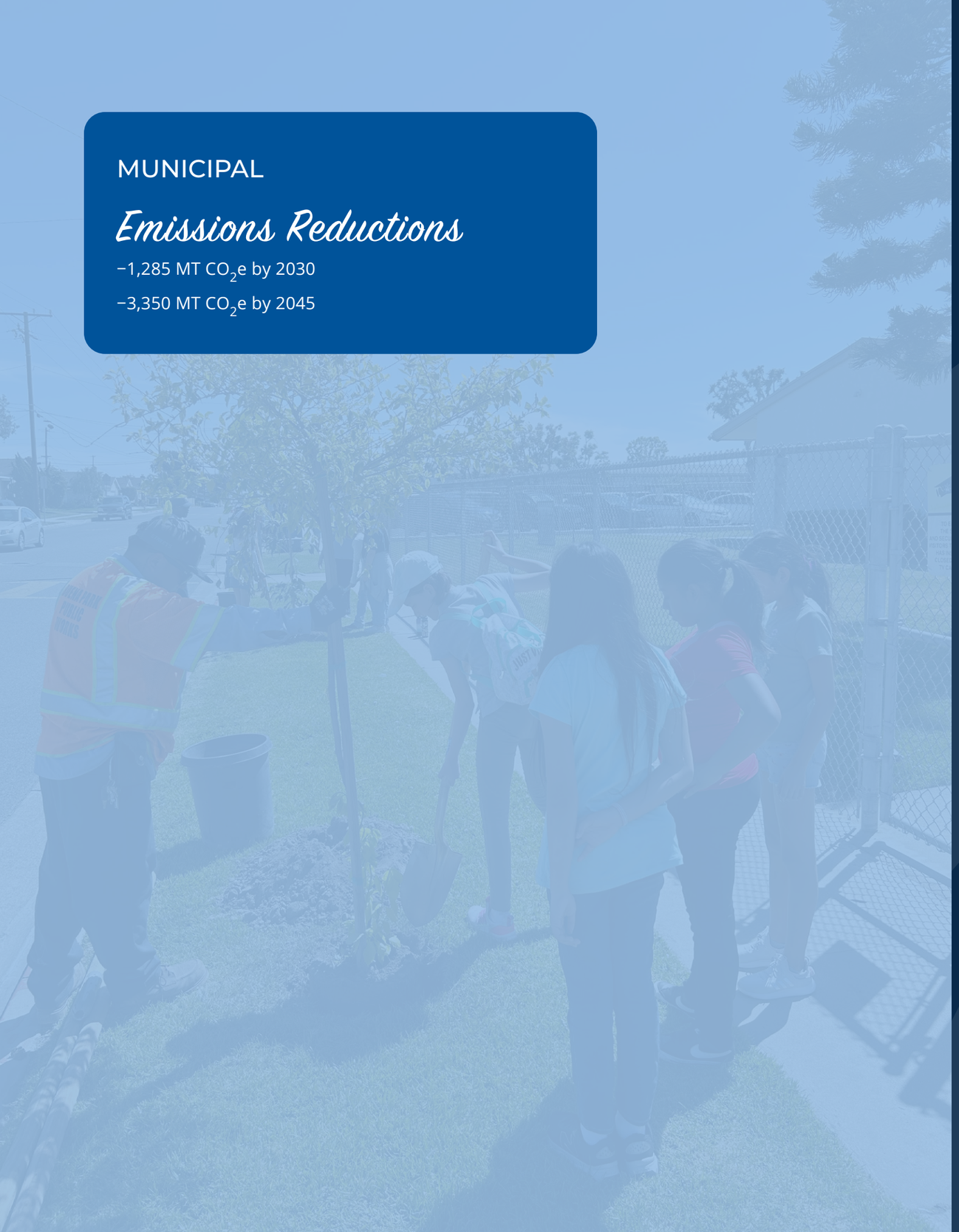
M6a. Develop guidelines for food waste prevention planning for City food service operations and large events at City facilities.

M6b. Continue to implement three-stream waste sorting (trash, recycling, and compost) at all City facilities in line with SB 1383.

M6 Performance Metrics

Metric	2030	2045
% reduction in food waste at City facilities	5%	15%
Tons of solid waste reduced from City facilities	2 tons	5 tons

Three-stream trash cans in City Hall lobby.



MUNICIPAL

Emissions Reductions

−1,285 MT CO_2e by 2030

−3,350 MT CO_2e by 2045

Summary

The City is committed to reducing its GHG emissions in alignment with state legislation and enhancing the community's resilience to the impacts of climate change. 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.

By 2030, approximately 55% of these reductions will result from efforts within the energy and built environment opportunity area, with on-road transportation contributing an additional 41%. By 2045, as California's electricity grid shifts to 100% renewable energy, local efforts to curb on-road transportation emissions will become the primary contributor to the City's goal, accounting for 64% of total reductions. Energy-related initiatives will still play a crucial role, contributing 25% primarily through the phase-out of natural gas. A detailed summary of the emission reductions is provided in Appendix D.

The City can achieve its climate adaptation goals, largely through implementation of the measures and actions within the people and community opportunity area. This opportunity area focuses on fostering community benefits and enhancing resilience through education, resources, and services. This includes engaging diverse groups, like renters, low-income households, and local organizations, and building strong relationships with local partners to expand sustainable practices. Additionally, resilience efforts will involve enhancing cooling center programming and piloting innovative solutions developed with local partners. These adaptation efforts will be further strengthened by the cross-cutting measures and actions (i.e., those that address both mitigation and adaptation simultaneously) integrated across all of the emissions-reducing opportunity areas.

6

IMPLEMENTATION AND MONITORING

A Clear Implementation Framework is Essential to CAAP Success

The CAAP is a living document designed to evolve alongside emerging climate science, community needs, and legislative developments. Chapter 6 outlines a deliberate and well-defined approach to implementation and monitoring to ensure that the CAAP remains responsive and successful in an ever-changing climate and policy landscape.

6. Implementation and Monitoring

Chapter 6 outlines the approach for the successful implementation and monitoring of the CAAP. Clearly defining how the plan will be implemented and the expectations for ongoing monitoring will ensure accountability and facilitate any adjustments that may be necessary as the plan progresses.

The success of the plan requires the following implementation and monitoring components:

1. Clearly defined roles and responsibilities
2. Timeline that includes milestones
3. Performance indicators
4. Identification of funding opportunities
5. Ongoing community engagement
6. California Environmental Quality Act (CEQA) integration mechanism

IMPLEMENTATION

Implementation refers to the process of enacting the actions from Chapter 5. The key components of successful implementation are discussed below, with further detail provided in Appendix E.

Roles and Responsibilities

Implementation of the CAAP will be a coordinated effort, requiring input from multiple individuals and teams. The overall implementation process will be led by the City's Office of Sustainability, which will be supported by other City departments and community partners, including individual residents and businesses.

Lead Departments

The following key departments will lead implementation of the individual CAAP actions:

- **Office of Sustainability** will lead the coordination of overall CAAP implementation and monitoring of progress.
- **Public Works** will lead implementation of CAAP actions that involve changes to the City's public right-of-way, infrastructure improvements, equipment installation, water and solid waste utility improvements, and tree planting.
- **Community and Economic Development** will support actions related to workforce development, job creation, and financial incentives for housing improvements. Additionally, it will lead implementation of regulatory CAAP actions (i.e., local laws, codes, and ordinances), as well as actions related to permitting, zoning, and development standards. The Planning Division will also be responsible for ensuring integration of CAAP actions for new development during CEQA environmental review.
- **Emergency Management** will lead implementation of CAAP actions related to emergency planning, climate risk management, and interagency coordination for hazard mitigation.

Community Partners

In addition to City departments and leadership, successful implementation of the CAAP will require active participation and collaboration of community partners, such as residents, businesses, community-based organizations (CBOs), schools, and regional agencies, among others. Many of the actions within the CAAP require voluntary behavior changes to reduce GHG emissions or enhance community resilience and will therefore require involvement from residents and business owners. These individual actions will help achieve CAAP goals incrementally and will motivate others to participate. Local CBOs and schools can also assist with education and marketing-related actions to offer subject matter expertise and extend the reach of engagement.

Additionally, many regional agencies can help support CAAP actions through partnerships, resulting in efficient use of resources, coordinated planning, greater engagement, and stronger funding opportunities. For example, given the interconnectedness of utility and transportation infrastructure, Public Works regularly coordinates with other public agencies, such as the California Department of Transportation (Caltrans), OCTA, Orange County Water District (OCWD), and the California Regional Water Quality Board to support their ongoing maintenance of City infrastructure.

Implementation will also be supported by the City's Climate Action Commission, which has contributed to the City's climate action and adaptation initiatives, including critical input for CAAP development, and assistance with CAAP early actions, such as the residential urban homesteading ordinance and the electric lawn equipment transition ordinance.

Timeline

Timing is an important factor for ensuring successful implementation of the City's CAAP. Given that the City will use the CAAP as a roadmap to achieve its state-aligned GHG emission reduction targets for 2030 and 2045, intentional timing of action implementation is essential to turn these long-term goals into reality. The CAAP will use a phased approach to guide implementation with embedded performance metrics to provide temporal granularity, as described below.

Phasing

Given the scale and complexity of actions needed to achieve the City's climate goals, an intentional, phased approach will be used for CAAP implementation. Strategically sequencing action rollout will ensure efficient use of City resources and maximize overall impact. The phasing of implementation accounts for a variety of factors, including GHG emission reduction potential, cost-effectiveness, and feasibility, among others. The CAAP actions are assigned to one of four phases, which are listed and described below.

- **Phase 0 *(in progress)*.** Actions within Phase 0 are "early actions" that have either already been implemented or are organized and set to launch by CAAP adoption. These actions will be continued, expanded, or enhanced with the implementation of the CAAP.
- **Phase 1 (*first up*).** Actions implemented in Phase 1 are foundational actions that are essential to the success of future actions and/or phases. These actions are "momentum builders" that establish policies, secure funding, or install critical infrastructure needed for other actions and phases to begin.
- **Phase 2 (*before 2030*).** Phase 2 actions are "high-impact" and are feasible with current technologies, resources, and knowledge base. Their funding is either available, or likely sources are identified, and the success of these actions is scalable. Phase 2 actions may require implementation of Phase 1 actions to begin leveraging existing policies, infrastructure, partnerships, etc.
- **Phase 3 *(before 2045)*.** Actions implemented during Phase 3 are part of the City's long-range vision and commitment to climate innovation. At the time of plan adoption, actions within Phase 3 may be less feasible or impactful due to emerging technologies, an evolving regulatory setting, or limited available funding. Planning and research can begin in earlier phases, but full rollout of actions in this phase is expected later in the plan implementation.

Performance Indicators

Performance indicators are provided for CAAP actions, where appropriate, and provide additional guidance and temporal goals to guide implementation. In most cases, performance indicators are provided for the two future target years (i.e., 2030 and 2045), and allow the lead City Departments to clearly understand milestones required within each action for those dates. Additionally, performance indicators are tied to quantifiable GHG emission reductions, which provide clear measurements of successful implementation. The performance indicators are designed to be simple and easy to track to minimize City staff effort while enhancing transparency and maximizing accountability.

Funding Opportunities

Identification of funding for CAAP actions is essential to the success of implementation. While most actions will eventually result in net economic benefit, the initial investment will be relatively significant and prohibitive for the City and implementing partners (including individual residents and business owners), without external funding options. External funding is available for climate-related actions from a variety of sources, including federal, state, regional, and local programs.

It is important to note that funding programs and availability is always evolving and can change substantially even on an annual basis. The sources listed below and their specific funding opportunities should be tracked annually to ensure that the best available information is considered by City staff when implementing CAAP actions.

Key funding sources are summarized below, and specific opportunities are discussed in further detail in Appendix E.

Federal

The federal government has made significant funding commitments for climate action and adaptation through key pieces of legislation, including the IIJA and IRA, enacted in 2021 and 2022, respectively. The IIJA appropriated approximately $711.8 billion for grants to tribes, states, localities, and territories to support transportation, energy and power, climate resilience, and other infrastructure projects. As of April 2025, 47% of IIJA funds have been obligated (i.e., legally committed to a grantee), meaning 53% or $305.5 billion is still available.[22]

The IRA includes approximately $369 billion for energy security and climate change programs from 2022 to 2031, with about half of all funding provided for investments in energy supply. IRA funding is available through grants, financing, and tax credits. The largest share of funding is available as tax credits to businesses.[23]

The key federal departments delivering climate-related funding relevant to the City include the Department of Transportation (DOT), the Environmental Protection Agency (EPA), the Department of Energy (DOE), the Federal Emergency Management Agency (FEMA), and the Department of Health and Human Services (HHS). Further detail on the federal departments responsible for allocating IIJA, IRA, and other climate-related funding programs is provided in Appendix E.

State

California offers a range of funding opportunities for local government climate action and adaptation initiatives. While some of the state-led programs incorporate federally allocated funds, such as the IIJA and IRA discussed above, many others are supported by state-specific sources including voter-approved bonds, Cap-and-Trade revenues, and targeted budget allocations.

The Proposition 4 measure approved by voters in November 2024 is a major source of state climate-related funding. Proposition 4 authorizes $10 billion to address climate-related issues, including drought, flooding, wildfire, sea level rise, renewable energy, extreme heat, and sustainable agriculture. The bond's initial allocation is included in the state's 2025–2026 budget, totaling $2.7 billion managed across various state departments, including the California Natural Resources Agency (CNRA), the California Department of Forestry and Fire Protection (CAL FIRE), and the California Department of Fish and Wildlife (CDFW).[24]

Another significant source of state-specific climate funding is the California Climate Investments (CCI) program, which is supported by revenue generated through the state's Cap-and-Trade Program. CCI funds are managed by the California Air Resources Board (CARB) and consist of 117 programs administered by 27 agencies. CCI programs support GHG emissions reductions, enhance environmental justice, and improve community resilience to climate change impacts.[25]

Key state departments with programs and funding relevant to the City's CAAP implementation include CNRA, the California Strategic Growth Council (SGC), CARB, the California Energy Commission (CEC), Caltrans, the Office of Land Use and Climate Innovation (LCI), and the California Office of Emergency

22 U.S. Government Accountability Office. 2025. Infrastructure Grants: Status of Funding to Tribes, States, Localities, and Territories as of December 31, 2024. April 29. Available: https://www.gao.gov/assets/gao-25-107243.pdf.

23 C40 Cities Climate Leadership Group. 2022. Climate action and the Inflation Reduction Act: A guide for local government leaders. October. Available: https://www.c40knowledgehub.org/s/article/Climate-action-and-the-Inflation-Reduction-Act-A-guide-for-local-government-leaders?language=en_US.

24 California Legislative Analyst's Office. 2025. Proposition 4 Spending Plan. February 12. Available: https://lao.ca.gov/Publications/Report/4958.

25 California Climate Investments. 2025. Annual Report Cap-and-Trade Auction Proceeds. May. Available: https://ww2.arb.ca.gov/sites/default/files/auction-proceeds/cci_annual_report_2025.pdf

Services (CalOES). Further detail on the specific programs and state departments responsible for allocating climate-related funding is provided in Appendix E.

Regional

Funding for climate-related efforts is also available from regional partners, including regional planning organizations, air and water districts, utility providers, and other related organizations. SCAG is the regional transportation planning agency and council of governments for six Southern California counties and 191 cities, including Buena Park. SCAG provides funding to support sustainable regional transportation initiatives and climate-smart planning. OCTA also makes federal, state, and local funding available to cities for improvements to all modes of surface transportation, including active transportation, public transit, and overall sustainable transportation planning.

The South Coast Air Quality Management District (SCAQMD) regulates air quality for the region and implements programs to reduce emissions from mobile and stationary sources. While SCAQMD's focus is primarily criteria air pollutants, many available funding programs also address emissions of GHGs, including grants for clean vehicle fleets, and zero-emissions equipment and technologies.

MWDOC is the City's regional water wholesale supplier and works to promote regional water use efficiency. MWDOC can support CAAP implementation through rebate and funding programs that facilitate turf replacement, drip irrigation, rain barrels, high-efficiency appliances, and other water conservation and efficiency measures.

The City's utility providers, including OCPA, SCE, and Southern California Gas Company (SoCal Gas), provide technical assistance, resources, funding, and rebate programs that will support implementation of the CAAPs actions related to energy efficiency, zero-carbon energy procurement, and renewable energy generation and storage.

In addition to direct funding and incentives, these agencies can provide unique partnership opportunities for the City on regional projects for mutual efficiency and cost-savings. Further detail on the specific programs and additional regional partners that offer climate-related funding is provided in Appendix E.

Local

At the local level, funding for CAAP implementation can be appropriated from a combination of mechanisms, including the City's general fund, bonds, or special taxes and fees. For certain actions, climate-related improvements may be integrated into capital projects and routine operational costs. Funds can be leveraged from the existing municipal budget across relevant departments where existing projects and CAAP actions align.

The City may also explore use of municipal bonds for projects with large up-front costs

where there is no budget or grant funding available. Green bonds may be particularly relevant for funding CAAP actions given their focus on infrastructure and capital projects that address climate resilience and the reduction of GHG emissions.[26]

The City also has the authority to implement special taxes, given appropriate voter approvals (i.e., two-thirds majority). Special taxes are those imposed for a particular purpose, earmarked to fund specific actions. For CAAP implementation, a special tax could be used to fund specific climate-related improvements.

Ongoing Community Engagement

Ongoing community engagement, which extends beyond initial plan development, is critical to successful CAAP implementation. Maintaining a dialogue with the City's interested parties will ensure that the CAAP is responsive, inclusive, and effective for achieving its goals, for all individuals it impacts. To continue outreach and engagement during CAAP implementation, the City will maintain a web-based version of the plan that is user-friendly and accessible and provides the community with updates to track progress.

Several of the actions included in the CAAP are focused on education and awareness of

Community members participating in a booth at the 2025 Sustainability Fair.

Sustainability, ongoing coordination with community partners, including schools, CBOs, and regional agencies, will help to extend the reach of these efforts. In addition, the Climate Action Commission can play a central role in guiding engagement strategies, advising on City priorities, and can serve as a liaison between the City and its constituents.

MONITORING

CAAP monitoring refers to the broader, ongoing process that evaluates the cumulative success of the individual actions. This involves tracking progress, evaluating outcomes, and making adjustments if necessary to ensure that the implemented actions are collectively achieving the plan's fundamental goals. Monitoring will be the responsibility of the City's Office of Sustainability, with input from the other lead implementing City departments. The City will use a comprehensive monitoring approach with specific tools, including an implementation matrix and CEQA streamlining checklist for new development.

Implementation Matrix

The sustainability manager, and other City staff as appropriate, will use an implementation matrix to track the progress of individual CAAP actions. The implementation matrix is a comprehensive table that includes all relevant components needed for the lead departments to implement their actions. Relevant implementation components provided in the matrix include the following:

- Opportunity Area
- Measure
- Action
- Action Type
- Lead City Department
- Partners
- Phase
- Performance Indicators
- Funding Opportunities

The matrix serves as a roadmap that can easily be referenced and monitored to assess CAAP progress.

California Environmental Quality Act Streamlining

The City's CAAP is a qualified GHG reduction plan that meets the requirements of the State CEQA Guidelines 15183.5 (b), as demonstrated in Table 2. As such, future discretionary projects may tier from the CAAP to streamline their CEQA GHG emissions analyses. Future discretionary projects that are consistent with the growth assumptions used in the CAAP can demonstrate that their incremental GHG emissions contribution is not cumulatively considerable, given compliance with the applicable reduction actions included herein.

A CAAP consistency checklist will be used to identify specific key attributes or best management practices for different land uses (e.g., residential, office, and industrial) to achieve, support, and otherwise not conflict with the City's CAAP. Use of the CAAP consistency checklist will be managed by the City's Planning Division during the CEQA review process. The checklist provides an efficient monitoring tool to assess implementation of reduction actions for new development in the City.

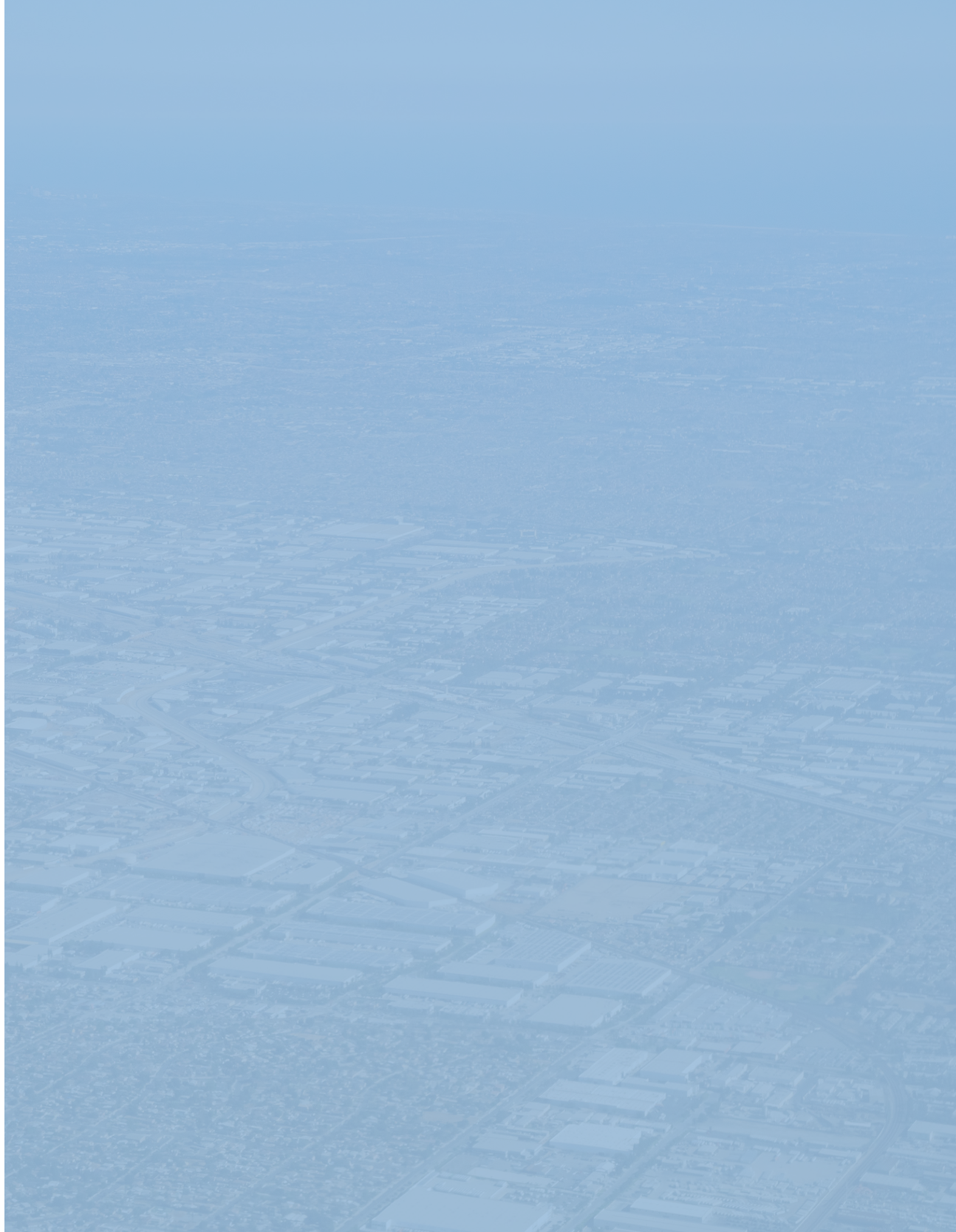
The requirements specified in the State CEQA Guidelines Section 15183.5(b) for qualified GHG reduction plans are presented in Table 2, together with the CAAP's demonstrated incorporation.

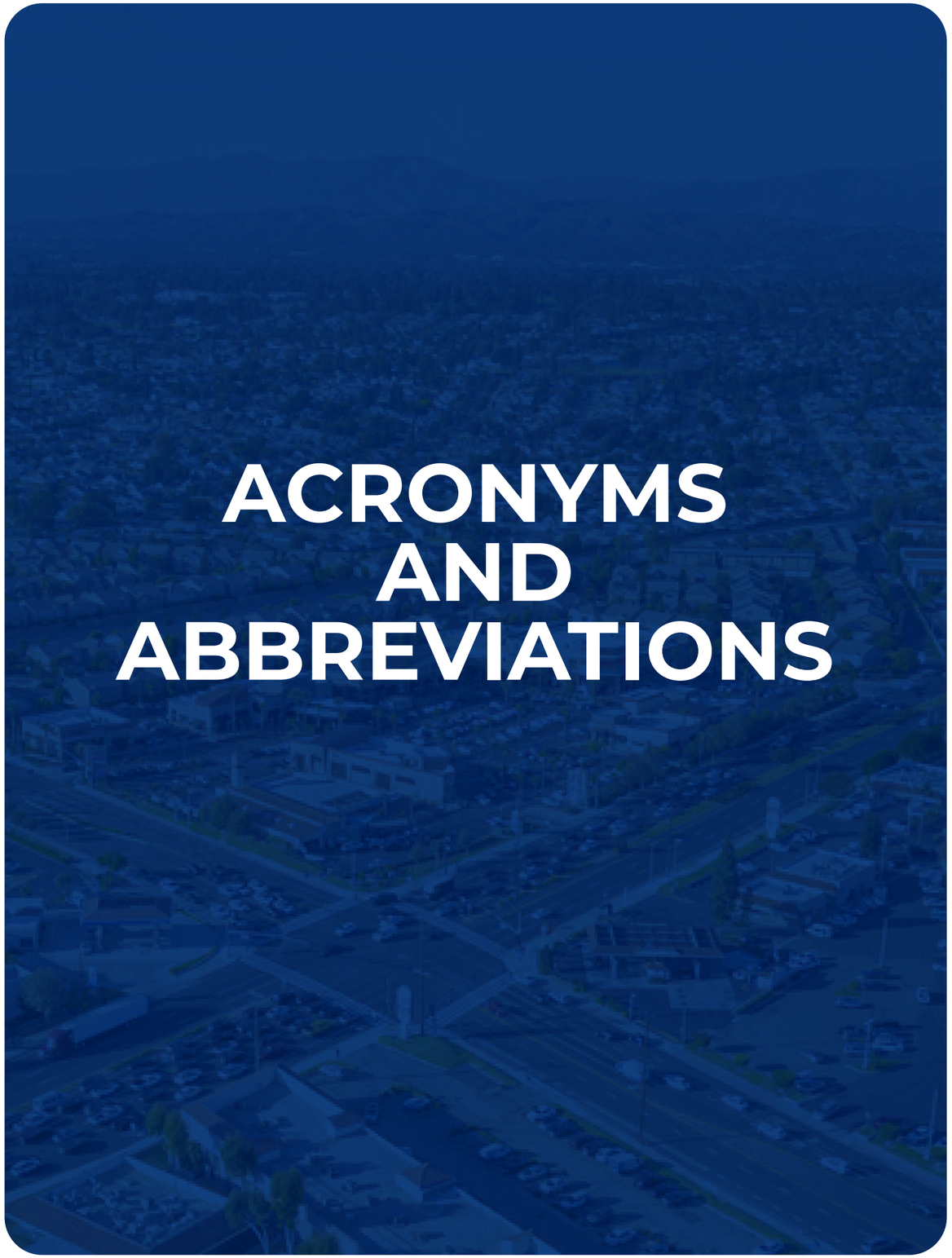
26 California Pollution Control Financing Authority (CPCFA). The Green Bond Pledge. Available: https://www.cpcfabonds.com/california-pollution-control-financing-authority-bonds-ca/about/esg-program/i3483

Table 2. CAAP Compliance with CEQA Guidelines Section 15183.5

15183.5(b)(1) Required Elements	City of Buena Park CAAP
(a) Quantify greenhouse gas emissions, both existing and projected over a specified time period, resulting from activities within a defined geographic area.	The CAAP includes a baseline (existing) inventory for 2023 and an ABAU GHG inventory for 2030 and 2045, as presented in Chapter 3.
(b) Establish a level, based on substantial evidence, below which the contribution to GHG emissions from activities covered by the plan would not be cumulatively considerable.	The CAAP establishes a GHG emissions target of 250,736 MT CO_2e in 2030 and 51,772 MT CO_2e in 2045, as presented in Chapter 3. This target aligns with the Statewide GHG emissions targets established by SB 32 and AB 1279.
(c) Identify and analyze the GHG emissions resulting from specific actions or categories of actions anticipated within the geographic area.	The CAAP identifies and analyzes GHG emissions from various emission source sectors relevant to the City including transportation, energy, water and wastewater, solid waste, and off-road equipment, as presented in Chapter 3.
(d) Specify measures or a group of measures, including performance standards, that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified emissions level.	The CAAP includes specific measures and actions to achieve the overall community-wide reduction target, as presented in Chapter 5.
(e) Establish a mechanism to monitor the plan's progress toward achieving the level and to require amendment if the plan is not achieving specified levels.	The CAAP includes implementation and monitoring direction and tools, as discussed in Chapter 6 and Appendix E.
(f) Be adopted in a public process following environmental review.	The IS/ND serves as the environmental review for the CAAP. The adoption process for the IS/ND includes a public process.

Notes: CAAP = Climate Action and Adaptation Plan; CEQA = California Environmental Quality Act; ABAU = adjusted business-as-usual; GHG = greenhouse gas; MT CO_2e = metric tons of carbon dioxide equivalent; SB = Senate Bill; AB = Assembly Bill; City = City of Buena Park; IS/ND = initial study/negative declaration.

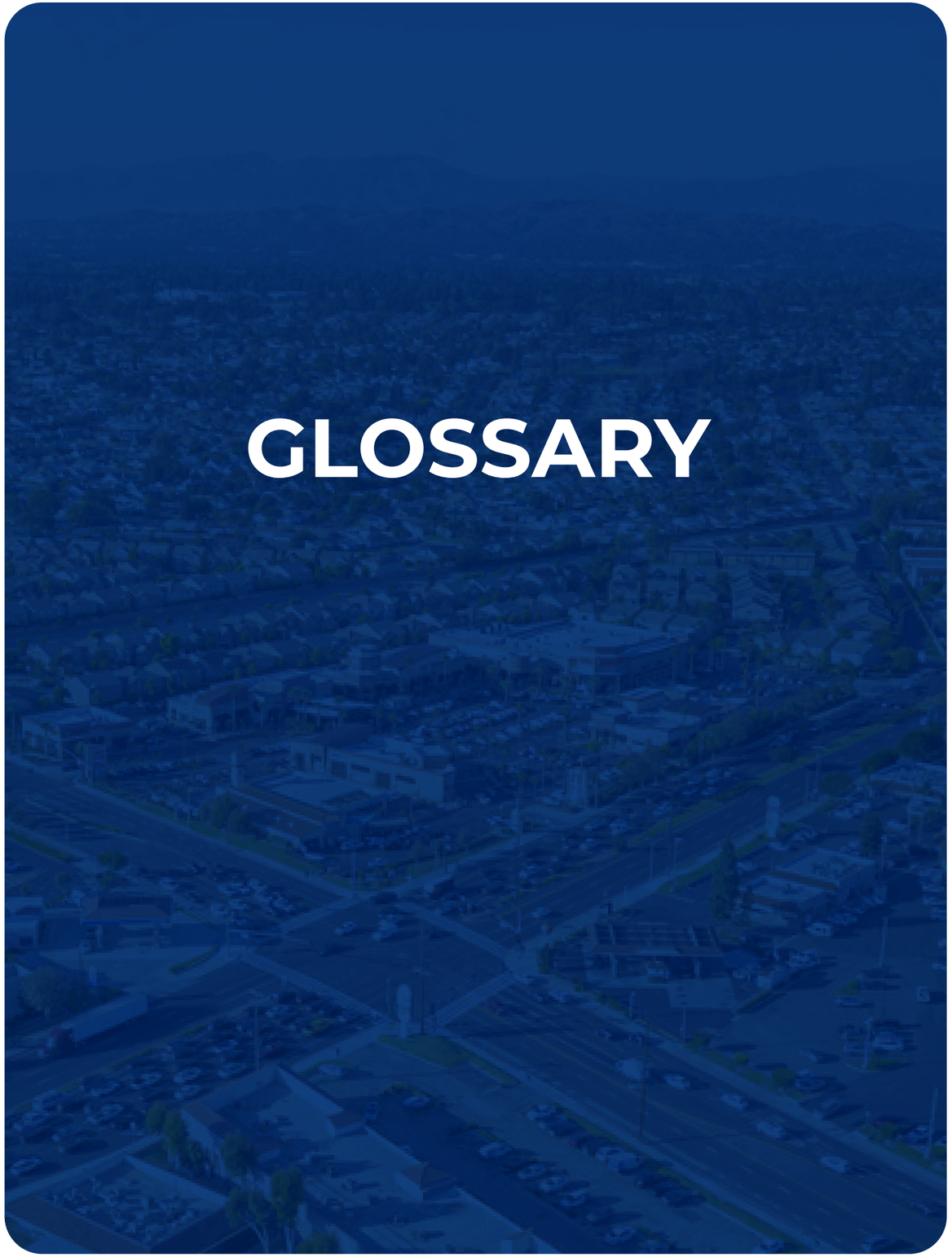




ACRONYMS AND ABBREVIATIONS

Acronyms and Abbreviations

AB	Assembly Bill
ABAU	Adjusted Business-as-Usual
APU	auxiliary power unit
ATP	Active Transportation Plan
BAU	Business-as-Usual
BEV	battery electric vehicle
CAAP	Climate Action and Adaptation Plan
CALGreen	California Green Building Standards
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBO	community-based organization
CCA	Community Choice Aggregator
CCI	California Climate Investments
CEQA	California Environmental Quality Act
CH_4	methane
City	City of Buena Park
CNRA	California Natural Resources Agency
CO_2	carbon dioxide
CRV	California Redemption Value
EO	Executive Order
EV	electric vehicle
GHG	greenhouse gas
GWRS	Groundwater Replenishment System
HVAC	heating, ventilation, and air conditioning
IIJA	Infrastructure Investment and Jobs Act
IRA	Inflation Reduction Act
kW	kilowatt
kWh	kilowatt-hour
LACSD	Los Angeles County Sanitation Districts
MaaS	mobility as a service
MT CO_2e	metric tons of carbon dioxide equivalent
MWDOC	Municipal Water District of Orange County
N_2O	nitrous oxide
NGO	Non-Governmental Organization
OC Basin	Orange County Groundwater Basin
OCPA	Orange County Power Authority
OCSAN	Orange County Sanitation District
OCTA	Orange County Transportation Authority
PCAP	Priority Climate Action Plan
PHEV	plug-in hybrid electric vehicle
PV	photovoltaic
RCP	Representative Concentration Pathway
RPS	Renewables Portfolio Standard
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
TRU	Transport Refrigeration Unit
VMT	vehicle miles traveled



Glossary

Active Transportation Plan (ATP)
Active transportation is an umbrella term meant to describe human powered transportation and low speed electronic assist devices. An ATP is a document that outlines strategies to improve walking, biking, and other human-powered transportation options. An ATP is a resource for creating and setting up new active transportation infrastructure to ensure that new bike lanes or sidewalks make sense for the areas in which they are placed. The City of Buena Park adopted its ATP in 2024, and the Climate Action and Adaptation Plan (CAAP) aligns and builds on the strategies identified.

Adaptive Capacity
"Adaptive capacity" refers to a community's ability to withstand, adapt to, and recover from hazards. City facilities and programs can impact adaptive capacity. The Climate Action and Adaptation Plan (CAAP) assesses adaptive capacity within Appendix C, Vulnerability Assessment, and includes policy to improve adaptive capacity.

Anthropogenic
The word "anthropogenic" refers to environmental change caused or influenced by people, either directly or indirectly. Anthropogenic greenhouse gas (GHG) emissions are human-caused GHG emissions.

Business-as-Usual (BAU) and Adjusted Business-as-Usual (ABAU)
The BAU scenario describes emissions based on projected growth in population, employment, and other factors and does not consider policies that would reduce greenhouse gas (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 emissions reduction measures would be implemented by the projected forecast year). The ABAU, unlike the BAU, accounts for adopted GHG emissions reductions because of regulations that would be implemented between the baseline year and future years. The City of Buena Park's GHG emissions were forecasted for two future years (2030 and 2045) for two scenarios: BAU and ABAU.

California Air Resources Board (CARB)
CARB is a department of the California Environmental Protection Agency. It is responsible for regulating air quality in California. CARB develops and enforces regulations to reduce air pollution and protect public health and the environment. It also conducts research, monitors air quality, and promotes sustainable transportation and energy policies to improve air quality

and reduce greenhouse gas (GHG) emissions. CARB plays a crucial role in California's efforts to combat climate change and improve air quality for its residents.

California Environmental Quality Act (CEQA) and CEQA-Qualified Greenhouse Gas (GHG) Reduction Plan

CEQA is a state law enacted in 1970 that requires state and local government agencies to identify and disclose the potential environmental impacts of proposed projects. CEQA is intended to inform government decision makers and the public about the potential environmental effects of proposed activities and to prevent significant, avoidable environmental damage.

A CEQA-qualified GHG Reduction Plan, such as a Climate Action and Adaptation Plan (CAAP), is a plan that meets specific requirements outlined in CEQA Guidelines 15183.5(b). This allows the plan to be used as a basis for streamlined CEQA environmental analyses for development projects within the jurisdiction.

California Green Building Code (CALGreen)

The California Green Building Standards Code, also known as CALGreen, sets the minimum requirements for green building practices for new construction and renovations in California. It was established to reduce the environmental impact of buildings and promote sustainable design and construction practices. CALGreen covers various aspects of building design, construction, and operation, including energy efficiency, water conservation, indoor air quality, and material selection. The code requires builders to meet certain green building standards, such as using energy-efficient lighting and appliances, installing low-flow plumbing fixtures, and using environmentally friendly building materials.

Carbon Dioxide (CO_2)

CO_2 is a naturally occurring gas and a by-product of human activities and is the principal anthropogenic (i.e., caused by human activity) greenhouse gas (GHG) that affects the earth's radiative balance. Natural sources of CO_2 include respiration of bacteria, plants, animals, and fungus; evaporation from oceans; volcanic out-gassing; and decomposition of dead organic matter. Human activities that generate CO_2 are the combustion of fuels such as coal, oil, natural gas, and wood and changes in land use. CO_2 is the predominant GHG evaluated in the Climate Action and Adaptation Plan (CAAP).

Carbon Dioxide Equivalent (CO_2e)

CO_2e is a unit of measurement that is used to compare the emissions of various greenhouse gases (GHGs) based on their global warming potential (GWP). It represents the amount of CO_2 that would have the same global warming impact as a given quantity of another GHG over a specified period. CO_2e is used in the Climate Action and Adaptation Plan (CAAP) inventory to easily compare GHG emissions across sectors and years.

Carbon Sequestration

Carbon sequestration is the process by which carbon dioxide is removed from the atmosphere and stored in natural or artificial reservoirs, or "carbon pools." There are three types of carbon sequestration: biological, geological, and technological. Biological carbon sequestration is the storage of carbon dioxide (CO_2) in vegetation such as crops, forests, and grasslands, as well as in soils and oceans. Geologic carbon sequestration involves injecting carbon into underground geologic formations. Technological carbon sequestration captures and stores carbon from the atmosphere in engineered materials or devices.

Climate Action and Adaptation Plan (CAAP)

A CAAP is a comprehensive road map that outlines the activities and informs the decisions that an agency will undertake to achieve reductions in greenhouse gas (GHG) emissions; it also develops comprehensive adaptation and resilience strategies to respond to the impacts of climate change. A CAAP typically includes a range of actions aimed at reducing GHG emissions, such as promoting renewable energy, improving energy efficiency, and enhancing transportation options. It also includes measures to build resilience to climate change, such as upgrading infrastructure, managing water resources, and protecting natural ecosystems.

Climate Action Commission (CAC)

The City of Buena Park's CAC was created by the City Council in 2023 to provide guidance on citywide sustainability initiatives. The CAC advises the City Council on matters pertaining to reducing greenhouse gases (GHGs) from the City's municipal, residential, commercial, and industrial sectors, and on adapting to climate change within the City's jurisdiction; advises and aids the City Council in meeting the City's commitment to climate action; and promotes and incorporates the City's Core Values. The CAC consists of five voting members who are residents of the City and who are appointed directly by the City Council.

Community Choice Aggregator (CCA)

A CCA allows local governments to procure electricity on behalf of their residents, businesses, and municipal accounts from an alternative supplier while still receiving transmission and distribution services from their existing utility provider. CCAs are formed to provide energy

options that are more local, renewable, and/or cost-effective than those offered by the incumbent utility. Orange County Power Authority (OCPA) is an existing CCA that serves the City of Buena Park.

Community-Based Organization (CBO)
CBOs are groups that work on local issues and causes, including within the Buena Park community. These groups include nonprofits, religious centers, local businesses, research centers or universities, culture- and ethnicity-oriented groups, immigrant groups, and others.

Cooling Center
A cooling center is an officially designated and advertised public place activated during extreme heat events where community members can go for air conditioning. In Buena Park, cooling centers include Ehlers Event Center and the library.

Decarbonization
Decarbonization is a strategic approach to reduce or entirely remove carbon-emitting energy sources, fuels, industrial processes, and other products and activities to mitigate the impacts of climate change by lowering carbon emissions. This process involves transitioning to cleaner, renewable energy sources, improving energy efficiency, and promoting carbon sequestration, among other measures. Decarbonization of the transportation and energy sector are key objectives of the Climate Action and Adaptation Plan (CAAP).

Disadvantaged Communities (DACs)
DACs are areas that experience the highest combination of economic, health, and environmental burdens. Examples of these burdens include poverty, high unemployment, air and water pollution, presence of hazardous wastes, asthma, and more. One way that the state identifies these areas is through an analytical tool created by the California Environmental Protection Agency called CalEnviroScreen, which combines data on economic, health, and environmental burdens into a score to determine relative DACs. Census tracts that score 75% or higher are considered disadvantaged by the state. Buena Park has six census tracts that are considered disadvantaged (about 36% of the City, primarily in the north-central portion of the City). These are discussed more in Appendix C, Vulnerability Assessment.

Emergency Response Facilities
Emergency response facilities include police, fire, and other emergency response services activated during an emergency and used to respond to potentially harmful situations like hazard events. For the purposes of the Climate Action and Adaptation Plan (CAAP), it is important to know where these buildings are located and if they are resilient to climate hazards in their current state.

Emission Reduction Potential
Emission reduction potential is the capacity for reducing the emission of greenhouse gases (GHG)s from a particular source, sector, or activity. It quantifies the maximum amount of emissions that could be avoided or reduced through the implementation of specific measures or actions. For quantifiable measures, an emission reduction potential is noted in the Climate Action and Adaptation Plan (CAAP).

Emissions Scenarios
Climate models that project changes in hazards are heavily impacted by the amount of global greenhouse gas (GHG) emissions that occur. The medium-emissions scenario, formally known as Representative Concentration Pathway (RCP) 4.5, assumes global emissions peak in 2040 and then decline. The high-emissions scenario is RCP 8.5, which assumes global emissions continue to rise through 2100. In line with state recommendations, this document considers only the high-emissions scenario for mid-century (2035–2064) projections and discusses both scenarios for end-century (2070–2099) projections.

Equity
Equity is a state in which all individuals experience identical access to opportunities, independent of socioeconomic status. Often, individuals experiencing inequity lack socioeconomic status due to their race, age, citizenship status, indigeneity, disability, gender, sexual orientation, and/or other socioeconomic factors impacting their power and privilege. Equity is a similar but distinct term from equality. With equality, all individuals have equal access to opportunities, but adjustments are not made for those who lack socioeconomic power. Under an equitable framework, the perspectives and opinions of marginalized individuals are amplified, largely because these voices have historically been suppressed.

Global Warming Potential (GWP)
GWP is a measure of how much heat a greenhouse gas (GHG) traps in the earth's atmosphere over a specified period relative to the same amount of carbon dioxide (CO_2). It is used to compare the relative impact of different GHGs on global warming and climate change. For example, methane (CH_4) has a GWP that is 21 times that of CO_2.

Greenhouse Effect
The greenhouse effect is a natural process that warms the earth. The earth's atmosphere naturally contains greenhouse gases (GHGs) that trap some of the sun's outgoing radiation, keeping the earth warm enough to support life. Increased concentrations of GHGs due to human activities, such as burning fossil fuels, are causing the earth to warm at an accelerated rate, leading to climate change.

Greenhouse Gas (GHG)
A GHG is a gas that absorbs and emits radiation in the earth's atmosphere, contributing to the greenhouse effect. GHGs act as a blanket around the earth, trapping heat, leading to increases in global temperatures. The primary GHGs in the earth's atmosphere include water vapor (H_2O), carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O), which may be caused by natural or human processes. The Climate Action and Adaptation Plan (CAAP) GHG inventory includes CO_2, CH_4, and N_2O, which represent the primary GHGs associated with activities within the City of Buena Park.

Low Carbon Fuel Standard (LCFS)
An LCFS is a regulatory program that requires a reduction in the carbon intensity of transportation fuels, such as gasoline and diesel. The goal of an LCFS is to reduce greenhouse gas (GHG) emissions from the transportation sector by promoting the use of low-carbon and renewable fuels. California's LCFS law requires changes to the types of fuels used in vehicles.

Methane (CH_4)
CH_4 is produced through both natural and human activities. CH_4 is a flammable gas and is the main component of natural gas. CH_4 is produced through anaerobic (without oxygen) decomposition of waste in landfills, flooded rice fields, animal digestion, decomposition of animal wastes, production and distribution of natural gas and petroleum, coal production, and incomplete fossil fuel combustion. CH_4 is a key greenhouse gas (GHG) evaluated in the Climate Action and Adaptation Plan (CAAP).

Nitrous Oxide (N_2O)
N_2O is produced through natural and human activities, mainly through agricultural activities and natural biological processes, although fuel burning and other processes also create N_2O. Sources of N_2O include soil cultivation practices (microbial processes in soil and water), especially the use of commercial and organic fertilizers, manure management, industrial processes (such as in nitric acid production, nylon production, and fossil-fuel-fired power plants), vehicle emissions, and using N_2O as a propellant (e.g., rockets, racecars, and aerosol sprays). N_2O is a key greenhouse gas (GHG) evaluated in the Climate Action and Adaptation Plan (CAAP).

Renewables Portfolio Standard (RPS)
RPS is a regulatory policy that requires utilities to obtain a certain percentage of their electricity from renewable sources, such as wind, solar, and geothermal energy. RPS policies are intended to promote the development of renewable energy and reduce greenhouse gas (GHG) emissions from the electricity sector. California's RPS requires utility providers like Southern California Edison to generate 52% of their retail electricity using qualified renewable energy technologies by the end of 2027; 60% by 2030; 90% by 2035; 95% by 2040; and 100% by 2045.

Representative Concentration Pathway (RCP)
RCPs include assumptions for future global greenhouse gas (GHG) emissions, which are then utilized in climate models that project changes in hazards. RCP 4.5 is a medium-emissions scenario that assumes global emissions peak in 2040 and then decline. RCP 8.5 is a high-emissions scenario that assumes global emissions continue to rise through 2100. In line with state recommendations, this document considers only RCP 8.5 for mid-century (2035–2064) projections and discusses both RCP 4.5 and 8.5 for end-century (2070–2099) projections.

Urban Heat Island Effect
The "Urban Heat Island Effect" refers to temperatures in urban areas with higher rates of dark and impervious surfaces, like roads and parking lots, which can be up to 7°F warmer than outlying areas. This is due to these materials absorbing and re-emitting heat more than natural features, like trees. Urban heat islands in Buena Park are concentrated in areas with industrial and warehouse land uses and at large parking lots surrounding commercial and entertainment hubs.

Vehicle Miles Traveled (VMT)
VMT is a metric that measures the total number of miles driven by all vehicles in a specific area over a given period. VMT is a key indicator of transportation demand and is used to estimate the on-road transportation greenhouse gas (GHG) emissions.

APPENDICES

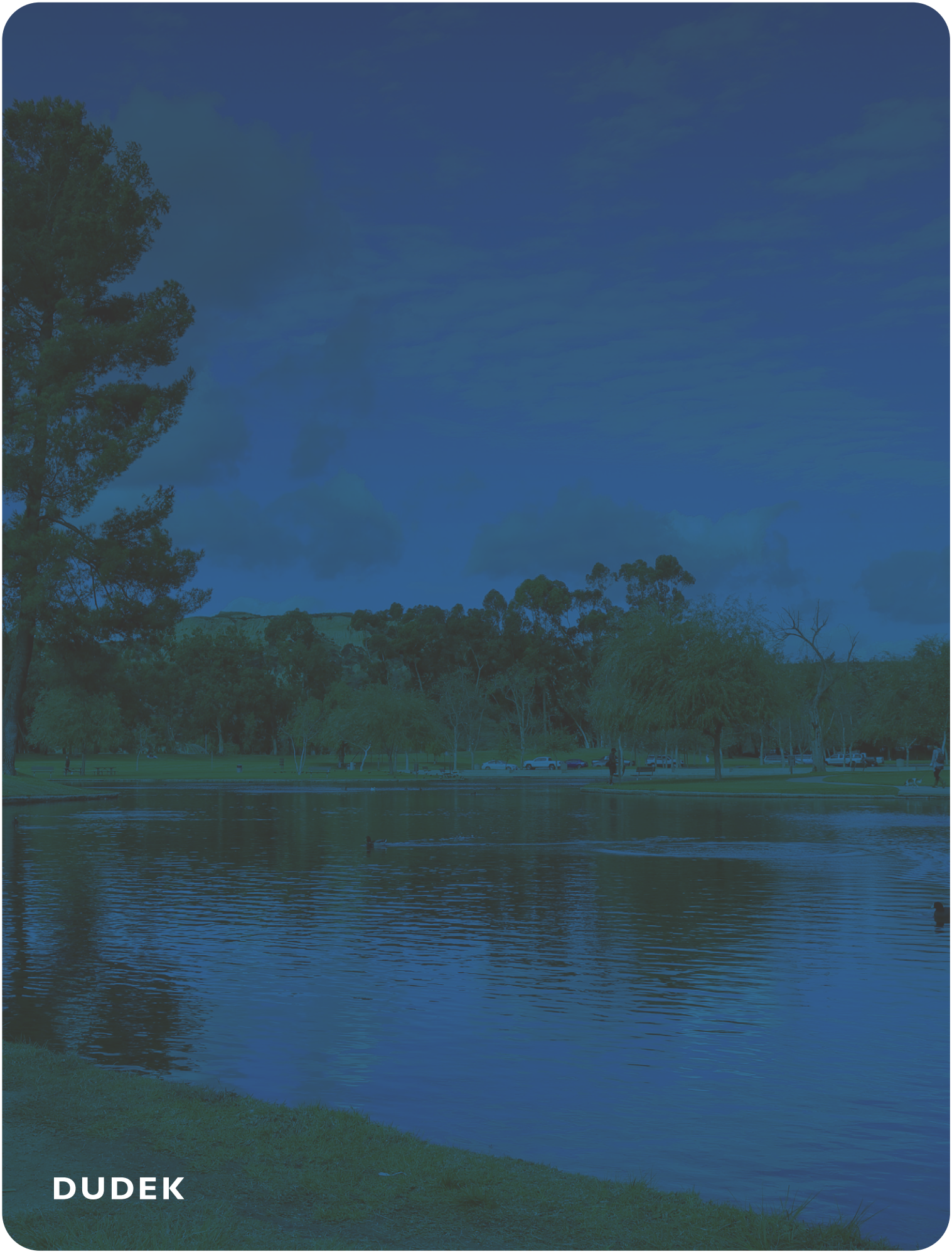
APPENDIX A
Community Engagement and Outreach Materials

APPENDIX B
GHG Emissions Inventory, Forecasting, and Target Setting

APPENDIX C
Vulnerability Assessment

APPENDIX D
GHG Reduction Supporting Material

APPENDIX E
Implementation Plan



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CLIMATE ACTION AND ADAPTATION PLAN SUPPORTING DOCUMENTS

buenapark.com/CAAP

- Appendix A: Community Engagement and Outreach Materials
- Appendix B: GHG Emissions Inventory, Forecasting, and Target Setting
- Appendix C: Vulnerability Assessment
- Appendix D: GHG Reduction Supporting Material
- Appendix E: Implementation Plan
- Initial Study/Negative Declaration of the Climate Action and Adaptation Plan and General Plan Safety Element Update
- Draft-to-Final Changes Summary

RESOLUTION NO. 6387
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:	5	COMMISSIONERS: Judeh, Davis, Patiño, Schoales, and Diep
NOES:	0	COMMISSIONER:
ABSENT:	0	COMMISSIONER:
ABSTAINED:	0	COMMISSIONER:

Deborah Diep
Chair

ATTEST:

Harald Luna
Planning Manager

September 23, 2025
STUDY SESSION
Item No. 9A.

City Council Agenda Report

DISCUSS AND PROVIDE DIRECTION REGARDING A TRAFFIC STUDY IN THE AREAS NEAR BEATTY MIDDLE SCHOOL AND EMERY ELEMENTARY SCHOOL

PREPARED BY	PRESENTED BY
Nader Alqam, Principal Engineer	Nader Alqam, Principal Engineer
DEPARTMENT HEAD APPROVAL	**CITY MANAGER APPROVAL**
Mina Mikhael, Director of Public Works/City Engineer	Aaron France, City Manager

DISCUSSION

On May 13, 2025, Mayor Joyce Ahn requested discussion related to a traffic study and recommendations aimed at addressing speeding concerns in Bellehurst area, including the neighborhoods near Beatty Middle School and Emery Elementary School.

EXISTING CONDITIONS

The Bellehurst neighborhood, generally bound by Beach Boulevard and Malvern Avenue, is primarily composed of single-family residential homes with higher-density residential development on Cameron Drive, Argyle Drive, and Los Coyotes Drive. Access to Malvern Avenue is available via four main streets: Burlingame Avenue, Monticello Avenue, Links Road/Kenwood Avenue, and Country Club Drive. Access to Beach Boulevard is provided through Los Coyotes Drive, Argyle Drive, and Cameron Drive. The neighborhood is characterized by its semi-rural nature, featuring many horizontal and vertical curves and general lack of sidewalks except along Cameron Drive, Argyle Drive, portions of Los Coyotes Drive and Country Club Drive.

Gordon H. Beatty Middle School is located in the northeast corner of the intersection of Country Club Drive at Cameron Drive. The school is primarily accessed through Country Club Drive. Parent/Student drop-offs and school bus drop-offs are done via the school parking lot located off of Country Club Drive. Currently, there is a school parking lot that can be accessed via Cameron Drive that is currently used for staff parking and learning center parking.

Charles G. Emery Elementary School is located in the northeast corner of the intersection of Somerset Street at Kenwood Avenue. The school is primarily accessed through Somerset Street. Parent/Student drop-offs areas are split, with upper grade drop-off zones located on the east side of the school, off of Somerset Street and lower grade drop-off on the school's southwest side. A school bus drop-off and pick-up zone is located on Kenwood Avenue on the school's west side.

Country Club Drive is a two-lane collector roadway with single-family home frontage and school frontage along the street. On-street parking is prohibited between Malvern Avenue and Fox Hills Avenue. On-street parking is allowed from Fox Hills Avenue to Country Club Drive. This roadway serves as one of four primary access points for this neighborhood to reach Malvern Avenue, which is a principal arterial in the City. The street's geometry comprises of several horizontal curves, and a general vertical grade change. The speed limit is 25 MPH on Country Club Drive.

Cameron Drive is a two-lane local residential roadway with a large number of multi-family residential complexes along the street, and also serves as the sole access to Friendship Park. On-street parking is allowed on both sides of the street. This roadway spans from Beach Boulevard to Country Club Drive. The street's geometry comprises of several horizontal curves, and is generally flat. The speed limit is 30 MPH on Cameron Drive.

Somerset Street is an unstriped local residential roadway with school and single-family home frontage on both sides of the street. On-street parking is located on both sides of the street along the roadway with exception near Emery Elementary School, where parking is prohibited to accommodate for better school circulation. The street's geometry comprises of several horizontal curves, and a general vertical grade change. The speed limit is 25 MPH on Somerset Street.

Kenwood Avenue is an unstriped local collector roadway with school and single-family home frontage on both sides of the street. On-street parking is located on both sides of the street along the roadway. This roadway serves as one of four primary access points for this neighborhood to reach Malvern Avenue. The street's geometry can be described as predominately straight with a gradual elevation change. The speed limit is 25 MPH on Kenwood Avenue.

Exhibit A shows the vicinity of the elementary schools and general vicinity of the study area.

ANALYSIS

In response to this request, staff conducted comprehensive field reviews, collected traffic data, and reviewed the accident history for the area. A consultant was retained to collect traffic speeds and volume data over a two-day period at 22 strategic locations, encompassing major and minor roads that provide access to both schools. Per the standard practice, data was collected on school days while classes were in session. Exhibit B shows the locations of the traffic data collection sites.

A summary of the data collected is presented in Table 1 below:

Table 1: *Summary of Traffic Speed, Volumes and Accident History in Study Area*

		2-Day Average			
Street	**Segment**	**Average Daily Traffic (veh/day)**	**85th Percentile Speed (MPH)**	**Speed Limit (MPH)**	**Accident History (5 Years)**
Argyle Dr	Between Beach Blvd and Cameron Dr	698	22	25	

Burlingame Ave	Between Deepdale Ave and Country Club Dr	1,283	28	25	
Burlingame Ave	Between Oakmont Pl and Deepdale Ave	1,980	29	25	
Burlingame Ave	Between Malvern Ave and Oakmont Pl	2,950	32	25	
Cameron Dr	Between Beach Blvd and Country Club Dr	1,572	28	30	2
Country Club Dr	Between Somerset St and Los Coyotes Dr	1,330	30	25	
Country Club Dr	Between Fox Hills Ave and Brae Burn Pl	1,860	31	25	3
Emerywood Dr	Between Deepdale Ave and Somerset St	416	23	25	
Fox Hills Ave	Between Los Coyotes Dr and Somerset St	131	26	25	
Fox Hills Ave	Between Country Club Dr and Somerset St	552	29	25	
Fox Hills Ave	Between Oakmont Pl and Lockhaven Dr	479	29	25	
Kenwood Ave	Between Country Club Dr and Somerset St	1,180	30	25	
Kenwood Ave	Between Somerset St and Links Rd	1,547	32	25	
Lockhaven Dr	Between Oakmont Pl and Fox Hills Ave	204	26	25	
Los Coyotes Dr	Between Beach Blvd and Waverly Dr	3,015	34	35	1
Los Coyotes Dr	Between Waverly Dr and Country Club Dr	2,383	33	35	1
Monticello Ave	Between Malvern Ave and Kenwood Ave	455	24	25	

Ridglea Ave	Between Fox Hills Ave and St Andrews Ave	370	31	25	
Somerset St	Between St Andrews Ave and Country Club Dr	373	33	25	
Somerset St	Between Country Club Dr and Emery Elementary	1,122	23	25	
St. Andrews Ave	Between Los Coyotes Dr (NW) and Ridglea Ave	996	31	25	
St. Andrews Ave	Between Ridglea Ave and Los Coyotes (SE)	228	27	25	

The complete dataset is shown in Exhibit C.

The traffic study data, summarized in Table 1, showed that traffic volumes throughout the area are within typical ranges for both collector and residential streets in the neighborhood. As expected, higher volumes were observed along collector streets such as Burlingame Avenue, Cameron Drive, Country Club Drive, Kenwood Avenue, and Los Coyotes Drive, which serve as key access points to Beach Boulevard and Malvern Avenue.

An analysis of traffic speeds reveled that 85^{th} percentile speeds were generally within 5 MPH of the posted/ prima facie speed limits. In the vicinity near Beatty Middle School, Cameron Drive and Country Club Drive the recorded speeds were 28 MPH and 31 MPH respectively. Near Emery Elementary School, Somerset Street and Kenwood Avenue measured speeds were 23 MPH and 30 MPH respectively.

However, few segments did show speeds higher than desirable for residential areas near schools. areas of concerns where speeding was noted included:

- Burlingame Ave (Malvern to Oakmont): 32 MPH in 25 MPH zone
- Country Club Dr (Fox Hills to Brae Burn): 31 MPH in 25 MPH zone
- Kenwood Ave (Somerset to Links): 32 MPH in 25 MPH zone
- Somerset St (St. Andrews to Country Club): 33 MPH in 25 MPH zone

Field review provided context of these elevated speeds. Firstly, both Burlingame Avenue and Kenwood Avenue have significant downhill segments, which may contribute to unintentional speeding. Additionally, these segments serve as access routes to Malvern Avenue, a condition that may further influence driver behavior. Somerset Street, while not a direct exit point, may be experiencing increased speeds from motorists using St. Andrews Avenue as a cut-through route to Beach Boulevard. However, traffic data does not indicate a significant cut-through traffic issue at this time.

A review of the collision history over the past five years revealed that while some street segments did experience reported collisions, no consistent patterns were identified. The data indicates that the neighborhood is operating safely, with an overall excellent safety record, as anticipated based on its residential character and traffic conditions.

Given that the neighborhood is generally operating safely and within acceptable thresholds, staff does not recommend implementing broad traffic-calming measures at this time. However, passive traffic-calming strategies that have demonstrated effectiveness are recommended for specific segments where elevated speeds were observed. These measures include updated speed limit signage, striping enhancements such as centerlines or edge lines, and increased enforcement presence.

Table 2 summarizes the specific recommendations by location.

Table 2: *Summary of Recommendations for Study Area*

Street	**Segment**	**Recommendations**
Burlingame Ave	Between Malvern Ave and Oakmont Pl	Centerline and updated speed limit signs, enforcement
Cameron Dr	Between Beach Blvd and Country Club Dr	Updated speed limit signs
Country Club Dr	Between Fox Hills Ave and Brae Burn Pl	Edge lines and updated speed limit signs, enforcement
Kenwood Ave	Between Somerset St and Links Rd	Centerline and speed limit signs, enforcement
Somerset St	Between St Andrews Ave and Country Club Dr	Centerline and speed limit signs, enforcement

Exhibit D shows the general location of these improvements.

Attachments

Exhibit A - LOCATION MAP.pdf
Exhibit B - TRAFFIC DATA COLLECTION LOCATIONS.pdf
Exhibit C - TRAFFIC DATA.pdf
Exhibit D - RECOMMENDED IMPROVEMENTS MAP.pdf

City of BUENA PARK

DEPARTMENT OF PUBLIC WORKS

TRAFFIC STUDY

BELLEHURST NEIGHBORHOOD VICINITY MAP

EXHIBIT NO.

A

DRAWN BY: NMA

DATE: 9/15/25

City of BUENA PARK

DEPARTMENT OF PUBLIC WORKS

TRAFFIC STUDY

BELLEHURST NEIGHBORHOOD TRAFFIC DATA COLLECTION LOCATIONS

EXHIBIT NO.

B

DRAWN BY: NMA

DATE: 9/15/25

EXHIBIT C - TRAFFIC DATA RESULTS

		Day 1 - 8/19/25		Day 2 - 8/20/25		2-Day Average			
Street	**Segment**	**Average Daily Traffic (veh/day)**	**85th Percentile Speed (MPH)**	**Average Daily Traffic (veh/day)**	**85th Percentile Speed (MPH)**	**Average Daily Traffic (veh/day)**	**85th Percentile Speed (MPH)**	**Speed Limit (MPH)**	**Accident History (5 Years)**
Argyle Dr	Between Beach Blvd and Cameron Dr	740	22	655	22	698	22	25	
Burlingame Ave	Between Deepdale Ave and Country Club Dr	1,294	27	1,271	28	1,283	28	25	
Burlingame Ave	Between Oakmont Pl and Deepdale Ave	1,983	29	1,976	29	1,980	29	25	
Burlingame Ave	Between Malvern Ave and Oakmont Pl	2,882	32	3,017	32	2,950	32	25	
Cameron Dr	Between Beach Blvd and Country Club Dr	1,690	28	1,453	28	1,572	28	30	2
Country Club Dr	Between Somerset St and Los Coyotes Dr	1,349	30	1,311	29	1,330	30	25	
Country Club Dr	Between Fox Hills Ave and Brae Burn Pl	1,850	31	1,870	30	1,860	31	25	3
Emerywood Dr	Between Deepdale Ave and Somerset St	463	23	369	23	416	23	25	
Fox Hills Ave	Between Los Coyotes Dr and Somerset St	134	27	127	25	131	26	25	
Fox Hills Ave	Between Country Club Dr and Somerset St	520	28	583	29	552	29	25	
Fox Hills Ave	Between Oakmont Pl and Lockhaven Dr	467	29	490	29	479	29	25	
Kenwood Ave	Between Country Club Dr and Somerset St	1,195	30	1,165	29	1,180	30	25	
Kenwood Ave	Between Somerset St and Links Rd	1,576	32	1,518	32	1,547	32	25	
Lockhaven Dr	Between Oakmont Pl and Fox Hills Ave	192	25	215	27	204	26	25	
Los Coyotes Dr	Between Beach Blvd and Waverly Dr	3,077	34	2,952	34	3,015	34	35	1
Los Coyotes Dr	Between Waverly Dr and Country Club Dr	2,448	32	2,317	33	2,383	33	35	1
Monticello Ave	Between Malvern Ave and Kenwood Ave	495	24	414	24	455	24	25	
Ridglea Ave	Between Fox Hills Ave and St Andrews Ave	352	30	387	32	370	31	25	
Somerset St	Between St Andrews Ave and Country Club Dr	374	33	371	32	373	33	25	

City of BUENA PARK

DEPARTMENT OF PUBLIC WORKS

TRAFFIC STUDY

BELLEHURST NEIGHBORHOOD PROPOSED IMPROVEMENTS

EXHIBIT NO.

C

DRAWN BY: NMA

DATE: 9/15/25

September 23, 2025
STUDY SESSION
Item No. 9B.

City Council Agenda Report

UPDATE ON THE CITY'S PAVEMENT CONDITION INDEX (PCI) AND DISCUSSION REGARDING FUTURE STRATEGIES TO IMPROVE CITY ROADS

PREPARED BY	PRESENTED BY
Mina Mikhael, Director of Public Works/City Engineer	Mina Mikhael, Director of Public Works/City Engineer
DEPARTMENT HEAD APPROVAL	**CITY MANAGER APPROVAL**
Mina Mikhael, Director of Public Works/City Engineer	Aaron France, City Manager

DISCUSSION

At the City Council Meeting of May 27, 2025, Council Member Sonne requested that staff review and evaluate options for expediting the City's street rehabilitation schedule. The City continues to implement a robust annual paving and slurry sealing program to maintain and improve the Pavement Condition Index (PCI) rating across all city streets. The City utilizes three major funding sources for all transportation related Capital Improvement Program (CIP) projects. These funding sources are RMRA (SB1), Gas Tax, and Measure M2. Collectively, these sources provide the City with funding to plan, budget, and construct projects. Out of this funding, roughly $4 million is used directly on the construction portion of transportation related projects. This funding is spent on our annual paving, annual slurry, arterial pavement rehabilitation, traffic signal improvements, and other right-of-way improvements, including curb ramps, sidewalks, and driveways. The City has historically done an excellent job in utilizing the funding received to address the necessary repaving of streets through best practices, new technologies, and proactive planning/budgeting.

However, the discrepancy between today's funding sources and inflation rates is significantly impacting the ability to continue implementing the City’s Pavement Management Plan (PMP). The concern is that the current fair share revenue will not be able to meet transportation project needs as most gas taxes are not adjusted based on yearly inflation. Although the cost of paving a roadway depends on where it’s located, how wide it is, and several other factors, major arterial rehab projects that have been completed over the past three years illustrate an increase in cost per mile when taking into account the cost increases of labor, equipment, and pavement materials.

It is worth noting that the rise of electric and hybrid vehicles could lead to funding shortfalls in the next few years as fewer gas station visits translate to less revenue from gas taxes. Moreover, vehicles are increasing in weight, particularly with the rise of electric vehicle sales, causing more wear and tear on asphalt pavement.

Per the latest Pavement Management Plan completed in 2024, approximately 25% of the city streets are at a rating of fair or below. With the existing budget, the PMP is projecting a slow drop in overall PCI and an increase in streets rated at fair or below over the next several years. The city will likely see an increase in the number of streets requiring immediate attention in a few years time.

Deteriorating infrastructure can negatively affect local businesses and deter new investments in our community. Additionally, delaying necessary repairs can lead to higher costs in the future as streets continue to degrade with heavier vehicles and changes in climate as experienced over the past few years.

This challenge is county-wide; however, some Orange County cities are supplementing the transportation funding with alternative funding sources to deliver a more significant impact to the improvement of their local infrastructure. The City, in coordination with other Orange County cities, is also discussing new technologies to repave streets with lower costs allowing agencies to deliver more with less, however, these technologies have not experienced the test of time.

To effectively implement the City's PMP and prevent further deterioration, increased funding is required. Per the latest 2024 PMP, a recommended total budget of approximately $7M annually would allow the City to repave streets at a pace that will maintain or slightly increase the current overall PCI over the next seven years. This requires an additional funding of approximately $3M annually to supplement the grant and local fair share funding utilized in the current CIP budget.

Investing in street infrastructure is crucial for the safety, economy, and overall well-being of our community. By providing the necessary funding, the City can ensure that our streets are safe, efficient, and conducive to economic growth.

September 23, 2025
STUDY SESSION
Item No. 9C.

City Council Agenda Report

DISCUSS AND PROVIDE DIRECTION REGARDING THE CREATION OF A SISTER CITY AD HOC COMMITTEE

PREPARED BY	PRESENTED BY
Eddie Fenton, Assistant City Manager/Director of Human Resources	Eddie Fenton, Assistant City Manager/Director of Human Resources
DEPARTMENT HEAD APPROVAL	**CITY MANAGER APPROVAL**
Aaron France, City Manager	Aaron France, City Manager

DISCUSSION

On Tuesday, July 22, 2025, Council Member Franco requested a discussion on the formation of a Sister City Ad Hoc committee.

Historically, City Council Ad Hoc Committees are comprised of two members (less than a quorum) of the City Council to work with staff on specific subjects, and report back to the full City Council for either direction or information. If the City Council is interested, it would be appropriate for the City Council to appoint two members to serve on a Sister City Ad Hoc committee and request the committee propose criteria or guidelines for a more formal and consistent Sister City program. Staff envisions a program with student exchanges, which could include a review of the budget and the staff time required to sustain this program. Staff will bring back formal program guidelines for consideration at a future City Council meeting.

Staff is requesting the City Council make the necessary appointments to a Sister City Ad Hoc committee, if interested, or provide different direction.