



DRAFT INITIAL STUDY
Land Use and Community Design Element and
Residential Zoning Code Update
City of Buena Park, Orange County, California

Prepared for:
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- Appendix B - Buena Park General Plan and Zoning Code Update Air Toxic and Criteria Pollutant Health Risk Assessment, City of Buena Park. Urban Crossroads, November 6, 2023
- Appendix C - Buena Park General Plan and Zoning Code Update Energy Analysis, City of Buena Park, Urban Crossroads. November 6, 2022
- Appendix D - Buena Park General Plan and Zoning Code Update Greenhouse Gas Analysis, City of Buena Park, Urban Crossroads. November 6, 2023
- Appendix E - Buena Park General Plan and Zoning Code Update Traffic Analysis, City of Buena Park, Urban Crossroads. September 6, 2023
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CHAPTER ONE – INTRODUCTION

1.0 Purpose and Authority

This Initial Study has been prepared in accordance with the California Environmental Quality Act (California Public Resources Code §§ 21000 *et seq.*) (“CEQA”) to evaluate the potential environmental impacts associated with the implementation of the proposed Land Use and Community Design Element and Residential and Mixed-Use Zoning Code Update (“Project”) located within the City of Buena Park, California (“City”). This document is prepared in conformance with CEQA and the CEQA guidelines (California Code of Regulations, Title 14, § 15000 *et seq.*). This Initial Study is intended to serve as an informational document for the public agency decision makers and the public regarding the Project.

Based on the conclusions of this Initial Study, the City has determined that the proposed Project could have the potential to cause significant environmental impacts and therefore, will prepare a Draft Environmental Impact Report (DEIR) pursuant to CEQA Guidelines § 15081. Since the analysis in the Initial Study determined that the proposed Project would not result in significant impacts for some environmental categories, the City proposes to scope out the following topics from further evaluation in the DEIR: aesthetics, agriculture, cultural resources, energy, geology/soils, hydrology, minerals, population/housing, recreation, transportation, tribal cultural resources, utilities/service systems and wildfire. This means that these topics will not be analyzed in the DEIR prepared for the Project. The topics that will be covered in the DEIR include air quality, biological resources, greenhouse gas emissions, hazards and hazardous materials, land use and planning, noise, and public services.

1.1 Documents Incorporated by Reference

As permitted by Section 15150 of the CEQA Guidelines, this Initial Study references several technical studies and analyses. Information from the documents incorporated by reference is briefly summarized in the appropriate section(s). The relationship between the incorporated part of the referenced document and the Initial Study has also been described. The documents and other sources used in the preparation of this Initial Study include, but are not limited to:

- City of Buena Park 2035 General Plan (adopted December 7, 2010)
- City of Buena Park 2035 General Plan Update Final Environmental Impact Report (November 2010)
- City of Buena Park City Code (current through Ordinance 1724 and the July 2023 code supplement)

1.2 Documents Prepared for the Project

As part of the CEQA review process, the lead agency determined that stand-alone technical studies be prepared for the Project. The following technical studies were utilized in the preparation of this Initial Study and are included in the appendices of this document.

- Air Quality Impact Report (Appendix A)
- Health Risk Assessment (Appendix B)
- Energy Impact Analysis (Appendix C)



- Greenhouse Gas Analysis (Appendix D)
- Traffic Impact Assessment (Appendix E)
- Vehicle Miles Travelled (VMT) Analysis (Appendix F)

1.3 Organization of Document

This Initial Study is organized in the following manner:

- *Chapter 1, Introduction*, provides the purpose of the Initial Study and the authority of the City of Buena Park as the Lead Agency under CEQA Guidelines. Additionally, Chapter 1 includes a list of the documents incorporated into the Initial Study and prepared for the proposed Project.
- *Chapter 2, Project Description*, provides a detailed description of the proposed Project and its background.
- *Chapter 3, Environmental Checklist*, provides a description of the proposed Project and the existing environment in which it is proposed.
- *Chapter 4, Environmental Impact Discussion*, provides the environmental analysis of the Project under CEQA guidelines assessing the level of potential impacts the Project may have on the environment.
- *Chapter 5, References and Preparers*, specifies the resources used in the preparation of this Initial Study in addition to the professionals that prepared it.



CHAPTER TWO – PROJECT DESCRIPTION

2.0 Project Location and Setting

The City of Buena Park (“City”) is comprised of 10.3 square miles and is situated in the northwestern boundary of Orange County (“County”), California, as shown in *Exhibit 2-1, Regional Vicinity*. The proposed Project site encompasses the entire area of the City of Buena Park as illustrated in *Exhibit 2-2, Project Boundary*. Cities that surround the City of Buena Park 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 via Interstate 5 (I-5) which is a major north-south Interstate that passes through the central portion of the City, and State Route 91 (SR-91) which is a major east-west highway that traverses through the central portion of the City. Public transportation services such as the Orange County Transportation Authority (OCTA) and Metrolink also provide regional access to the City.

The existing setting of the City is characterized as fully urbanized and the dominant land use is residential development with a mix of housing types. In addition, the City is characterized as having a solid commercial base, a prosperous tourist/entertainment industry, and a well-established manufacturing and distribution base.

2.1 Project Characteristics

The proposed Project would update the Land Use and Community Design Element of the City’s General Plan and the Residential Zoning Code to facilitate the development of affordable housing on 410 parcels located throughout the City, as identified in the *2021-2029 Housing Element Table A: Housing Element Sites Inventory* and *Table B: Candidate Sites Identified to be Rezoned to Accommodate Shortfall Housing Need*. *Section 2.1.1 Project Background* of this Initial Study provides a breakdown of the Housing Element sites. Additionally, the Project includes incorporating all General Plan Amendments since 2010 in the General Plan Land Use Map. Though the Project itself does not include the construction and development of affordable housing, the Project would implement policies and ordinances that will facilitate the development of 10,322 dwelling units and permit commercial development with floor-to-area ratios (FAR) 1.0, 1.5, and 1.75. Based on Land Use Designations, the existing permitted commercial square footage of the 410 parcels totals 9,981,266 square feet (sq. ft.). The proposed Project would result in 438,333 sq. ft. of new commercial space at an estimated 60% lot coverage in the mixed-use HIOs for a total of 10,419,600 sq. ft. on the 410 parcels. It is important to note that this estimation reflects land use designations and does not account for existing development that has undergone previous development and environmental review. Through consultation with the City, it was determined that the mix of total commercial sq. ft. can be separated to 80% (350,667 square feet) retail uses and 20% (87,667 square feet) office uses. The commercial intensities within the mixed-use overlays are in addition to the permitted residential densities. Using population estimates from the California Department of Finance Table 2: E-5, the Project will result in an estimated 36,127 population increase (10,322 Dwelling Units X 3.5 Persons per Household) (Urban Crossroads, VMT Analysis Appendix F).



The focus of analysis for this Initial Study and the forthcoming Draft Environmental Impact Report (DEIR) is on the anticipated environmental impacts that would result from the development of 10,322 dwelling units and an intensity of up to 1.75 FAR in the mixed-use HIOs. *Chapter Four, Environment Impact Discussion*, of this Initial Study identifies the environmental topics that have either been screened out or will be further analyzed in the forthcoming DEIR.

The following discussion provides background on the Project and summarizes the key components of the proposed updates to the Land Use and Community Design Element and Residential Zoning Code.

2.1.1 Project Background

2021-2029 Housing Element & Regional Housing Needs Assessment (RHNA)

Based on the Southern California Association of Governments (SCAG) 6th Cycle Final Regional Housing Needs Assessment (RHNA), the City has a total RHNA allocation of 8,919 housing units that are identified by income categories as shown in *Table 2-1, City of Buena Park 2021-2029 RHNA Allocation*.

Table 2-1: City of Buena Park 2021-2029 RHNA Allocation

Income Level	Dwelling Units	Percentage
Extremely Low Income	1,059	12%
Very Low Income	1,059	12%
Low Income	1,343	15%
Moderate Income	1,573	17%
Above Moderate Income	3,884	44%
Total	8,919	100%

Source: SCAG 6th Cycle Final RHNA, adopted March 4, 2021.

In accordance with State law, the City must demonstrate that it has planned to accommodate all of its regional housing need allocation in its Housing Element. The 6th Cycle Housing Element Update was approved by the City Council on January 25, 2022, and was certified by the California Department of Housing and Community Development (“HCD”) on February 29, 2024.

The 2021-2029 Housing Element Update indicates that the City can accommodate approximately 10,322 housing units through pending projects, the City’s inventory of vacant and underutilized land, accessory dwelling units (ADUs), rezoned sites, and Housing Incentive Overlays. The 10,322 housing units represents a realistic capacity of buildout on each of the Housing Element sites to account for applicable land use controls and site requirements, adjustments based on recent development trends and typical densities of affordable housing projects as applicable. The 6th Cycle Housing Element identifies 410 parcels throughout the City that can accommodate the additional housing units. Of the 410 total parcels, 95 parcels required no land use or zone change. These parcels are underutilized residential lots that are either vacant or developed at a density less than the maximum density permitted. Of the remaining 315 parcels, 60 parcels had a Housing Opportunities Overlay where the base density of this overlay was increased from 30 du/ac to 50 du/ac. The remaining 255 parcels required a Housing Incentive Overlay, Change of Zone, or General Plan land use designation amendment. Of these 255 parcels, the Housing Element



identifies six (6) Housing Incentive Overlays that were applied to 253 parcels (see *Table 2-2, Housing Incentive Overlay Densities*). The remaining 2 parcels underwent a land use designation amendment to High Density Residential. Of the 2 parcels that required a land use designation amendment, 1 parcel required a change of zone to RM-20, Medium-Density Multifamily Residential.

Table 2-2: Housing Incentive Overlay Densities

Housing Incentive Overlay	Base Density	Floor Area Ratio
Mixed-Use Overlay-45 (MUO-45)	Up to 45 du/ac	1.5 FAR
Mixed-Use Overlay-60 (MUO-60)	Up to 60 du/ac	1.0 FAR
Mixed-Use Overlay-100 (MUO-100)	Up to 100 du/ac	1.75 FAR
Housing Opportunities Overlay (HOO)	Up to 50 du/ac	N/A
Religious Congregational and Fraternal Overlay	Up to 40 du/ac	N/A
Hotel/Motel Conversion Overlay	Varies	N/A

On February 13, 2024, City Council approved amendments to the Land Use Map and Zoning Map to accommodate the City's shortfall of sites. The General Plan Land Use Map was amended to include five (5) new Housing Incentive Overlays and two (2) land use designation amendments, as shown in *Exhibit 2-3, General Plan Land Use Map*. The Official Zoning Map was amended to include six (6) new Housing Incentive Overlays and one (1) change of zone, as shown in *Exhibit 2-4, Zoning Map*. Additionally, the Auto Center Specific Plan (ACSP) was amended to include MUO-45 and MUO-60 and the Entertainment Corridor Specific Plan (ESCP) was amended to include MUO-45.

HIO's Objective Design and Development Standards

On February 13, 2024, City Council adopted the Housing Incentive Overlays' Objective Design and Development Standards (ODDS) to support and guide the development of housing within the City's six (6) HIO's. The HIO ODDS regulate development intensity, style, massing, orientation, and open spaces through objective design standards that are measurable, verifiable, and quantifiable. *Section 1.7, Impact Reduction Solutions*, of the ODDS lists objective design protocols to mitigate potential impacts to the environment as a result of development in the HIOs. ODDS listed in Section 1.7 are incorporated throughout the environmental impact discussion of this Initial Study as applicable.

2.1.2 Applicable 6th Cycle Housing Element Programs

Table 2-3, 6th Cycle Housing Element Programs, summarizes the 6th Cycle Housing Element Programs that will be implemented by the Project through the proposed updates to the Land Use and Community Design Element and/or the Residential Zoning Code.



Table 2-3: 6th Cycle Housing Element Programs

Program	Project Update Type	Description
Program 8: Affordable Housing Incentives	Land Use and Community Design Element Update	<ul style="list-style-type: none"> • Increase the maximum density bonus up to 50% for Affordable Housing Density Bonuses. • Create a description for Cluster Bonuses. • Review and revise all regulations, ordinances, and residential fees related to housing rehabilitation and/or construction to assess their impact on housing costs.
Program 10: Accessory Dwelling Units	Land Use and Community Design Element	<ul style="list-style-type: none"> • Update development regulations pertaining to ADUs pursuant to State laws.
Program 11: Adequate Sites to Accommodate the RHNA and Monitoring of No Net Loss	Land Use and Community Design Element Update	<ul style="list-style-type: none"> • Incorporate a description of each of the five (5) new Housing Incentive Overlays and update the description and base density of the Housing Opportunities Overlay. • Establish goals and policies for the conversion of motels/hotels to long-term residential development to serve those with Special Needs (Developmental disabilities, homeless, etc. for those communities that need additional support). • Establish goals and policies to allow by-right development of affordable housing on existing religious and fraternal organizational sites. • Establish goals and policies for development within Mixed-Use Overlays and affordable housing developments within the City. • Update the City's focus areas to include the six (6) Housing Incentive Overlays.
	Residential Zoning Code Update	<ul style="list-style-type: none"> • Incorporate a description of each of the six (6) Overlays. • Create development regulations for each of the City's Mixed-Use Zones. • Create Objective Design Standards to increase certainty of application approval, bolster the City's housing supply, and encourage development of affordable



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		<p>housing on underutilized sites.</p> <ul style="list-style-type: none">• Update affordable housing incentives to facilitate the development of vacant and underutilized sites.
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Program 12: Provision of Adequate Sites By- right Approval for Projects with 20 Percent Affordable Units	Residential Zoning Code Update	<ul style="list-style-type: none"> Update development regulations to address by-right approval for projects meeting the 20% affordability requirement.
Program 13: Replacement Housing Requirement	Residential Zoning Code Update	<ul style="list-style-type: none"> Address the replacement housing requirement in compliance with State housing law.
Program 14: Special Needs Housing	Residential Zoning Code Update	<ul style="list-style-type: none"> Update development regulations for emergency shelters, and transitional/supportive housing, low barrier navigation centers, and employee housing as required by State laws and allow as a permitted use in applicable zones.
Program 15: Zoning Ordinance Updates	Residential Zoning Code Update	<ul style="list-style-type: none"> Allow tandem parking configurations on multi-family and mixed-use sites, as well as shared parking facilities or off-site (remote) parking for residential mixed-use sites via a ministerial review and approval process. Update residential parking standards on multi-family and mixed-use sites on a sliding scale approach to better reflect realistic and observed trends of development size, bedroom count, and shared open parking versus private garage parking. Allow single family residential room additions that exceed 150% of the primary structure to be considered via a ministerial review and approval process subject to Objective Design Standards. Implement flexible standards for building height, setbacks, lot coverage, and parking requirements in RM Zones.



Program 16: Streamline Entitlement and Permit Processing	Residential Zoning Code Update	<ul style="list-style-type: none"> • Create Objective Design Standards to help implement community design objectives while complying with state law requiring permit streamlining and housing accountability. • Update entitlement review procedures (including but not limited to Site Plan Review and Conditional Use Permit) to provide guidance, clarity and objectivity to meet approval findings. • Develop an administrative procedure for request to modify design and development standards as necessary to ensure feasibility of densities identified in the sites inventory.
Program 17: Lot Consolidation	Residential Zoning Code Update	<ul style="list-style-type: none"> • Implement expedited permitting procedures for lot consolidation. • Promote lot consolidation on mixed-use sites.
Program 18: Fair Housing	Residential Zoning Code Update	<ul style="list-style-type: none"> • Establish provisions for Low Barrier Navigation Centers consistent with state law

2.1.3 Proposed Land Use and Community Design Element Updates

The Land Use and Community Design Element provides the primary policy foundation for the entire General Plan, as it establishes the desired vision for future land use decisions in the City. The Land Use and Community Design Element directs development patterns by identifying and describing, through diagrams and text, the location and distribution of existing and future land uses throughout the City. Consistent with Programs 8 and 11 of the 6th Cycle Housing Element, the proposed Project would update the Land Use and Community Design Element of the General Plan to include Goals and Policies for affordable housing, descriptions of the HIO's, updates to the City's projected buildout projects to include the HIO's and update the City's focus areas to include descriptions of the HIO's. Proposed Policies to the Land Use and Community Design Element that would avoid, reduce and/or mitigate potential environment impacts are listed below:

- Policy LU-2.5: Require the incorporation of public open spaces, green infrastructure, and recreational amenities within the Housing Incentive Overlays to enhance quality of life, promote environmental sustainability, and provide opportunities for community interaction and relaxation.
- Policy LU-3.4: Target growth and new construction in infill areas by redeveloping underutilized commercial and industrial properties, especially within the Housing Incentive Overlays.
- Policy LU-4.4: Expand the options and opportunities for underutilized sites by allowing for combinations of commercial uses and multi-family uses to encourage vibrant and walkable neighborhoods, while increasing the availability of housing.
- Policy LU-4.5: Focus growth along major corridors, including Beach Boulevard and



Orangethrope Avenue and within close proximity to the Metro Link Train Station, I-5 Freeway, and CA-91 Freeway.

- Policy LU-7.4: Protect neighborhoods from the encroachment of incompatible activities or land uses that may have negative impacts on residential living environments.
- Policy LU-8.7: Encourage the development of mixed-use projects that incorporate affordable housing alongside commercial, retail, and office space to create dynamic, inclusive communities and increase access to amenities and services for residents. Policy LU-15.5: Encourage mixed-use and multi-family developments to be located in close proximity to essential services, such as schools, healthcare facilities, grocery stores, and public transportation, to reduce reliance on automobiles, improve accessibility, and enhance convenience for residents.
- Policy LU-15.6: Implement streetscape enhancements such as widened sidewalks, street trees, pedestrian-scale lighting, benches, and public art installations to improve the visual appeal, comfort, and safety of pedestrian environments.
- Policy LU-16.4: Encourage land uses and improvements that reduce energy and water consumption, waste and noise generation, air quality impacts and support other comparable resource strategies for a sustainable Buena Park; including alternative energy generation, electric vehicle parking and charging, recycling, and similar facilities.
- Policy LU-16.5: Require mixed-use and multi-family developments to adhere to sustainable design and construction practices, including energy efficiency measures, water conservation strategies, use of renewable materials, and implementation of green building standards, to minimize environmental impacts and promote long-term resilience
- Policy LU-16.6: Prioritize walkability and connectivity by promoting pedestrian-friendly infrastructure, such as interconnected sidewalks, crosswalks, and pedestrian pathways, as well as safe and convenient access to public transportation options.
- Policy LU-17.2: Encourage the development of senior housing that has access to commercial services, health care facilities, community facilities, and public transit.
- Policy LU-22.7: Design each building as a high-quality, long-term addition to the City's urban fabric; exterior design and buildings material shall exhibit permanence and quality, minimize maintenance concerns, and extend the life of the building.
- Policy LU-23.4: Prioritize the development of walkable neighborhoods within the Housing Opportunities Overlay by incorporating pedestrian-friendly design elements, such as wide sidewalks, well-defined crosswalks, pedestrian-scale lighting, and street furniture, fostering safe and convenient walking routes between residential units and nearby amenities.
- Policy LU-23.5: Promote building entrance orientation that prioritizes pedestrian accessibility and street interaction, with active ground-floor uses facing public streets and sidewalks.
- Policy LU-23.6: Require that mixed-use projects provide on-site amenities that contribute to the living environment of residents such as courtyards, outdoor barbecues, and recreation facilities.



Additionally, *Table LU-1 Existing Land Uses in Buena Park* will be updated to reflect land use designations by acreages and percentages, making it easier for the City to track changes compared to the previous summary of land uses like lakes, utilities, and flood control areas.

Housing Incentive Overlays (HIO's)

The Project would update the Land Use and Community Design Element to include descriptions of the six (6) Housing Incentive Overlays (HIOs). It is important to note that the overlays do not change, override, or make non-conforming, the underlying land use designation of any property. The Mixed-Use Housing Incentive Overlays focus on mixed-use, walkable and vibrant environments and range in function and intensity from primarily residential areas with a mix of lower intensity building types (MUO-45, Mixed-Use Overlay-45), to moderate intensity neighborhoods (MUO-60, Mixed-Use Overlay-60), to higher intensity neighborhoods (MUO-100, Mixed-Use Overlay-100). The Housing Opportunities Overlay provides higher density multi-family housing. The Religious Congregational and Fraternal Overlay allows faith-based organizations to build housing on sites owned by religious and faith-based institutions. The Hotel/Motel Conversion Overlay allows for the conversion of identified hotels/motels into interim or permanent supportive housing for veterans, individuals, or families with special needs, and those formerly homeless. The intent, density, intensity and permitted height of the six (6) HIO's are summarized below in *Table 2-4: HIO Descriptions*.

Table 2-4: HIO Descriptions

Overlay	Intent	Density	Intensity	Height
Mixed-Use Overlay – 45 (MUO45)	A walkable neighborhood environment with small-to-medium footprint, moderate-intensity housing choices, supporting and within short walking distance of neighborhood-serving retail, food, and services.	Minimum 16 - up to 45 dwelling units per net acre (du/ac)	1.5 floor area ratio (FAR)	Up to 5 stories or 55 feet
Mixed-Use Overlay – 60 (MUO60)	A walkable neighborhood environment with a medium footprint, high-intensity housing choices, supporting and within short walking distance of neighborhood-serving retail, food, and services.	Minimum 16 - up to 60 dwelling units per net acre (du/ac)	1.0 floor area ratio (FAR)	Up to 7 stories or 75 feet
Mixed-Use Overlay – 100 (MUO100)	A walkable neighborhood environment with a large footprint, very high-intensity housing choices, supporting and within short walking distance of neighborhood-serving retail, food, and services.	Minimum 16 - up to 100 dwelling units per net acre (du/ac)	1.75 floor area ratio (FAR)	Up to 9 stories or 95 feet
Housing Opportunity Overlay (HOO)	Facilitates higher-intensity affordable multi-family housing and aims to address the need	Minimum 16 - up to 50 dwelling units	N/A	Up to 5 stories or 55 feet



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	for increased affordable housing options on sites already zoned for multi-family uses.	per net acre (du/ac)		
Religious Congregational and Fraternal Sites Overlay (RCFO)	Provides low-to-moderate intensity housing choices on sites owned by faith-based institutions.	Minimum 16 - up to 40 dwelling units per net acre (du/ac)	N/A	Up to 5 stories or 55 feet
Hotel/Motel Conversion Overlay (HMCO)	Facilitate the conversion of existing transient residential structures, such as hotels and motels, into permanent multi-family housing for lower-income households. Establishes a regulatory framework for review of the location, configuration, design, and compatibility of the proposed use with surrounding uses and ensures the suitability of the site for the proposed converted use as well as a high level of livability for residents.	N/A	N/A	N/A

Focus Areas

The City has identified key areas for policy focus as Focus Areas. These are areas that the City anticipates will have the highest likelihood of change through redevelopment and new development over the life of the 2035 General Plan. The Land Use and Community Design Element describes each of the Focus Areas and identifies the unique characteristics and opportunities, as well as Goals and Policies. The amended Land Use Map that was approved in February 2024 by City Council included the addition of HIO's to Focus Areas. The proposed Project would update the character defining features of the Focus Areas to include design features of the applicable HIOs. Below is a summary of proposed design feature updates to each of the applicable Focus Areas:

- The Central Buena Park Focus Area will be updated to include moderate-to-high intensity affordable mixed-use housing with shared community spaces.
- The Orangethrope Corridor East Focus Area will be updated to include high-intensity affordable mixed-use housing with accessible transportation options for commuting.
- The Orangethrope Corridor West Focus Area will be updated to include moderate intensity affordable mixed-use housing with active ground-floor commercial uses.
- The Entertainment Corridor Focus Area will be updated to include MUO-45, MUO-100, and Religious Congregational/Fraternal Sites Overlay.
- The Entertainment corridor North Focus Area will be updated to include a description of MUO-60 and design characteristics including pedestrian-friendly pathways and streetscapes and aesthetically pleasing designs that blend with entertainment uses.



- The Civic Center Focus Area will be updated with design characteristics including well designed parking areas to reduce street congestion and high-intensity affordable housing with gradual height increases to blend with adjacent residential uses.
- The North Beach Commercial Focus Area will be updated to include high-intensity affordable housing with varied heights to create a visual interest and active ground floor for commercial uses.
- The Fillmore/Jackson Focus Area will be updated to include mixed income housing to foster economic growth.

Additionally, *Table LU-2, General Plan Focus Areas Projected Land Use Change*, of the Land Use and Community Design Element will be revised to replace residential units and square footage columns with acreage data for land use types such as residential, commercial, mixed-use, entertainment, industrial, and other categories like Planned Development, Specific Plan, and Open Space.

City Buildout with HIO's

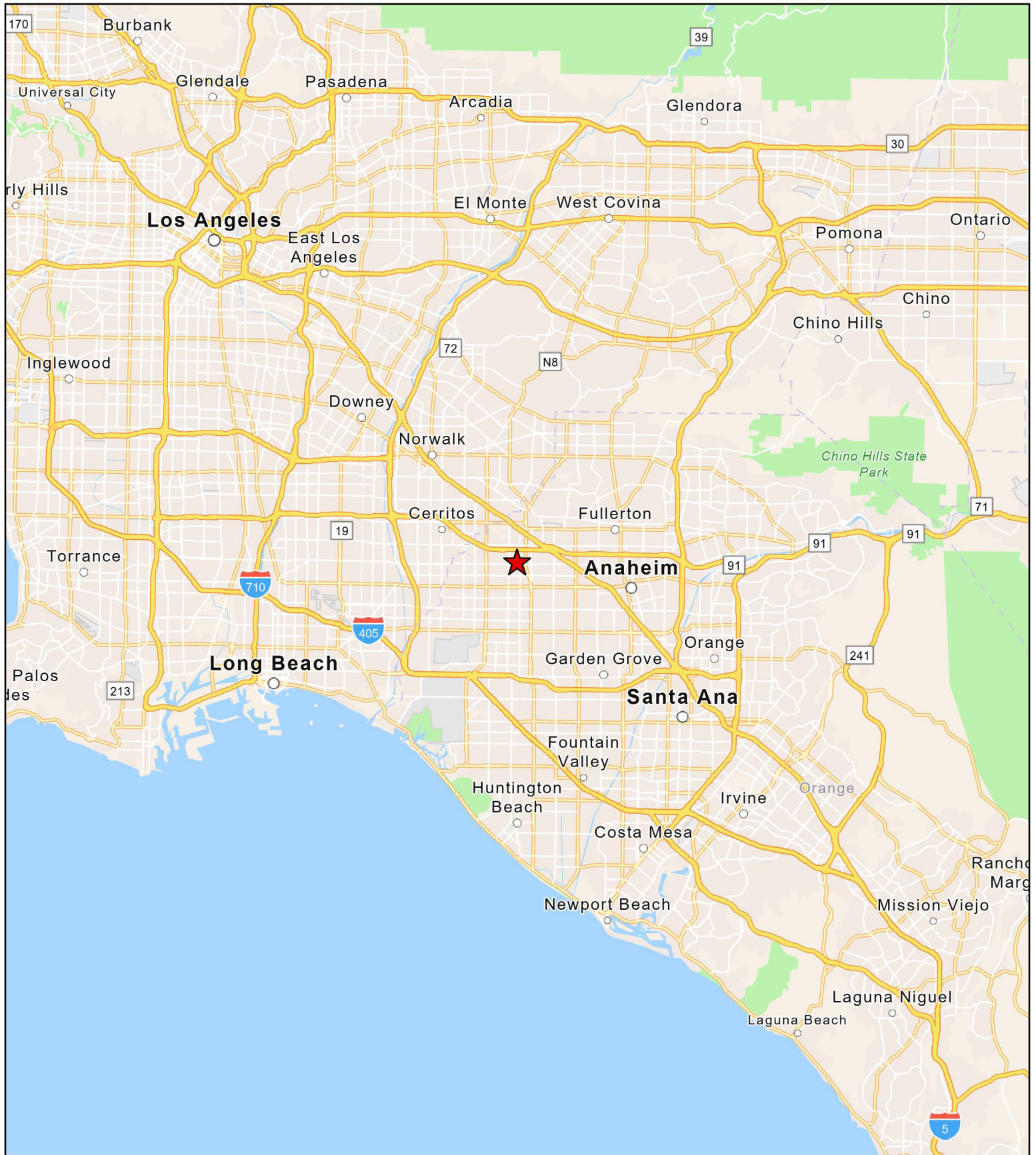
Table LU-3, General Plan Land Use Buildout Projections 2035, will be updated with a new note (#2) that will clarify that projections for Focus Areas do not include the Housing Incentive Overlays, which could add up to 9,436 dwelling units and 438,333 square feet of non-residential space. *Table LU-4 General Plan Update Growth Assumptions* will be updated to include a new note (#4) that will state that population, dwelling units, and non-residential estimates do not account for Housing Incentive Overlays, which could increase the City's population by 32,535 and provide 9,436 dwelling units along with 483,333 square feet of non-residential space.

Additionally, *Table LU-5 General Plan Land Use Summary* will be updated by removing columns for Site Area Bonus and Affordable Housing Bonus and will be replaced with non-residential intensity (FAR) and detail whether a land use designation allows mixed use. Finally, *Table LU-6 Relationship of General Plan Land Use Designation to Zoning Districts* will be updated to include new land use designations (GMU, EMU, CBPMU, and COMU) and identify the corresponding zoning districts.

2.1.4 Proposed Zoning Code Updates

Consistent with the 6th Cycle Housing Element, HIO ODDS, and proposed updates to the Land Use and Community Design Element, updates to the Residential Zoning code include creating development standards for four (4) mixed-use zones (3 of which permit residential uses), increasing maximum height standards for multi-family zones and, adopting the Density Bonus Law by reference, incorporating new uses along with development standards into the permitted use table as indicated by the 6th Cycle Housing Element Update (SB-9, Supportive/Transitional Housing, etc.), referencing the HIO ODDS, streamlining entitlement review procedures, and incorporating objective design standards as they pertain to affordable development. Specifically, text of the Single-Family Zone (Division 3), Multi-Family Zone (Division 4), Commercial and Industrial Zones (Division 5), Mixed-Use Zone (Division 7), and Administration Section (Division 1) will be updated.





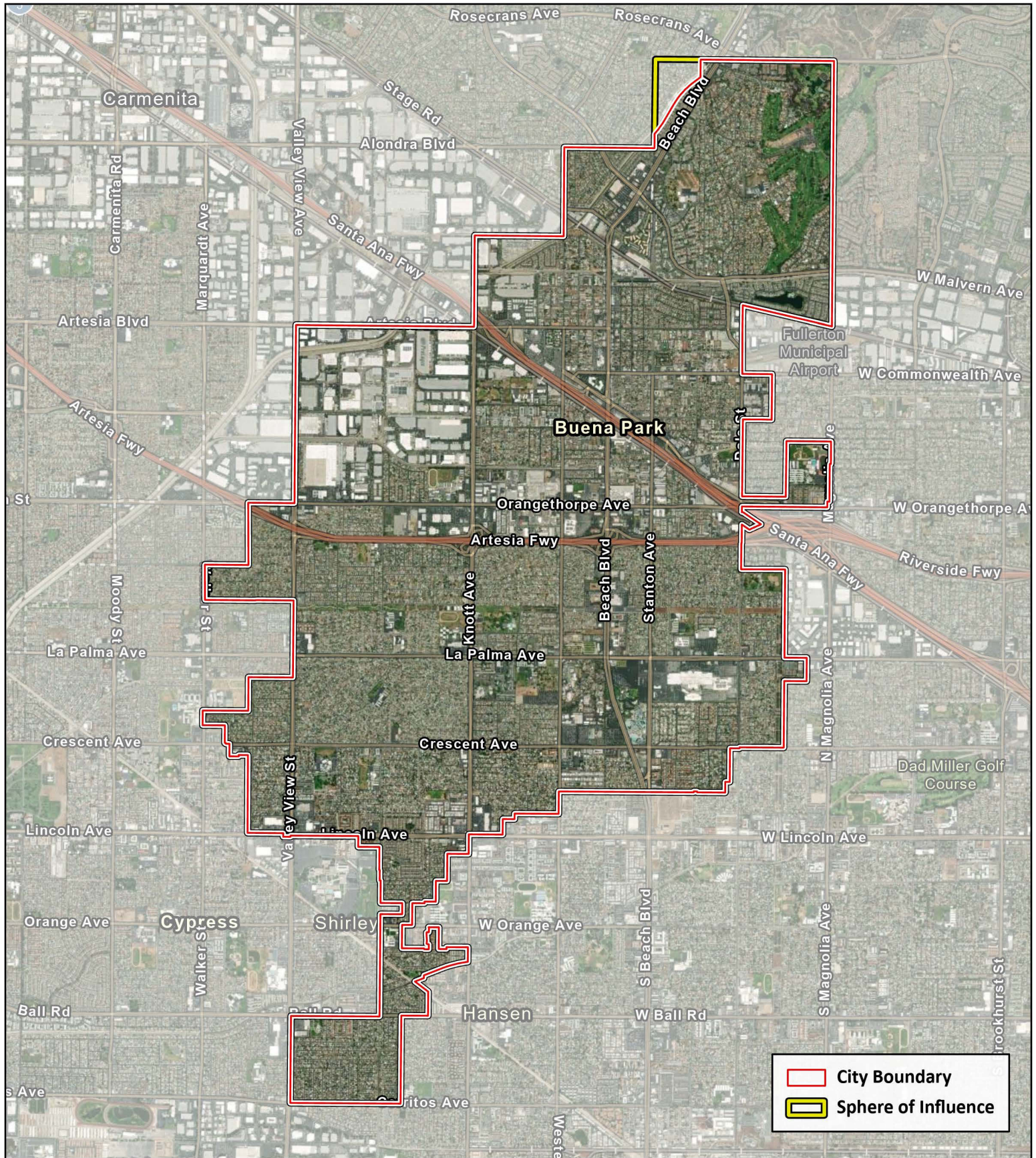
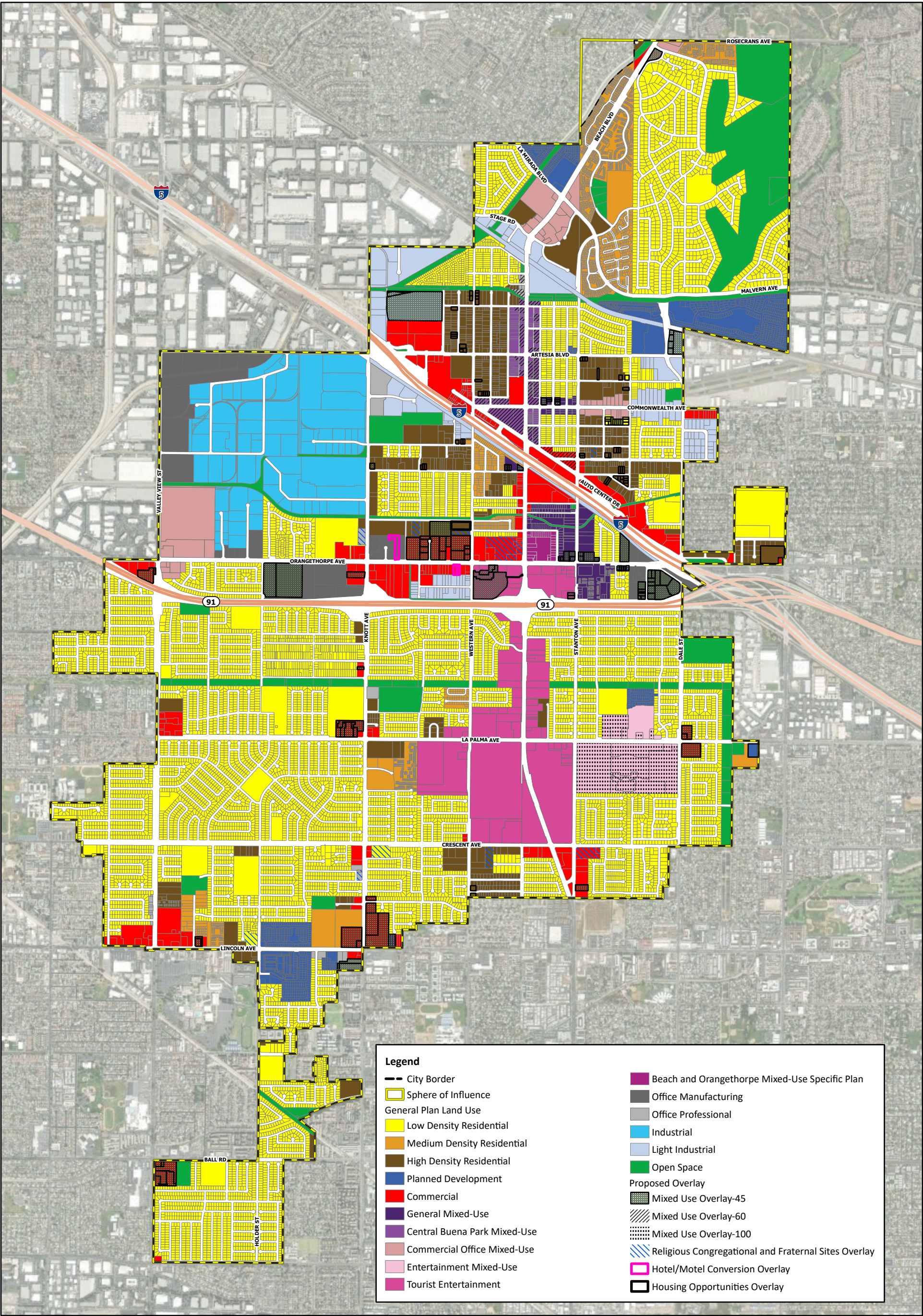
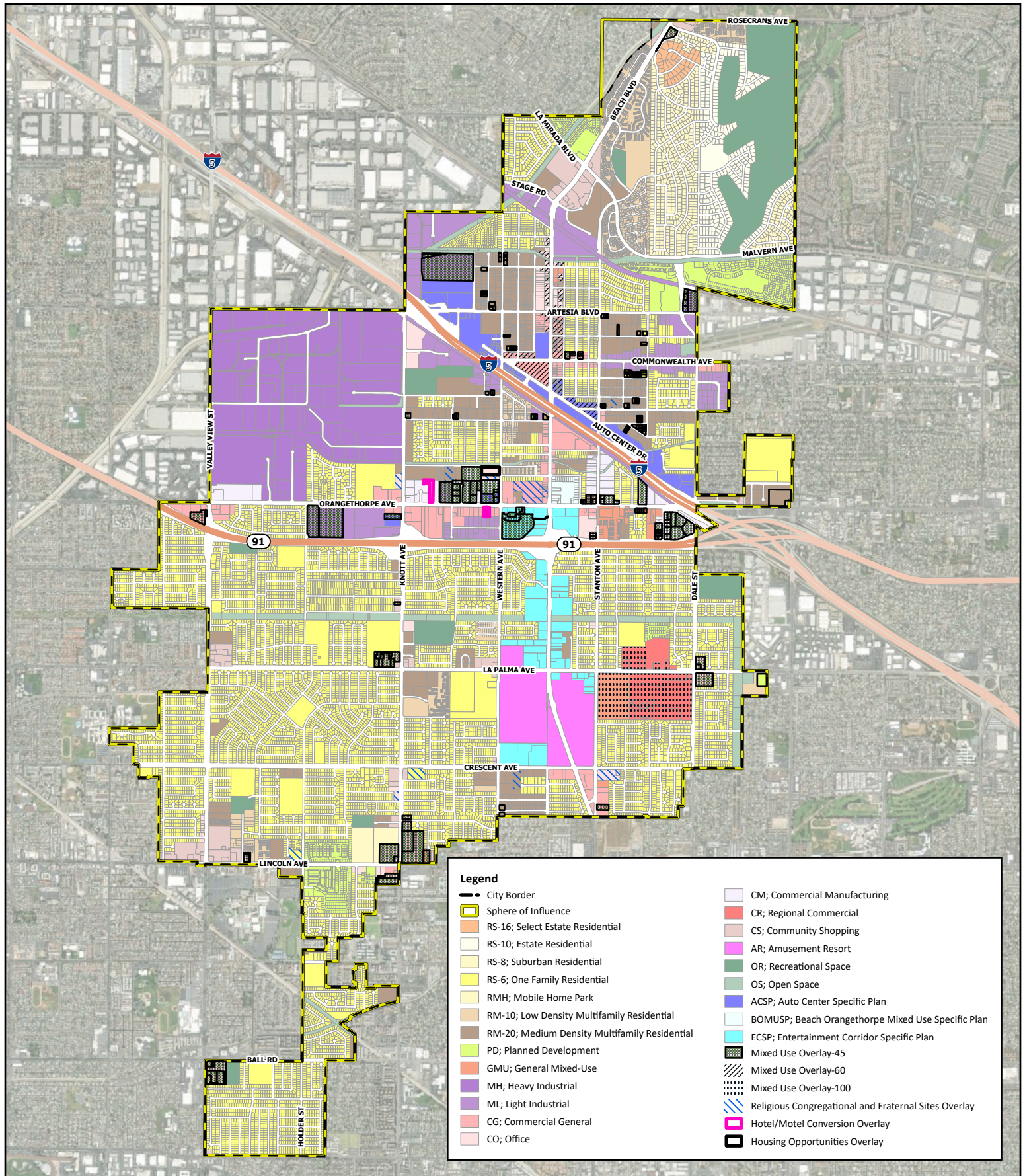


Exhibit 2-2: Project Boundary

City of Buena Park





**Figure 2-4: City of Buena Park
Zoning Map**

CHAPTER THREE – ENVIRONMENTAL CHECKLIST

3.0 Project Summary

1. Project Title

Land Use and Community Design Element and Residential Zoning Code Update Project

2. Lead Agency Name and Address

City of Buena Park
6650 Beach Blvd.
Buena Park, CA 90622-5009

3. Contact Person and Phone Number

Swati Meshram, Planning Manager, PhD, AICP, LEED AP
(714) 562-3611

4. Project Location

The City encompasses 10.3 square miles and is located on the northwestern boundary of Orange County. *Exhibit 2- 1, Regional Vicinity*, shows the City's location within Orange County and *Exhibit 2-2, Project Boundary*, shows the City limits as the Project boundary.

5. Project Sponsor's Name and Address

City of Buena Park, Community and Economic Development Department
6650 Beach Blvd.
Buena Park, CA 90622-5009

6. General Plan Land Use Designation

Commercial (COM), General Mixed-Use (GMU), High Density Residential (HDR), Office Manufacturing (OM), Office Professional (OP), Tourist Entertainment (TE), Commercial Office Mixed-Use (OCM), Light Industrial (LI), Central Buena Park Mixed-Use (CBPMU), Entertainment Mixed-Use (EMU), Mixed Use Overlay-45 (MUO-45), Mixed Use Overlay-60 (MUO-60), Mixed Use Overlay-100 (MUO-100), Housing Opportunities Overlay(HOO), Religious Congressional and Fraternal Overlay(RFCO), and the Hotel/Motel Conversion Overlay (HMCO).

7. Zoning Designation

The Zoning change involves changes to districts zoned for residential uses. As such, the City will update Division 1: Administration, Division 3: Single family Residential Zones, Division 4: Multifamily Residential Zones and Division 7: Mixed-Use Zone to be consistent with the proposed changes to the Land Use and Community Design Element.



8. ***Project Description***

The proposed Project would update the Land Use and Community Design Element of the City's General Plan and the Residential Zoning Code to facilitate the development of affordable housing consistent with the City's 2021-2029 Housing Element.

Specifically, the project would include the following:

1. The Project requires a General Plan Amendment (GPA) to update the text and exhibits of the Land Use and Community Design Element of the General Plan to include Goals and Policies for affordable housing, descriptions of the HIO's, incorporation of relevant State Laws, updates to the City's existing land uses, Focus Areas, and projected buildout tables, updates to the ACSP and ECSP descriptions to include the applicable HIO's, and updates to the City's focus areas to include descriptions of key design and form characteristics the HIO's.
2. The Residential Zoning code will update the text of the Single-Family Zones (Division 3), Multi-Family Zones (Division 4), and Administration Section (Division 1) to streamline review of development proposals, increase heights within multi-family zones, adopt the Density Bonus Law by reference, incorporate new uses along with development standards into the permitted use table as indicated by the 6th Cycle Housing Element Update (SB-9, Supportive/Transitional Housing, etc.), reference and incorporate the HIO Objective Design and Development Standards (ODDS) as they pertain to affordable housing development within single-family and multi-family zones. Additionally, Division 7 will be created to include development standards for four (4) Mixed-Use zones three (3) of which permit residential uses).
3. Though the Project itself does not include the construction and development of affordable housing, the Project would study the impact of the future construction and development of 10,322 dwelling units and 438,333 sq. ft. of new commercial space within 410 parcels located within the Housing Incentive Overlay zones and throughout the City.

9. ***Surrounding Land Uses and Setting***

The City has been fully urbanized for many years, and development is characterized by a mix of housing types, a solid commercial base, a prosperous tourist/entertainment industry, and a well- established manufacturing and distribution base. Residential development is the dominant land use in the City. 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.

10. ***Other Public Agencies Whose Approval is Required***

- Orange County Airport Land Use Commission (ALUC)

11. ***California Native American Tribes***

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.?

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address



CIRCULATION DRAFT

potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21083.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

In accordance with SB 18 and AB 52, the Native American Heritage Commission (NAHC) provided a consultation list of tribes with traditional lands of cultural places located within the boundaries of the proposed Project. Formal notification of the Project pursuant to SB 18 and AB 52 was sent out by the Lead Agency on July 15, 2022 to the following tribes: Campo Band of Diegueno Mission Indians, Ewiiapaayp Band of Kumeyaay Indians, Gabrieleno Band of Mission Indians – Kizh Nation, Gabrieleno/Tongva San Gabriel Band of Mission Indians, Gabrielino/Tongva Nation, Gabrielino Tongva Indians of California Tribal Council, Gabrielino-Tongva Tribe, Juaneno Band of Mission Indians Acjachemen Nation – Belardes, La Posta Band of Diegueno Mission Indians, Manzanita Band of Kumeyaay Nation, Mesa Grande of Diegueno Mission Indians, Pala Band of Mission Indians, Santa Rosa Band of Cahuilla Indians and Soboba Band of Luiseno Indians.

As of April 1, 2024, the City has not received any consultation requests on the proposed Project, resulting in the conclusion of the SB 18 and AB 52 process. The City therefore complied with the requirements of AB 52 and SB 18. Further discussion on tribal cultural resources is provided in *Section XVIII. Tribal Cultural Resources* of this Initial Study.



3.1 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” or “Less Than Significant with Mitigation Incorporated” as indicated by the checklist on the following pages.

<input type="checkbox"/>	<u>Aesthetics</u>	<input type="checkbox"/>	<u>Agriculture and Forestry Resources</u>	<input checked="" type="checkbox"/>	<u>Air Quality</u>
<input checked="" type="checkbox"/>	<u>Biological Resources</u>	<input type="checkbox"/>	<u>Cultural Resources</u>	<input type="checkbox"/>	<u>Energy</u>
<input type="checkbox"/>	<u>Geology/Soils</u>	<input checked="" type="checkbox"/>	<u>Greenhouse Gas Emissions</u>	<input checked="" type="checkbox"/>	<u>Hazards & Hazardous Materials</u>
<input type="checkbox"/>	<u>Hydrology/Water Quality</u>	<input checked="" type="checkbox"/>	<u>Land Use/Planning</u>	<input type="checkbox"/>	<u>Mineral Resources</u>
<input type="checkbox"/>	<u>Noise</u>	<input type="checkbox"/>	<u>Population/Housing</u>	<input type="checkbox"/>	<u>Public Services</u>
<input type="checkbox"/>	<u>Recreation</u>	<input type="checkbox"/>	<u>Transportation/Traffic</u>	<input type="checkbox"/>	<u>Tribal Cultural Resources</u>
<input type="checkbox"/>	<u>Utilities/Service Systems</u>	<input type="checkbox"/>	<u>Wildfire</u>	<input type="checkbox"/>	<u>Mandatory Findings of Significance</u>

3.2 Determination

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 has been 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 adequately analyzed in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Meshram

Swati Meshram, Planning Manager

10/30/2024

Date



3.3 Evaluation of Environmental Impacts

- 1) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the Project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors, as well as general standards (e.g., the Project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- 4) “Negative Declaration: Less Than Significant with Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analyses,” as described in (5) below, may be cross referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) **Earlier Analysis Used.** Identify and state where they are available for review.
 - b) **Impacts Adequately Addressed.** Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) **Mitigation Measures.** For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the Project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats;



however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

- a) the significance criteria or threshold, if any, used to evaluate each question; and
- b) the mitigation measure identified, if any, to reduce the impact to less than significant.



CHAPTER FOUR – ENVIRONMENTAL IMPACT DISCUSSION

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
I. <i>Aesthetics</i> – Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) In nonurbanized 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources:

- City of Buena Park 2035 General Plan (adopted December 7, 2010)
 - Chapter 5 – Conservation and Sustainability Element
 - Chapter 6 – Open Space and Recreation Element
- City of Buena Park 2035 General Plan Update Final EIR (certified November 2010)
 - Section 5.03 – Aesthetics, Light and Glare
- Buena Park City Code (Ord. 1724)
- California Department of Transportation. List of Eligible and Officially Designated State Scenic Highways, 2019. [Web Viewer](#)

Discussion of Impacts

a) Have a substantial adverse effect on a scenic vista?

No Impact: Scenic vistas generally include extensive panoramic views of natural features, unusual terrain, or unique urban or historic features, for which the field of view can be wide and extend into the distance, or focal views that focus on a particular object, scene or feature of interest. The Conservation and Sustainability Element of the City's General Plan does not include discussion of any scenic vistas or other important visual resources that are important



to the City. Additionally, the City's General Plan Update EIR states: "Because the City's topography is relatively flat and the City is densely developed, distant views are obstructed by existing development. Buildings (including existing residences) and the adjacent roadways are essentially the dominant visual elements in the City's environment".

The Project encompasses the City's jurisdictional boundary. Based on the preceding, the Project site is characterized as having flat topography and consists of urban development with distant views obstructed by existing development. The Project would facilitate in-fill residential and mixed-use development on 410 parcels located throughout the City and would permit a maximum building height of nine (9) stories tall within the MUO-100 HIO. Since the City does not identify any scenic vistas within its jurisdiction and distant views are obstructed by existing development, the proposed Project would not result in a substantial adverse effect on a scenic vista. No impact would occur.

- b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact: The Open Space and Recreation Element and Conservation and Sustainability Element of the City's General Plan does not identify any scenic resources within the City's limits. The nearest State-designated scenic highway to the Project site is a portion of SR-91, located approximately 8.7 miles east of the City. Furthermore, distant views from the City are obstructed by existing development. Given the City does not identify scenic resources within its jurisdiction and the distance to the nearest State-designated scenic highway, the proposed Project would not substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway. Thus, no impact would occur.

- c) In nonurbanized 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?

Less than Significant Impact: The City is characterized as a built-up, urbanized environment. Sites designated for the increase in dwelling units and mixed-use development, as specified in the 6th Cycle Housing Element, were selected due to the minimal amount of conflict with the surrounding uses and are categorized as in-fill sites.

Future development facilitated by the Project is subject to the requirements of the City's zoning ordinance. Title 19 of the Buena Park Municipal Code contains the zoning ordinance for the City and provides specific development standards that influence the City's visual character. One primary purpose of Title 19 is "to ensure that the growth and development of the City is attractive." The development standards specified in Title 19 involve the following factors:

- Building Design: Type, materials, coverage, floor area, height, and space between buildings;
- Yards and Related Encroachments: Front, side, and rear yards;
- Outdoor Improvements;
- Fences, Walls, Hedges, and Berms: Materials, design, and height;
- Landscaping;
- Vehicular Provisions; and
- Utilities and Mechanical Equipment: Undergrounding of utilities, visual screening of mechanical equipment, and antennae placement.



The Project includes updates to the Residential Zoning code that would create development standards for four (4) mixed-use zones (3 of which permit residential uses), increase the maximum height standards for multi-family zones and accessory dwelling units, and incorporate the objective design and development standards (ODDS) as they pertain to affordable development. The ODDS provide minimum standards for site and structure design but also offer recommendations and guidelines for quality and character. Future development facilitated by the proposed Project is subject to the City's existing ordinances and regulations that govern scenic quality and thus, would not conflict with applicable zoning regulations that govern scenic quality.

The proposed updates to the residential zoning code would not result in impacts to scenic quality nor would they conflict with existing ordinances that govern scenic quality. The anticipated changes that would occur as a result of Project implementation would occur on previously developed land and infill sites. The proposed changes acknowledge the City's existing setting, as well as provide a means to harmonize future housing needs with existing needs, through compliance with goals and policies that address the City's visual quality and character. Therefore, the proposed Project would not conflict with applicable zoning and other regulations governing scenic quality and impacts to scenic quality would be less than significant.

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

Less than Significant Impact: Future development facilitated by the Project would generate new sources of light that are typical of residential developments such as building lighting (interior and exterior), reflective materials such as glass, signage, security, walkways, parking area lighting, streetlights and vehicle lights. Future development would occur on infill sites where ambient lighting already exists. Furthermore, future development will be required to comply with existing City policies that regulate light and glare within the City (Municipal Code 19.344.030 and 19.444.030,) and proposed City policy, 19.744.030, which would regulate light and glare in mixed-use zones. Therefore, the proposed Project is not anticipated to result in light or glare that would adversely affect day or nighttime views in the area and a less than significant impact would occur. This topic, in addition to *Section I. Aesthetics a-d* have been screened out and will not be further analyzed in the DEIR.



	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
II. Agricultural 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 Department of 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 the information compiled by the California Department of Forestry and Fire Protection regarding the State's inventory of forest land, including 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 nonagricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources:

- City of Buena Park 2035 General Plan (adopted December 7, 2010)
 - Chapter 5 – Conservation and Sustainability Element
- California Important Farmland Finder, Farmland Mapping and Monitoring Program California Department of Conservation. [Web Viewer](#)

Discussion of Impacts

- 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 nonagricultural use?
- Conflict with existing zoning for agricultural use, or a Williamson Act contract?
- 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?



a-c) No Impact: The following analysis addresses environmental checklist questions a) through c) for Agriculture Resources. The California Department of Conservation manages the Farmland Mapping and Monitoring Program (FMMP), which identifies and maps significant farmland. Farmland is classified using a system of five categories including Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance or Potential, and Grazing Land. The classification of farmland is determined by a soil survey conducted by the Natural Resources Conservation Service (NRCS) which analyzes the suitability of soils for agricultural production. Based on the Important Farmland Finder, Farmland Mapping and Monitoring Program created by the California Department of Conservation, the Project site is identified as “Urban and Built-Up Land” and there are no agricultural resources within the City. The Project site is not subject to a Williamson Act contract, nor would the Project conflict with zoning for agriculture uses, forest land area, or timberland production. Based on the preceding, the Project would not result in the conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use and no impact to agricultural or forestry resources would occur. These topics have been screened out and will not be further analyzed in the forthcoming DEIR.



	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources:

- City of Buena Park 2035 General Plan (adopted December 7, 2010)
- City of Buena Park 2035 General Plan Update Final EIR (certified November 2010)
 - Section 5.05 – Air Quality and Climate Control
- Buena Park City Code (Ord. 1724)
- Buena Park General Plan and Zoning Code Update Air Quality Impact Analysis, City of Buena Park. Urban Crossroads, Inc. October 19, 2022 (Appendix A)
- Buena Park General Plan and Zoning Code Update Air Toxic and Criteria Pollutant Health Risk Assessment, City of Buena Park. Urban Crossroads, Inc. July 7, 2023 (Appendix B)

Discussion of Impacts

a-c) Conflict with or obstruct implementation of the applicable air quality plan?

Potentially Significant Impact: The Project is located in the South Coast Air Basin (SCAB) within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD was created by the 1977 Lewis-Presley Air Quality Management Act, which merged four County air pollution control bodies into one regional district. Under the Act, the SCAQMD is responsible for bringing air quality in areas under its jurisdiction into conformity with federal and state air quality standards through the implementation of the SCAQMD Air Quality Management Plan (AQMP). In December 2022, the SCAQMD released the Final 2022 Air Quality Management Plan (AQMP) that establishes thresholds for criteria pollutants. Projects that exceed any of the daily



thresholds should be considered as having an individually and cumulatively significant air quality impact and are not in compliance with the AQMP.

An Air Quality Impact Analysis (AQIA) was prepared for the Project by Urban Crossroads, dated November 6, 2022 (Appendix A). The AQIA evaluated the potential impacts to air quality associated with construction and operation of future development facilitated by the Project and recommend measures to mitigate impacts considered potentially significant in comparison to thresholds established by the SCAQMD. The AQIA found that the proposed Project would result in potentially significant and unavoidable impacts to regional construction emissions, localized construction emissions, regional operational emissions, localized operational emissions, AQMP, sensitive receptors, and cumulative impacts. Therefore, the three (3) air quality issues referenced above will be evaluated in the forthcoming DEIR.

- d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?

Less than Significant Impact: The Project would facilitate the development of residential mixed-use uses and does not involve land uses that are typically associated with odor complaints such as, agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting operations, refineries, landfills, dairies, and fiberglass molding facilities. Potential odor sources associated with development facilitated by the Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities and the temporary storage of typical solid waste (refuse) associated with the Project's (long-term operational) uses. Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and is thus considered less than significant. It is expected that Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with solid waste regulations. Additionally, the Project would be required to comply with SCAQMD Rule 402 (Nuisance) to prevent occurrences of public nuisances. Therefore, odors associated with the construction and operations of future development facilitated by the Project would be less than significant and no mitigation is required. This topic has been screened out and will not be further analyzed in the DEIR.



	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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 Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources:

- City of Buena Park 2035 General Plan (adopted December 7, 2010)
- City of Buena Park 2035 General Plan Update Final EIR (certified November 2010)
 - Section 08.88 – Effects Found Not to be Significant



- Buena Park City Code (Ord. 1724)
- California Department of Fish and Wildlife (CDFW) BIOS. [Web Viewer](#)
- U.S. Fish and Wildlife Service (USFWS) National Wetlands Inventory (NWI) Wetlands Mapper. [Web Viewer](#)
- 2021 National Land Cover Database Land Cover 2021. [Web Viewer](#)

Discussion of Impacts

- 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 Game or U.S. Fish and Wildlife Service?

No Impact: According to the City's General Plan, no rare or endangered plant or animal species occur within the City. The City is a developed, built-up urban environment and according to the 2021 National Land Cover Database, the City is predominately characterized as "Developed" at "Low, Medium and High Intensities". The proposed Project would not have an 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 Game or U.S. Fish and Wildlife Service and no impact would occur. Thus, this topic will not be further analyzed in the forthcoming DEIR.

- 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 Game or US Fish and Wildlife Service?

Less than Significant Impact: According to the City's General Plan, the City does not identify any native vegetation within its jurisdiction, with the exception of the Emery Borrow Fossil Pit located in Ralph B. Clark Regional Park (the Project does not propose any changes to Ralph B. Clark Regional Park). Vegetation within the City primarily consists of ornamental landscaping that includes non-native grasses, hedges, and trees. According to *Figure VI-4, Wildlife Habitat Areas*, of the Orange County General Plan, the City is not located within a wildlife habitat area. Therefore, implementation of the Project would not affect any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service and a less than significant impact would occur. This topic has been screened out and will not be further analyzed in the forthcoming DEIR.

- 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?

Less than Significant Impact: The Project area is not located on federally protected wetlands. The nearest wetlands within the City according to the NWI Wetlands Mapper are Brea Creek, Coyote Creek and Fullerton Creek, all of which are concrete channelized structures. Future development facilitated by the proposed Project would be contained to the property boundary of parcels identified in the 6th Cycle Housing Element. Furthermore, future development will be subject to preparing a Stormwater Pollution Prevention Plan (SWPPP), Water Quality Management Plan (WQMP) and/or Low Impact Development (LID) Plan as determined by the City which would prevent runoff from entering the concrete channels. Project implementation is not anticipated to cause a significant adverse effect to



these channels. There will be no direct removal, filling, hydrological interruption, or other means of adverse effects on federally protected wetlands. As such, a less than significant impact would occur, and no mitigation is required. This topic has been screened out and will not be analyzed in the forthcoming DEIR.

- 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?

Potentially Significant Impact: The City is characterized as a built-up, urban center with ornamental landscaping and concrete, channelized structures. Though the City does not identify any native resident or migratory wildlife corridors within its jurisdiction, trees located on future development sites may serve as habitat for migrating bird species which are protected by the Migratory Bird Treaty Act (MBTA). Future development facilitated by the proposed Project may result in trees being removed from Project sites which could potentially impact birds and their nests. *ODDS 1.7.2 Biological Resources* requires future development in the HIO's to conduct pre-construction nesting bird surveys to determine the presence or absence of nesting birds and the appropriate protocols for avoidance. However, future development facilitated by the Project located outside of the HIO's are not subject to the ODDS and thus could result in potentially significant impacts to nesting birds. Therefore, this topic will be further analyzed in the forthcoming DEIR.

- e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact: No local preservation or conservation plans or policies have been identified as applicable to the Project area. Furthermore, there are no plans or policies at the local, regional, or state level dedicated to tree preservation that include the Project area. No impact would occur, and this topic will not be analyzed in the DEIR.

- 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 Impact: No Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan applies to any property within the City. Thus, no impact would occur, and this topic will not be covered in the DEIR.



	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
V. Cultural Resources – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources:

- City of Buena Park 2035 General Plan (adopted December 7, 2010)
 - Chapter 5 – Conservation and Sustainability Element
- City of Buena Park 2035 General Plan Update Final EIR (certified November 2010)
 - Section 5.10 – Cultural Resources
- Buena Park City Code (Ord. 1724)
- California Environmental Quality Act (CEQA) Guidelines §15064.5 (2023)
- National Parks Service, U.S. Department of the Interior. National Register of Historic Places

Discussion of Impacts

- a-d)** Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5? Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? Disturb any human remains, including those outside of formal cemeteries? Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than Significant Impact: Pursuant to CEQA, a historical resource is a resource listed in, or eligible for listing in, the California Register of Historical Resources (CRHR). In addition, resources included in a local register of historical resources or identified as significant in a local survey are considered historical resources under CEQA. There are fifteen (15) historical resources identified as significant within the City. Of these resources, the Old Maizeland School is registered with the California Office of Historic Preservation as California Historical Landmark No. 729. There are no sites within the City registered within the National Register of Historic Properties (NRHP) and there are no structures located within the City included in the National Register of Historic Structures.



Prior to European contact, the streams that traversed the City and the riparian vegetation served as a source of both food and water for the Native Americans living in the area. Therefore, the possibility exists that unidentified archaeological sites exist within the City. Most of the City's historic resources identified in the General Plan are located within the Historic Overlay area generally bounded by 11th Street, Western Avenue, 9th Street, and Beach Boulevard. Known paleontological resources located within the City include the Emery Borrow Fossil Pit located within the Ralph B. Clark Regional Park. Although no other paleontological sites have been documented within the City, the possibility exists that unidentified paleontological sites exist. Historic resources located in the Overlay area may be impacted by future development as a result of Project implementation. Furthermore, future development facilitated by buildout of the Project could indirectly result in impacts to undiscovered archaeological and paleontological resources through remediation, demolition, or construction activities. However, all future development within the City is subject to compliance with the established Federal and State regulatory framework, which is intended to mitigate potential impacts to historical and archaeological resources and human remains. Further, all future development would be subject to compliance with ODDS 1.7.3 and General Plan Policies and Implementation Measures outlined below, which would ensure that future development in the City would not adversely change the significance of a historical, archaeological and/or paleontological resource, and human remains, thereby reducing potential impacts to less than significant. Thus, these topics have been screened out and will not be further analyzed in the forthcoming DEIR.

ODDS 1.7.3 Cultural Resources

- CUL-1 Inadvertent Archaeological Discovery: If previously unidentified cultural materials are unearthed during construction, work shall be halted in that area until a qualified archaeologist can assess the significance of the find. If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify the Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.
- CUL-2 Structures Greater than 50 years Old: Where development would involve the alteration or demolition of a structure greater than 50 years old, a historic evaluation by a Secretary of Interior's Standards for Architectural Historian or Historic Architect shall be provided to determine if the resource meets the definition of a Historic Resource as defined in CEQA Guidelines Section 15064.5. If the structure is determined to be a Historic Resource, any proposed alteration shall follow mitigation guidelines contained in CEQA Guidelines Section 15126.4(b). Mitigation standards



may include, but are not limited to avoidance and preservation, conducting alterations in a manner consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties (including as applicable, standards for Preservation, Rehabilitation, Restoration and Reconstruction), and documenting resources. The approach to comply with these standards shall be prepared by an Architectural Historian or Historic Architect and provided to the City. Demolition and/or significant diminution of designated historic landmarks shall be prohibited.

- CUL-3 Archaeological Resource Avoidance: Development shall be sited and designed to avoid adverse impacts to important archaeological resources to the maximum extent feasible. If there is no feasible alternative that can avoid impacts to important or unique archaeological resources, then the alternative that would result in the least adverse impacts to important or unique archaeological resources that would not result in additional adverse impacts to other resources shall be required.

General Plan Policies

- LU-19.35: Ensure future development and redevelopment in the Civic Center area acknowledges preservation and enhancement of historic structures.
- LU-20.22: Encourage the preservation and enhancement of historic residential structures in the area generally bounded by 11th Street, Western Avenue, 9th Street, and Beach Boulevard through clearly identifying neighborhood boundaries, encouraging private improvements and maintaining and enhancing the existing public right-of-way.
- LU-22.5: Continue to preserve historically-significant buildings and neighborhoods.
- CS-1.1: Encourage the preservation of buildings that have historic significance and architectural merit.
- CS-1.4: Review proposals for the development of properties abutting historic resources to ensure that land use or new construction does not detract from the architectural characteristics and environmental setting of the historic resource.
- CS-3.1: Preserve and protect significant archaeological and paleontological resources.

General Plan Implementation Measures

- CS-23: Consider all known archeological and paleontological resources within Buena Park and identify areas of cultural and resource sensitivity for future study to be conducted in conjunction with development project environmental review.
- CS-24: Archaeological resources found prior to or during construction shall be evaluated by a qualified archaeologist, and appropriate mitigation measures applied, pursuant to Public Resources Code Section 21083.2 or 21084.1, as applicable, before the resumption of development activities. Any measures applied shall include the



preparation of a report meeting accepted industry standards, which shall be submitted to the appropriate California Historical Resources Information System (CHRIS) Information Center (IC).

- CS-25: Any project that involves earth-disturbing activities within previously undisturbed soils in an area determined to be archaeologically or culturally sensitive, shall require evaluation of the site by a qualified archaeologist. The project applicant shall implement the recommendations of the archaeologist, and appropriate mitigation measures applied.
- CS-26: During excavation and grading activities of any future development project, if archaeological resources are discovered the project contractor shall stop all work and shall retain a qualified archaeologist to evaluate the significance of the finding and appropriate course of action. Salvage operation requirements pursuant to Section 15064.5 of the CEQA Guidelines shall be followed and the treatment of discovered Native American remains shall comply with State codes and regulations of the Native American Heritage Commission.
- CS-27: Paleontological resources found prior to or during construction shall be evaluated by a qualified paleontologist, and appropriate mitigation measures applied, pursuant to Section 21083.2 of CEQA, before the resumption of development activities. Any measures applied shall include the preparation of a report meeting accepted industry standards.
- CS-28: Any project that involves earth-disturbing activities in soil or rock units known or reasonably suspected to be fossil-bearing shall require monitoring by a qualified paleontologist retained by the project applicant for the duration of excavation or trenching.
- CS-29: In the event of the discovery of a burial, human bone, or suspected human bone, all excavation or grading in the vicinity of the find shall halt immediately and the area of the find shall be protected and the project applicant immediately shall notify the Orange County Coroner of the find and comply with the provisions of the California Health and Safety Code Section 7050.5, including P.R.C. Section 5097.98, if applicable. In the event that human remains are determined to be Native American human remains the applicant shall consult with the Most Likely Descendent to determine the appropriate treatment for the Native American human remains.



	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
VI. Energy – Would the project:				
a) Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a State or Local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources:

- City of Buena Park 2035 General Plan (adopted December 7, 2010)
 - Chapter 5 – Conservation and Sustainability Element
- City of Buena Park 2035 General Plan Update Final EIR (certified November 2010)
 - Section 5.05 – Air Quality and Climate Control
- California Energy Commission. Clean Energy and Pollution Reduction Act – SB 350. 2022.
- California Energy Commission. Joint Energy Report – SB 100. 2022.
- California Department of General Services. California Building Standards Code (Title 24, 2022).
- California Air Resources Board. Guide to Off-Road Vehicle & Equipment Regulations.
- Buena Park General Plan & Zoning Code Update Energy Analysis. Urban Crossroads, November 6, 2022. (Appendix C)

Findings of Fact: The analysis in this section is based on a Project specific Energy Analysis prepared by Urban Crossroads, dated November 6, 2022, which is included as Appendix C to this Initial Study. The Energy Analysis evaluated the proposed development intensities for the 315 parcels that were selected for increased dwelling units.

The California Energy Conservation and Development Commission (California Energy Commission) adopted Title 24, Part 6, of the California Code of Regulations Energy Conservation Standards for new residential and nonresidential buildings in June 1977 and standards are updated every three years. Title 24 ensures building designs conserve energy. The requirements allow for the opportunities to incorporate updates of new energy efficiency technologies and methods into new developments. Energy resources that would be potentially impacted by the Project include electricity, natural gas, and petroleum-based fuel supplies and distribution systems. This analysis includes a discussion of the potential energy impacts of the Project, with emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy. A general definition of each of these energy resources is provided below:



Electricity is a man-made, consumptive utility resource. The production of electricity requires the consumption or conversion of energy resources, including water, wind, oil, gas, coal, solar, geothermal, and nuclear resources, into energy. The delivery of electricity involves several system components, including substations and transformers that lower transmission line power (voltage) to a level appropriate for on-site distribution and use. The electricity generated is distributed through a network of transmission and distribution lines commonly called a power grid. Conveyance of electricity through transmission lines is typically responsive to market demands.

Natural gas is a combustible mixture of simple hydrocarbon compounds (primarily methane) that is used as a fuel source. Natural gas consumed in California is obtained from naturally occurring reservoirs, mainly located outside the State, and delivered through high-pressure transmission pipelines. The natural gas transportation system is a nationwide network and, therefore, resource availability is typically not an issue. Natural gas satisfies almost one-third of the State's total energy requirements and is used in electricity generation, space heating, cooking, water heating, industrial processes, and as a transportation fuel.

Petroleum-based fuels currently account for a majority of California's transportation energy sources and primarily consist of diesel and gasoline types of fuels. However, the state has been working on developing strategies to reduce petroleum use. Over the last decade, California has implemented several policies, rules, and regulations to improve vehicle efficiency, increase the development and use of alternative fuels, reduce air pollutants and GHG emissions from the transportation sector, and reduce vehicle miles traveled (VMT). Accordingly, petroleum-based fuel consumption in California has declined (Appendix C).

Discussion of Impacts

- a) Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less than Significant Impact: A significant impact would occur if the proposed Project would result in the inefficient, wasteful, or unnecessary use of energy. Future development facilitated by the proposed Project would impact energy resources during construction and operation. Future construction activities would include demolition, site preparation, grading, building construction, paving, and architectural coating. Energy resources is anticipated to be consumed during construction in three (3) general forms:

1. Petroleum-based fuels used to power off-road construction vehicles and equipment on the Project site, construction worker travel to and from the Project site, as well as delivery and haul truck trips (e.g., hauling of demolition material to off-site reuse and disposal facilities);
2. Electricity associated with the conveyance of water that would be used during Project construction for dust control (supply and conveyance) and electricity to power any necessary lighting during construction, electronic equipment, or other construction activities necessitating electrical power; and,



3. Energy used in the production of construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Construction Related Impacts

Construction on the 410 parcels identified in the 6th Cycle Housing Element would result in fuel consumption from construction tools and equipment, vendor and haul truck trips, and vehicle trips generated from construction workers traveling to and from the site. Construction activities and corresponding fuel energy consumption would be temporary and localized. The use of diesel fuel and heavy-duty equipment would not be a typical condition of future development. Also, there are no unusual Project characteristics that would cause construction equipment that would be less energy efficient compared with other similar construction sites in other parts of the State.

Electricity and Natural Gas Usage

Southern California Edison (SCE) would provide temporary electric power for as-necessary lighting and electronic equipment. The electricity used for such activities would be temporary and would be substantially less than that required for Project operation and would have a negligible contribution to the Project's overall energy consumption.

Natural gas is not anticipated to be required during construction of the Project. Fuels used for construction would primarily consist of diesel and gasoline, which are discussed below under the "Petroleum Fuel Usage" subsection. Any minor amounts of natural gas that may be consumed as a result of Project construction would be substantially less than that required for future development operation and would have a negligible contribution to the buildout of the Project's overall energy consumption.

Petroleum Fuel Usage

Off-road heavy-duty construction equipment associated with future construction activities would rely on diesel fuel, as well as vendors and haul trucks that would be involved in delivering building materials and removing the demolition debris from future project sites. All construction equipment is subject to the CARB In-Use Off-Road Diesel-Fueled Fleets Regulation (Appendix C). This regulation, which applies to all off-road diesel vehicles 25 horsepower or greater, limits unnecessary idling to 5 minutes, requires all construction fleets to be labeled and reported to CARB, bans Tier 0 equipment, and phases out Tier 1 and Tier 2 equipment (thereby replacing fleets with cleaner equipment), and requires that fleets comply with Best Available Control Technology requirements, which would increase construction equipment fuel efficiency. These limitations on idling vehicles and equipment, and the requirements that equipment must be properly maintained (CCR Title 13, Sections 2449(d)(3) and 2485), would result in fuel savings. Due to the temporary nature of construction and the financial incentives for developers and contractors to use energy-consuming resources in an efficient manner, future developments within the Project would not result in wasteful, inefficient, and unnecessary consumption of energy. Therefore, the construction-related impacts related to electricity and fuel consumption would be less than significant.



Operational Related Impacts

Electricity and Natural Gas Usage

SCE and Southern California Gas Company (SoCalGas) would provide electricity and natural gas for future development facilitated by the Project. The anticipated operation of the Project would consume energy as part of building operations and transportation activities. Project buildout operations would involve energy consumption for multiple purposes including, but not limited to, building heating and cooling, refrigeration, lighting, and electronics. Based on CalEEMod energy use estimations, operations for the Project would result in approximately 400,018,916 kilo British Thermal Units per year (kBTU/year) of natural gas and 76,177,968 kilowatt-hour per year (kWh/year) of electricity annually (Appendix C).

Future development projects would be designed and constructed in accordance with the City's latest adopted energy efficiency standards, which are based on the California Title 24 energy efficiency standards. Title 24 standards include a broad set of energy conservation requirements that apply to the structural, mechanical, electrical, and plumbing systems in a building. For example, the Title 24 Lighting Power Density requirements define the maximum wattage of lighting that can be used in a building based on its square footage. Title 24 standards are widely regarded as the most advanced energy efficiency standards and would reduce the amount of energy required for lighting, water heating, and heating and air conditioning in future buildings and promote energy conservation.

Petroleum Fuel Usage

Operational energy would also be consumed during vehicle trips associated with future development projects envisioned under the proposed Project. Fuel consumption would be primarily related to vehicle use by residents, visitors, and employees associated with future development projects. Based on CalEEMod energy use estimations, project-related vehicle trips would result in approximately 400 million VMT and consume an estimated 76,177,968 gallons of fuel annually.

Future development facilitated by the Project would occur on sites that are surrounded by existing urban uses, the existing transportation facilities and infrastructure would provide future residents, visitors, and employees associated with Project buildout access to a mix of land uses in close proximity to the 6th Cycle Housing Element sites, thus further reducing fuel consumption demand. Additionally, the Project is located within the Orange County Transportation Authority (OCTA) which provides fixed-route bus service along Beach Boulevard, Knott Avenue, La Palma Avenue, and various other arterial roads within Buena Park. The Project also takes advantage of the Buena Park Metrolink Station by facilitating jobs and housing opportunities in the immediate vicinity which reduces auto dependency. For these reasons, operational-related transportation fuel consumption would not result in a significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources. Therefore, the operational impact related to vehicle fuel consumption



would be less than significant. This topic has been screened out and will not be further analyzed in the forthcoming DEIR.

b) Conflict with or obstruct a State or Local plan for renewable energy or energy efficiency?

Less than Significant Impact: A significant impact would occur if the proposed Project would conflict with or obstruct a State or local plan for renewable energy or energy efficiency.

Construction Related Impacts

The Project would result in energy consumption through the combustion of fossil fuels in construction vehicles, worker commute vehicles, and construction equipment, and the use of electricity for temporary buildings, lighting, and other sources. California Code of Regulations Title 13, Sections 2449 and 2485, limit idling from both on-road and off-road diesel-powered equipment and are enforced by the CARB. Future development facilitated by the Project would comply with these regulations. There are no policies at the local level applicable to energy conservation specific to the construction phase of development. Thus, it is anticipated that construction of Project buildout would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing energy use or increasing the use of renewable energy. Therefore, construction- related energy efficiency and renewable energy standards consistency impacts would be less than significant.

Operational Related Impacts

California's Renewable Portfolio Standard (RPS) establishes a goal of renewable energy for local providers to be 44 percent by 2040. Similarly, the State is promoting renewable energy targets to meet the 2022 Scoping Plan greenhouse gas emissions reductions. As discussed in *Section V. a*, above, the Project would result in approximately 400,018,916 kBTU/year of natural gas and 76,177,968 kWh/year of electricity annually.

Future development projects would be designed and constructed in accordance with the City's latest adopted energy efficiency standards, which are based on the California Title 24 energy efficiency standards. Title 24 standards include a broad set of energy conservation requirements that apply to the structural, mechanical, electrical, and plumbing systems in a building. For example, the Title 24 Lighting Power Density requirements define the maximum wattage of lighting that can be used in a building based on its square footage. Title 24 standards are widely regarded as the most advanced energy efficiency standards, would help reduce the amount of energy required for lighting, water heating, and heating and air conditioning in buildings and promote energy conservation.

Buena Park 2035 General Plan Conservation & Sustainability Element

The City has adopted policies identified within the Conservation and Sustainability Element of the General Plan that integrate green building requirements, further reduce energy demand, promote energy conservation, and support opportunities and programs that would improve traffic circulation and congestion within the City thus, reducing fuel usage (Policies CS-6.1, CS-7.1, CS-8.1, CS-8.2, CS-13.1, CS-13.3, CS-13.4, CS-13.5, CS-13.6, CS-13.7,



CS-13.8, CS-13.9, CS-13.10, CS-13.11, CS-13.12, CS-16.1, CS-16.2, CS-17.1, CS-17.2, CS-17.3, CS-17.4, CS-18.1, CS-18.2, CS-18.3, CS-18.4, CS-18.5, CS-19.2, CS-19.3, CS-19.4, CS-20.1, CS-20.2, CS-20.3, CS-20.4, CS-20.5, CS-20.6, CS-20.7). Additionally, the Project includes proposed Policies that would further reduce energy consumption as listed below. Compliance with these Policies would ensure that future development projects facilitated by the proposed Project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing energy use or increasing the use of renewable energy. Therefore, operational energy efficiency and renewable energy standards consistency impacts would be less than significant. This topic has been screened out and will not be further analyzed in the forthcoming DEIR.

Proposed Land Use and Community Design Element Policies

- Policy LU-2.5: Require the incorporation of public open spaces, green infrastructure, and recreational amenities within the Housing Incentive Overlays to enhance quality of life, promote environmental sustainability, and provide opportunities for community interaction and relaxation.
- Policy LU-3.4: Target growth and new construction in infill areas by redeveloping underutilized commercial and industrial properties, especially within the Housing Incentive Overlays.
- Policy LU-4.4: Expand the options and opportunities for underutilized sites by allowing for combinations of commercial uses and multi-family uses to encourage vibrant and walkable neighborhoods, while increasing the availability of housing.
- Policy LU-7.4: Protect neighborhoods from the encroachment of incompatible activities or land uses that may have negative impacts on residential living environments.
- Policy LU-15.5: Encourage mixed-use and multi-family developments to be located in close proximity to essential services, such as schools, healthcare facilities, grocery stores, and public transportation, to reduce reliance on automobiles, improve accessibility, and enhance convenience for residents.
- Policy LU-16.4: Encourage land uses and improvements that reduce energy and water consumption, waste and noise generation, air quality impacts and support other comparable resource strategies for a sustainable Buena Park; including alternative energy generation, electric vehicle parking and charging, recycling, and similar facilities.
- Policy LU-16.5: Require mixed-use and multi-family developments to adhere to sustainable design and construction practices, including energy efficiency measures, water conservation strategies, use of renewable materials, and implementation of green building standards, to minimize environmental impacts and promote long-term resilience
- Policy LU-17.2: Encourage the development of senior housing that has access to commercial services, health care facilities, community facilities, and public transit.
- Policy LU-23.4: Prioritize the development of walkable neighborhoods within the Housing Opportunities Overlay by incorporating pedestrian-friendly design elements, such as wide sidewalks, well-defined crosswalks, pedestrian-scale lighting, and street furniture, fostering safe and convenient walking routes between residential units and nearby amenities.



CIRCULATION DRAFT

- Policy LU-23.5: Promote building orientation that prioritizes pedestrian accessibility and street interaction, with active ground-floor uses facing public streets and sidewalks.



	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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:				
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.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources:

- City of Buena Park 2035 General Plan (adopted December 7, 2010)
- City of Buena Park 2035 General Plan Update Final EIR (certified November 2010)



- Section 05.07 – Geology and Seismic Hazards
- Buena Park City Code (Ord. 1724)

Discussion of Impacts

- a) 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.

Less than Significant Impact: The City, like the rest of Southern California, is located within a seismically active region as a result of being located near the active margin between the North American and Pacific tectonic plates. The principal source of seismic activity is movement along the northwest-trending regional faults such as the San Andreas, San Jacinto, and Elsinore fault zones. The Norwalk Fault traverses the north and northeast portion of the City, and the Los Coyotes Fault is located near the City's northern boundary. Faults located within five miles of the City include Whittier-Elsinore, Newport-Inglewood, and Los Alamitos Faults. The Norwalk Fault is the only fault located within the City; however, no surface faulting has been associated with this fault. Furthermore, the Norwalk Fault is not a State designated Alquist-Priolo Earthquake Fault Zone. Although there are no known active faults through the Project site, the site is still subject to ground shaking and potential damage as a result of seismic activity, which is characteristic of Southern California. Accordingly, future construction facilitated by the proposed Project will be designed and constructed in accordance with applicable portions of Section 1808.6.2 of the 2022 California Building Code ("CBC") to ensure that potential impacts are less than significant. This topic has been screened out from further analysis in the forthcoming DEIR.

- ii. Strong seismic ground shaking?

Less than Significant Impact: As described above, the City is located in a seismically active area of southern California and is expected to experience strong ground shaking during the lifetime of Project buildout. Accordingly, future development facilitated by the proposed Project would be designed and constructed in accordance with applicable portions of Section 1808.6 of the 2022 CBC to ensure that potential impacts are less than significant. This topic has been screened out from further analysis in the forthcoming DEIR.

- iii. Seismic-related ground failure, including liquefaction?

Less than Significant Impact: Liquefaction is a phenomenon associated with shallow groundwater combined with the presence of loose, fine sands, and/or silts within a depth of 50-feet below grade or less. Liquefaction occurs when saturated, loose, fine sands and/or silts are subjected to strong ground shaking resulting from an earthquake event. Due to the increasing overburden pressure with depth, liquefaction of granular soils is generally limited to the upper 50 feet of a soil profile. Increasing duration of the ground shaking during a seismic event can also increase



the potential for liquefaction. According to *Exhibit SAF-2 Liquefaction/Landslide Potential* of the General Plan, liquefaction susceptibility is considered high throughout a majority of the City and the northern portion of the City is generally not recognized as susceptible to liquefaction, except for those areas adjoining Coyote Creek.

Future development facilitated by the Project would occur on 315 parcels located throughout the City that are susceptible to liquefaction. However, numerous controls would be imposed on future development through the City's permitting process that would lessen impacts associated with liquefaction. The design, construction, and engineering of structures within the City would be subject to compliance with Municipal Code Title 15, Building and Construction Safety, which adopts as the City's Building Code the 2022 CBC. In accordance with City policies ODDS 1.7.4, Geological Resources, and Municipal Code Section 18.32.080.A.9, a Geological Investigation Report will be required for each development stating the effect of geological conditions on the proposed development in accordance with. Additionally, a Preliminary Soils Report may be required for every development, as determined by the City Engineer; refer to Municipal Code Chapter 18.72, Soils Reports. Future development would be evaluated by the City Engineer on a site-by-site basis, in order to determine potential for seismic-related ground failure and soil problems. Additionally, the design, construction, and engineering of structures within the City would be subject to compliance with the CBC pursuant to Municipal Code Title 15. The potential effects of seismic-related ground failure involving liquefaction would be sufficiently mitigated for structures designed and constructed in conformance with corrective actions recommended in the Geological and/or Soils Report, and CBC and industry-accepted engineering standards. Impacts are anticipated to be less than significant and this topic will not be further analyzed in the forthcoming DEIR.

iv. Landslides?

Less than Significant Impact: Landslides result from the downward movement of earth or rock materials that have been influenced by gravity. In general, landslides occur due to numerous factors including steep slope conditions, erosion, rainfall, groundwater, adverse geologic structure, and grading impacts. According to *Exhibit SAF-2 Liquefaction/Landslide Potential* of the General Plan, landslide potential within the City is considered low. Therefore, the potential for landslides to impact future development facilitated by the proposed Project is anticipated to be less than significant.

b) Result in substantial soil erosion or the loss of topsoil?

No Impact: The Project would facilitate residential and mixed-use development on 410 315 parcels located throughout the City as identified in the 6th Cycle Housing Element. The Housing Element sites are characterized as in-fill sites that have been previously developed and/or are surrounded by development on all sides. Measures to manage erosion during future construction facilitated by the Project will be implemented pursuant to the 2022 CBC to ensure that the faces of cut and fill slopes are prepared and maintained to control erosion throughout construction. Grading plans for proposed developments



would include an approved drainage and erosion control plan to minimize the impacts from erosion and sedimentation during grading. Additionally, development on sites that encompass an area of 1.0 acre or greater would be subject to compliance with the NPDES program's General Construction Permit requirements and consequently the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). Additionally, the City has incorporated into the General Plan Policies and Implementation Measures that are intended to improve water quality resulting from storm and urban runoff from existing and future development (CF-6.5, CF-6.6, CF-7.1, CF-7.6, CF-32, CF-33, CF-34, CF-35, SAF-9). Finally, any exposed soil is required to be landscaped in accordance with Title 19 of the City's Municipal Code. Future development would be required to comply with the applicable City regulatory programs related to erosion. Therefore, the Project would have no impact on erosion and this topic will not be further analyzed in the forthcoming DEIR.

- c-d)** 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?; 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?

Less than Significant Impact: According to *Exhibit SAF-3 Differential Settlement and Expansion Potential* of the General Plan, moderately expansive soil potential occurs in the west-central portion of the City near SR-91, Valley View Street and Orangethrope Avenue, and in the southern portion of the City near Carbon Canyon. A majority of the Housing Element sites include existing developments, while some are currently underdeveloped. Therefore, future development facilitated by the Project will require demolition and grading activities. In accordance with ODDS 1.7.4, Geological Resources, and Municipal Code Section 18.32.080.A.9, and Chapter 18.72, a Geological Report and Soils Report will be required for future development as determined by the City Engineer. Such reports would state the effect of geological or soil conditions on the proposed development and recommend the corrective action, which is likely to prevent structural damage to each structure proposed to be constructed in the area where soil problems exist. Development would be evaluated by the City Engineer on a site-by-site basis, in order to determine potential hazards associated with unstable geologic units and expansive soils. Additionally, the design, construction, and engineering of buildings within the City would be subject to compliance with the CBC pursuant to Municipal Code Title 15. According to the California Building Code, special foundation design consideration must be employed where unstable soils and expansion potential exists.

Additionally, the City has identified protective measures within the Policies and Implementation Measures incorporated into the General Plan, which are intended to decrease the potential risk of geologic hazards (SAF-1.1, SAF-1.2, SAF-1.3, SAF-1.4, SAF-1.5, SAF-1, SAF-2, SAF-5, SAF-17, SAF-18). The potential effects of unstable geologic units and expansive soils would be sufficiently mitigated for buildings designed and constructed in conformance with corrective actions recommended in the Geological and/or Soils Report, and CBC and industry-accepted engineering standards. Less than significant impacts involving the exposure of people and structures to potential substantial adverse effects involving unstable and expansive soils would occur with implementation of the proposed Project, following compliance with the CBC, Municipal Code, and General



Plan Policies and Implementation Measures. Therefore, this topic has been screened out from further analysis in the forthcoming DEIR.

- e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact: The City is an urbanized community. Any new residential development facilitated by implementation of the Land Use and Community Design Element and Residential Zoning Code Update will be required to hook up to and utilize public sewer systems. Thus, no impact relative to the use of septic tanks or alternative wastewater disposal systems would occur. Therefore, this topic has been screened out from further analysis in the forthcoming DEIR.



	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Sources:

- City of Buena Park 2035 General Plan (adopted December 7, 2010)
- City of Buena Park 2035 General Plan Update Final EIR (certified November 2010)
 - Section 5.05 – Air Quality and Climate Control
- Buena Park City Code (Ord. 1724)
- Buena Park General Plan and Zoning Code Update Greenhouse Gas Analysis, City of Buena Park. Urban Crossroads, Inc. October 19, 2022 (Appendix D)

Discussion of Impacts

- a-b)** Generate greenhouse gas emissions either directly or indirectly, that may have a significant impact on the environment?

Potentially Significant Impact: The Project would facilitate the development of housing and mixed-use development throughout the City. Future construction and long-term operation of future development facilitated by the Project would result in greenhouse gas (GHG) emissions of carbon dioxide (CO₂), methane (CH₄), and nitrogen dioxide (N₂O). Specifically, Project construction activities would generate CO₂ and CH₄ emissions. The Air Quality Impact Analysis (AQIA) prepared by Urban Crossroads, dated November 6, 2023, contains detailed information regarding Project construction activities (Appendix A). As discussed in the AQIA, construction related emissions are expected from the following construction activities:

- Demolition
- Site Preparation
- Grading
- Building Construction
- Paving
- Architectural Coating



Operational activities associated with the Project will result in emissions of CO₂, CH₄, N₂O from the following primary sources:

- Area Source Emissions
- Energy Source Emissions
- Mobile Source Emissions
- Water Supply, Treatment, and Distribution
- Solid Waste
- Refrigerants

A Greenhouse Gas Analysis (GGA) was prepared for the proposed Project by Urban Crossroads, dated November 6, 2023 (Appendix D). The GGA concluded that the Project would result in 4.24 MTCO₂e/SP per year at Project buildout in 2045 and would exceed the SCAQMD efficiency based GHG screening threshold of 1.44 MTCO₂e/SP per year. Thus, Project-related emissions would have a potentially significant direct or indirect impact on the environment. Furthermore, since the Project would exceed the SCAQMD efficiency based GHG emissions target, the project has the potential to conflict with the California Air Resources Board (CARB) 2017 Scoping Plan (Appendix D). Therefore, the proposed Project conflicts with an applicable plan adopted for the purpose of reducing the emissions of greenhouse gases and a potentially significant impact would occur. These two topics will be discussed in the forthcoming DEIR.



	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources:

- City of Buena Park 2035 General Plan (adopted December 7, 2010)
- City of Buena Park 2035 General Plan Update Final EIR (certified November 2010)
 - Section 5.09 – Hazards and Hazardous Materials



- Buena Park City Code (Ord. 1724)
- California Environmental Protection Agency Cortese List Data Resources. [Data Resources, 2023.](#)
- City of Buena Park 2021 Emergency Operations Plan. [Online PDF](#)

Discussion of Impacts

- a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Potentially Significant Impact: Hazardous materials are any substances that, because of its quantity, concentration, or physical or chemical characteristics, pose a significant present or potential hazard to human health or safety or to the environment. Many types of businesses utilize various chemicals and hazardous materials, and their routine business operations involve chemicals that are manufactured, warehoused, or transported. According to the General Plan, there are a variety of existing business operations in the City that use, store, or transport hazardous substances, as well as generate hazardous waste. These sites present risk to both users and adjacent properties. Additionally, a number of underground hazardous material pipelines cross through the City that transport natural gas and oil. The Project would facilitate residential and mixed-use developments on 410 parcels located throughout the City. The majority of the parcels are developed and will require demolition activities to construct new residential buildings. Demolition activities of older buildings may result in the disposal of hazardous materials and as such may result in potentially significant impacts. Furthermore, the Project will include the transport and use of chemicals regulated under the United States Department of Transportation typically used in the construction of housing developments. Therefore, this topic and associated mitigation measures will be analyzed further in the forthcoming DEIR.

- 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?

Less than Significant Impact: The accidental release of hazardous materials is typically associated with the operations of commercial and industrial developments. Typical incidents that could result in accidental release of hazardous materials involve:

- Leaking underground storage tanks;
- Spills during transport;
- Inappropriate storage;
- Inappropriate use; and/or
- Natural disasters.

If not cleaned up immediately and completely, these and other types of incidents could cause contamination of soil, surface water, and groundwater, in addition to any toxic fumes that might be generated. Future development facilitated by the Project would be subject to compliance with all applicable Federal, State, and local laws and regulations pertaining to the transport, use, disposal, handling, and storage of hazardous waste. Compliance with all applicable Federal, State, and local laws related to the transportation of hazardous materials would reduce the likelihood and severity of accidents during transit, thereby ensuring that a less than significant impact would occur. This topic has been screened out and will not be further analyzed in the forthcoming DEIR.



- c) 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: There are five (5) elementary and two (2) high-school districts serving students within the City. These seven (7) districts include 14 elementary schools, one (1) junior high school, one (1) high school, one (1) alternative high school and one (1) special education center. Additionally, the Speech and Language Development Center is located at 8699 Holder Street and three private schools are located within the City. Buildout of the Project will include demolition activities and thus has the potential to handle, transport, and dispose of hazardous materials. Operational activities that would occur with non-residential and residential uses (e.g., building and landscape maintenance) would also involve the use of hazardous materials. Therefore, the possibility exists that construction or routine operations associated with future commercial and residential development in the City would involve transport, use, or disposal of hazardous materials, within one-quarter mile of an existing school.

Although hazardous materials and waste generated from future development may pose a health risk to nearby schools, disclosure to the Orange County Fire Authority (OCFA, on a Hazardous Materials Disclosure Form) is required for any business that uses, handles, or stores hazardous materials or waste materials equal to or in excess of the basic quantities. Among other requirements, businesses must also prepare a Business Emergency Plan (BEP), in order to assure that businesses have appropriate procedures and policies in place and that employees and contractors have adequate training for responding to a hazardous materials incident at the facility. The short- and long-term transport, use, and disposal of hazardous materials would be subject to a wide range of laws and regulations intended to minimize potential health risks associated with their use or the accidental release of such substances. Compliance with existing regulations and General Plan Implementation Measures would reduce risks to schools associated with the exposure to hazardous materials to less than significant. This topic has been screened out and will not be further analyzed in the forthcoming DEIR.

General Plan Implementation Measure

- SAF-12: Require that businesses located within 0.25-mile or less from a residential neighborhood, or 0.50-mile from a critical care facility follow the strictest guidelines possible regarding the handling, storage, containment, and transportation of extremely hazardous substances.
- d) Be located on a site which 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?

Potentially Significant Impact: Government Code Section 65962.5 describes that before an application for a development project is completed, the Applicant and/or Lead Agency shall indicate whether the site is included on any of the lists compiled pursuant to that section and identify which list(s). On October 2, 2023, Casc Engineering and Consulting performed a search of parcels located within the City's limits regarding facilities or sites identified as meeting the Cortese List requirements. The Project area includes sites that meet the Cortese List requirements as they are listed on the Cortese List Data Resources provided by the California Environmental Protection Agency (CalEPA). Therefore, the Project may result in a potentially significant impact and this topic along with the appropriate mitigation measures will



be discussed in the forthcoming DEIR.

- 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?

Less than Significant Impact: The two nearest airports to the City are the Fullerton Municipal Airport (FMA) and the Joint Forces Training Base in Los Alamitos (JFTB). FMA, which is a general aviation airport, is located adjacent to the Buena Park City limits at the Dale Street-Commonwealth Avenue intersection. The Orange County Airport Land Use Commission (Commission) has adopted an Airport Environs Land Use Plan (AELUP) for FMA. The AELUP requires land use within the planning area boundaries to conform to noise, safety, and height restrictions. Local jurisdictions within the airport planning boundaries are required to submit general plans, and specific plans, to the Commission for a determination of consistency. JFTB provides facilities for multiple armed services and is located 0.5 miles southeast of the City. The Commission has adopted an AELUP for JFTB that affects properties within the City, however, only in regard to building height restrictions.

To accommodate the City's RHNA allocation, the City amended their General Plan Land Use Map and Zoning Map to include the new HIO's and increased densities in February 2024. Due to the City's proximity to FMA and JFTB, the City had to submit the updated land use and zoning maps, and HIO ODDS to the Commission for review and approval. On February 21, 2024, the Commission found the City's General Plan Amendment (Land Use Map), Zoning Change (Zoning Map), Specific Plan Amendment, Zone Change and HIO ODDS consistent with the AELUPs for FMA and JFTB. The Commission conditioned future development located within the Notification Surface for FMA or JFTB Los Alamitos to file *Form 7460-I Notice of Proposed Construction or Alteration* with the Federal Aviation Administration and provide a copy of the FAA determination to the City and ALUC. This condition is included in the proposed zoning code update as a requirement for future development located within the Notification Surface Area. Additionally, General Plan Policies LU-14.6, LU-14.7 and LU-19.44 would ensure that future development and redevelopment are compatible with the AELUPs. Therefore, future development facilitated by the proposed Project does not conflict with adopted airport land use plans and would not result in a safety hazard or excessive noise for people residing or working in the Project area. A less than significant impact would occur.

- f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Potentially Significant Impact: In 2021 the City updated its 2017 Emergency Operations Plan (EOP). The EOP describes the City's emergency organization, assigns tasks, and specifies policies, goals, and the coordination of planning efforts based on the Standardized Emergency Management System (SEMS) and the National Incident Management System (NIMS). In accordance with SEMS and NIMS, this EOP is an extension of the State of California Emergency Plan and the Orange County Operational Area (OC OA) EOP.

Construction activities associated with future development facilitated by the proposed Project could temporarily impact street traffic adjacent to the Housing Element sites during



the construction phase due to roadway improvements and potential extension of construction activities into the right-of-way. This could reduce the number of lanes or temporarily close certain street segments. Therefore, potential impacts to the implementation of or physical interference with an adopted emergency response plan or emergency evacuation plan are potentially significant. This topic along with the associated mitigation measures will be discussed in the forthcoming DEIR.

- g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact: According to the California Department of Forestry and Fire Protection, the City is not within a severe fire hazard zone and does not anticipate exposure to hazards associated with wildland fires. Furthermore, the City is fully developed with existing structures. Therefore, implementation of the proposed Project would have no impact. This topic has been screened out from further analysis in the forthcoming DEIR.



	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 groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources:

- City of Buena Park 2035 General Plan (adopted December 7, 2010)
- City of Buena Park 2035 General Plan Update Final EIR (certified November 2010)
 - Section 5.8 – Hydrology, Drainage and Water Quality
- Buena Park City Code (Ord. 1724)



- 2020 Buena Park Urban Water Management Plan, prepared by Arcadis, June 2021. [Web Access](#)

Discussion of Impacts

- a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Less than Significant Impact: The City is located within the jurisdiction of the Santa Ana Regional Water Quality Control Board (SARWQCB) which currently operates under a MS4 permit, Order No. R8-2009-0030, NPDES Permit No. CAS618030, adopted in May 2009. As required by the MS4 permit, the SARWQCB has implemented the Orange County Drainage Area Management Plan (DAMP). The purpose of the DAMP is to satisfy the National Pollution Discharge Elimination System (NPDES) permit conditions for creating and implementing a Storm Water Management Plan/Program to reduce pollutant discharges to the maximum extent possible (MEP). The DAMP identifies activities required to implement the minimum control measures required under the Municipal Permit. In order to ensure that construction sites implement the appropriate pollution control measures, the 2003 DAMP details recommended BMPs to be applied to new development and significant redevelopment in Orange County.

In conformance with the SARWQCB requirements, the City requires all development projects to comply with the following:

- A National Pollution Discharge Elimination System (NPDES) General Construction Permit shall be obtained from the Santa Ana RWQCB for construction projects involving a ground disturbance of at least 1.0 acre.
- Applicants shall prepare and submit a Notice of Intent (NOI) to comply with the Construction General Permit to the California State Water Resources Board.
- All dischargers must prepare, retain at the construction site, and implement a Storm Water Pollution Prevention Plan (SWPPP) prior to issuance of a grading permit.
- A WQMP must be approved prior to any issuance of building permits. The WQMP specifies the Best Management Practices (BMPs) to be incorporated into the project design, in accordance with the County DAMP or local city WQMP guidance.

Additionally, the General Plan contains policies and implementation measures that include continued participation in the NPDES permit program (Policy CF-6.5) and require new development and redevelopment to utilize site preparation, grading, and best management practices to control erosion and sediment in order to prevent construction-related contaminants from leaving the site and polluting waterways (Policy CF-7.6). New development projects would be required to meet Federal, State, and local water quality standards and implement mitigation (if necessary) to reduce impacts to less than significant. Compliance with the City's Municipal Code and with the policies and implementation measures of the General Plan would reduce water quality impacts to less than significant.

- b) 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: The City meets all its water demands with a combination of imported water and local groundwater. The City's main source of water supply is groundwater from the Orange County Basin. Imported water makes up the rest of the City's water supply portfolio. In fiscal year (FY) 2019-20, the City relied on approximately 80% groundwater and 20% imported water. It is projected that by 2045, the water portfolio will change to approximately 90% groundwater and 10% imported water. According to the City's 2020 Urban Water Management Plan (UWMP), the City is capable of meeting all customer demands from 2025 through 2045 for average, single dry, and multiple dry years.

Sites identified in the 6th Cycle Housing Element are categorized as infill development sites that are either vacant, underdeveloped, or fully developed. Thus, Project implementation would not result in a significant change in impervious surfaces of the parcels and thus, would not reduce the amount of groundwater recharge interference. Furthermore, the Project is consistent with the projected housing needs analyzed in the City's 2020 UWMP and is not anticipated to generate an increased demand that would result in a net deficit in aquifer volume or a lowering of the local groundwater table. Finally, policies within the City's General Plan require the provision of adequate water supplies (Policies CF-4.2 and CF4.4) and encourage conservation measures, including examining the use of alternative water supplies, such as grey water and reclaimed water, where appropriate and feasible (Policy CF-4.10) and implementing green building techniques (Policies CS-23.2 through 23.5). Conservation measures would help to reduce the amount of water used, resulting in a reduction in the need for groundwater supplies. Compliance with Federal and State requirements, the City's Municipal Code, and General Plan Policies would reduce impacts to groundwater resources to a less than significant level.

- 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;

Less than Significant Impact: Sites identified in the 6th Cycle Housing Element are categorized as in-fill locations that are either vacant, underdeveloped or developed. The Project is not anticipated to substantially increase the amount of runoff or rate of surface runoff located on the identified parcels as future developments facilitated by the Project would not substantially increase impervious surface area. Additionally, future development will be conditioned upon approval to implement a SWPPP and WQMP which will identify stormwater quality control measures to reduce the potential for on- or offsite flooding to the maximum extent possible. Therefore, a less than significant impact would occur.

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

Less than Significant Impact: The parcels identified to accommodate the future housing developments facilitated by the proposed Project are categorized as In-fill development locations. Future housing developments facilitated by the Project would be consistent with the existing impervious surfaces. Therefore, the Project would not significantly increase the amount of runoff water and is not expected to exceed the capacity of existing or planned stormwater drainage systems. Any increases in runoff quantities are expected to be within the capacity of the existing infrastructure.



Additionally, future development will be conditioned upon approval to adhere to the project specific SWPPP and WQMP to reduce the potential for polluted stormwater runoff to a less than significant impact. A less than significant impact would occur.

- 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: Future development facilitated by the proposed Project will be conditioned upon approval to implement project specific SWPPP's and WQMP's and will be required to adhere to recommendations provided in the project specific Preliminary Drainage Reports to ensure that grading and drainage designs would protect future development from a 100-year storm event without causing adverse impacts to the downstream drainage conditions. Adherence to the City Engineer's requirements for WQMPs and Preliminary Drainage Report would ensure that future development would not 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. Therefore, Project impacts would be less than significant, and this topic is screened out from further DEIR analysis.

- iv) Impede or redirect flows?

Less than Significant Impact: According to Exhibit SAF-4 FEMA Flood Zones of the General Plan, a majority of the City is located outside the one percent chance (100 year) of flooding. Certain portions of the City are located in Zone AO which is identified as having 100-year shallow flooding with average depths between 1.0 and 3.0 feet. Buildout of the Project would not impede or redirect flows as the identified parcels for future housing developments are not adjacent to a body of water. Therefore, the potential for the Project to impede or redirect flows is less than significant and this topic will not be discussed in the forthcoming DEIR.

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

Less than Significant Impact: According to exhibit *SAF-4 FEMA Flood Zones* of the General Plan, a majority of the City is located in FEMA Flood Zone 0.2% annual chance flood hazard (500 year). The City is not in an area that would be subject to seiche, tsunami, or flood due to a lack of directly adjacent bodies of water that could be the source of a seiche, distance from the shoreline in the event of a tsunami, or proximity to areas prone to landslides that could create mudflows or flash flooding. Therefore, there would be no significant risk of releasing pollutants due to project inundation from flood, tsunami, or seiche. A less than significant impact would occur.

- e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less than Significant Impact: The City's 2020 Urban Water Management Plan accounted for the City's RHNA allocation identified in the 6h Cycle Housing Element Update. The UWMP concluded that the City could meet water demands generated by future residential development. Additionally, all development projects within the City are conditioned upon approval to implement a project specific SWPPP and WQMP to ensure the volume of stormwater runoff and potential pollution loads in stormwater runoff will be reduced to the



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maximum extent possible. Future housing developments will be designed to meet City regulations regarding construction and operation for the Project. Thus, the Project will comply with City water quality control plans and sustainable groundwater management plans to reduce impacts to a less than significant impact level. Section X. Hydrology and Water Quality has been screened out from further analysis in the forthcoming DEIR.



	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<i>XI. Land Use and Planning</i> – Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Sources:

- City of Buena Park 2035 General Plan (adopted December 7, 2010)
- City of Buena Park 2035 General Plan Update Final EIR (certified November 2010)
 - Section 5.01 – Land Use
- Buena Park City Code (Ord. 1724)
- Housing Incentive Overlays (HIO) Objective Design and Development Standards (ODDS)
- IS/ND for the General Plan Amendment, Zone Change, Specific Plan Amendment and Objective Design and Development Standards (ODDS) to Implement the Housing Incentive Overlays (HIO) Programs 11, 12, and 16 2021-2029 Housing Element (Phase 1)

Discussion of Impacts

Would the project:

a) Physically divide an established community?

Less than Significant Impact: The dominant use within the City is residential development. The proposed Project would facilitate the intensification of residential development throughout the City based on the goals and policies of the 2021-2029 Housing Element Update. Sites designated for future residential development are characterized as in-fill sites and were strategically chosen to reduce conflict with surrounding uses and to ensure future development would tie in with existing and surrounding neighborhoods. Future development facilitated by the proposed Project would not physically divide an established community and a less than significant impact would occur. This topic has been screened out and will not be further analyzed in the forthcoming DEIR.

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

Potentially Significant Impact: The City has numerous land use policies and regulations that have been adopted to avoid or mitigate environmental effects. As described throughout this Initial Study, the proposed Project may result in potentially significant environmental



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impacts. The forthcoming DEIR will provide analysis that will demonstrate whether the proposed Project may potentially conflict with land use plans, policies, or regulations that have been adopted for the purpose of avoiding or mitigating an environmental effect. As such, a potentially significant impact may occur, and this topic will be further analyzed in the forthcoming DEIR.



	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources:

- City of Buena Park 2035 General Plan (adopted December 7, 2010)
 - Chapter 5 – Conservation and Sustainability Element
- City of Buena Park 2035 General Plan Update Final EIR (certified November 2010)
 - Section 8.0 – Effects Found Not to be Significant
- California Department of Conservation, California Geological Survey, Geological Map of California GIS Map.

Discussion of Impacts

a-b) 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? 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?

a-b) No Impact: The City does not designate any land uses within its jurisdiction for mineral resources, nor does the City delineate any resource recovery sites. According to the California Geological Survey and the State Mining and Geology Board, no areas within the City are designated as mineral areas. Mineral Land Classification (MLC) studies are produced by the State Geologist as specified by the Surface Mining and Reclamation Act (SMARA, PRC 2710 et seq.) of 1975. To address mineral resource conservation, SMARA mandated a two-phase process called classification-designation. Classification is carried out by the State Geologist and designation is a function of the State Mining and Geology Board. As detailed on the SMARA Mineral Land Classification of the Greater Los Angeles Area: Classification of Sand and Gravel Resource Areas, Orange County-Temescal Valley Production-Consumption Region (DOC, 1995), the Project is classified within SMARA-designated Mineral Resource Zone-1. MRZ-1 is defined as an area where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence. Therefore, the Proposed project would not result in the loss of availability of locally important mineral resources and no impact would occur. This topic has been screened out and will not be further analyzed in the DEIR.



	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources:

- City of Buena Park 2035 General Plan (adopted December 7, 2010)
 - Chapter 8 - Noise Element
- City of Buena Park 2035 General Plan Update Final EIR (certified November 2010)
 - Section 5.6 - Noise
- Buena Park City Code (Current through Ordinance 1724 and the July 2023 code supplement)
- City of Buena Park Housing Element Update (2021-2029) with January 2022 Modified Sites, Airport Land Use Commission for Orange County. January 20, 2022.
- City of Fullerton Municipal Code
 - Section 15.56.050 Fullerton Airport Environs Land Use Plan

Discussion of Impacts

Would the project result in:

- a-b)** 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? Generation of excessive groundborne vibration or groundborne noise levels?

Less than Significant Impact: The following addresses checklist questions a) and b) for Noise. The State of California Office of Planning and Research (OPR) Noise Element Guidelines include recommended interior and exterior noise level standards for local



jurisdictions to identify and prevent the creation of incompatible land uses due to noise. The OPR Guidelines describe the compatibility of various land uses with a range of environmental noise levels in terms of dBA (decibel) CNEL (Community Noise Equivalent Level). Based on the OPR Noise Element Guidelines, the City's Noise Element of the General Plan identifies a "normally acceptable" noise environment for residential single-family uses as 50-60 dBA CNEL and for residential multi-family uses as 50-65 dBA CNEL. The State indicates that locating residential units, parks, and institutions (such as churches, schools, libraries, and hospitals) in areas where exterior ambient noise levels exceed 65 dBA CNEL is undesirable. According to the *Table N-2 Noise and Land Use Compatibility Matrix* of the Noise Element of the City's General Plan, 70-75 dBA CNEL is "normally unacceptable" for residential uses.

Construction and Operational Related Impacts

Typical activities associated with construction are a highly noticeable temporary noise source. Noise from construction activities is generated by two primary sources: (1) the transport of workers and equipment to construction sites and (2) the noise related to active construction equipment. These noise sources can be a nuisance to local residents and businesses or unbearable to sensitive receptors (i.e., residences, hospitals, senior centers, schools, day care facilities, etc.). Future operational noise generated by the buildout of the Project would be stationary sources that are typical of residential areas including children playing, pets, amplified music, HVAC equipment, trash enclosures, and mechanical equipment. In mixed-use developments where there are combined residential/commercial structures, the commercial uses would generally be placed below residential uses, and noise strategies and actions are required to reduce noise transmission between commercial and residential uses.

While adoption of the proposed update to the City's General Plan and Residential Zoning Code would not directly result in the construction of housing, implementation of proposed update would facilitate the construction of future development proposals consistent with adopted land use policy. Typically, residential uses do not generate high noise levels and future development would be subject to the Goals and Policies located in the City's General Plan, listed below, that would mitigate noise levels and groundborne vibration generated by construction to a less than significant impact.

- **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 PM and 7:00 AM 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 of Buena Park, 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. Section 4-6-5 and Section 4-6-6 of the Orange County Code sets 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 8-7 industrial uses. The City-adopted exterior noise level limits between



properties are presented in Table N-3, City of Buena Park Exterior and Interior Noise Limits.

- Goal N-2: Minimized noise levels from construction and maintenance equipment, vehicles, and activities.
- Policy N-2.1: Regulate construction activities to ensure all noise associated with construction activities comply with the City's Noise Ordinance.
- Policy N-2.2: Employ construction noise reduction methods to the maximum extent feasible. These measures may include, but not limited to, shutting off idling equipment, installing temporary acoustic barriers around stationary construction noise sources, maximizing the distance between construction equipment staging areas and occupied sensitive receptor areas, and use of electric air compressors and similar power tools, rather than diesel equipment
- Policy N-2.3: Require municipal vehicles and noise-generating mechanical equipment purchased or used by the City to comply with noise standards specified in the City's Municipal Code, or other applicable codes.
- Policy N-2.4: Exceedance of noise standards may occur on a case-by-case basis for special circumstances including emergency situations, special events, and expedited development projects.
- Policy N-2.5: Ensure acceptable noise levels are maintained near schools, hospitals, convalescent homes, churches, and other noise sensitive areas.
- Policy N-3.3: Adhere to the City's Municipal Code Standards and planning guidelines that include noise control for the interior space of new residential developments within noise impacted areas (noise control practices include installing thick glass windows, restricting the hours of construction, double glazing, façade treatment, installing and maintaining mufflers, erecting noise barriers, etc.).
- Policy N-3.13: Locate balconies and operable windows of residential units in mixed-use projects away from the primary street and other major noise sources, where possible, or provide appropriate mitigation.

Transportation Noise Policies

- Policy N-5.1: Encourage the construction of noise barriers and maintenance of existing noise barriers for residential uses along the Artesia (SR-91) and Santa Ana (I-5) Freeways.
- Policy N-5.2: Continue to encourage the enforcement of regulations such as the State Vehicle Code Noise Standards for automobiles, trucks, and motorcycles operating within the City.



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- Policy N-5.3: Enforce established hours and routes for delivery trucks and through truck traffic.
- Policy N-5.4: Discourage through traffic on residential local streets to reduce noise.
- Policy N-5.5: Employ noise mitigation practices, as necessary, when designing future streets and highways, and when improvements occur along existing road segments. Mitigation measures should emphasize the establishment of buffers or setbacks between the arterial roadways and adjoining noise-sensitive areas.
- Policy N-5.6: Continue to encourage all active railroads within the City to reduce the level of noise produced by train movements within the City.
- Policy N-5.7: Encourage all active railroads within the City to schedule trains during daylight hours when possible.
- Policy N-5.8: Encourage the Public Utilities Commission, Southern California Regional Rail Authority, Union Pacific, Burlington Northern & Santa Fe, Amtrak, and Metrolink to minimize the level of noise produced by train movements and whistle noise within the City by reducing the number of nighttime operations, improving vehicle system technology, and developing improved sound barriers where residences exist next to the track.
- Policy N-5.10: Encourage Caltrans to meet the State standard of 65 dBA CNEL for exterior noise levels for the Artesia Freeway (SR91) and Santa Ana Freeway (I-5).
- Policy N-5.11: Encourage Caltrans to keep the interior residential noise levels below the State standard of 45 dBA CNEL, where appropriate and feasible.
- Policy N-5.12: Continue to work with Caltrans to ensure that soundwalls or other appropriate mitigations are provided where the Artesia Freeway (SR-91) and Santa Ana Freeway (I-5) abuts residential areas or areas with sensitive receptors within the City.
- Policy N-5.13: Encourage Caltrans to develop a range of sound attenuation alternatives to mitigate noise impacts from the Artesia Freeway (SR-91) and Santa Ana Freeway (I-5).

Future development proposals would be required to comply with all applicable policies, regulations, and development standards, along with project-specific conditions and mitigation measures to reduce potential impacts required as part of the development review and environmental impact processes. Construction noise is temporary and will follow the Policies listed above and as such will not generate noise or vibration levels that exceed the standards established by the City's General Plan or noise ordinance. Thus, adoption and implementation of the proposed project would result in less than significant impacts in this regard.

- 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?

Less than Significant 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 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 Bell Avenue are located within the aircraft noise contours of the Los Alamitos Joint Forces Training Base.

The Orange County Airport Land Use Commission (Commission) provided a consistency assessment of the City's 2021-2029 Housing Element, dated January 20, 2022, for compliance with the AELUP for Fullerton Municipal Airport and the AELUP for the JFTB Los Alamitos including a review of noise, height restrictions, safety and overflight. ALUC found that the City's Draft 2021-2029 Housing Element was consistent with the AELUP for Fullerton Municipal Airport and the AELUP for JFTB Los Alamitos. On February 21, 2024, the Commission found the City's General Plan Amendment (Land Use Map), Zoning Change (Zoning Map), Specific Plan Amendment, and HIO ODDS consistent with the AELUPs for FMA and JFTB. The Commission conditioned future development located within the Notification Surface for FMA or JFTB Los Alamitos to file *Form 7460-1 Notice of Proposed Construction or Alteration* with the Federal Aviation Administration and provide a copy of the FAA determination to the City and ALUC. This condition is included in the proposed zoning code update as a requirement for future development located within the Notification Surface Area. Additionally, General Plan Policies LU-14.6, LU-14.7 and LU-19.44 would ensure that future development and redevelopment are compatible with the AELUPs. Therefore, the proposed Project would result in less than significant impacts related to the exposure of people of workers to excessive noise levels generated from the FMA and JFTB. This topic will not be analyzed further in the EIR.

Policies

- N-1.6: Conform to the noise attenuation standards sets forth in the Airport Environs Land Use Plan (AELUP) for residential, commercial, and industrial development within the Fullerton Municipal Airport and Los Alamitos Joint Forces Training Center planning areas.



	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources:

- City of Buena Park 2035 General Plan (adopted December 7, 2010)
 - Chapter 11 – Housing Element: 2021-2029 Housing Element, Adopted January 2022.

Discussion of Impacts

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)?

Less than Significant Impact: The Project is an implementation strategy for the City to meet its RHNA allocation based on the SCAG's 6th Cycle Final RHNA. Accordingly, the City has a total of RHNA of 8,919 housing units. The 6th Cycle RHNA is distributed by income as follows: 1,059 extremely low-income units, 1,059 very low-income units, 1,343 low-income units, 1,573 moderate-income units, and 3,884 above moderate-income units. The 6th Cycle Housing Element Update was approved by City Council on January 25, 2022 and received certification from the Department of Housing and Community Development (HCD) on February 29, 2024.

The 6th Cycle Housing Element Update indicates that the City can accommodate approximately 10,322 housing units through pending projects, the City's inventory of vacant and underutilized land, accessory dwelling units (ADUs), rezoned sites, and Housing Incentive Overlay sites. In order to plan for an additional 10,322 housing units, the City must update the Land Use & Community Design Element, Single Family Residential Zones, Multifamily Residential Zones, and General Mixed-Use Zone to allow increased densities under the land use designations and provide development standards under the zoning ordinance that accommodate increased densities up to 100 dwelling units per acre (du/ac).

The Project would update the Land Use and Community Design Element and Residential



Zoning Code to establish development standards for the General Mixed-Use zone, create five (5) Housing Incentive Overlays with a variety of densities provided by the Housing Element, and update the existing Housing Opportunities Overlay to allow increased densities. The 2021-2029 Housing Element Update identifies 410 parcels throughout the City that can accommodate the additional housing units. Accordingly, the proposed Project would not induce substantial unplanned population growth as it is a planning action for the Land Use Element and Residential Zoning Code to be consistent with the City's 2021-2029 Housing Element. Therefore, the increase in the City's population as a direct result of Project implementation would be planned for and accounted for on a regional and local scale. Accordingly, the proposed Project would not induce substantial unplanned population growth in the area, either directly or indirectly and impacts would be less than significant. This topic has been screened out and will not be further discussed in the DEIR.

- b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact: Future development facilitated by the proposed Project would occur on 410 parcels identified in the 6th Cycle Housing Element. Parcels have been strategically chosen based on in-fill sites and are characterized as either developed, underdeveloped and/or vacant. Parcels included in the Project scope that are either developed or underdeveloped include mixed-use and residential sites where vacant portions of the site are proposed for housing units. The proposed Project does not include any planning actions that would displace existing people or housing. Therefore, no impact would occur, and this topic has been screened out and will not be further discussed in the DEIR.



	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XV. Public Services – 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:				
i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources:

- City of Buena Park 2035 General Plan (adopted December 7, 2010)
 - Chapter 4 – Community Facilities Element
- City of Buena Park 2035 General Plan Update Final EIR (certified November 2010)
 - Section 5.13 – Fire Protection
 - Section 5.14 – Police Protection
 - Section 5.15 – School Facilities
 - Section 5.16 – Parks and Recreation Facilities
- Correspondence with Buena Park Police Department, May 13, 2024.
- Correspondence with Buena Park Library District, June 8, 2024.
- Fullerton Joint union High School District, 2024 Fee Justification Study, April 22, 2024. [Web Access](#)
- Developer Fee Justification Study, Centralia Elementary School District, November 9, 2022. [Web Access](#)
- School Facility Fee Justification Report for Residential, Commercial and Industrial Development Projects for the Magnolia School District (February 2024), School Facility Consultants. [Web Access](#)
- Draft Buena Park School District Facilities Master Plan Update, May 8, 2023. [Web Access](#)

Discussion of Impacts

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:



i) Fire protection?

Less than Significant Impact: 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 to the City. The OCFA stations located within the City are as follows:

- Fire Station 61 – 8081 Western Avenue;
- Fire Station 62 – 7780 Artesia Boulevard; and
- Fire Station 63 – 9120 Holder Street.

OCFA's performance standards require that for 80 percent of all core incidents the first unit shall arrive within seven minutes and 20 seconds. Currently, OCFA is meeting this standard within the City. Future development facilitated by the Project could result in OCFA not meeting its performance standard and may require a need for additional equipment and facilities. OCFA utilizes the Secured Fire Protection Agreement (SFPA) to fund increased fire service protection for new development when capacity increases the need for additional equipment and facilities. However, assessments are not automatic, and it would be the City's decision to implement the SFPA. Implementation of a SFPA would adequately mitigate expected increases in fire and emergency medical service demand.

Development facilitated by the Project would result in additional demands on existing fire services, as individual projects are developed and associated increases in population are realized. New developments associated with the buildout of the proposed Project would be required to comply with all applicable fire code and ordinance requirements for construction, access, water mains, fire flows, and hydrants. Individual projects would be reviewed by the OCFA to determine the specific fire requirements applicable to the specific development and to ensure compliance with these requirements. This would ensure that new developments would not reduce the staffing, response times, or existing service levels within the City. Additionally, the General Plan includes policies that address fire protection services and identify the need to provide adequate fire fighting equipment and personnel within the City. Therefore, compliance with the City's Municipal Code, OCFA requirements, and Policies in the General Plan would ensure impacts to fire protection services are reduced to a less than significant level.

ii) Police protection?

Less than Significant Impact: Based on correspondence with the City's Police Department, the existing police station located at 660 Beach Blvd, Buena Park, would be sufficient in serving the buildout of the proposed Project and no new or altered police facilities are anticipated (May 13, 2024). As future development facilitated by the Project is proposed to the City, service levels and staffing requirements for the City's Police Department are evaluated to determine if additional staffing and/or facilities are required. Therefore, the City would effectively plan for increases in population and police protection service demand. Furthermore, Policies within the General Plan would ensure that adequate personnel resources and facilities are available to keep pace with growth and provide high levels of service (Community Facilities Policy CF-1.2). Compliance with the policies and implementation measures in the General Plan would reduce impacts to a less than significant level.



iii) Schools?

Less than Significant Impact: According to the City's General Plan there are five elementary and two high school districts serving students living within the City of Buena Park. These school districts provide educational services for students in kindergarten through 12th grade. School facilities within these seven districts include 14 elementary schools, one junior high school, one high school, one alternative high school, and one special education center. Additionally, the Speech and Language Development Center is located at 8699 Holder Street and three private schools are located within the City of Buena Park, including the Crescent Avenue Christian School, Rossier Park School, and Saint Pius V School. In addition, the North Orange County Community College District (District) has two campuses, one in Cypress and one in Fullerton that serve Buena Park residents. The District has a population of about one million people with enrollment at Cypress College at approximately 13,000 students and enrollment at Fullerton College at approximately 20,000 each semester. In addition, about 36,000 students are enrolled each term by the School of Continuing Education.

Implementation of the Project would result in the addition of 10,322 dwelling units citywide. School districts typically use generation factors to determine the potential number of students that would be generated by the amount of residential development. In order to provide a conservative estimate of potential student growth associated with the buildout of the Project, a range is used to account for townhouses, multi-family units and multi-family high rise units. *Table 15-1, Estimated Student Generation*, identifies the number of potential students that would be generated from buildout of the Project using Student Generation Rates from School Fee Justification Studies from various school districts serving Buena Park and Orange County.

Table 15-1: Estimated Student Generation

Grades	Student Generation Rate ^{1, 2}	Number of Dwelling Units	Total Students Generated
Elementary School (K-6)	0.1114 - 0.3796	10,322	1,150 – 3,918
Middle School (7-8)	0.0307 – 0.1061	10,322	317 – 1,095
High School (9-12)	0.0532 - 0.1899	10,322	550 – 1,960
TOTAL			2,017 – 6,970
¹ Where available, student generation factors were obtained from the school districts serving Buena Park. If not available, typical student generation factors from other school districts within Orange County were used.			
² Generation factors range from single-family to multiple-family development rates			

As indicated in Table 15-1, the Project is anticipated to generate between 2,017 to 6,970 new students dispersed throughout all grade levels at various schools serving the City. Based on data available online, Fullerton Joint Union High School District and Buena Park School District have the capacity to serve students generated by the buildout of the Project.

School Districts assess Development Fees against residential and commercial/industrial development to mitigate impacts resulting from the increase in demand for school related services. Pursuant to SB 50, payment of fees to the applicable school district is considered full mitigation for project impacts, including impacts related to 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, or other performance objectives for schools. Those fees, as authorized under Education Code Section 17620(a) and Government Code Section 65995(b), are collected by municipalities at the time building permits are issued and conveyed to the affected school district in accordance with a defined fee structure, and the payment of these fees constitutes full mitigation for the impacts generated by new development, per Government Code Section 65995. Therefore, individual project applicants would be required to pay the statutory fees, so that space can be constructed, if necessary, at the nearest sites to accommodate the impact of project-generated students, reducing impacts to a less than significant level.

General Plan Policies

- CF-3.1: Work with local schools/educators to ensure educational facilities are adequate in order to promote a high level of education to all residents in Buena Park.
- CF-3.2: Work with the local school district to anticipate potential increases in the City's population and the impact on school enrollment.

Implementation Measures

- CF-13: Review development proposals for consistency with school facility requirements, work with school districts to collect student impact fees, and require the dedication of necessary school sites when appropriate.

iv) Parks?

Less than Significant Impact: Future housing developments facilitated by the Project will be conditioned upon approval to pay in-lieu fees for park requirements in conformance with Policy OSR-2.2. In-lieu park fees provide the City with funds that can be used to develop new parks or improve existing ones. Overall, paying in-lieu park fees provides a mechanism for balancing development with the preservation and enhancement of parks and recreational resources and would offset any impacts to recreational facilities. Therefore, impacts to parks are considered less than significant and this topic has been screened out and will not be further analyzed in the forthcoming DEIR.

v) Other facilities?

Less Than Significant Impact: Project buildout would increase the City's population by an estimated 36,127 residents, thus increasing demand for library services. Buena Park Library District is an independent Special District organized in 1919. Based on correspondence with the Buena Park Library District, the Project would generate a need for new, or physically altered facilities in order to maintain acceptable performance objectives as a result of the development of 10,322 dwelling units. According to the Buena Park Library District Annual Report for 2022-2023, 46.5% of the District's revenue comes from property taxes. All of the estimated 36,127 new residents resulting from the proposed Project would contribute to the District's revenue which would allow the Special District to accommodate the demands created by the Project. Any new library facilities will be required to follow all City Ordinances and Building Codes and all new



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facilities will be reviewed independently for CEQA to ensure that the construction and operation will not significantly impact the environment. Therefore, a less than significant impact will occur and this topic will not be further analyzed in the forthcoming DEIR.



	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources:

- City of Buena Park 2035 General Plan (adopted December 7, 2010)
 - Chapter 6 – Open Space and Recreation Element
 - Chapter 11 - 2021-2029 Housing Element
- City of Buena Park Draft EIR General Plan Update (2010)
 - Section 5.16 – Parks and Recreation Facilities
- City of Buena Park Parks and Recreation Master Plan, RJM Design Group (2023). [Web Access](#)

Discussion of Impacts

- 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?

Less than Significant Impact: The City is primarily built out with limited vacant land available for parkland dedication and conversion. According to the City's 2023 Parks and Recreation Master Plan, the City currently has approximately 119.20 acres of parkland. The General Plan includes a standard of 3.0 acres of parkland per 1,000 persons. Based on the January 2020 population of 83,430, the City needs approximately 131 acres of additional parkland to reach the City's standards of 3.0 acres per 1,000 persons. The private Los Coyotes Country Club & Golf Course, and the Ralph B. Clark Regional County Park (104 acres), and private homeowner's association parks are not included in the City-owned parkland acreage. Opportunities for new park development are limited as the City is largely built out and the high cost of property in Orange County. However, the City's General Plan identifies the addition of smaller areas, preservation, and enhancement to existing open space amenities will work towards providing needed recreation and open space areas in the community.



Buildout of the Project would introduce approximately 10,322 new dwelling units to the City, resulting in a population increase of approximately 36,127 persons. This increase in population would create new demand on existing parks and recreational facilities and programs. The potential population increase of 36,127 persons would require 108.4 additional acres of parkland based on the City's standard of 3.0 acres per 1,000 persons, further contributing to the existing parkland deficiency.

Due to the shortage of vacant land and the cost to purchase land, opportunities to expand existing parks and/or develop new parks within the City are limited. The City capitalizes on opportunities to provide alternative facilities and options for recreational opportunities within the City, including entering into joint-use agreements with school facilities and seeking open space opportunities for passive recreation amenities, such as green space. The City has established joint use agreements with both Buena Park School District and Fullerton Joint Union High School District for use of the various recreation amenities by the City. Additionally, the City has entered into a joint use agreement with Southern California Edison for Right-of-Way green space (from Valley View St. to El Monte Dr.) Other public and private recreational opportunities exist within the City, as well as regional facilities within adjacent jurisdictions.

Section 18.64.070, Park and Recreation Facilities Dedications – Required When, of the City's Municipal Code, addresses parks and recreation facilities dedications for residential development. Specifically, Section 18.64.070 states that as a condition of approval of a subdivision map for new residential development, parkland shall be dedicated or fees shall be paid in lieu thereof, or a combination of both, for neighborhood and community park and recreation purposes. As a condition of approval of a building permit for new residential development not within a new subdivision, fees in lieu of parkland dedication shall be paid for neighborhood and community park and recreation purposes. Dedication and/or payment of the fee would reduce potential impacts of future residential development on parks and recreational facilities. Additionally, the City has included several policies and implementation measures in the General Plan to assist in providing parkland and recreational facilities for residents, as shown below.

Though the City does not currently meet its current park ratio requirement, the City's additional opportunities through joint-use agreements, green space and surrounding parks would serve future residents. Furthermore, City required development impact fees would offset the cost to expand or construct new park and recreational facilities to serve the City's growing population. Therefore, impacts to parks and recreational facilities would be considered less than significant and this topic is screened out from further analysis in the forthcoming DEIR.

General Plan Policies

- OSR-1.1: Preserve public and private open space lands for active and passive recreational opportunities.
- OSR-1.2: Encourage individual school sites to maintain open space areas.
- OSR-1.3: Expand the use of utility easements for linear trails and open space for active and passive recreation, where feasible.
- OSR-1.5: Evaluate and, where feasible, utilize the opportunities offered by abandoned road and railroad rights of way and similar environmentally



impacted or unused linear open space to construct low maintenance greenbelts and multi use trails.

- OSR-1.6: Continue to ensure that adequate useable private open space is provided in residential developments, and that such areas are maintained as open space in perpetuity.
- OSR-2.1: Look for opportunities to acquire parkland through land donations and/or joint-use agreements.
- OSR-2.2: Continue to require new developments to provide park-in-lieu fees or land for recreational opportunities for residents in accordance with the City's park standard, 3 acres of parkland per 1,000 residents.
- OSR-2.3: Upgrade and maintain existing City parks and facilities to properly meet the needs of the community.
- OSR-3.2: Maximize the recreational opportunities offered by existing open space and recreation resources so that they serve the greatest portion of the community.
- OSR-3.3: Preserve existing recreational and park facilities and develop new park and recreational facilities and/or programs as necessary to maintain an adequate level of service and a wide variety of programs.
- OSR-4.1: Encourage community groups, organizations, clubs, and the private sector to take a greater interest and financial responsibility in the improvement and operations of parkland and recreational facilities through such means as facility and program sponsorship and donation of goods, services, and financial support.
- OSR-4.3: Work closely with other public agencies, including other parks and recreation departments and school districts, in developing cooperative park and recreation programs and services.
- OSR-4.6: Explore and develop non-traditional approaches to provide supplementary services and programs where facility deficiencies exist (e.g., mobile programs, street events, entertainment, storefront operations).

Implementation Measures

- OSR-3 Improve and enhance Buena Park flood control facilities through safety improvements and landscaping to provide open space and linkages between neighborhoods.
- OSR-4 Establish/maintain joint-use agreements with schools to provide open space and recreational opportunities for residents.
- OSR-7 Pursue available resources to fund open space acquisition including Federal, State and local funding grants or donations.



- OSR-10 Pursue and maintain joint-use agreements with school districts, neighboring cities, public agencies, private entities, and non-profit organizations that own and operate parks and recreational facilities in the area.
- OSR-15 Continue to develop partnerships with other agencies, community-based organizations, businesses, and foundations to maintain and upgrade parks and recreation facilities in the City.

- 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?

Less than Significant Impact: As described above the City's increase in population by 36,127 residents as result of Project implementation could result in a need for up to 108.4 acres of parkland. Future residential development would be required to provide adequate parkland or pay in-lieu fees. Since specific residential development projects or recreational facilities have not been identified as this time, potential impacts are addressed at a programmatic level. Generally, future construction of recreational facilities, within the 410 Housing Element parcels and its physical effects have been considered in the impact analyses throughout this Initial Study. Furthermore, per the analysis provided above under section a, the increase in demand for parks and recreation facilities would be offset by the payment of an in-lieu fee for improvements or acquisition of parkland. Therefore, implementation of the Project would not result in significant impacts relating to new and/or expanded park and recreational facilities and this topic has been screened out from further analysis in the forthcoming DEIR.



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	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XVII. Transportation/Traffic – Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources:

- City of Buena Park 2035 General Plan (adopted December 7, 2010)
 - Chapter 3 – Mobility Element
- City of Buena Park 2035 General Plan Update EIR
 - Section 5.04 – Traffic and Circulation
- 2019 Orange County Congestion Management Program, Orange County Transportation Authority, November 2019.
- Buena Park General Plan and Zoning Code Update Traffic Analysis, Urban Crossroads, Inc. September 6, 2023. (Appendix E)
- Buena Park General Plan and Zoning Code Update Vehicle Miles Traveled (VMT) Analysis, Urban Crossroads, Inc. September 6, 2023. (Appendix F)

Findings of Fact: The Project would update the Land Use and Community Design Element of the General Plan and the Residential Zoning Code to include goals, policies, and ordinances that facilitate the development of affordable housing and mixed-use development that is consistent with the 6th Cycle Housing Element. The 6th Cycle Housing Element indicates that the City can accommodate approximately 10,322 dwelling units through pending projects, its inventory of vacant and underutilized land, ADUs and rezoned and mixed-use overlay sites. The mixed-use overlay sites will permit commercial development with floor-to-area ratios of 1.0, 1.5, and 1.75 which will result in 438,333 square feet (SF) of commercial space at an estimated 60% lot coverage. The commercial intensities within the mixed-use overlays are in addition to the permitted residential densities.

Performance Standards



Beginning July 1, 2020, agencies analyzing the transportation impacts of new projects must now look at a metric known as Vehicle Miles Traveled (VMT) instead of level of service (LOS). VMT measures how much actual auto travel (additional miles driven) a proposed project would create on California roads. If the project adds excessive car travel onto roads, the project may cause a significant transportation impact. A VMT Assessment was prepared for the Project by Urban Crossroads, dated September 6, 2023 (Appendix F).

Senate Bill (SB) 743

Senate Bill (SB) 743 was signed by Governor Brown in 2013 and required the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to LOS for evaluating Transportation impacts. SB 743 specified that the new criteria should promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks and a diversity of land uses. The bill also specified that delay-based level of service could no longer be considered an indicator of a significant impact on the environment. In response, Section 15064.3 was added to the CEQA Guidelines beginning January 1, 2019. Section 15064.3, Determining the Significance of Transportation Impacts, states that Vehicle Miles Traveled (VMT) is the most appropriate measure of transportation impacts and provides lead agencies with the discretion to choose the most appropriate methodology and thresholds for evaluating VMT. Section 15064.3(c) states that the provisions of the section shall apply statewide beginning on July 1, 2020. To aid in this transition, the Governor's Office of Planning and Research (OPR) released a Technical Advisory on Evaluating Transportation Impacts in CEQA. Based on OPR's Technical Advisory, the City adopted their own City of Buena Park Traffic Impact Analysis (TIA) Guidelines In June 2020 which documents the City's VMT analysis methodology and approved impact thresholds.

Level of Service

Level of Service (LOS) is a qualitative measure of traffic operations and quality of traffic flow along roadways and at intersections. Level of service grades range from 'A' to 'F', with LOS A representing the best operating conditions and LOS F representing extremely congested and restricted operations. Six LOS grades are used to address the level of service afforded by roads. A Traffic Impact Analysis was prepared for the Project to analyze traffic conditions as a result of the operations associated with the Project in accordance with the City's traffic impact analysis guidelines (Appendix E). These findings, while not considered as an environmental concern under CEQA, provide additional context towards potential improvements to adjoining roadways that may be needed.

SCAG's Regional Transportation Plan/Sustainable Communities Strategy

SCAG's 2016-2040 RTP/SCS was adopted April 7, 2016. The RTP/SCS identifies multimodal transportation investments, includes bus rapid transit, light rail transit, heavy rail transit, commuter rail, high-speed rail, active transportation strategies (e.g., bike ways and sidewalks), transportation demand management strategies, transportation systems management, highway improvements (interchange improvements, high-occupancy vehicle lanes, high-occupancy toll lanes), arterial improvements, goods movement strategies, aviation and airport ground access improvements, and operations and maintenance to the existing multimodal transportation system.



The RTP/SCS identifies that land use strategies that focus on new housing and job growth in areas served by high quality transit and other opportunity areas would be consistent with a land use development pattern that supports and complements the proposed transportation network. The overarching strategy in the 2016-2040 RTP/SCS is to provide for a plan that allows the southern California region to grow in more compact communities in existing urban areas, provide neighborhoods with efficient and plentiful public transit, abundant and safe opportunities to walk, bike and pursue other forms of active transportation, and preserve more of the region's remaining natural lands (SCAG 2016). The 2016-2040 RTP/SCS contains transportation projects to help more efficiently distribute population, housing, and employment growth, as well as forecasted development that is generally consistent with regional-level general plan data. The Projected regional development, when integrated with the proposed regional transportation network identified in the RTP/SCS, would reduce per capita vehicular travel-related GHG emissions and achieve the GHG reduction per capita targets for the SCAG region. The RTP/SCS does not require that local general plans, specific plans, or zoning be consistent with the SCS, but provides incentives for consistency for governments and developers. Therefore, buildout of the Project would not interfere with SCAG's ability to implement the regional strategies outlined in the RTP/SCS.

Discussion of Impacts

Would the project:

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

Less than Significant Impact: The City is currently served by local and regional bus service, as well as a Metrolink regional commuter rail line. The existing circulation system includes pedestrian facilities such as sidewalks within the Entertainment Corridor and near schools, parks, and major retail facilities. The City does not currently have a formal Bicycle Master Plan. A portion of Brea Creek Channel, east of Dale Avenue, is identified as a bike path. There are existing Class II bike lanes on portions of Stage Road, Rosecrans Avenue, Ball Road, and Malvern Avenue within City limits. There is a planned Class I bike path along Malvern Avenue, east of Dale Avenue. Per the City's General Plan, the circulation system has been designed to ensure that adequate pedestrian facilities are provided throughout the City.

A key focus of the City's Mobility Element of the General Plan is to improve pedestrian amenities, walkability, and connectivity between uses, as well as to encourage alternative modes of transportation including a variety of transit options. The Project's consistency with the applicable Goals and Policies of the Mobility Element related to transit, roadway, bicycle, and pedestrian facilities is presented in *Table 17-1, Mobility Element Consistency Analysis*. As shown in Table 17-1, the proposed Project would not conflict with applicable Circulation Element Goals and Policies.

Table 17-1: Mobility Element Consistency Analysis

General Plan Goal/Policy	Consistency
Goal M-1: A comprehensive circulation system that supports the policies of the General Plan and facilitates the efficient movement of people and goods through the City.	Consistent. A Traffic Impact Analysis was prepared for the proposed Project to evaluate the potential traffic-related deficiencies



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Policy M-1.1: Provide adequate capacity and efficient operation to encourage through traffic to stay on the major street system, and to discourage diversion onto the secondary and residential street system.	resulting from the revised General Plan land use development assumptions (Appendix E). Improvements have been recommended at the study area intersections to maintain City standards for safe and efficient traffic operations. Additionally, future development would be required to prepare a traffic memorandum that meets the City's most recent standards which will provide a review of potential intersection operational deficiencies in conjunction with a detailed review of site access. Therefore, the Project would be consistent with Goals M-1, M-3, M-5 and Policies M-1.1, M-1.6, M-2.5, M-3.1, M-3.2, M-3.3, M-3.4, M-3.5, M-5.2, M-5.3, M-5.4.
Policy M-1.6: Encourage the reduction of side entry conflicts along major and primary arterials through the use of access control, consolidation of access points, turn restrictions, and raised medians.	
Policy M-2.5: Continue to require all new development or redevelopment projects prepare a development phasing program that phases approval of development consistent with required improvements.	
Goal M-3: A balance between development of the Land Use Plan and completion of the circulation network.	
Policy M-3.1: Maintain circulation system standards for roadway and intersection classifications, right-of-way width, pavement width, design speed, and capacity.	
Policy M-3.2: Ensure the timely provision of adequate transportation infrastructure and standards consistent with the location, intensity and timing of new development as defined in the Land Use Element.	
Policy M-3.3: Encourage improvements to the local circulation system through the use of appropriate traffic control and design techniques which effectively increase the efficiency of traffic movement within the City.	
Policy M-3.4: Discourage the creation of new roadway connections which would adversely impact the residential character of existing residential neighborhoods.	
Policy M-3.5: Encourage the completion of missing roadway links and other related facilities to increase the efficiency of local circulation system.	
Goal M-5: A circulation system that supports existing, approved, and planned land uses throughout the City, while maintaining a desired level of service.	
Policy M-5.2: Maintain a citywide level of service (LOS) not to exceed LOS "D" for intersections during the peak hours.	



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Policy M-5.3: Maintain a citywide level of service (LOS) for roadway segments not to exceed LOS "D" for daily traffic.	Consistent. Sites designated for future development are located within existing urban areas that are in close proximity to transit and pedestrian facilities. Therefore, the Project is consistent with Goals M-4, M-6, and Policies M-4.1, M-4.2, M-6.2, M-6.7, M-6.8.
Policy M-5.4: Require that new development mitigate its impact on City streets in order to maintain an adequate level of service.	
Goal M-4: Transit-Oriented Development (TOD) in appropriate locations in the City.	
Policy M-4.1: Higher intensity residential and commercial development shall be encouraged within a ¼-mile of existing and potential future high-frequency bus transit corridors, especially in areas where two or more high-frequency transit lines cross.	
Policy M-4.2: Design new buildings near high-frequency transit locations to be oriented toward the transit facility. This includes providing direct pedestrian access between the building and transit stop.	
Goal M-6: An efficient and comprehensive system of public and private mass transit in the City.	
Policy M-6.2: Promote the commuter rail program through enhancement and expansion of the MetroLink station, and provision of convenient transit, bicycle, and pedestrian connections to and from the station.	
Policy M-6.7: Encourage mixed-use development in the vicinity of existing transit and rail facilities, with convenient linkages.	
Policy M-6.8: Encourage new development to incorporate design features which facilitate transit service and encourage transit ridership such as bus pull-out areas, covered bus stop facilities, efficient pedestrian paths through projects to transit stops, and incorporation of pedestrian walkways that pass through subdivision boundary walls.	Consistent. The Orange County Transportation Analysis Model was used to prepare the Traffic Impact Analysis (Appendix E) and Vehicle Miles Traveled Analysis (Appendix F) for the Project. Future development facilitated by the Project would be required to adhere to OCTA's Congestion
Goal M-2: Participation with other agencies and compliance with State and Regional Plans to address multi-jurisdictional transportation issues.	
Policy M-2.1: Monitor and participate in applicable County, Regional, State, and Federal transportation plans and proposals.	
Policy M-2.2: Maintain compliance with Orange County's Congestion Management Plan (CMP).	



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Policy M-2.3: Coordinate the transportation needs and requirements of the City with other public agencies in order to ensure that the overall circulation plan of the City is effective and efficient.	Management Plan. Therefore, the Project is consistent with Policies M-2.2, M-5.1.
Policy M-5.1: Maintain consistency between the Orange County Transportation Authority's (OCTA) Master Plan of Arterial Highways (MPAH) and the City's Mobility Element to enable continued participation in the Measure M Streets and Road Programs.	
Goal M-7: Reduced traffic congestion within the City and surrounding area.	Consistent. The Vehicle Miles Traveled (VMT) Analysis (Appendix F) prepared for the Project shows that the Project's cumulative effect to citywide VMT per service population was found to decrease with the proposed residential and mixed-use development facilitated by the Project. Furthermore, the ODDS require sidewalk and bicycle facilities including bike racks.
Policy M-7.2: Encourage mixed-use projects to provide an internal system of pedestrian and bicycle amenities, linking site uses and providing linkages to surrounding uses.	
Policy M-7.3: Encourage a mix of uses within a project designed to maximize internal trip-making, maximize the use of parking facilities, and to promote a shift from auto use to pedestrian and bicycle modes of travel.	
Goal M-8: A citywide system of convenient and efficient bike, pedestrian, and trail facilities for commuter, school, and recreational uses.	
Policy M-8.2: Encourage the development of walkways, bicycle paths, or greenways, where feasible, needed, and desired.	
Policy M-8.3: Encourage the development of a citywide pedestrian network, including both on-street (sidewalks) and off-street (trails or paths) facilities, to connect neighborhoods, schools, open space, and major destinations, where feasible.	
Policy M-8.4: Maintain existing and encourage new pedestrian-oriented trails and amenities that provide a linkage to and/or through parks, new development and redevelopment projects, commercial centers, or other major destinations in the City.	
Policy M-8.12: Encourage new and existing development to provide accessible and secure areas for bicycle storage.	
Policy M-8.13: Promote bicycle racks or storage facilities at public facilities/buildings and as part of new office and retail developments.	

The proposed Land Use and Community Design Element and Residential Zoning Code



updates would facilitate increased residential and mixed-use development on infill sites located throughout the City. The buildout of the Project would increase the City's population, potentially increasing the demand for transit systems, as well as pedestrian facilities. Proposed updates to the Land Use and Community Design Element include Policies that encourage walkable communities and focus growth along major transit corridors and near transit stops, as listed below.

A Traffic Impact Analysis (TIA) was prepared for the Project by Urban Crossroads dated September 6, 2023 (Appendix E). Given the number of Housing Element sites and lack of detailed site plans available, a detailed review of site access was not evaluated as part of the TIA. However, it is anticipated that implementing projects on each of the Housing Element sites will need to conduct focused traffic analyses that meet the City's standards which will provide a review of potential intersection operational deficiencies in conjunction with a detailed review of site access. ODDS 1.7.7 requires future development in the HIOs to prepare a traffic memorandum to analyze potential intersection operational deficiencies in conjunction with a detailed review of site access. The TIA includes recommended improvements to study intersections, roadway segments and off-ramps that are anticipated to operate at a deficient LOS under Horizon Year (2045) traffic conditions. No mitigation measures are required to reduce environmental impacts related to traffic pursuant to CEQA. However, the recommendations listed in *Section 5.8 Project Deficiencies and Recommended Improvements* of the TIA should be included in the City's Capital Improvement Program to ensure intersections, roadway segments and off-ramps operate above a deficient LOS.

The Project is compliant with the applicable Goals and Policies of the General Plan and therefore does not conflict with any programs, plans, ordinances or policies addressing the circulation system including transit, roadway, bicycle and pedestrian facilities. Impacts would be less than significant in this regard. Therefore, this topic is screened out from further analysis in the forthcoming DEIR.

Proposed Land Use and Community Design Element Policies

- Policy LU-2.5: Require the incorporation of public open spaces, green infrastructure, and recreational amenities within the Housing Incentive Overlays to enhance quality of life, promote environmental sustainability, and provide opportunities for community interaction and relaxation.
- Policy LU-3.4: Target growth and new construction in infill areas by redeveloping underutilized commercial and industrial properties, especially within the Housing Incentive Overlays.
- Policy LU-4.4: Expand the options and opportunities for underutilized sites by allowing for combinations of commercial uses and multi-family uses to encourage vibrant and walkable neighborhoods, while increasing the availability of housing.
- Policy LU-7.4: Protect neighborhoods from the encroachment of incompatible activities or land uses that may have negative impacts on residential living environments.



- Policy LU-15.5: Encourage mixed-use and multi-family developments to be located in close proximity to essential services, such as schools, healthcare facilities, grocery stores, and public transportation, to reduce reliance on automobiles, improve accessibility, and enhance convenience for residents.
- Policy LU-16.4: Encourage land uses and improvements that reduce energy and water consumption, waste and noise generation, air quality impacts and support other comparable resource strategies for a sustainable Buena Park; including alternative energy generation, electric vehicle parking and charging, recycling, and similar facilities.
- Policy LU-16.5: Require mixed-use and multi-family developments to adhere to sustainable design and construction practices, including energy efficiency measures, water conservation strategies, use of renewable materials, and implementation of green building standards, to minimize environmental impacts and promote long-term resilience.
- Policy LU-17.2: Encourage the development of senior housing that has access to commercial services, health care facilities, community facilities, and public transit.
- Policy LU-23.4: Prioritize the development of walkable neighborhoods within the Housing Opportunities Overlay by incorporating pedestrian-friendly design elements, such as wide sidewalks, well-defined crosswalks, pedestrian-scale lighting, and street furniture, fostering safe and convenient walking routes between residential units and nearby amenities.
- Policy LU-23.5: Promote building orientation that prioritizes pedestrian accessibility and street interaction, with active ground-floor uses facing public streets and sidewalks.

ODDS 1.7.7 Traffic

- TRAF-1 Traffic Memorandum

Project Applicants shall demonstrate that the proposed project will not adversely impact vehicle traffic on streets within the vicinity of the site by submitting a report demonstrating consistency with the City's most recent Traffic Impact Analysis Guidelines for Vehicles Miles Traveled (VMT) and Level of Service (LOS) assessment. If projects are consistent with the analysis, a Traffic Impact Study may not be required. If a proposed project exceeds what was analyzed in the City's most recent traffic analysis, a site-specific Traffic Impact Analysis may be required.

- 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 subdivision (b) references Vehicle Miles Traveled (VMT) and whether a land use project will generate



vehicle miles traveled in excess of an applicable threshold of significance. In June 2020, the City adopted VMT thresholds of significance for purposes of analyzing transportation impacts under CEQA. A VMT analysis was prepared by Urban Crossroads, dated September 6, 2023 (Appendix F). City Guidelines identify the Orange County Transportation Analysis Model (OCTAM) version 5.0 as the appropriate tool for conducting VMT analysis for land use projects in the City. The calculation of VMT for land use projects is based on the total number of trips generated and the average trip length of each vehicle.

As stated in City Guidelines, the appropriate VMT metric for land uses projects for the purposes of VMT Analysis is VMT per service population. The City Guidelines identifies that a Project would result in a significant project generated VMT impact if the following condition is met:

1. The baseline project generated VMT per service population exceeds the County of Orange General Plan Buildout VMT per service population, or
2. The cumulative project generated VMT per service population exceeds County of Orange General Plan Buildout VMT per service population

Table 17-2 summarizes the population estimates for the Project. Employment estimates were derived from the Southern California Association of Governments (SCAG) Employment Density Study, prepared October 2021 (Appendix F).

Table 17-2 Projected Population Estimates

Land Use	Quantity	Density Factor	Estimated Socio-Economic Data (SED)
Residential	10,322 DU	3.5 Persons per Household	36,127 people
Office	87,667 SF	325 SF per Employee	399 employees
Retail	350,667 SF	218 SF per Employee	1,086 employees

Table 17-3 identifies the VMT per service population (i.e., population plus employment) of the combined TAZs of the Project in the base year (2016) plus Project and cumulative year (2045) plus Project conditions.

Table 17-3 Plus Project VMT Per Service Population (SP)

	Base Year	Cumulative Year
Service Population	168,576	186,173
VMT	3,813,402	4,178,250
VMT/SP	22.62	22.44

Table 17-4 shows the comparison between Project's baseline and cumulative VMT per service population to the City's impact threshold. The City has identified a VMT per service



population significance threshold of 29.2. As shown below, the Project would not exceed the City's VMT per service population impact threshold for base year and cumulative year conditions. The Project's VMT impact is therefore considered less than significant.

Table 17-4 Plus Project Comparison to City Threshold

	Base Year	Cumulative Year
Impact Threshold	29.2	29.2
Plus Project VMT / SP	22.62	22.44
Percent Below Threshold	-22.53%	-23.15%
Potentially Significant?	NO	NO

Consistent with City Guidelines, cumulative effects of the project on VMT were also analyzed in the VMT Analysis prepared for the Project (Appendix F). The cumulative analysis compared the Citywide VMT per service population "With Project" and "No Project" VMT per service population. As shown in Table 17-5, Citywide VMT per service population was found to decrease under the "With Project" conditions and a less than significant impact would occur. Furthermore, future development will be required to adhere to *ODDS 1.7.7 Traffic* requiring a Traffic Memorandum to be prepared in accordance with the City's Vehicle Miles Travelled Guidelines. Based on the preceding, the Project would not conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b) and a less than a significant impact would occur.

Table 17-5 Citywide VMT Per Service Population

	Base Year No Project	Base Year With Project	Cumulative Year No Project	Cumulative Year With Project
Service Population	261,305	306,644	285,059	330,265
VMT	3,428,951	3,638,941	3,865,980	4,056,955
VMT/SP	13.12	11.87	13.56	12.28
Change in VMT/SP	-1.26		-1.28	

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

Less than Significant Impact: Buildout of the Project is not anticipated to result in inadequate design features or incompatible uses. Through the City's development review process, future developments would be evaluated to determine the appropriate land use permit for authorizing their use and the conditions for their establishment and operation. At a minimum, compliance with relevant Municipal Code standards would be required. Therefore, the proposed Project would not substantially increase hazards due to design features or incompatible uses.

Future development facilitated by the proposed Project would be evaluated on a case-by-case basis to ensure that adequate access and circulation to and within the development would be provided. Access to development sites would be required to comply with all City design standards and would be reviewed by the City and the Orange County Fire Authority to ensure that inadequate design features or incompatible uses do not occur. The City and



the Orange County Fire Authority would review future development in order to ensure that they are designed to meet adopted standards and provide adequate emergency access. Therefore, implementation of the proposed Project would not result in significant impacts involving inadequate design features or incompatible uses. This issue has been screened out from analysis in the forthcoming DEIR.

d) Result in inadequate emergency access?

Less than Significant Impact: Proposed development projects facilitated by the Project would be required to comply with the City's development review process including review for compliance with the City's Zoning Code. New affordable housing and mixed-use developments would be required to comply with all applicable fire code and ordinance requirements for construction and access to the site. Individual projects would be reviewed by the Orange County Fire Authority to determine the specific fire requirements applicable to the specific development and to ensure compliance with these requirements. This would ensure that new developments would provide adequate emergency access to and from the site. Further, the City and the Orange County Fire Authority would review any modifications to existing roadways to ensure that adequate emergency access or emergency response would be maintained. Additionally, emergency response and evacuation procedures would be coordinated through the City in coordination with the police and fire departments, resulting in less than significant impacts. Thus this topic will not be further analyzed in the forthcoming DEIR.



	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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:				
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources:

- City of Buena Park 2035 General Plan (adopted December 7, 2010)
 - Chapter 5 – Conservation and Sustainability Element
- City of Buena Park 2035 General Plan Update EIR
 - Section 5.10 – Cultural Resources

Findings of Fact: As of July 1, 2015, Public Resources Code Sections 21080.1, 21080.3.1, and 21080.3.2 require public agencies to consult with California Native American tribes recognized by the Native American Heritage Commission (NAHC) for the purpose of mitigating impacts to tribal cultural resources. This law does not preclude agencies from initiating consultation with the tribes that are culturally and traditionally affiliated with their jurisdictions.

In accordance with Public Resources Code Section 21080.1(d), a lead agency is required to provide formal notification of intended development projects to Native American tribes that have requested to be on the lead agency's list for receiving such notification. The formal notification is required to include a brief description of the proposed Project and its location, lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation for tribal cultural resources. On July 15, 2022, the City sent out notification to fourteen (14) tribes that are traditionally and/or culturally affiliated with the Project area or have specifically requested notice for all projects within the City. The tribes included in the notification are as follows:



- Campo Band of Diegueno Mission Indians
- Ewiiapaayp Band of Kumeyaay Indians
- Gabrieleno Band of Mission Indians – Kizh Nation
- Gabrieleno/Tongva San Gabriel Band of Mission Indians
- Gabrielino/Tongva Nation
- Gabrielino Tongva Indians of California Tribal Council
- Gabrielino-Tongva Tribe
- Juaneno Band of Mission Indians Acjachemen Nation – Belardes
- La Posta Band of Diegueno Mission Indians
- Manzanita Band of Kumeyaay Nation
- Mesa Grande of Diegueno Mission Indians
- Pala Band of Mission Indians
- Santa Rosa Band of Cahuilla Indians
- Soboba Band of Luiseno Indians

As of April 30, 2024, the City has not received any consultation requests on the proposed Project. Therefore, the City has complied with the requirements of SB18 and AB 52.

Discussion of Impacts

- 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

Less than Significant Impact: In accordance with AB 52 and SB 18, the Native American Heritage Commission (NAHC) provided a consultation list of tribes with traditional lands of cultural places located within the boundaries of the proposed Project. Formal notification of the Project pursuant to AB 52 was sent out by the Lead Agency on July 15, 2022. As of April 30, 2024, the City has not received any consultation requests on the proposed Project, resulting in the conclusion of the AB 52 process. No known Tribal Cultural Resources (TCRs) that are 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), have been identified or associated with the sites identified in the 2021-2029 Housing Element. The Project would not cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 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 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). Therefore, Project impacts would be less than significant and this topic is screened out from further analysis in the forthcoming DEIR.

- 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 discussed in the previous subsection, the City provided formal notification of the Project pursuant to AB 52 to the above listed tribes. As of April 30, 2024, the City has not received any consultation requests on the proposed Project. The Project is a planning action that would implement the 2021-2029 Housing Element by updating the Land Use and Community Design Element and Residential Zoning Code to allow for increased housing densities and mixed-use development on 410 parcels categorized as infill sites within the City. Though the Project itself does not include ground disturbing activities, the Project would facilitate construction of future development that would include ground disturbing activities. Though it is unlikely tribal cultural resources will be unearthed during future ground disturbing activities as the City is an urban developed area, there is a potential for inadvertent finds. Therefore, all future development facilitated by the Project would be subject to compliance with General Plan Implementation Measures as outlined below. Furthermore, future development in the HIOs will be subject to ODDS 1.7.8 Tribal Cultural Resources which requires individual projects to undergo tribal consultation pursuant to AB 52. Compliance with existing City Policies would ensure that impacts are reduced to less than significant. Therefore, this topic is screened out and will not be further discussed in the forthcoming DEIR.

General Plan Implementation Measures

- CS-25: Any project that involves earth-disturbing activities within previously undisturbed soils in an area determined to be archaeologically or culturally sensitive, shall require evaluation of the site by a qualified archaeologist. The project applicant shall implement the recommendations of the archaeologist, and appropriate mitigation measures applied.
- CS-26: During excavation and grading activities of any future development project, if archaeological resources are discovered the project contractor shall stop all work and shall retain a qualified archaeologist to evaluate the significance of the finding and appropriate course of action. Salvage operation requirements pursuant to Section 15064.5 of the CEQA Guidelines shall be followed and the treatment of discovered Native American remains shall comply with State codes and regulations of the Native American Heritage Commission.
- CS-29: In the event of the discovery of a burial, human bone, or suspected human bone, all excavation or grading in the vicinity of the find shall halt immediately and the area of the find shall be protected and the project applicant immediately shall notify the Orange County Coroner of the find and comply with the provisions of the California Health and Safety Code Section 7050.5, including P.R.C. Section 5097.98, if applicable. In the event that human remains are determined to be Native American human remains the applicant shall consult with the Most Likely Descendent to determine the appropriate treatment for the Native American human remains.

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	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XIX. Utilities and Service Systems – Would the project:				
a) Require or result in the relocation or construction of new or expanded water or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the wastewater 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources:

- City of Buena Park 2035 General Plan (adopted December 7, 2010)
 - Chapter 4 – Community Facilities Element
- City of Buena Park Draft 2035 General Plan EIR (November 2010)
 - Section 5.11 – Water Supply
 - Section 5.12 - Wastewater
 - Section 5.17 – Solid Waste
- City of Buena Park 2018 Sewer Master Plan Update, Arcadis U.S., Inc. July 12, 2019.
- City of Buena Park 2020 Urban Water Management Plan Final Draft, Arcadis U.S., Inc., June 2021.
- 2022 California Gas Report. California Gas and Electric Utilities. 2022
- 2023 California Gas Report Supplement. California Gas and Electric Utilities, 2023



- Active Landfills, County of Orange Waste and Recycling, accessed October 17, 2023, [Web](#)
- Estimated Solid Waste Generation Rates. California Department of Resources Recycling and Recovery (CalRecycle). 2019a.
- Frequently Asked Questions. California Department of Resources Recycling and Recovery (CalRecycle). 2019b.

Discussion of Impacts

Would the project:

- a) Require or result in the relocation or construction of new or expanded water or wastewater 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:

Water Demand Impacts

The City's Water Division is responsible for providing potable water to its customers. The City's water service area includes the Buena Park City limits, excluding three areas, which are within the City limits but are served by the City of Fullerton and Suburban Water Systems. In addition, the City provides service to two locations that are located outside the City limits: one area is in the City of Anaheim and the other is in the City of La Mirada. The Golden State Water Company (GSWC), formerly Southern California Water Company provides water service to the cities of Cypress and Stanton, south of the City. Suburban Water Systems provides water service to the City of La Mirada and a small segment of the City. The City recently incorporated a small area, which is within the City limits and was previously served by the GSWC.

The City meets its demands through a combination of local groundwater from the Orange County Groundwater Basin (OC Basin) and supplemental imported water. The City works together with two primary agencies, Municipal Water District of Orange County (MWD OC) and Orange County Water District (OCWD), to ensure a safe and reliable water supply that will continue to serve the community in periods of drought and shortage. The sources of imported water supplies include water from the Colorado River and the State Water Project (SWP) provided by Metropolitan Water District of Southern California (MET) and delivered through MWD OC.

The City pumps groundwater through its eight wells. Pumping limitations set by the Basin Production Percentage (BPP) and the pumping capacity of the wells are the only constraints affecting the groundwater supply to the City (2020 UWMP). MET's and MWD OC's 2020 UWMPs conclude that they can meet full-service demands of their member agencies starting 2025 through 2045 during normal years, a single-dry year, and multiple-dry years. Consequently, the City is projected to meet full-service demands through 2045 for the same scenarios.

Since 2010, the UWMP Act has required retail water suppliers to include water use projections for single-family and multi-family residential housing for lower income and affordable households. This will assist the City in complying with the requirement under



Government Code Section 65589.7 granting priority for providing water service to lower income households. A lower income household is defined as a household earning below 80% of the median household income (MHI). RHNA classifies low-income housing into two categories: very low income (<30% - 50% MHI), and low income (51% - 80% MHI). Altogether 38.9% of the City's allocated housing need for the planning period of October 2021 to October 2029 are considered low-income housing. *Table 19-1 Projected Water Use for Low Income Households (AF)* estimates total water demand for low-income housing based on the City's RHNA allocation through 2045.

Table 19-1 Projected Water Use for Low Income Households (AF)

Water Use Sector	FY Ending				
	2025	2030	2035	2040	2045
Total Residential Demand (AF)	7,954	7,974	7,995	7,993	8,069
Single-Family Residential Demand – Low Income Households (AF)	2,239	2,199	2,159	2,119	2,114
Multi-Family Residential Demand – Low Income Households (AF)	848	897	945	984	1018
Total Low Income Households Demand (AF)	3,087	3,095	3,103	3,103	3,132

Based on the 2020 UWMP's 25-year water use projections for 2021-225, 2025-2045 and water use projections for lower income households, the City can meet the City's water demands through 2045. Therefore, buildout of the Project would not require the construction or relocation of water facilities that could result in a significant impact on the environment. Future housing developments facilitated by the proposed Project will connect to existing water mains within the City's water distribution system, provide water connections to any proposed fire hydrants, and irrigation lines included in future housing and mixed-use development will need to connect to water lines.

Finally, the General Plan identifies policies and implementation measures within the Community Facilities Element to ensure adequate water supply and facilities to serve the projected growth associated with buildout of the General Plan, including maintaining, improving, and replacing aging water systems to ensure adequate water provision to the community (Policy CF-4.1) and evaluating individual projects to determine adequate service capacity and to require mitigation and/or necessary improvements (Implementation Measure CF-17). The Conservation and Sustainability Element includes policies to reduce water consumption through green building and conservation measures. Existing General Plan Policies and implementation measures, along with maintenance of the existing water delivery system, would make impacts to the City's water supply less than significant.

Wastewater Treatment Impacts



The City's local sewer system connects to the regional trunk sewer systems for the Orange County Sanitation District (OCSD). The City's gravity sewer collection system is comprised of approximately 168 miles of sewer lines which range in size from 4 to 18 inches in diameter. Wastewater flow generated by the City is discharged to two OCSD-owned trunk lines the conveyed to OCSD facilities for treatment and disposal. Wastewater conveyed to the Knott Inceptor is treated at OCSD Plant 1 in Fountain Valley and wastewater conveyed in the Miller-Holder Trunk Sewer is treated at OCSD Plant 2 in Huntington Beach. Treatment Plant 1 has a total primary treatment capacity of 168 million gallons per day (mgd), with an average daily treatment of approximately 127 mgd. Treatment Plant No. 2 also has 90 mgd of secondary treatment capacity. The City's 2018 Sewer Master Plan Update identifies the following residential per-capita wastewater generation factors based on land use:

- Residential per-capita flow factor for Low Density Residential land use: 57 gallons per-capita per day (gpcpd)
- Residential per-capita flow factor for Medium and High-Density Residential land use: 65 gpcpd

The City's 2018 flow was determined to be 6.9 MGD with the average per-capita wastewater generation by residential population calculated to be 81 gpcd. In 2040, flow is projected to be 7.5 MGD with the average per-capita wastewater generation by residential population estimated to be 80 gpcd. Therefore, there would be sufficient capacity available at Treatment Plant No. 1 and Treatment Plant No. 2 to meet the needs of future developments facilitated by the proposed Project.

OCSD is required to comply with treatment requirements specified in the NPDES permits issued by the Regional Water Quality Control Board (RWQCB). Future residential development projects will be required to implement Water Quality Management Plans (WQMP) to ensure that projects will not violate any water quality standards or waste discharge requirements. With the implementation of the Stormwater Quality Control Measures outlined in project specific WQMP's, future development projects would not require a unique wastewater treatment process or result in the relocation or construction of new or expanded wastewater treatment facility. A less than significant impact would occur.

Electric Power Impacts

Southern California Edison (SCE) provides electricity to the City. Electric power uses typically associated with residential developments include interior lighting, exterior lighting, appliances and electronics. All electrical uses associated with future development projects would connect to the existing electric power system. Further, all utility connections to future residential projects would be required to comply with applicable federal, state, and local regulations related to electric power supply. Therefore, relocation and expansion of existing facilities and construction of new facilities would not be required. Impacts would be less than significant.

Natural Gas Impacts



Natural gas would be provided by Southern California Gas (SoCalGas). Natural gas would be used for Heating Ventilation and Air Conditioning (HVAC) systems and hot water heaters. SoCalGas's 2022 California Gas Report (CGR) projects the total system demand to decline at an annual rate of 1.5% between 2022 and 2035. Since demand for natural gas is decreasing, future residential developments constructed as result of Project implementation would not require SoCalGas to obtain new or expanded electricity or natural gas supplies and impacts would be less than significant.

Telecommunication Facilities Impacts

Various private services, including AT&T, Time Warner, and Frontier Communications, provide telecommunication services to the City. No changes to telecommunication facilities would occur. Therefore, Project implementation would not require the construction of new or expanded telecommunication facilities. Impacts would be less than significant, and no mitigation measures are necessary.

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

Less than Significant Impact: The City of Buena Park Water Division provides potable and domestic water to the Project area. The City receives its water supply from the Orange County Basin and imported water through MET and MWDOC. According to the 2020 UWMP for the City of Buena Park, the Basin has not experienced water supply constraints or deficiencies. Table 19-2 describes data from the UWMP which shows that the City's water supplies for base years for average, single dry, and multiple dry years are sufficient in meeting historical water demands (UWMP, 2020).

Table 19-2 Multiple Dry Years Supply and Demand Comparison (acre-feet)

		2025	2030	2035	2040	2045
First Year	Supply Totals	14,266	15,000	14,380	14,507	14,612
	Demand Totals	14,266	15,000	14,380	14,507	14,612
	Difference	0	0	0	0	0
Second Year	Supply Totals	14,489	14,838	14,406	14,529	14,628
	Demand Totals	14,489	14,838	14,406	14,529	14,628
	Difference	0	0	0	0	0
Third Year	Supply Totals	14,713	14,677	14,433	14,551	14,645
	Demand Totals	14,713	14,677	14,433	14,551	14,645
	Difference	0	0	0	0	0
Fourth Year	Supply Totals	14,937	14,515	14,459	14,573	14,662
	Demand Totals	14,937	14,515	14,459	14,573	14,662
	Difference	0	0	0	0	0
Fifth Year	Supply Totals	15,161	14,354	14,485	14,595	14,679



	Demand Totals	15,161	14,354	14,485	14,595	14,679
	Difference	0	0	0	0	0

As illustrated in Table 19-2, the City's water demands can be met under multiple dry years. Future water supply will meet projected demand due to diversified supply and conservation measures. Furthermore, future housing developments will be required to obtain a water connection permit as required by Section 13.12.00(A)(B) of the City's Municipal Code. The City has sufficient water resources available to supply water service to future housing developments as a result of Project implementation. Therefore, impacts associated with water supply availability would be less than significant.

- c) Result in a determination by the wastewater 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?

Less than Significant Impact: OCSD provides wastewater treatment services to the City. Wastewater generated by future developments facilitated by the proposed Project would be conveyed to Treatment Plan No. 1 in Fountain Valley and Treatment Plant No. 2 in Huntington Beach. Treatment Plant 1 has a total primary treatment capacity of 168 million gallons per day (mgd), with an average daily treatment of approximately 127 mgd. Treatment Plant No. 2 also has 90 mgd of secondary treatment capacity. Future residential developments facilitated by the proposed Project would pay applicable sewer connection and service fees, providing funds available for the OCSD wastewater system expansion and maintenance, acting to offset future residential projects incremental demands for wastewater collection and treatment services. Impacts are expected to be less than significant.

- 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?

Less than Significant Impact: Locally generated solid waste is processed and sorted at the CR&R, Incorporated (CR&R) Materials Recovery Facility located at 11292 Western Avenue in the City of Stanton. The majority of the City's solid waste is disposed of at one of Orange County's three active landfills: Frank R. Bowerman Landfill in Irvine; Olinda Alpha Landfill in Brea; and or Prima Deshecha Landfill in San Juan Capistrano. The Frank R. Bowerman landfill spans approximately 725 acres with 534 acres allocated for waste disposal. It is permitted for 11,500 tons per day (TPD) maximum with an 8,500 TPD annual average. The landfill has enough projected capacity to serve residents and business until approximately 2053. The Olinda Alpha Landfill totals 565 acres with 453 acres permitted for refuse disposal. The landfill has enough capacity to serve residents and businesses until 2030 with an average disposal rate of 7,000 TPD and is permitted up to 8,000 TPD. The Prima Desecha Landfill has a total of 1,530 acres with 697 acres dedicated towards waste disposal and has a projected capacity to serve residents and businesses until approximately 2102.

Residential developments facilitated by the proposed Project would increase the volume of solid waste generated by the City. The City maintains a franchise agreement with Park Disposal for collection and disposal of residential and commercial solid waste generated in the City. Future housing developments facilitated by the proposed Project would comply



with the solid waste collection requirements for residential units specified in Section 8.12.120 of the Municipal Code. The proposed Project would update the Land Use and Community Design Element of the General Plan and the Residential Zoning Code to facilitate the development 10,322 residential units in accordance with the City's 6th Cycle RHNA allocation. Based on the CalRecycle Residential Section Generation Rates chart, the Project would generate approximately 58,361.17 pounds of solid waste per day based on occupancy of the 10,322 dwelling units, refer to *Table 3.19-3 Estimated Solid Waste Generation*.

Table 19-3 Estimated Solid Waste Generation

Waste Generation Source	Project Buildout	Generation Rate, pounds per day	
		Per Unit	Total
Residential	10,322 dwelling units	5.1	52,662.84
Commercial	438,333 square feet	13/lb/1000 SF/day	5,698.33
TOTAL			58,361.17
Source: CalRecycle, 2019b, <u>Estimated Solid Waste Generation Rates (ca.gov)</u>			

As discussed above, the current permitted solid waste disposal includes 11,500 TPD at the Frank R. Bowermna Landfill and 8,000 TPD at the Olinda Alpha Landfill. The project's estimated generation of approximately 5.1 pounds per dwelling unit per day during full buildout of the proposed Project represents a fraction of the total daily capacity at the three landfills. Since sufficient permitted landfill capacity exists to support the project, no adverse impact on either solid waste collection service or the landfill disposal system would occur. Therefore, project impacts on existing solid waste disposal facilities would be less than significant.

- e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less than Significant Impact: In 1989, the California Legislature enacted the California Integrated Waste Management Act (AB 939), in an effort to address solid waste problems and capacities in a comprehensive manner. The law required each city and county to divert 50 percent of its waste from landfills by the year 2000. OC Waste and Recycling outlines the goals, policies, and programs the county and its cities would implement to create an integrated and cost-effective waste management system that complies with the provisions of AB 939 and its diversion mandates. The most recent CalRecycle approved solid waste diversion rate available for the City of Buena Park was 53 percent in 2006. Therefore, the City has met the requirements of AB 939 to reduce solid waste by 50 percent. Future development facilitated by the proposed Project will be required to comply with the City's reduction and recycling program for waste reduction procedures and other applicable local, state, and federal solid waste disposal standards, thereby ensuring that the solid waste stream to regional landfills is reduced in accordance with existing regulations. Therefore, less than significant impacts are anticipated.



	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XX. Wildfire – If located in or near a State Responsibility Area (“SRA”), lands classified as very high fire hazard severity zone, or other hazardous fire areas that may be designated by the Fire Chief, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources:

- City of Buena Park 2035 General Plan (adopted December 7, 2010)
 - Chapter 7 – Safety Element
- City of Buena Park Draft 2035 General Plan EIR (November 2010)
 - Section 5.13 – Fire Protection
- California Department of Forestry and Fire Protection. Fire Hazard Severity Zones Map

Discussion of Impacts

If located in or near a State Responsibility Area (“SRA”), lands classified as very high fire hazard severity zone, or other hazardous fire areas that may be designated by the Fire Chief, would the project:

- a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact: Wildland fire protection in California is the responsibility of the state, local government, or the federal government. The Project is not located in a SRA or classified as a VHFSZ within a LRA, as identified in the CAL FIRE FHSZ Map. The nearest VHFHSZ is



located northeast of the City in the City of Fullerton, California. The City's 2010 General Plan Update EIR states, "There are currently no wilderness areas within Buena Park or in the surrounding areas. Thus, the risk of wildland fires within the city is not present. Buena Park and surrounding jurisdictions are predominately urbanized. Therefore, fire hazards within the City are primarily related to structural fires". The City's Emergency Operations Plan anticipates that all major streets within the City would serve as evacuation routes. However, because the project site is not located in or near an area classified as Very High Fire Hazard Severity Zones, the project would have no impact in this regard and this topic has been screened out from further discussion in the DEIR.

- 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?

No Impact: The City is not located in a VHFHSZ in either an LRA or SRA. No slopes that would exacerbate wildfire risk are located within the City. Buildout from the proposed Project would not expose residential occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Therefore, no impact would occur.

- 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?

No Impact: The proposed Project does not require the installation or maintenance of associated infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. The Project includes updates to the Land Use and Community Design Element and Residential Zoning Code to facilitate future housing developments in the City in accordance with the 2021-2029 Housing Element. The need for installation and maintenance of new infrastructure (such as roads, fuel breaks, emergency water resources, power lines, or other utilities) for future development projects would be evaluated as part of the development review process with the City. Future developments would also be required to go through the City's development review and permitting process and would be required to incorporate all applicable design and safety standards and regulations in accordance with Chapter 16 Fire Safety of the City's Municipal Code. Finally, buildout of the proposed Project will comply with federal, state, and local regulations relating to safety. No impact would occur.

- 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?

No Impact: The Project is not located in a VHFHSZ in either an LRA or SRA. The City is relatively flat, is not located in an area with high slopes or unstable ground conditions and is not within a landslide hazard zone. The buildout of the proposed Project would not 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. Therefore, no impact would occur. *Section XX. Wildfire* has been screened out and will not be further analyzed in the forthcoming DEIR.



	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion of Impacts

- 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?

Potentially Significant Impact: Implementation of the Project is not expected to substantially reduce the habitat of fish or wildlife species, cause fish or wildlife populations to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. As discussed in subsections III. And VIII. above, the Project will result in potentially significant impacts as it related to air quality and greenhouse gas emisisions. As such, the forthcoming DEIR will address this issue along with mitigation measures for development impacts.



- 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)?

Potentially Significant Impact: The Project would result in potentially significant impacts related to air quality, biological resources, greenhouse gas emissions, hazardous materials, land use planning, noise and public services. All other impacts of the project were determined either to have no impact, or to be less than significant. Cumulatively, the project could potentially result in significant impacts combined with impacts of other current or probable future impacts; therefore, these issues will be discussed in the forthcoming DEIR.

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

Potentially Significant Impact: Previous sections of this Initial Study reviewed the Project's potential impacts related to air quality, biological resources, greenhouse gas emissions, land use and planning, population and housing, transportation/traffic, cultural resources/tribal cultural resources, noise, and other environmental issue areas. As concluded in these previous discussions, the project may result in significant environmental impacts. Therefore, the forthcoming DEIR will evaluate the potential for the Project to directly or indirectly affect human beings.



CHAPTER FIVE – REFERENCES AND PREPARERS

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5.2 List of Preparers

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APPENDIX A – APPENDIX A- BUENA PARK GENERAL
PLAN AND ZONING CODE UPDATE AIR QUALITY
IMPACT ANALYSIS, CITY OF BUENA PARK. URBAN
CROSSROADS, NOVEMBER 6, 2022.



APPENDIX B - BUENA PARK GENERAL PLAN AND
ZONING CODE UPDATE AIR TOXIC AND CRITERIA
POLLUTANT HEALTH RISK ASSESSMENT, CITY OF
BUENA PARK. URBAN CROSSROADS, NOVEMBER 6,
2023.



APPENDIX C - BUENA PARK GENERAL PLAN AND ZONING CODE UPDATE ENERGY ANALYSIS, CITY OF BUENA PARK, URBAN CROSSROADS. NOVEMBER 6, 2022.



APPENDIX D - BUENA PARK GENERAL PLAN AND
ZONING CODE UPDATE GREENHOUSE GAS
ANALYSIS, CITY OF BUENA PARK, URBAN
CROSSROADS. NOVEMBER 6, 2023.



APPENDIX E - BUENA PARK GENERAL PLAN AND ZONING CODE UPDATE TRAFFIC ANALYSIS, CITY OF BUENA PARK, URBAN CROSSROADS. SEPTEMBER 6, 2023.



APPENDIX F - BUENA PARK GENERAL PLAN AND
ZONING CODE UPDATE VEHICLE MILES TRAVELLED
(VMT) ANALYSIS, CITY OF BUENA PARK, URBAN
CROSSROADS. SEPTEMBER 6, 2023.

