

DRAFT FOCUSED ENVIRONMENTAL IMPACT REPORT Land Use and Community Design Element and Residential Zoning Code Update Project (EIR-25-1)

City of Buena Park, Orange County, California

State Clearinghouse Number: 2024110035

Prepared for:

CITY OF BUENA PARK

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ACRONYMS AND ABBREVIATIONS

°C	degrees Celsius (Centigrade)
°F	degrees Fahrenheit
µg/m ³	micrograms per cubic meter
AAQS	Ambient Air Quality Standards
AB	Assembly Bill
ACC	Advanced Clean Cars program
ACM	Asbestos Containing Materials
ADA	Americans with Disabilities Act
ADDT	Annual Average Daily Traffic
ADU	accessory dwelling unit
AELUP	Airport Environs Land Use Plan
AIA	Airport Influence Area
AIC	Archaeological Information Center
ALUC	Airport Land Use Commission
APCD	Air Pollution Control District
APE	Area of Potential Effect
APN	Assessor's Parcel Number
APST	Aboveground Petroleum storage tank
AQMD	Air Quality Management District
AQMP	Air Quality Management Plan
ARB	California Air Resources Board
ASHRAE	American Society of Heating, Refrigerating and Air Conditioning Engineers
AST	aboveground storage tank
ATCM	Airborne Toxic Control Measures
BACT	best available control technology
BLM	Bureau of Land Management
BMP	Best Management Practice
BVOC	biogenic volatile organic compound
C ² ES	Center for Climate and Energy Solutions
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CalARP	California Accidental Release Program
Cal/EPA	California Environmental Protection Agency
Cal/OSHA	California Occupational Safety and Health Administration
CAL FIRE	California Department of Forestry and Fire Protection

CALGreen	California Green Building Standards Code
CalEEMod	California Emissions Estimator Model
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CARB	California Air Resources Board
CBC	California Building Standards Code
CCR	California Code of Regulations
CDC	Center for Disease control and Prevention
CDF	California Department of Finance
CDFA	California Department of Food and Agriculture
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CESA	California Endangered Species Act
CFC	chlorofluorocarbon
CFGC	California Fish and Game Code
CFR	Code of Federal Regulations
CH ₄	methane
CHP	California Highway Patrol
City	City of Buena Park
CNDDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CNPSEI	California Native Plant Society Electronic Inventory
CNRA	California Natural Resources Agency
CO	carbon monoxide
CO ₂ e	carbon dioxide equivalent
Connect SoCal	2020-2045 Regional Transportation Plan/Sustainable Communities Strategy
CPF	cancer potency factor
CPUC	California Public Utilities Commission
CPSC	Consumer Product Safety Commission
CTR	California Toxics Rule
CUPA	Certified Unified Program Agency
CWPP	Community Wildfire Protection Plan
DBESP	Determination of Biologically Equivalent or Superior Preservation
DBH	diameter at breast height

DDT	dichlorodiphenyltrichloroethane
DOT	Department of Transportation
DPM	diesel particulate matter
DTSC	California Department of Toxic Substances Control
DUC	Disadvantaged Unincorporated Communities
DWR	California Department of Water Resources
EIA	United States Energy Information Administration
EIR	Environmental Impact Report
EJC	Environmental Justice Community
EMS	Emergency Medical Services
EOC	Emergency Operations Center
EOP	Emergency Operations Plan
EPA	United States Environmental Protection Agency
EPCRA	Emergency Planning and Community Right to Know Act
ERH	Emergency Ride Home
ERNS	Emergency Response Notification System
ESA	Environmental Site Assessment
EV	electric vehicle
FAA	Federal Aviation Administration
FAR	floor area ratio
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FMA	Fullerton Municipal Airport
FMMP	Farmland Mapping and Monitoring Program
FTA	Federal Transportation Administration
GEIMS	Geographic Environmental Information Management System
GHG	greenhouse gas
GIS	Geographic Information System
GPA	General Plan Amendment
GWh	gigawatt-hour
GWh/y	gigawatt-hours per year
GWP	global warming potential
HCD	California Department of Housing and Community Development
HCDA	Housing and Community Development Act
HCP	Habitat Conservation Plan
HFC	hydrofluorocarbon
HIO	Housing Incentive Overlays

HMTA	Hazardous Materials Transportation Act
HOV/HOT	High Occupancy Vehicle/High Occupancy Toll
HRA	Health Risk Assessment
HUD	United States Department of Housing and Urban Development
HVAC	heating, ventilation, and air conditioning
HVIP	Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project
HWCL	Hazardous Waste Control Law
ICC	International Code Council
IOU	investor-owned utility
IPCC	Intergovernmental Panel on Climate Change
ITP	Incidental Take Permit
JFTB	Joint Forces Training Base
kWh	kilowatt-hour
LBP	lead-based paint
LBPPA	Lead-Based Paint Poisoning Prevention Act
LCFS	low carbon fuel standard
LED	light-emitting diode
LEV	Low Emission Vehicle
LID	Low Impact Development
LOS	Level of Service
LRA	Local Responsibility Area
LST	Localized Significance Threshold
LUFT	Leaking Underground Fuel Tank
LUST	Leaking Underground Storage Tank
MATES III	Multiple Air Toxics Exposure Study III
MBTA	Migratory Bird Treaty Act
MERV	Minimum Efficiency Reporting Value
Mpg	miles per gallon
mph	miles per hour
MPO	Metropolitan Planning Organization
MS4	Municipal Separate Storm Sewer System
MTBE	methyl tert-butyl ether
MTS	Metropolitan Transportation System
MWELO	Model Water Efficient Landscape Ordinance
N ₂ O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCCP	Natural Community Conservation Planning

NDC	nationally determined contributions
NEPA	National Environmental Policy Act
NESHAP	National Emissions Standards for Hazardous Air Pollutants
NFPA	National Fire Protection Association
NHTSA	National Highway Traffic Safety Administration
NIMS	National Incident Management System
N ₂ O	nitrous oxide
NO ₂	nitrogen dioxide
NOAA	National Marine Fisheries Service
NOC	Notice of Completion
NOP	Notice of Preparation
NO _x	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NPPA	Native Plant Protection Act
NRCS	Natural Resources Conservation Service
NPR	National Response Plan
NTR	National Toxics Rule
O ₃	ozone
OCTA	Orange County Transportation Authority
OCTAM	Orange County Transportation Analysis Model
OEHHA	California Office of Environmental Health Hazard Assessment
OPR	Governor's Office of Planning and Research
OSHA	Occupational Safety and Health Administration
PCB	polychlorinated biphenyl
pCi/L	picocuries per liter
PFC	perfluorocarbon
PM	particulate matter
PM _{2.5}	particulate matter less than 2.5 microns in diameter
PM ₁₀	particulate matter less than 10 microns in diameter
ppb	parts per billion
pph	person per household
ppm	parts per million
PPV	peak particle velocity
PVC	polyvinyl chloride
RCRA	Resource Conservation and Recovery Act
RECLAIM	Regional Clean Air Incentives Market
RHNA	Regional Housing Needs Assessment
RMP	Risk Management Plan

ROG	reactive organic gases
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
RWRF	Regional Water Reclamation Facility
SAFER	Safer Affordable Fuel- Efficient
SARA	Superfund Amendments and Reauthorization Act
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCHWMA	Southern California Hazardous Waste Management Authority
SCS	Sustainable Communities Strategy
SEMS	Standardized Emergency Management System
SF ₆	sulfur hexafluoride
SFHA	Special Flood Hazard Area
SHA	Safe Harbor Agreement
SIP	State Implementation Plan
SMARA	Surface Mining and Reclamation Act
SO ₂	sulfur dioxide
SoCAB	South Coast Air Basin
SOON	Surplus Off-Road Opt-In for No _x
South Coast AQMD	South Coast Air Quality Management District
SPCC	Spill Prevention Control Countermeasure
SRA	Source Receptor Area
State Water Board	California State Water Resources Control Board
SWPPP	Storm Water Pollution Prevention Plan
TAC	toxic air contaminants
TDM	Transportation Demand Management
TDS	total dissolved solids
Tg	teragram
therms/y	therms per year
TMDL	Total Maximum Daily Load
TOG	Total organic gases
TSCA	Toxic Substances Control Act
UBC	Uniform Building Code
UNFCCC	United Nations Framework Convention on Climate Change
URF	unit risk factor
USACE	United States Army Corps of Engineers
USDA	United States Department of Agriculture

USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
UST	underground storage tank
UWMP	Urban Water Management Plan
V/C	volume to capacity ratio
VdB	Velocity in Decibels
VIP	Voucher Incentive Program
VMT	Vehicle Miles Traveled
VOC	volatile organic compound
W-1	Watercourse, Watershed, and Conservation Areas
W-2-M	Controlled Development Area with Mobile Homes
WATERS	Watershed Assessment, Tracking, and Environmental Results System
WDR	Waste Discharge Requirement
WIMP	Wind Implementation Monitoring Program
WQMP	Water Quality Management Plan
WRF	Water Reclamation Facility
WRI	World Resources Institute
ZEV	Zero-emissions vehicles

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SECTION 1: EXECUTIVE SUMMARY

1.1 - Project Location

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 1.1-1, Regional Vicinity*. The City’s Land Use and Community Design Element and Residential Zoning Code Update (“Project”) encompasses the entire area of the City of Buena Park as illustrated in *Exhibit 1.1-2, 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. Additionally, the City is characterized as having a solid commercial base, a prosperous tourist/entertainment industry, and a well- established manufacturing and distribution base.

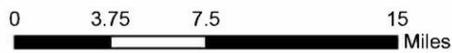
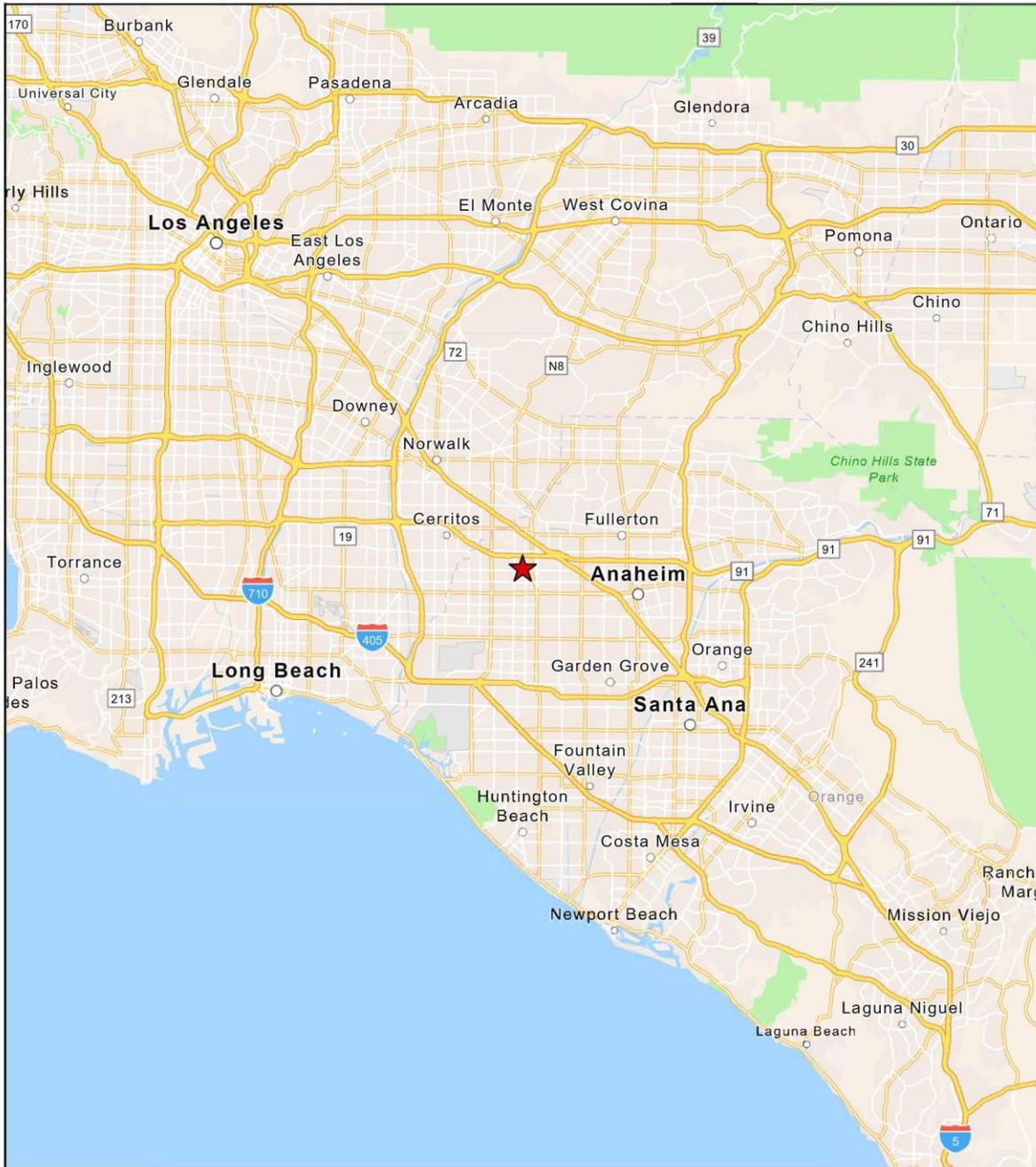
1.2 - Project Summary

The proposed action 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 (“Project”). Specifically, the Project includes the following components:

1. 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 Auto Center Specific Plan (ACSP) and Entertainment Corridor Specific Plan (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 in the HIO’s.
2. Updates to the text of the zoning code including 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. Division 5 will be updated to reference and incorporate the HIO ODDS. Additionally, Division 7 will be created to include development standards for four (4) Mixed-Use zones, three (3) of which permit residential uses.
3. Incorporate all General Plan Amendments since 2010 in the General Plan Land Use Map, see *Exhibit 1.2-3: Proposed General Plan Land Use Map*.

Though the Project itself does not include the construction and development of affordable housing, the focus of this EIR’s analysis is on the environmental impact of the 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 (HIO) zones and throughout the City.

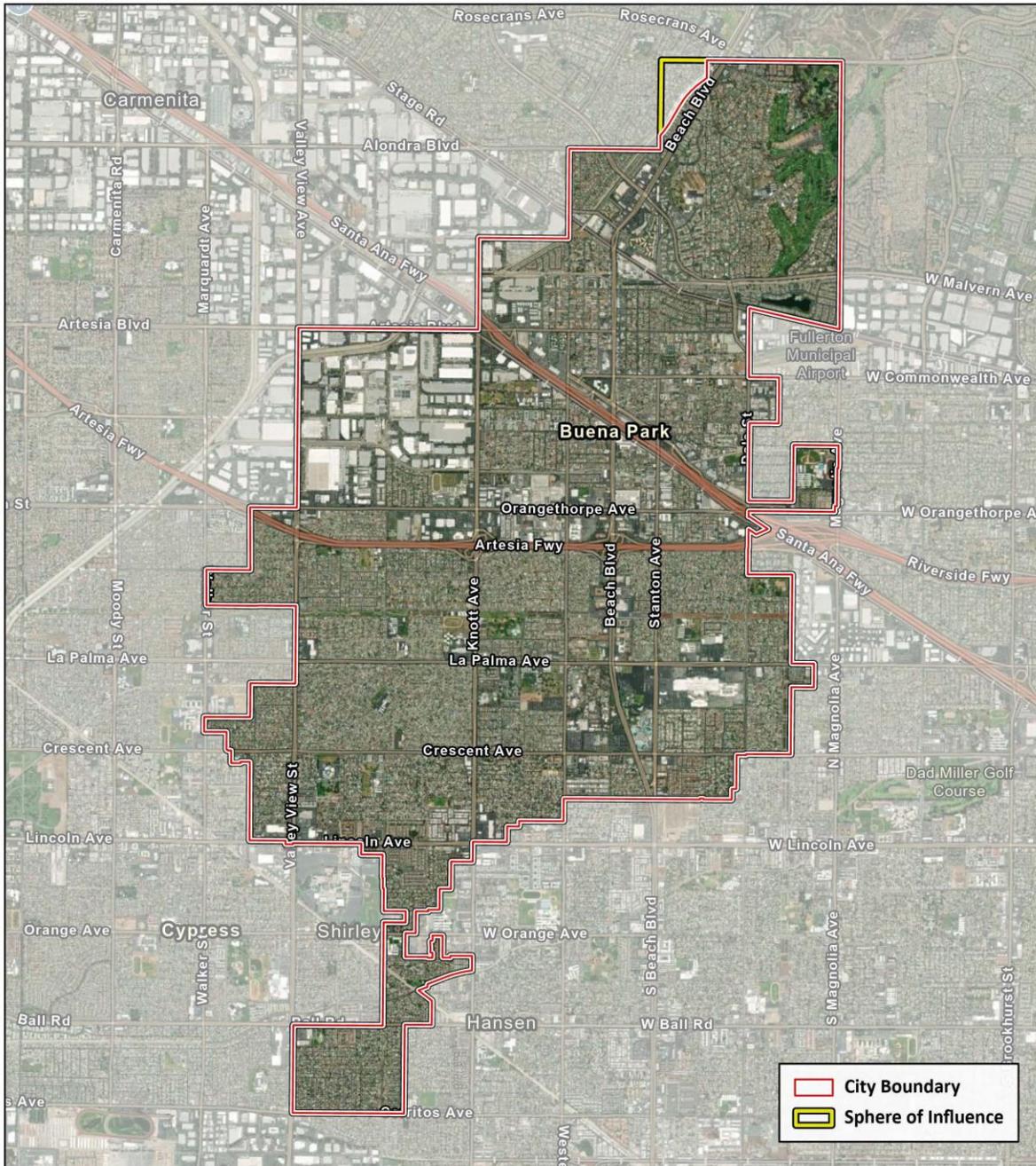
Exhibit 1.2-1: Regional Vicinity



Regional Vicinity City of Buena Park

City of Anaheim, County of Los Angeles, California State Parks, Esri, HERE, Garmin, SafeGraph, FAO, METI/NASA, USGS, Bureau of Land Management, EPA, NPS

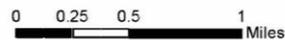
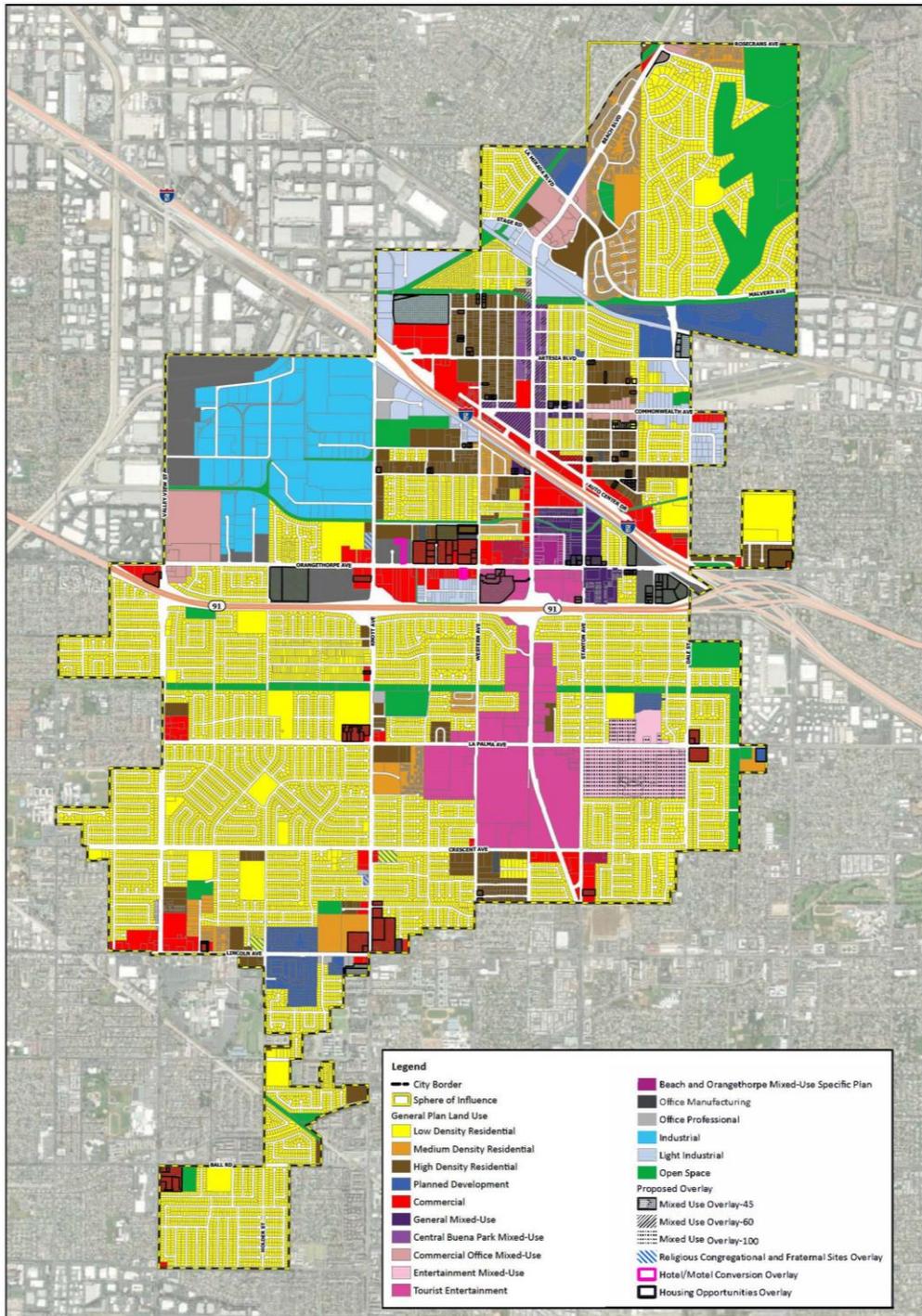
Exhibit 1.2-2: Project Boundary



Project Boundary City of Buena Park

Earthstar Geographics, City of Anaheim, County of Los Angeles, California State Parks, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA

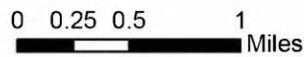
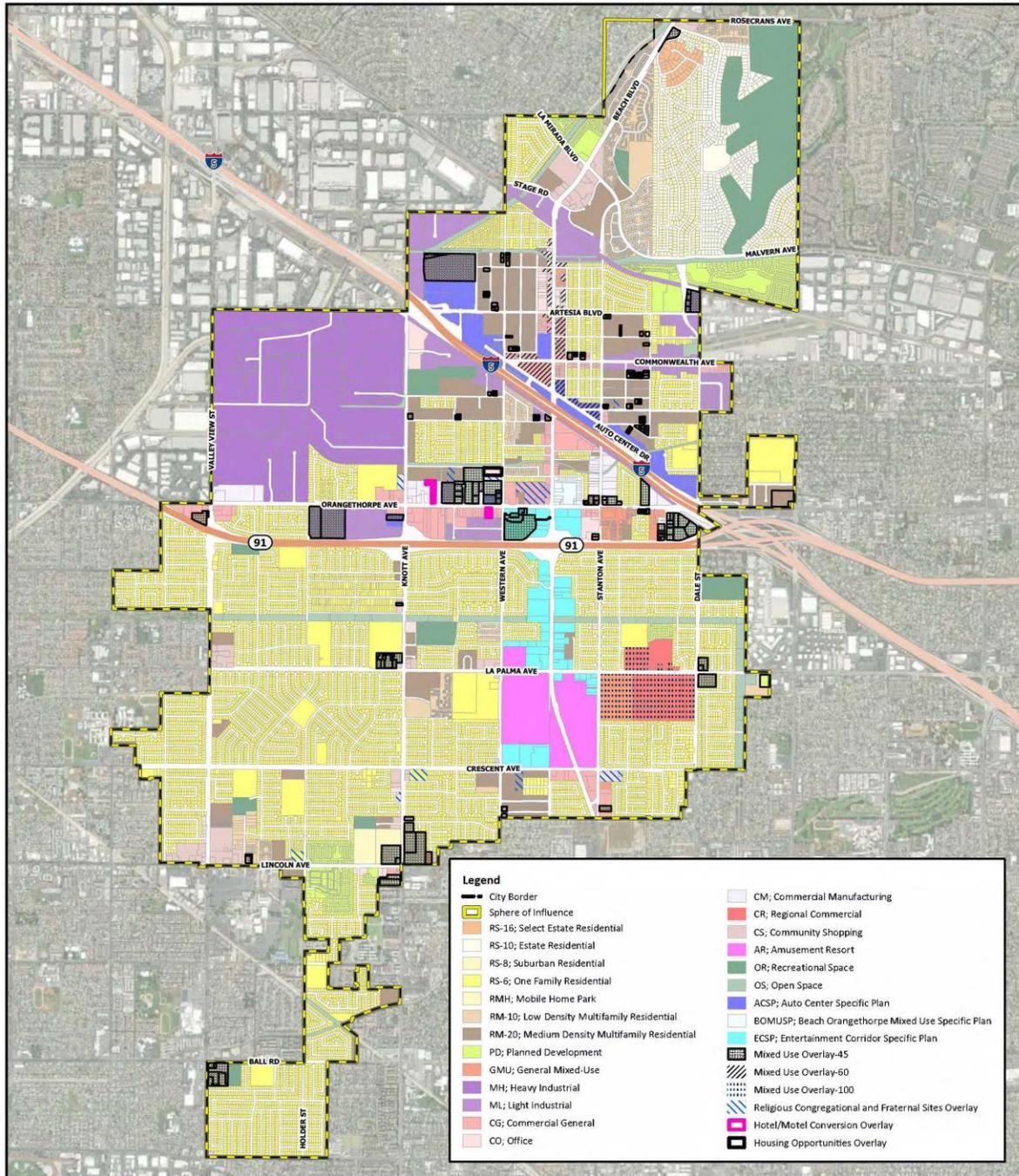
Exhibit 1.2-3: Proposed General Plan Land Use Map



Proposed General Plan Land Use City of Buena Park

Mapar

Exhibit 1.2-4: Zoning Map



City of Buena Park Zoning Map

City of Buena Park

Earthstar Geographics

1.3 - Project Objectives

The City of Buena Park's objectives for the proposed Project are to ensure compliance with State housing laws and to create consistency between the Land Use and Community Design Element, the Residential Zoning Code, and the 2021-2029 Housing Element. The Project objectives are as follows:

- Implement Program 8 and Programs 10-18 of the Housing Element to provide adequate affordable housing.
- Comply with the Regional Housing Needs Assessment (RHNA) and State housing laws.
- Encourage fair and equal housing opportunities.
- Streamline the entitlement process for affordable housing within the City.

1.4 - Summary of Project Alternatives

Section 6.0, Alternatives, analyzes four reasonable alternatives to the proposed Project, and evaluates the comparative merits of each alternative. Potential environmental impacts associated with the alternatives are compared to the impacts from the proposed Project. The alternatives analyzed in this EIR are as follows:

- Alternative Development Areas
- Reduced Density Alternative
- No Project Alternatives
 - No Project/No Development
 - No Project/Existing General Plan

The proposed Project is the General Plan and Residential Zoning Code Update to implement Programs 8-11 of the 2021-2029 Housing Element Implementation Programs. The Housing Element is specific to the City and its jurisdiction; it is also specific to the natural, social, and cultural environments within the City and sphere of influence (SOI). The City does not have jurisdiction over areas outside of its boundaries and SOI and cannot impose Housing Element requirements on such areas. Therefore, an alternative development area for the proposed Project is not possible.

The Reduced Density Alternative would result in the development of the existing HOO sites identified in Table A: Housing Element Sites Inventory of the 2021-2029 Housing Element. This alternative would reduce the proposed residential units from the proposed 10,322 dwelling units to 297 dwelling units, and result in a population growth of 1,001 residents. This represents an approximate 97% reduction in growth as compared to the Project. Although this alternative would utilize the City's existing residential sites capacity, it would not meet the target of residential units projected by the RHNA for the City of Buena Park and would be in conflict with SCAG's RHNA allocation to the City of Buena Park.

The No Project/No Development Alternative assumes that no additional development would occur during the horizon of the Project. As a result, the City would maintain existing land use conditions and levels of development with little to no physical changes. Any development that would occur as part of the buildout of the proposed Project would not occur under this Alternative. By definition, this Alternative prohibits the issuance of any further building permits. This situation would void the implementation of any current or future General Plan for the City of Buena Park. This would be in direct conflict with California statutes requiring General Plans, the Subdivision Map Act, and the rights of landowners to develop their property.

The No Project/Existing General Plan Alternative describes the buildout of the City of Buena Park in accordance with existing Zoning and General Plan land use designations of the current General Plan. This Alternative assumes that the existing General Plan would continue to provide outdated information regarding several issues, such as land uses, population, employment and housing. This Alternative assumes that ultimate buildout of the existing General Plan would occur. The No Project/Existing General Plan Alternative encompasses the same geographic area as identified in the proposed Project.

1.5 - Project Impacts

The City of Buena Park determined that an EIR should be prepared pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines. The environmental issues identified by the City for assessment in this EIR include:

- Air Quality
- Biological Resources
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Land Use/ Planning

Section 5.0, Environmental Analysis, of this focused EIR provides a description of potential environmental impacts of the proposed Project and recommends mitigation measures to reduce impacts to a less than significant level, where feasible. After implementation of the recommended mitigation measures, most of the significant or potentially significant impacts associated with the Project would be reduced to a less than significant level. However, the impacts listed below could not be feasibly mitigated and would result in a significant and unavoidable impact with implementation of the proposed Project:

Air Quality

- Construction-Related Emissions
- Operational Related Emissions
- Air Quality Management Plan (AQMP) Consistency

- Sensitive Receptors
- Cumulative Impacts

Greenhouse Gas

- GHG Emissions
- AQMP Consistency

1.6 - Summary of Project Impacts and Mitigation Measures

The analysis performed in the Initial Study (Appendix A) and this EIR indicate that the proposed Project would result in environmental impacts. Existing General Plan Policies, Implementation Measures, and City regulations already mitigate many of these impacts, as detailed in the Initial Study (Appendix A). Additional mitigation measures identified in this EIR further reduce impacts to less than significant levels. Table 1.6-1 *Summary of Project Impacts and Mitigation Measures*, summarizes the Project's environmental impacts, the applicable Policies and Measures, and the resulting impact levels after mitigation. Additionally, the table includes the section number of this EIR (or the Initial Study) where each environmental topic is analyzed.

Impacts to Air Quality and Greenhouse Gas Emissions are considered significant and unavoidable, even with the implementation of mitigation measures AQ-1, AQ-2, AQ-3, and AQ-4. This is due to the difficulty in precisely quantifying emissions across the 410 sites at this stage. Therefore, it cannot be conclusively determined whether these measures will fully mitigate emissions. Although the construction and operation of housing projects may lead to increased emissions, the urgent need for housing takes precedence, given its essential role in addressing housing shortages, reducing homelessness, and promoting social equity. In light of these significant benefits, the environmental impacts may be deemed acceptable, considering the broader societal goals of increasing affordable housing availability. As per CEQA Guidelines Section 15093, a statement of overriding considerations will be required to be adopted by the City Council prior to the Project's approval.

Table 1.6-1 Summary of Project Impacts and Mitigation Measures

Potential Impacts	City Policies and Implementation Measures	Mitigation Measures	Level of Significance after Mitigation
5.1 Air Quality			
a) Would the Project conflict with or obstruct implementation of the applicable air quality plan?	N/A	<p>MM AQ-1- Prior to issuance of grading permits, Project applicants shall prepare and submit a technical assessment evaluating potential Project construction-related air quality impacts (regional and localized) to the City for review and approval. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (SCAQMD) methodology for assessing air quality impacts. If construction-related criteria air pollutants are determined to have the potential to exceed the SCAQMD’s most recent adopted thresholds of significance, the City shall require that applicants for new development projects incorporate all feasible mitigation measures to reduce air pollutant emissions during construction activities to below applicable significance thresholds. These identified measures shall be incorporated into all appropriate construction documents (e.g., construction management plans) submitted to the City and shall be verified by the City. Mitigation measures to reduce construction-related emissions could include, but are not limited to:</p> <ul style="list-style-type: none"> • Require construction equipment that meets or exceeds CARB Certified Tier 3 or Tier 4 engine standards. • Limit the idling time of diesel off-road construction equipment to no more than five (5) minutes. 	Significant unavoidable impact.

Potential Impacts	City Policies and Implementation Measures	Mitigation Measures	Level of Significance after Mitigation
		<ul style="list-style-type: none"> • Require the use of “Super-Compliant” low VOC paints which have been reformulated to exceed the regulatory VOC limits put forth by SCAQMD’s Rule 1113. Super-Compliant low VOC paints shall be no more than 10g/L of VOC. Alternatively, projects may utilize building materials that do not require the use of architectural coatings. • The Construction Contractor shall require by contract specifications that construction operations rely on the electricity infrastructure surrounding the construction site, if available rather than electrical generators powered by internal combustion engines. • The Construction Contractor shall require the use of alternative fueled, engine retrofit technology, after-treatment products (e.g., diesel oxidation catalysts, diesel particulate filters), and/or other options as they become available, including all off-road and portable diesel-powered equipment. • The Construction Contractor shall require that construction equipment be maintained in good operation condition to reduce emissions. The Construction Contractor shall ensure that all construction equipment is being properly serviced and maintained as per the manufacturer’s specification. Maintenance records shall be available at the construction site for City verification. 	

Potential Impacts	City Policies and Implementation Measures	Mitigation Measures	Level of Significance after Mitigation
		<p>MM AQ-2: Prior to issuance of a grading permit, Project applicants shall prepare and submit a technical assessment evaluating potential Project operation air quality impacts (regional and localized) to the City for review and approval. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (SCAQMD) methodology in assessing air quality impacts. If operation-related air pollutants are determined to have the potential to exceed the SCAQMD’s most recent adopted thresholds of significance, the City shall require that applicants for new development projects incorporate all feasible mitigation measures to reduce air pollutant emissions during operational activities to below the applicable significance thresholds. The identified measures shall be included as part of the conditions of approval. Possible mitigation measures to reduce operational emissions could include, but are not limited to the following:</p> <ul style="list-style-type: none"> • Increase in insulation such that heat transfer and thermal bridging is minimized; • Limit air leakage through the structure and/or within the heating and cooling distribution system; • Use of energy-efficient space heating and cooling equipment; • Installation of electrical hook-ups at loading dock areas; • Installation of dual-paned or other energy efficient windows; 	

Potential Impacts	City Policies and Implementation Measures	Mitigation Measures	Level of Significance after Mitigation
		<ul style="list-style-type: none"> • Use of interior and exterior energy efficient lighting that exceeds then incumbent California Title 24 Energy Efficiency performance standards; • Installation of automatic devices to turn off lights where they are not needed; • Application of a paint and surface color palette that emphasizes light and off-white colors that reflect heat away from buildings; • Design of buildings with “cool roofs” using products certified by the Cool Roof Rating Council, and/or exposed roof surfaces using light and off-white colors; • Design of buildings to accommodate photo-voltaic solar electricity systems or the installation of photo-voltaic solar electricity systems; • Installation of ENERGY STAR-qualified energy-efficient appliances, heating and cooling systems, office equipment, and/or lighting products. • Landscaping palette emphasizing drought tolerant plants; • Use of water-efficient irrigation techniques; • U.S. EPA Certified WaterSense labeled or equivalent faucets, high-efficiency toilets (HETs), and water-conserving shower heads. • Applicants for residential within 1,000 feet of a major sources of TACs (e.g., warehouses, industrial areas, freeways, 	

Potential Impacts	City Policies and Implementation Measures	Mitigation Measures	Level of Significance after Mitigation
		<p>roadways, and rail lines with traffic volumes over 10,000 vehicle per day), as measured from the property line of the Project to the property line of the source/edge of the nearest travel lane, shall submit a health risk assessment (HRA) to the City of Buena Park prior to future discretionary Project approval. The HRA shall be prepared in accordance with policies and procedures of CEQA and the SCAQMD. If the HRA shows that the incremental cancer risk exceeds ten in one million (10E-06), PM10 concentrations exceed 2.5 microgram per cubic meter ($\mu\text{g}/\text{m}^3$), PM2.5 concentrations exceed 2.5 $\mu\text{g}/\text{m}^3$, or the appropriate noncancer hazard index exceeds 1.0, the applicant will be required to identify and demonstrate that mitigation measures are capable of reducing potential cancer and non-cancer risks to an acceptable level (i.e., below ten in one million or a hazard index of 1.0), including appropriate enforcement mechanisms. Measures to reduce risk may include but are not limited to:</p> <ul style="list-style-type: none"> • Air intakes located away from high volume roadways and/or truck loading zones. • Heating, ventilation, and air conditioning systems of the buildings provided with appropriately sized maximum 	

Potential Impacts	City Policies and Implementation Measures	Mitigation Measures	Level of Significance after Mitigation
		efficiency rating value (MERV) filters (e.g., MERV 13 or better).	
<p>b) Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard?</p>	<p><u>General Plan Policies</u> CS-15.1: Ensure industrial and commercial land uses meet existing SCAQMD air quality thresholds by adhering to established rules and regulations. CS-15.2: Encourage the use of new technology to neutralize harmful criteria pollutants from stationary sources. CS-16.1: Strive to relieve traffic congestion and improve the efficiency of the City’s transportation and circulation network in an effort to improve air quality. CS-16.2: Improve signal coordination at major intersections and deficient intersections to reduce emissions and traffic queuing. CS-17.1: Continue to support programs which are designed to reduce air pollution within Buena Park and those sources of pollution located outside its planning boundaries which adversely affect the City. CS-17.2: Coordinate with the California Department of Transportation (Caltrans) and consider adopting Transportation Control Measures (TCM) in compliance with SCAQMD goals. CS-17.4: Encourage employers to implement the following programs to reduce trips and vehicle miles traveled:</p> <ul style="list-style-type: none"> • Transit subsidies; • Bicycle facilities; • Alternative work schedules; • Ridesharing; 	<p>MM AQ-1 and MM AQ-2</p>	<p>Significant unavoidable impact.</p>

Potential Impacts	City Policies and Implementation Measures	Mitigation Measures	Level of Significance after Mitigation
	<ul style="list-style-type: none"> • Telecommuting and work-at-home programs; • Employee education; and • Preferential parking for carpools/vanpools. <p>CS-17.5: Monitor the progress of, and implement the actions related to SCAQMD Rule 2301 - Control of Emissions from New or Redevelopment Projects which is designed to mitigate emission growth from new residential, commercial, industrial, and institutional development, and redevelopment projects.</p> <p>CS-18.4: Work with the Orange County Transportation Authority (OCTA) to minimize vehicle miles traveled and encourage the use of public transit, such as Metrolink or Bus Rapid Transit.</p> <p>CS-20.1: Reduce air emission contributions through the use of alternate vehicular travel and alternative fuels, whenever possible.</p> <p>CS-20.4: Expand and promote the use of bus, rail, and other forms of transit or telecommuting within the City to further reduce pollutants.</p> <p>CS-20.5: Encourage the use of lowest emission technology buses in public transit fleets.</p> <p>CS-20.6: Consider the adoption of a policy that provides a preference to contractors using reduced emission equipment for City construction projects as well as for City contracts for services (e.g., garbage collection).</p> <p>CS-20.7: Encourage developments and street systems that support the use of Neighborhood Electric Vehicles (NEV).</p>		

Potential Impacts	City Policies and Implementation Measures	Mitigation Measures	Level of Significance after Mitigation
<p>c) Would the Project expose sensitive receptors to substantial pollutant concentrations?</p>	<p><u>General Plan Policies</u> CS-15.3: Reduce exposure of the City’s sensitive receptors to poor air quality nodes through smart land use decisions. N-2.5: Ensure acceptable noise levels are maintained near schools, hospitals, convalescent homes, churches, and other noise-sensitive areas. N-3.9: Incorporate noise reduction features for items such as but not limited to parking and loading areas, ingress/egress point, HVAC units, and refuse collection areas, during site planning to mitigate anticipated noise impacts on affected noise sensitive land uses.</p> <p><u>Implementation Measures</u> CS-34: Develop and implement mapping and inventory resources to identify sensitive receptors and sources of air pollution throughout the City.</p>	<p>In addition to MM AQ-1 and MM AQ-2 previously stated in this section, the following mitigation measures will apply to future development:</p> <p>MM AQ-3 : Site specific health risk analysis is required under the following circumstances:</p> <ul style="list-style-type: none"> • Projects that are located less than 450 feet from the traveled roadway of the 1-5 of CA-91 freeways. • Projects where construction activities would occur over an area greater than 5 acres at any given time. • Projects where sensitive receptors are located less than 5 meters (16 feet) from construction activities. • Construction activities where all equipment does not meet at least CARB Teir 4 Final emission standards; or • Projects for which the expected duration or equipment mix would differ significantly than those detailed in the Health Risk Assessment Report located in Appendix B of this document. <p>MM AQ-4: Minimum Efficiency Reporting Value (MERV) 13 or better air filtration systems shall be installed for projects located greater than 450 feet away from the traveled roadway of the 1-5 or CA-91 freeways.</p>	<p>Significant unavoidable impact.</p>
<p>d) Would the Project result in other emissions (such as those leading to odors adversely</p>	<p><u>SCAQMD Rule 402- Nuisance</u> <u>General Plan Policies</u></p>	<p>No Mitigation Required</p>	<p>Less Than Significant Impact</p>

Potential Impacts	City Policies and Implementation Measures	Mitigation Measures	Level of Significance after Mitigation
affecting a substantial number of people).	LU-7.4: Protect neighborhoods from the encroachment of incompatible activities or land uses that may have negative impacts on residential living environments. <u>Implementation Measures</u> CS-42 Provide efficient and effective waste collection services. CS-45 Provide conveniently located public litter containers on public streets and in large public venues and strategically located recyclable materials containers.		
5.2 Biological Resources			
b) Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	N/A	No Mitigation Required	Less than Significant Impact
c) Would the Project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	N/A	No Mitigation Required	Less Than Significant Impact

Potential Impacts	City Policies and Implementation Measures	Mitigation Measures	Level of Significance after Mitigation
<p>d) Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?</p>	<p>N/A</p>	<p>MM BIO-1: Conduct a Pre-Construction Nesting Bird Survey: To ensure avoidance of impacts to nesting birds, vegetation removal, tree (native or exotic) trimming activities, and ground disturbance should occur outside of the nesting bird season (February 1 – August 31). If avoidance of the nesting bird season is not feasible, a pre-construction nesting bird clearance survey shall be conducted by a qualified biologist no more than 7 days prior to the start of any vegetation removal or ground disturbing activities to maintain compliance with the MBTA and CFGC and ensure that impacts to nesting birds do not occur. The qualified biologist shall survey suitable nesting habitat within the Project site and within a biologically defensible buffer distance surrounding the Project area for the presence of nesting birds and should provide documentation of the surveys and findings to the City for review prior to initiating project activities. If no active bird nests are detected, project-related activities may begin. If an active nest is found, the bird shall be identified to species and the approximate distance from the closest work site to the active nest shall be estimated and the qualified biologist should establish a “no-disturbance” buffer around the active nest. The distance of the “no-disturbance” buffer may be increased or decreased according to the judgement of the qualified biologist depending on the level of construction activity and sensitivity of the species. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural</p>	<p>Less than significant impact.</p>

Potential Impacts	City Policies and Implementation Measures	Mitigation Measures	Level of Significance after Mitigation
		conditions, project related activities within the “no disturbance” buffer may occur.	
5.3 Greenhouse Gas Emissions			
a) Would the Project generate greenhouse gas emissions either directly or indirectly, that may have a significant impact on the environment?	N/A	See MM AQ-1 and MM AQ-2	Significant unavoidable impact
b) Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	N/A	See MM AQ-1 and MM AQ-2	Significant unavoidable impact
5.4 Hazards and Hazardous Materials			
a) Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal or hazardous materials?	<p><u>General Plan Policies</u> SAF-4.1: Strictly enforce Federal, State, and local laws and regulations relating to the use, storage, and transportation of toxic, explosive, and other hazardous and extremely hazardous materials to prevent unauthorized discharges.</p> <p><u>Implementation Measures</u> SAF-9: Inform Caltrans and transporters of hazardous materials of alterations to the truck routes within the City. SAF -10: Regularly update the City’s Hazardous Waste Management Plan. SAF-13: Continue to conduct periodic inspections of all businesses using or storing hazardous materials to ensure safe practices and improve communications with business personnel.</p>	No further mitigation is required beyond compliance with the proposed and existing General Plan Policies and Implementation Measures.	Less than Significant Impact.

Potential Impacts	City Policies and Implementation Measures	Mitigation Measures	Level of Significance after Mitigation
	<p>SAF-15: Review and update regulations for the production, use, storage, disposal, transport, and treatment of hazardous materials to reduce risk to human and environmental health.</p> <p>SAF-16: Continue to publicize and conduct semi-annual household hazardous waste round-ups.</p>		
<p>b-c) Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, within one-quarter mile of an existing or proposed schools?</p> <p>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?</p>	<p><u>General Plan Policies</u></p> <p>LU-14.6: Refer to the Airport Land Use Commission, for a determination of consistency with the Airport Environs Land Use Plan, any proposed development which would pierce the imaginary surfaces for the Fullerton Municipal Airport or the Joint Forces Training Base Los Alamitos, as defined in the Federal Aviation Regulation Park 77.</p> <p>LU-14.7: Building heights shall comply with FAR Part 77 Imaginary Surfaces for the Fullerton Municipal Airport or Joint Forces Training Base Los Alamitos.</p> <p>LU-19.44: Ensure new development and redevelopment are compatible with the Airport Environs Land Use Plan for the Fullerton Municipal Airport.</p> <p><u>Implementation Measures</u></p> <p>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.</p>	<p>No further mitigation is required beyond compliance with the proposed and existing General Plan Policies and Implementation Measures.</p>	<p>Less than Significant Impact.</p>

Potential Impacts	City Policies and Implementation Measures	Mitigation Measures	Level of Significance after Mitigation
<p>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?</p>		<p>MM HAZ-1: Prior to issuance of a Grading Permit, a Phase I Environmental Site Assessment shall be prepared in accordance with ASTM Standards and Standards and Practices for AAI, in order to investigate the potential existence of site contamination. Any site-specific uses shall be analyzed according to the Phase I Environmental Site Assessment (i.e., auto service stations, agricultural lands, etc.). The Phase I Environmental Site Assessment shall identify Specific Recognized Environmental Conditions (RECs) (i.e., asbestos containing materials, lead-based paints, polychlorinated biphenyls, etc), oil wells, which may require remedial activities prior to construction.</p> <p>MM HAZ-2: Prior to potential remedial excavation and grading activities, impacted areas shall be cleared of all maintenance equipment and materials (e.g., solvents, grease, waste-oil), construction materials, miscellaneous stockpiled debris (e.g., scrap metal, pallets, storage bins, construction parts), above ground storage tanks, surface trash, piping, excess vegetation and other deleterious materials. These materials shall be removed off-site and properly disposed of at an approved disposal facility. Once removed, a visual inspection of the areas beneath the removed materials shall be performed. Any stained soils observed underneath the removed materials shall be sampled. In the event concentrations of materials are detected above regulatory cleanup levels during demolition or construction activities,</p>	<p>Less than significant impact.</p>

Potential Impacts	City Policies and Implementation Measures	Mitigation Measures	Level of Significance after Mitigation
		<p>the project Applicant shall comply with the following measures in accordance with Federal, State, and local requirements:</p> <ul style="list-style-type: none"> • Excavation and disposal at a permitted, off-site facility; • On-site remediation, if necessary; or • Other measures as deemed appropriate by the Orange County Health Care Agency or Orange County Fire Authority. <p>MM HAZ-3: Prior to structural demolition/renovation activities, should these activities occur, a Certified Environmental Professional shall confirm the presence or absence of ACM's and LBPs. Should ACMs or LBPs be present, demolition materials containing ACMs and/or LBPs shall be removed and disposed of at an appropriate permitted facility.</p>	
<p>f) impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?</p>		<p>MM HAZ-4: Prior to construction, future developers shall prepare a Traffic Control Plan for implementation during the construction phase, as deemed necessary by the City Traffic Engineer. The Plan may include the following provisions, among others:</p> <ul style="list-style-type: none"> • At least one unobstructed lane shall be maintained in both directions on surrounding roadways. • At any time only a single lane is available, the developer shall provide a temporary traffic signal, signal carriers (i.e., flagpersons), or other appropriate traffic controls to allow travel in both directions. 	<p>Less than significant impact.</p>

Potential Impacts	City Policies and Implementation Measures	Mitigation Measures	Level of Significance after Mitigation
		<ul style="list-style-type: none"> If construction activities require the complete closure of a roadway segment, the developer shall provide appropriate signage indicating detours/alternative routes. <p>MM HAZ-5: The City Planning Department shall consult with the City’s Police Department to disclose temporary closures and alternative travel routes, in order to ensure adequate access for emergency vehicles when construction of future projects would result in temporary land or roadway closures.</p>	
5.5 Land Use and Planning			
a) Would implementation of the Project physically divide an established community?	N/A	No mitigation required.	Less than significant impact.
b) Would implementation of the Project 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?	Refer to the General Plan Consistency Analysis identified in Tables 5.4-3 of Section 5.5 Land Use Element of this EIR.	No mitigation required.	Less than significant impact.

1.7 - Mitigation Monitoring

State law requires the preparation of a mitigation monitoring and reporting program (MMRP) to ensure that measures that would avoid or lessen significant environmental effects of the Project are adopted as conditions of approval for the Project. The mitigation measures identified in this EIR have been described in sufficient detail to provide the necessary information to identify the party or parties responsible for carrying out the mitigation, when the mitigation will be implemented, and why the mitigation has been required. Additionally, these mitigation measures have been incorporated into the HIO ODDS under Section 1.7, Impact Reduction Measures. An MMRP would be adopted by the City at the time of Project approval. The MMRP is included as Appendix I to this EIR.

SECTION 2: INTRODUCTION AND PURPOSE

The California Environmental Quality Act (CEQA) requires that all State and local agencies consider the environmental consequences of projects over which they have discretionary authority. An Environmental Impact Report (EIR) is intended to provide decision-makers and the public with information concerning the environmental effects of a proposed Project, possible ways to reduce or avoid the possible environmental damage and identify alternatives to the Project. An EIR must also disclose significant environmental impacts that cannot be avoided; growth inducing impacts; effects not found to be significant; as well as significant cumulative impacts of all past, present, and reasonably anticipated future projects.

The purpose of this EIR is to review the existing conditions, analyze potential environmental impacts, identify General Plan goals and policies that serve as mitigation, and identify additional mitigation measures to reduce potentially significant effects of the proposed Project. A key assumption for both the Project and Project's EIR is that the goals, policies, and implementation measures identified in the General Plan will be implemented, in addition to the mitigation measures identified in Section 1, Table 1.6-1 of this EIR. With that as an underlying assumption, a conservative approach was employed for this EIR where goals and policies have been included that would reduce potential impacts, as noted above. This method further ensures the execution of goals, policies and measures to address development-related and environmental impacts associated with growth under the proposed Project.

2.1 - Authority

The City of Buena Park is the Lead Agency under CEQA Guidelines Article 4, Section 15367 and is responsible for analyzing the environmental impacts of the Project. This EIR has been prepared in conformance with CEQA (California Public Resources Code [PRC] Section 21000 et seq.); CEQA Guidelines (California Code of Regulations [CCR], Title 14, Section 15000 et seq.); and the rules, regulations, and procedures for implementation of CEQA, as adopted by the City of Buena Park. The principal CEQA Guidelines sections governing content of this document are Articles 9 and 10 (Contents of Environmental Impact Reports and Considerations in Preparing EIR and Negative Declarations, respectively). Pursuant to CEQA Guidelines Section 15040 through Section 15043, the City of Buena Park has the legal authority to:

- Approve the proposed Project;
- Require feasible changes in any or all activities involved in the Project in order to substantially lessen or avoid significant effects on the environment;
- Disapprove the Project;
- Approve the Project even though the Project would cause a significant effect on the environment if the City makes a fully informed and publicly disclosed decision that: 1) there is no feasible way to lessen the effect or avoid the significant effect; and 2) expected benefits from the Project will outweigh significant environmental impacts of the Project.

2.2 - Approach

State law specifies the basic contents of a General Plan and permits each jurisdiction to use any format deemed appropriate or convenient. General Plans are traditionally organized into a collection of required and optional elements. These elements contain a policy component and supporting documentation. The City of Buena Park intends for the updated Land Use and Community Design Element (and corresponding updates to the Residential Zoning Code) to be used primarily as a policy document, with supporting documentation included in this EIR and Technical Appendices.

2.2.1 - Land Use and Community Design Element Update

California Government Code Section 65302(a) mandates that a General Plan include a Land Use Element. While not required by the State, the City of Buena Park combines land use and community design into a single element. This element has the broadest scope among the eight state-mandated General Plan elements, guiding development patterns by detailing the location and distribution of existing and future land uses through diagrams and text. It also establishes goals and policies to address community character, identity, growth, preservation, resource enhancement, and safety. The Land Use and Community Design Element works in tandem with the other General Plan elements and aligns with the overarching goals and policies of the City's General Plan. Specifically, the Land Use and Community Design Element directly supports the Housing Element by serving as a foundation for providing policy adjustments needed to increase residential capacity in line with established Housing Element Goals, Policies and Programs. Following the adoption of the 2021-2029 Housing Element on January 25, 2022, the Land Use and Community Design Element is being updated to reflect its approved policies, ensuring consistency among General Plan elements and supporting the City's housing objectives.

2.2.2 - EIR and Technical Appendices

Both the Public Resource Code and the CEQA Guidelines discuss the concept of "tiered" environmental review by lead agencies. Public Resources Code Section 21068.5 defines "tiering" as:

"...the coverage of general matters and environmental effects in an environmental impact report prepared for a policy, plan, program or ordinance followed by narrower or site-specific environmental impact reports which incorporate by reference the discussion in any prior environmental impact report and which concentrate on the environmental effects which (a) are capable of being mitigated, or (b) were not analyzed as significant effects on the environmental in the prior environmental impact report."

In accordance with CEQA Guidelines Section 15152, Agencies are encouraged to tier the environmental analyses which they prepare for separate but related projects including general plans and zoning changes. Tiering is appropriate when the sequence of analysis is from an EIR prepared for a general plan or policy to a site-specific EIR or negative declaration.

This EIR is intended to serve as the "first tier EIR" for housing development within the City as specified in the Housing Element. Subsequent individual development projects proposed within the City will be reviewed in the context of this EIR to determine if additional environmental documentation is required. If the subsequent project would have site specific environmental effects not addressed in this EIR, additional environmental review will be required. Where no new effects and no new mitigation measures are

involved, the subsequent project can be approved without additional environmental documentation. Where an EIR or Mitigated Negative Declaration (MND) is required for a subsequent project, the EIR or MND should implement the applicable mitigation measures developed in this EIR and focus its analysis on site-specific issues not previously addressed.

2.3 - Compliance with CEQA

2.3.1 - Public Review of Draft EIR

This Draft EIR is subject to a 45-day review period by responsible and trustee agencies and interested parties. In accordance with the provisions of Sections 15085(a) and 15087(a)(1) of the CEQA Guidelines, the City of Buena Park, serving as the Lead Agency, has (1) published a Notice of Availability (NOA) to the public of a Draft EIR; and (2) prepared and transmitted a Notice of Completion (NOC) to the California State Clearinghouse. Proof of publication is available at the City of Buena Park. Any public agency or members of the public desiring to comment on the Draft EIR must submit their comments in writing to the Lead Agency at the address on the NOC prior to the end of the public review period. The Lead Agency will evaluate and prepare responses to all written comments received from both citizens and public agencies during the public review period.

2.3.2 - Final EIR

The Final EIR will consist of the Draft EIR, any necessary revisions to the Draft EIR, comments received in the review process, a list of persons commenting, and responses to comments. After the Final EIR is completed, and at least 10 days prior to the certification hearing, a copy of the response to comments made by public agencies on the Draft EIR will be provided to the commenting agencies.

2.4 - Intended Uses of this EIR

The City of Buena Park, as the Lead Agency for this Project, will use this EIR in consideration of the proposed Project. This document will provide environmental information to several other agencies affected by the Project, or which are likely to have an interest in the Project. Additionally, various State agencies exercise control over certain aspects of the Project area. The various public, private, and political agencies and jurisdictions with particular interest in the proposed Project include, but are not limited to the following:

- Airport Land Use Commission for Orange County
- Anaheim Elementary School District
- Anaheim Union High School District
- Buena Park Library District
- Buena Park Police Department
- Buena Park School District
- California Air Resources Board (CARB)
- California Department of Conservation

- California Department of Fish and Game
- California Department of Toxic Substance Control (DTSC)
- California Department of Transportation (Caltrans)
- California Environmental Protection Agency (CalEPA)
- California Office of Emergency Services
- California Regional Water Quality Control Board (RWQCB)
- Centralia School District
- City of Anaheim
- City of Cerritos
- City of Cypress
- City of Fullerton
- City of La Habra
- City of La Mirada
- City of La Palma
- City of Stanton
- County of Orange
- Cypress Elementary School District
- EDCO
- Fullerton Joint Union High School District
- Fullerton School District
- Magnolia Elementary School District
- Metropolitan Water District of Southern California
- North Orange County Community College District
- Orange County Fire Authority
- Orange County Flood Control District
- Orange County Public Library
- Orange County Public Works
- Orange County Sanitation District
- Orange County Transportation Authority
- Orange County Water District

- Savanna School District
- South Coast Air Quality Management District (SCAQMD)
- Southern California Association of Governments (SCAG)
- Southern California Edison
- Southern California Gas
- U.S. Environmental Protection Agency

2.5 - EIR Scoping Process

In compliance with the CEQA Guidelines, the City of Buena Park has provided opportunities for the public to participate in the environmental review process. During preparation of the Land Use & Community Design Element and Residential Zoning Code Update EIR, efforts were made to contact various Federal, State, regional and local government agencies and other interested parties to solicit comments on the proposed Project. This included the distribution of a Notice of Preparation (NOP) on November 4, 2024.

2.5.1 - Initial Study

An Initial Study was utilized in the preparation of this EIR by identifying the effects determined not to be significant, and focusing the analysis of this EIR on the effects determined to be significant, consistent with CEQA Guidelines Section 15063. The Initial Study screened out a number of topics with no impact or less than significant impact including aesthetics, agriculture and forestry resources, cultural resources, energy, geology and soils, hydrology and water quality, mineral resources, noise, population and housing, public services, recreation, transportation and traffic, tribal and cultural resources, utilities and service systems, and wildfire. This EIR will focus on the below potentially significant impacts as identified in the Initial Study:

- Air Quality;
- Biological Resources
- Greenhouse Gas Emissions;
- Hazards and Hazardous Materials;
- Land use/ Planning;

2.5.2 - Notice of Preparation

Pursuant to the provision of Section 15082 of the CEQA Guidelines, the City of Buena Park circulated a NOP to public agencies, special districts and members of the public who had requested such notice for a 30-day period, beginning November 4, 2024, and ending December 10, 2024. The purpose of the NOP was to formally announce that the City is preparing a Draft EIR for the proposed Project, and that the Lead Agency was soliciting input regarding the scope and content of the environmental information to be included in the EIR. The Project's Initial Study was circulated with the NOP and is included as Appendix A of this EIR. The NOP and comments received on the NOP are included in Appendix B of this EIR.

2.5.3 - Early Consultation (Scoping)

During the NOP review period, the City of Buena Park advertised a public scoping meeting. The meeting was held at the City of Buena Park City Council Chambers of City Hall on November 13, 2024, and was intended to facilitate public input. The meeting was held with the specific intent of providing interested individuals, groups, public agencies and others, a forum to provide input to the Lead Agency in an effort to assist in further refining the intended scope and focus of the EIR. The scoping meeting began with a brief presentation including a Project overview, information about the EIR process, topics that will be covered in the EIR and how the public can submit comments. No comments were received from the public or the City during the scoping session.

2.5.4 - NOP and Scoping Results

The City of Buena Park received NOP comments from the following:

- Native American Heritage Commission
- Southern California Association of Governments
- Orange County Transit Authority
- California Department of Transportation

Comments received during the NOP period were reviewed to identify those addressing environmental concerns, which are summarized in Table 2.5.4-1 below. All comments related to environmental issues associated with the proposed Project are addressed within this EIR, including the Initial Study and the Technical Studies appended to it. The table identifies the Agency/Organization who submitted the comment, the date the comment was received, a summary of the comment as well as the location in this EIR where the comment is addressed. NOP comment letters are provided in Appendix B of this EIR.

Table 2.5.4-1 Summary of NOP Comments

Agency/ Organization/ Individual	Date	Comments	Location in this EIR Where Comment is Addressed
Native American Heritage Commission (NAHC)	November 21, 2024	<ul style="list-style-type: none"> • Request to provide consultation with California Native American Tribes that are traditionally and culturally affiliated with the geographic area of the proposed Project, in compliance with AB 52 and SB 18. 	Addressed in Section 18 Tribal Cultural Resources of the Initial Study (Appendix A).
Southern California	December 5, 2024	<ul style="list-style-type: none"> • Encourages consistency analysis of Connect SoCal 2024 Goals and subgoals. 	Addressed in Section 5.5 Land Use and Planning of this EIR.

Agency/ Organization/ Individual	Date	Comments	Location in this EIR Where Comment is Addressed
Association of Governments		<ul style="list-style-type: none"> Recommends Lead Agency review the Connect SoCal 2024 PEIR for guidance. 	
Orange County Transit Authority	December 10, 2024	<ul style="list-style-type: none"> Request to update transit routes in the Traffic Impact Assessment (TIA) (Appendix E) 	<p>Traffic Impact Assessment (Appendix G) (Please note, TA Exhibit 4-3 presents the most accurate information available at the time of the TA preparation. The Lead Agency recognizes that OCTA routes and schedules are periodically updated to reflect changing ridership patterns and demands. Revisions to the Transit Route map as suggested by the commenter would not materially affect the TA or IS findings and conclusions.)</p>
California Department of Transportation	December 10, 2024	<ul style="list-style-type: none"> Requests that the project incorporate Complete Streets designs, including pedestrian, bicycle, short- and long-term bike parking and transit facilities. Requests the completion of a comprehensive Vehicle Miles Traveled (VMT) and Traffic Impact Study (TIS). Requests that the project identify and implement mitigation measures to address potential traffic impacts. Requests that any projects within its right-of-way undergo discretionary review and secure an encroachment permit before construction. 	<p>Addressed in Section 17 of the Initial Study (Appendix A), the Traffic Impact Assessment (Appendix G) and VMT Analysis (Appendix H).</p>

2.6 - Format of the EIR

Section 1.0, Executive Summary, provides a brief Project description and summary of the environmental impacts, mitigation measures, and alternatives.

Section 2.0, Introduction and Purpose, provides an overview of the proposed Land Use & Community Design Element and Residential Zoning Code Update, as well as the scope, use, and approach of the EIR, including CEQA compliance information.

Section 3.0, Project Description, provides a detailed Project description of the Land Use & Community Design Element and Residential Zoning Code Update. This section describes the environmental setting and defines the Project.

Section 4.0, Cumulative Impacts, describes the approach and methodology for cumulative impact analysis.

Section 5.0, Environmental Analysis, evaluates the impacts associated with the Project. This section contains a detailed environmental analysis of the existing conditions, Project impacts, recommended mitigation measures, cumulative impacts, and any unavoidable adverse impacts for five (5) environmental topic areas. The analyses are based in part upon technical reports that are appended to this EIR. Information also is drawn from sources of analytical materials that directly or indirectly relate to the Project and are cited in Section 10, References of this EIR.

Where the analysis demonstrates that a physical adverse environmental effect may or would occur, mitigation measures are recommended to reduce impacts to a less than significant level. If mitigation measures are not available or feasible to reduce an identified impact to below a level of significance, the environmental effect is identified as a significant and unavoidable adverse impact, for which a statement of overriding considerations would need to be adopted by the City of Buena Park pursuant to CEQA Guidelines Section 15093, prior to Project approval.

Section 6.0, Alternatives, describes a reasonable range of alternatives to the Project that could avoid or substantially lessen the significant impact of the Project and still feasibly attain the basic Project objectives.

Section 7.0, Other CEQA Considerations, discusses the long-term effects associated with the proposed Project, including the potential growth associated with the proposed action and energy conservation.

Section 8.0, Effects Found Not to Be Significant, provides an explanation of potential impacts that have been determined not to be significant.

Section 9.0, Significant Unavoidable Impacts, describes those impacts that remain significant following mitigation.

Section 10.0, References, identifies the organizations and individuals contacted during the preparation of the Land Use & Community Design Element and Residential Zoning Code Update EIR, report preparation personnel, and a list of reference materials.

The following Appendices contain the technical documentation for the EIR:

- A. Initial Study
- B. Notice of Preparation and Comments Received
- C. Air Quality Impact Report
- D. Health Risk Assessment
- E. Energy Impact Analysis
- F. Greenhouse Gas Assessment
- G. Traffic Impact Assessment
- H. Vehicle Miles Traveled
- I. Project Mitigation Monitoring and Reporting Program

SECTION 3: PROJECT DESCRIPTION

3.1 - Project Location and Environmental 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.

3.2 - 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 3.2-1: 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 6th Cycle Housing Element identifies 410 parcels throughout the City that can accommodate the additional housing units (see Table 3.2-2: 6th Cycle Housing Element Site Inventory). For clarity purposes, the Housing Element identifies 490 Sites, grouping smaller parcels together as 410 consolidated sites. 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 3.2-3, 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 3.2-2: 6th Cycle Housing Element Site Inventory

Count	Housing Element Site #	Assessor Parcel Number (APN)	Acreage	General Plan Designation	Zoning Designation	Housing Incentive Overlay	Total Capacity in Dwelling Units (DU)
1	5	277-073-15	0.12	HDR	RM-20	Housing Opportunities Overlay	3.0
2	6	277-073-16	0.13	HDR	RM-20	Housing Opportunities Overlay	3.0
3	7	277-073-17	0.12	HDR	RM-20	Housing Opportunities Overlay	3.0
4	8	277-073-18	0.12	HDR	RM-20	Housing Opportunities Overlay	2.0
5	9	277-073-19	0.25	HDR	RM-20	Housing Opportunities Overlay	8.0
6	14	277-073-25	0.21	HDR	RM-20	Housing Opportunities Overlay	5.0
7	22	066-112-33	0.19	HDR	RM-20	Housing Opportunities Overlay	5.0
8	24	066-112-37	0.19	HDR	RM-20	Housing Opportunities Overlay	5.0
9	25	066-112-38	0.19	HDR	RM-20	Housing Opportunities Overlay	5.0
10	32	066-112-01	0.31	HDR	RM-20	Housing Opportunities Overlay	10.0
11	33	066-122-05	0.24	HDR	RM-20	Housing Opportunities Overlay	6.0
12	34	066-122-04	0.23	HDR	RM-20	Housing Opportunities Overlay	6.0
13	35	066-260-09	0.26	HDR	RM-20	Housing Opportunities Overlay	7.0
14	37	066-230-31	0.27	HDR	RM-20	Housing Opportunities Overlay	8.0
15	39	066-230-29	0.34	HDR	RM-20	Housing Opportunities	9.0

Count	Housing Element Site #	Assessor Parcel Number (APN)	Acreage	General Plan Designation	Zoning Designation	Housing Incentive Overlay	Total Capacity in Dwelling Units (DU)
						Overlay	
16	41	066-230-67	0.14	HDR	RM-20	Housing Opportunities Overlay	3.0
17	42	066-230-77	0.14	HDR	RM-20	Housing Opportunities Overlay	3.0
18	43	066-230-76	0.15	HDR	RM-20	Housing Opportunities Overlay	3.0
19	46	070-012-22	0.26	LDR	RS-6	Housing Opportunities Overlay	7.0
20	47	070-012-28	0.14	LDR	RS-6	Housing Opportunities Overlay	3.0
21	48	070-012-21	0.26	LDR	RS-6	Housing Opportunities Overlay	7.0
22	49	070-012-06	0.17	LDR	RS-6	Housing Opportunities Overlay	4.0
23	50	070-012-16	0.16	LDR	RS-6	Housing Opportunities Overlay	4.0
24	51	070-012-25	0.17	LDR	RS-6	Housing Opportunities Overlay	4.0
25	52	070-012-24	0.17	LDR	RS-6	Housing Opportunities Overlay	4.0
26	53	070-012-08	0.17	LDR	RS-6	Housing Opportunities Overlay	4.0
27	54	070-012-10	0.17	LDR	RS-6	Housing Opportunities Overlay	4.0
28	55	070-012-30	0.17	LDR	RS-6	Housing Opportunities Overlay	4.0
29	56	070-012-11	0.23	LDR	RS-6	Housing Opportunities Overlay	6.0

Count	Housing Element Site #	Assessor Parcel Number (APN)	Acreage	General Plan Designation	Zoning Designation	Housing Incentive Overlay	Total Capacity in Dwelling Units (DU)
30	57	070-012-37	0.20	LDR	RS-6	Housing Opportunities Overlay	5.0
31	58	070-012-32	0.20	LDR	RS-6	Housing Opportunities Overlay	5.0
32	60	070-034-18	0.21	HDR	RM-20	Housing Opportunities Overlay	5.0
33	61	070-034-19	0.21	HDR	RM-20	Housing Opportunities Overlay	5.0
34	62	070-034-14	0.21	HDR	RM-20	Housing Opportunities Overlay	5.0
35	70	070-024-15	0.14	HDR	RM-20	Housing Opportunities Overlay	3.0
36	71	070-024-14	0.29	HDR	RM-20	Housing Opportunities Overlay	8.0
37	77	070-024-19	0.16	HDR	RM-20	Housing Opportunities Overlay	4.0
38	78	070-024-20	0.16	HDR	RM-20	Housing Opportunities Overlay	4.0
39	79	070-024-22	0.24	HDR	RM-20	Housing Opportunities Overlay	6.0
40	97	276-221-39	0.14	HDR	RM-20	Housing Opportunities Overlay	3.0
41	99	276-221-41	0.18	HDR	RM-20	Housing Opportunities Overlay	4.0
42	100	276-221-40	0.17	HDR	RM-20	Housing Opportunities Overlay	4.0
43	105	276-202-11	0.19	HDR	RM-20	Housing Opportunities Overlay	5.0
44	106	276-202-14	0.16	HDR	RM-20	Housing Opportunities Overlay	4.0

Count	Housing Element Site #	Assessor Parcel Number (APN)	Acreage	General Plan Designation	Zoning Designation	Housing Incentive Overlay	Total Capacity in Dwelling Units (DU)
45	107	276-202-13	0.15	HDR	RM-20	Housing Opportunities Overlay	3.0
46	110	070-035-04	0.18	HDR	RM-20	Housing Opportunities Overlay	4.0
47	111	070-035-03	0.17	HDR	RM-20	Housing Opportunities Overlay	4.0
48	112	070-035-06	0.17	HDR	RM-20	Housing Opportunities Overlay	4.0
49	113	070-035-02	0.17	HDR	RM-20	Housing Opportunities Overlay	4.0
50	114	070-046-02	0.23	HDR	RM-20	Housing Opportunities Overlay	4.0
51	115	070-046-03	0.23	HDR	RM-20	Housing Opportunities Overlay	6.0
52	116	070-035-01	0.17	HDR	RM-20	Housing Opportunities Overlay	4.0
53	117	070-035-05	0.17	HDR	RM-20	Housing Opportunities Overlay	4.0
54	118	070-035-07	0.18	HDR	RM-20	Housing Opportunities Overlay	4.0
55	120	066-123-01	0.13	HDR	RM-20	Housing Opportunities Overlay	3.0
56	121	066-123-02	0.17	HDR	RM-20	Housing Opportunities Overlay	4.0
57	122	066-123-03	0.17	HDR	RM-20	Housing Opportunities Overlay	4.0
58	123	066-123-04	0.31	HDR	RM-20	Housing Opportunities Overlay	9.0
59	129	135-132-11	0.42	HDR	RM-20	Housing Opportunities Overlay	12.0

Count	Housing Element Site #	Assessor Parcel Number (APN)	Acreeage	General Plan Designation	Zoning Designation	Housing Incentive Overlay	Total Capacity in Dwelling Units (DU)
60	130	135-133-05	0.32	HDR	RM-20	Housing Opportunities Overlay	9.0
61	145	069-283-25	3.22	LDR	RS-6		66.0
62	136	276-361-03	7.40	BOMUSP	BOMUSP		250.0
63	1	289-162-04	0.33	LDR	RS-10		1.0
64	2	066-184-26	0.13	LDR	RS-6		0.9
65	3	277-071-14	0.16	HDR	RM-20		1.0
66	4	277-071-15	0.16	HDR	RM-20		1.0
67	10	277-071-13	0.71	HDR	RM-20		10.0
68	11	277-071-12	0.22	HDR	RM-20		2.0
69	12	277-071-19	0.22	HDR	RM-20		2.0
70	13	277-071-11	0.43	HDR	RM-20		2.0
71	15	277-101-20	0.13	HDR	RM-20		1.0
72	16	277-101-17	0.21	HDR	RM-20		2.0
73	17	277-101-16	0.22	HDR	RM-20		2.0
74	18	066-111-14	0.37	HDR	RM-20		1.0
75	19	066-111-18	0.37	HDR	RM-20		3.0
76	20	066-112-10	0.19	HDR	RM-20		1.0
77	21	066-111-11	0.19	HDR	RM-20		1.0
78	23	066-111-32	0.19	HDR	RM-20		1.0

Count	Housing Element Site #	Assessor Parcel Number (APN)	Acreage	General Plan Designation	Zoning Designation	Housing Incentive Overlay	Total Capacity in Dwelling Units (DU)
79	26	277-101-30	0.22	HDR	RM-20		2.0
80	27	277-101-10	0.22	HDR	RM-20		2.0
81	28	277-101-31	0.22	HDR	RM-20		2.0
82	29	066-112-31	0.24	HDR	RM-20		1.0
83	30	066-111-04	0.19	HDR	RM-20		1.0
84	31	277-101-03	0.34	HDR	RM-20		4.0
85	36	066-260-32	0.16	HDR	RM-20		1.0
86	38	066-230-64	0.66	HDR	RM-20		2.0
87	40	066-230-78	0.61	HDR	RM-20		9.0
88	44	277-102-16	0.12	HDR	RM-20		1.0
89	44	277-102-17	0.34	HDR	RM-20		10.0
90	44	277-102-18	0.35	HDR	RM-20		11.0
91	45	070-034-16	0.26	HDR	RM-20		3.0
92	59	070-034-17	0.15	HDR	RM-20		1.0
93	63	070-034-01	0.31	HDR	RM-20		3.0
94	64	070-034-05	0.16	HDR	RM-20		1.0
95	65	070-034-06	0.17	HDR	RM-20		1.0
96	66	070-034-07	0.15	HDR	RM-20		1.0
97	67	070-034-08	0.16	HDR	RM-20		1.0

Count	Housing Element Site #	Assessor Parcel Number (APN)	Acreage	General Plan Designation	Zoning Designation	Housing Incentive Overlay	Total Capacity in Dwelling Units (DU)
98	68	070-024-10	0.13	HDR	RM-20		1.0
99	69	070-024-12	0.17	HDR	RM-20		1.0
100	72	070-023-14	0.23	HDR	RM-20		2.0
101	73	070-023-09	0.17	HDR	RM-20		1.0
102	74	070-024-16	0.14	HDR	RM-20		1.0
103	75	070-024-18	0.14	HDR	RM-20		1.0
104	76	070-024-17	0.19	HDR	RM-20		2.0
105	80	070-024-03	0.16	HDR	RM-20		1.0
106	81	070-024-02	0.16	HDR	RM-20		1.0
107	82	070-023-03	0.14	HDR	RM-20		1.0
108	83	070-021-25	0.13	HDR	RM-20		1.0
109	84	070-022-17	0.28	HDR	RM-20		2.0
110	85	070-022-14	0.15	HDR	RM-20		1.0
111	86	070-021-08	0.37	HDR	RM-20		3.0
112	87	070-021-12	0.38	HDR	RM-20		4.0
113	88	070-021-13	0.37	HDR	RM-20		2.0
114	89	070-021-07	0.17	HDR	RM-20		1.0
115	90	070-022-02	0.19	HDR	RM-20		2.0
116	91	070-021-06	0.19	HDR	RM-20		2.0

Count	Housing Element Site #	Assessor Parcel Number (APN)	Acreage	General Plan Designation	Zoning Designation	Housing Incentive Overlay	Total Capacity in Dwelling Units (DU)
117	92	070-022-16	0.19	HDR	RM-20		2.0
118	93	070-022-07	0.75	HDR	RM-20		9.0
119	94	070-022-04	0.25	HDR	RM-20		2.0
120	95	070-022-03	0.18	HDR	RM-20		1.0
121	96	070-022-15	0.18	HDR	RM-20		1.0
122	98	276-221-25	0.20	HDR	RM-20		3.0
123	98	276-221-26	0.45	HDR	RM-20		7.0
124	98	276-221-27	0.16	HDR	RM-20		1.0
125	101	276-231-39	0.18	HDR	RM-20		1.0
126	102	276-221-38	0.20	HDR	RM-20		2.0
127	103	276-221-08	0.13	HDR	RM-20		1.0
128	104	276-221-06	0.13	HDR	RM-20		1.0
129	108	070-033-10	0.13	HDR	RM-20		1.0
130	109	070-033-09	0.14	HDR	RM-20		1.0
131	119	070-035-08	0.21	HDR	RM-20		5.0
132	124	066-132-09	0.17	LDR	RS-6		1.0
133	124	066-132-15	0.18	LDR	RS-6		1.0
134	124	066-132-16	0.17	LDR	RS-6		1.0
135	124	066-132-17	0.17	LDR	RS-6		1.0

Count	Housing Element Site #	Assessor Parcel Number (APN)	Acreage	General Plan Designation	Zoning Designation	Housing Incentive Overlay	Total Capacity in Dwelling Units (DU)
136	125	277-073-20	0.20	HDR	RM-20		2.0
137	126	070-023-02	0.14	HDR	RM-20		1.0
138	127	070-023-04	0.14	HDR	RM-20		1.0
139	128	134-031-02	0.23	HDR	RM-20		2.0
140	131	260-011-03	0.17	HDR	RM-20		2.0
141	132	260-011-04	0.31	HDR	RM-20		3.0
142	134	276-213-17	0.22	MDR	RM-10		1.0
143	135	276-322-16	0.23	BOMUSP	RS-6		1.0
144	137	260-021-01	0.44	MDR	RM-10		4.0
145	138	260-021-04	0.22	MDR	RM-10		1.0
146	139	260-021-05	0.45	MDR	RM-10		4.0
147	140	260-022-07	0.65	COM	RM-10		7.0
148	141	260-031-02	0.52	MDR	RM-10		5.0
149	142	260-031-07	0.89	MDR	RM-10		10.0
150	143	260-032-01	0.67	MDR	RM-10		7.0
151	144	260-071-05	0.76	MDR	RM-10		9.0
152	146	276-312-22	0.13	OS	RM-20		2.0
153	147	276-282-13	0.48	HDR	RM-20		16.0
154	147	276-282-14	0.20	HDR	RM-20		2.0

Count	Housing Element Site #	Assessor Parcel Number (APN)	Acreage	General Plan Designation	Zoning Designation	Housing Incentive Overlay	Total Capacity in Dwelling Units (DU)
155	148	276-221-32	0.34	HDR	RM-20		6.0
156	292	276-382-12	0.26	COM	ACSP	MIXED USE OVERLAY-45	7.0
157	293	276-382-13	0.49	COM	ACSP	MIXED USE OVERLAY-45	14.0
158	293	276-382-14	0.51	COM	ACSP	MIXED USE OVERLAY-45	15.0
159	293	276-382-15	1.90	COM	ACSP	MIXED USE OVERLAY-45	56.0
160	272	263-541-06	4.49	COM	ACSP	MIXED USE OVERLAY-45	134.0
161	328	070-141-07	1.11	COM	CG	MIXED USE OVERLAY-45	27.0
162	270	263-081-08	2.50	COM	CG	MIXED USE OVERLAY-45	74.0
163	270	263-081-10	0.20	COM	CG	MIXED USE OVERLAY-45	6.0
164	150	066-253-07	0.26	GMU	CG	MIXED USE OVERLAY-45	7.0
165	151	066-253-20	0.15	GMU	CG	MIXED USE OVERLAY-45	4.0
166	152	066-252-12	0.15	GMU	CG	MIXED USE OVERLAY-45	3.0
167	153	066-253-21	0.15	GMU	CG	MIXED USE OVERLAY-45	3.0
168	154	066-252-13	0.15	GMU	CG	MIXED USE OVERLAY-45	3.0
169	155	066-252-22	0.57	GMU	CG	MIXED USE OVERLAY-45	17.0
170	284	276-362-09	0.11	GMU	CG	MIXED USE OVERLAY-45	3.0
171	285	276-362-12	0.81	GMU	CG	MIXED USE OVERLAY-45	24.0
172	285	276-362-17	0.19	GMU	CG	MIXED USE OVERLAY-45	5.0
173	286	276-362-13	0.35	GMU	CG	MIXED USE OVERLAY-45	10.0

Count	Housing Element Site #	Assessor Parcel Number (APN)	Acreage	General Plan Designation	Zoning Designation	Housing Incentive Overlay	Total Capacity in Dwelling Units (DU)
174	287	276-362-14	0.49	GMU	CG	MIXED USE OVERLAY-45	14.0
175	245	070-023-10	0.16	HDR	CG	MIXED USE OVERLAY-45	5.0
176	245	070-023-11	0.16	HDR	CG	MIXED USE OVERLAY-45	5.0
177	292	276-382-10	3.83	COM	CM	MIXED USE OVERLAY-45	114.0
178	294	276-382-18	0.77	COM	CM	MIXED USE OVERLAY-45	23.0
179	294	276-382-19	1.46	COM	CM	MIXED USE OVERLAY-45	43.0
180	294	276-382-20	0.84	COM	CM	MIXED USE OVERLAY-45	25.0
181	294	276-382-21	2.93	COM	CM	MIXED USE OVERLAY-45	87.0
182	294	276-382-22	0.05	COM	CM	MIXED USE OVERLAY-45	1.0
183	294	276-382-23	0.44	COM	CM	MIXED USE OVERLAY-45	13.0
184	294	276-382-24	0.90	COM	CM	MIXED USE OVERLAY-45	27.0
185	294	276-382-25	0.74	COM	CM	MIXED USE OVERLAY-45	22.0
186	294	276-382-26	0.90	COM	CM	MIXED USE OVERLAY-45	26.0
187	280	276-341-38	0.30	GMU	CM	MIXED USE OVERLAY-45	9.0
188	281	276-352-07	1.41	GMU	CM	MIXED USE OVERLAY-45	42.0
189	282	276-352-08	0.30	GMU	CM	MIXED USE OVERLAY-45	8.0
190	283	276-352-11	0.38	GMU	CM	MIXED USE OVERLAY-45	11.0
191	294	276-382-28	4.65	HDR	CM	MIXED USE OVERLAY-45	139.0
192	326	070-080-08	0.80	OM	CM	MIXED USE OVERLAY-45	23.0

Count	Housing Element Site #	Assessor Parcel Number (APN)	Acreage	General Plan Designation	Zoning Designation	Housing Incentive Overlay	Total Capacity in Dwelling Units (DU)
193	251	070-080-25	0.30	OM	CM	MIXED USE OVERLAY-45	9.0
194	252	070-080-45	0.14	OM	CM	MIXED USE OVERLAY-45	3.0
195	253	070-080-46	0.21	OM	CM	MIXED USE OVERLAY-45	5.0
196	278	276-331-05	3.26	OM	CM	MIXED USE OVERLAY-45	97.0
197	279	276-331-10	2.19	OM	CM	MIXED USE OVERLAY-45	65.0
198	254	070-080-47	0.43	OM	CM	MIXED USE OVERLAY-45	12.0
199	255	070-080-32	0.42	OM	CM	MIXED USE OVERLAY-45	12.0
200	256	070-080-15	0.39	OM	CM	MIXED USE OVERLAY-45	11.0
201	257	070-080-14	0.39	OM	CM	MIXED USE OVERLAY-45	11.0
202	258	070-080-13	0.81	OM	CM	MIXED USE OVERLAY-45	24.0
203	259	070-080-12	0.64	OM	CM	MIXED USE OVERLAY-45	19.0
204	260	070-080-59	1.83	OM	CM	MIXED USE OVERLAY-45	54.0
205	260	070-080-60	1.10	OM	CM	MIXED USE OVERLAY-45	32.0
206	261	070-080-58	2.31	OM	CM	MIXED USE OVERLAY-45	69.0
207	262	070-080-56	2.76	OM	CM	MIXED USE OVERLAY-45	82.0
208	263	070-080-64	0.11	OM	CM	MIXED USE OVERLAY-45	3.0
209	263	070-080-65	0.27	OM	CM	MIXED USE OVERLAY-45	7.0
210	318	134-062-18	1.50	OP	CO	MIXED USE OVERLAY-45	44.0
211	318	134-062-24	0.19	OP	CO	MIXED USE OVERLAY-45	5.0

Count	Housing Element Site #	Assessor Parcel Number (APN)	Acreage	General Plan Designation	Zoning Designation	Housing Incentive Overlay	Total Capacity in Dwelling Units (DU)
212	318	134-062-27	1.10	OP	CO	MIXED USE OVERLAY-45	32.0
213	266	070-721-10	0.28	TE	CO	MIXED USE OVERLAY-45	7.0
214	267	070-721-11	0.33	TE	CO	MIXED USE OVERLAY-45	9.0
215	264	070-302-22	0.44	COM	CS	MIXED USE OVERLAY-45	13.0
216	265	070-302-23	1.60	COM	CS	MIXED USE OVERLAY-45	47.0
217	316	069-130-63	5.51	COM	CS	MIXED USE OVERLAY-45	164.0
218	316	069-130-64	0.52	COM	CS	MIXED USE OVERLAY-45	15.0
219	319	134-311-32	0.47	COM	CS	MIXED USE OVERLAY-45	14.0
220	319	134-311-36	0.21	COM	CS	MIXED USE OVERLAY-45	6.0
221	319	134-311-38	1.62	COM	CS	MIXED USE OVERLAY-45	48.0
222	319	134-311-43	2.88	COM	CS	MIXED USE OVERLAY-45	86.0
223	319	134-311-44	2.51	COM	CS	MIXED USE OVERLAY-45	75.0
224	320	135-181-07	0.58	COM	CS	MIXED USE OVERLAY-45	17.0
225	321	135-182-08	1.45	COM	CS	MIXED USE OVERLAY-45	43.0
226	321	135-182-09	4.00	COM	CS	MIXED USE OVERLAY-45	119.0
227	321	135-182-13	7.63	COM	CS	MIXED USE OVERLAY-45	228.0
228	323	260-022-05	0.69	COM	CS	MIXED USE OVERLAY-45	20.0
229	323	260-022-06	0.35	COM	CS	MIXED USE OVERLAY-45	10.0
230	324	263-421-04	0.80	COM	CS	MIXED USE OVERLAY-45	23.0

Count	Housing Element Site #	Assessor Parcel Number (APN)	Acreage	General Plan Designation	Zoning Designation	Housing Incentive Overlay	Total Capacity in Dwelling Units (DU)
231	324	263-421-05	1.72	COM	CS	MIXED USE OVERLAY-45	51.0
232	324	263-421-06	0.74	COM	CS	MIXED USE OVERLAY-45	22.0
233	324	263-421-07	0.88	COM	CS	MIXED USE OVERLAY-45	26.0
234	324	263-421-08	1.98	COM	CS	MIXED USE OVERLAY-45	59.0
235	325	263-431-23	0.25	COM	CS	MIXED USE OVERLAY-45	7.0
236	329	070-501-01	3.87	COM	CS	MIXED USE OVERLAY-45	107.0
237	322	135-192-50	1.35	COM	CS	MIXED USE OVERLAY-45	54.0
238	156	276-231-44	0.43	HDR	CS	MIXED USE OVERLAY-45	12.0
239	213	066-530-03	1.55	OCM	CS	MIXED USE OVERLAY-45	43.0
240	336	136-181-21	0.52	TE	ESCP	MIXED USE OVERLAY-45	15.0
241	336	136-181-23	0.88	TE	ESCP	MIXED USE OVERLAY-45	26.0
242	336	136-181-24	1.52	TE	ESCP	MIXED USE OVERLAY-45	45.0
243	246	070-072-31	0.17	GMU	GMU	MIXED USE OVERLAY-45	4.0
244	247	070-072-32	0.16	GMU	GMU	MIXED USE OVERLAY-45	3.0
245	248	070-072-33	0.16	GMU	GMU	MIXED USE OVERLAY-45	3.0
246	249	070-072-34	0.16	GMU	GMU	MIXED USE OVERLAY-45	3.0
247	250	070-072-35	0.23	GMU	GMU	MIXED USE OVERLAY-45	7.0
248	277	276-213-32	0.40	GMU	GMU	MIXED USE OVERLAY-45	11.0
249	294	276-382-27	4.48	COM	ML	MIXED USE OVERLAY-45	133.0

Count	Housing Element Site #	Assessor Parcel Number (APN)	Acreage	General Plan Designation	Zoning Designation	Housing Incentive Overlay	Total Capacity in Dwelling Units (DU)
250	274	276-213-27	0.22	GMU	ML	MIXED USE OVERLAY-45	5.0
251	275	276-213-28	0.17	GMU	ML	MIXED USE OVERLAY-45	4.0
252	276	276-213-29	0.17	GMU	ML	MIXED USE OVERLAY-45	4.0
253	277	276-213-40	0.89	GMU	ML	MIXED USE OVERLAY-45	26.0
254	209	066-391-17	0.45	LI	ML	MIXED USE OVERLAY-45	12.0
255	210	066-391-19	0.28	LI	ML	MIXED USE OVERLAY-45	7.0
256	211	066-391-24	0.51	LI	ML	MIXED USE OVERLAY-45	14.0
257	212	066-391-25	0.47	LI	ML	MIXED USE OVERLAY-45	13.0
258	334	066-020-23	0.83	LI	ML	MIXED USE OVERLAY-45	24.0
259	334	066-020-25	0.31	LI	ML	MIXED USE OVERLAY-45	9.0
260	334	066-020-27	22.40	LI	ML	MIXED USE OVERLAY-45	670.0
261	335	066-391-12	3.25	LI	ML	MIXED USE OVERLAY-45	97.0
262	271	263-541-01	6.60	OM	ML	MIXED USE OVERLAY-45	197.0
263	296	277-041-01	0.07	CBPMU	ACSP	MIXED USE OVERLAY-60	2.0
264	297	277-041-02	0.07	CBPMU	ACSP	MIXED USE OVERLAY-60	2.0
265	298	277-041-15	0.07	CBPMU	ACSP	MIXED USE OVERLAY-60	2.0
266	299	277-041-16	0.07	CBPMU	ACSP	MIXED USE OVERLAY-60	2.0
267	300	277-041-17	0.07	CBPMU	ACSP	MIXED USE OVERLAY-60	2.0
268	301	277-041-19	0.58	CBPMU	ACSP	MIXED USE OVERLAY-60	21.0

Count	Housing Element Site #	Assessor Parcel Number (APN)	Acreage	General Plan Designation	Zoning Designation	Housing Incentive Overlay	Total Capacity in Dwelling Units (DU)
269	302	277-041-13	0.16	CBPMU	ACSP	MIXED USE OVERLAY-60	4.0
270	303	277-041-12	0.31	CBPMU	ACSP	MIXED USE OVERLAY-60	9.0
271	304	277-041-11	0.16	CBPMU	ACSP	MIXED USE OVERLAY-60	4.0
272	305	277-041-10	0.16	CBPMU	ACSP	MIXED USE OVERLAY-60	4.0
273	306	277-041-09	0.16	CBPMU	ACSP	MIXED USE OVERLAY-60	4.0
274	307	277-041-08	0.16	CBPMU	ACSP	MIXED USE OVERLAY-60	4.0
275	308	277-041-07	0.16	CBPMU	ACSP	MIXED USE OVERLAY-60	5.0
276	309	277-052-17	0.10	COM	ACSP	MIXED USE OVERLAY-60	3.0
277	310	277-052-18	0.15	COM	ACSP	MIXED USE OVERLAY-60	5.0
278	311	277-052-21	0.32	COM	ACSP	MIXED USE OVERLAY-60	11.0
279	312	277-052-25	0.76	COM	ACSP	MIXED USE OVERLAY-60	26.0
280	313	277-052-26	0.40	COM	ACSP	MIXED USE OVERLAY-60	14.0
281	314	277-052-27	1.00	COM	ACSP	MIXED USE OVERLAY-60	37.0
282	315	277-061-04	1.23	COM	ACSP	MIXED USE OVERLAY-60	45.0
283	157	066-251-11	0.14	CBPMU	CG	MIXED USE OVERLAY-60	5.0
284	157	066-251-31	1.18	CBPMU	CG	MIXED USE OVERLAY-60	43.0
285	158	066-251-18	0.28	CBPMU	CG	MIXED USE OVERLAY-60	9.0
286	159	066-251-28	0.07	CBPMU	CG	MIXED USE OVERLAY-60	2.0
287	159	066-251-29	0.07	CBPMU	CG	MIXED USE OVERLAY-60	2.0

Count	Housing Element Site #	Assessor Parcel Number (APN)	Acreage	General Plan Designation	Zoning Designation	Housing Incentive Overlay	Total Capacity in Dwelling Units (DU)
288	160	066-251-27	0.15	CBPMU	CG	MIXED USE OVERLAY-60	4.0
289	161	066-251-24	0.07	CBPMU	CG	MIXED USE OVERLAY-60	2.0
290	161	066-251-25	0.07	CBPMU	CG	MIXED USE OVERLAY-60	2.0
291	162	066-251-26	0.15	CBPMU	CG	MIXED USE OVERLAY-60	4.0
292	163	066-251-08	0.07	CBPMU	CG	MIXED USE OVERLAY-60	2.0
293	164	066-251-07	0.07	CBPMU	CG	MIXED USE OVERLAY-60	2.0
294	165	066-251-20	0.15	CBPMU	CG	MIXED USE OVERLAY-60	2.0
295	166	066-251-06	0.07	CBPMU	CG	MIXED USE OVERLAY-60	2.0
296	167	066-251-21	0.15	CBPMU	CG	MIXED USE OVERLAY-60	4.0
297	168	066-251-04	0.07	CBPMU	CG	MIXED USE OVERLAY-60	2.0
298	169	066-251-03	0.07	CBPMU	CG	MIXED USE OVERLAY-60	2.0
299	170	066-251-22	0.15	CBPMU	CG	MIXED USE OVERLAY-60	4.0
300	171	066-251-23	0.15	CBPMU	CG	MIXED USE OVERLAY-60	4.0
301	172	066-251-30	0.21	CBPMU	CG	MIXED USE OVERLAY-60	7.0
302	173	066-241-12	0.15	CBPMU	CG	MIXED USE OVERLAY-60	4.0
303	174	066-241-13	0.15	CBPMU	CG	MIXED USE OVERLAY-60	4.0
304	175	066-241-10	0.14	CBPMU	CG	MIXED USE OVERLAY-60	4.0
305	176	066-241-14	0.15	CBPMU	CG	MIXED USE OVERLAY-60	3.0
306	177	066-241-08	0.07	CBPMU	CG	MIXED USE OVERLAY-60	2.0

Count	Housing Element Site #	Assessor Parcel Number (APN)	Acreage	General Plan Designation	Zoning Designation	Housing Incentive Overlay	Total Capacity in Dwelling Units (DU)
307	177	066-241-09	0.14	CBPMU	CG	MIXED USE OVERLAY-60	5.0
308	178	066-241-15	0.15	CBPMU	CG	MIXED USE OVERLAY-60	4.0
309	179	066-241-16	0.31	CBPMU	CG	MIXED USE OVERLAY-60	10.0
310	180	066-241-25	0.15	CBPMU	CG	MIXED USE OVERLAY-60	5.0
311	181	066-241-26	0.15	CBPMU	CG	MIXED USE OVERLAY-60	5.0
312	182	066-241-21	0.14	CBPMU	CG	MIXED USE OVERLAY-60	5.0
313	183	066-241-20	0.07	CBPMU	CG	MIXED USE OVERLAY-60	2.0
314	184	066-241-23	0.07	CBPMU	CG	MIXED USE OVERLAY-60	2.0
315	185	066-241-18	0.31	CBPMU	CG	MIXED USE OVERLAY-60	11.0
316	185	066-241-19	0.29	CBPMU	CG	MIXED USE OVERLAY-60	10.0
317	208	066-241-06	0.48	CBPMU	CG	MIXED USE OVERLAY-60	17.0
318	214	277-072-01	0.13	CBPMU	CG	MIXED USE OVERLAY-60	3.0
319	215	277-072-02	0.13	CBPMU	CG	MIXED USE OVERLAY-60	3.0
320	216	277-072-03	0.13	CBPMU	CG	MIXED USE OVERLAY-60	3.0
321	217	277-072-04	0.17	CBPMU	CG	MIXED USE OVERLAY-60	5.0
322	218	277-072-05	0.17	CBPMU	CG	MIXED USE OVERLAY-60	5.0
323	219	277-072-06	0.13	CBPMU	CG	MIXED USE OVERLAY-60	4.0
324	220	277-072-07	0.13	CBPMU	CG	MIXED USE OVERLAY-60	4.0
325	221	277-072-08	0.30	CBPMU	CG	MIXED USE OVERLAY-60	11.0

Count	Housing Element Site #	Assessor Parcel Number (APN)	Acreage	General Plan Designation	Zoning Designation	Housing Incentive Overlay	Total Capacity in Dwelling Units (DU)
326	221	277-082-06	0.23	CBPMU	CG	MIXED USE OVERLAY-60	8.0
327	222	277-074-01	0.17	CBPMU	CG	MIXED USE OVERLAY-60	6.0
328	223	277-074-03	0.17	CBPMU	CG	MIXED USE OVERLAY-60	6.0
329	224	277-074-04	0.17	CBPMU	CG	MIXED USE OVERLAY-60	6.0
330	225	277-074-05	0.60	CBPMU	CG	MIXED USE OVERLAY-60	22.0
331	226	277-081-03	0.14	CBPMU	CG	MIXED USE OVERLAY-60	5.0
332	227	277-081-04	0.14	CBPMU	CG	MIXED USE OVERLAY-60	5.0
333	228	277-081-05	0.14	CBPMU	CG	MIXED USE OVERLAY-60	5.0
334	229	277-081-07	0.41	CBPMU	CG	MIXED USE OVERLAY-60	15.0
335	230	277-081-34	0.25	CBPMU	CG	MIXED USE OVERLAY-60	9.0
336	230	277-081-35	0.20	CBPMU	CG	MIXED USE OVERLAY-60	7.0
337	295	277-013-52	4.00	CBPMU	CG	MIXED USE OVERLAY-60	148.0
338	295	277-013-58	4.00	CBPMU	CG	MIXED USE OVERLAY-60	148.0
339	186	066-181-09	0.13	CBPMU	CO	MIXED USE OVERLAY-60	3.0
340	187	066-181-08	0.14	CBPMU	CO	MIXED USE OVERLAY-60	4.0
341	188	066-181-10	0.15	CBPMU	CO	MIXED USE OVERLAY-60	4.0
342	189	066-181-13	0.15	CBPMU	CO	MIXED USE OVERLAY-60	4.0
343	190	066-181-14	0.15	CBPMU	CO	MIXED USE OVERLAY-60	4.0
344	191	066-181-15	0.15	CBPMU	CO	MIXED USE OVERLAY-60	4.0

Count	Housing Element Site #	Assessor Parcel Number (APN)	Acreage	General Plan Designation	Zoning Designation	Housing Incentive Overlay	Total Capacity in Dwelling Units (DU)
345	192	066-181-21	0.46	CBPMU	CO	MIXED USE OVERLAY-60	17.0
346	193	066-171-08	0.15	CBPMU	CO	MIXED USE OVERLAY-60	4.0
347	194	066-171-09	0.15	CBPMU	CO	MIXED USE OVERLAY-60	4.0
348	195	066-171-10	0.15	CBPMU	CO	MIXED USE OVERLAY-60	4.0
349	196	066-171-11	0.15	CBPMU	CO	MIXED USE OVERLAY-60	5.0
350	199	066-133-15	0.53	CBPMU	CO	MIXED USE OVERLAY-60	19.0
351	200	066-134-08	0.46	CBPMU	CO	MIXED USE OVERLAY-60	17.0
352	201	066-163-14	0.12	CBPMU	CO	MIXED USE OVERLAY-60	3.0
353	202	066-163-15	0.12	CBPMU	CO	MIXED USE OVERLAY-60	3.0
354	203	066-163-16	0.12	CBPMU	CO	MIXED USE OVERLAY-60	3.0
355	204	066-163-17	0.12	CBPMU	CO	MIXED USE OVERLAY-60	4.0
356	205	066-163-18	0.24	CBPMU	CO	MIXED USE OVERLAY-60	9.0
357	206	066-181-16	0.15	CBPMU	CO	MIXED USE OVERLAY-60	4.0
358	207	066-181-20	0.35	CBPMU	CO	MIXED USE OVERLAY-60	12.0
359	231	277-091-01	0.12	CBPMU	CO	MIXED USE OVERLAY-60	3.0
360	232	277-091-02	0.13	CBPMU	CO	MIXED USE OVERLAY-60	3.0
361	233	277-091-03	0.14	CBPMU	CO	MIXED USE OVERLAY-60	4.0
362	234	277-091-06	0.14	CBPMU	CO	MIXED USE OVERLAY-60	5.0
363	235	277-091-07	0.13	CBPMU	CO	MIXED USE OVERLAY-60	4.0

Count	Housing Element Site #	Assessor Parcel Number (APN)	Acreage	General Plan Designation	Zoning Designation	Housing Incentive Overlay	Total Capacity in Dwelling Units (DU)
364	236	277-091-09	0.21	CBPMU	CO	MIXED USE OVERLAY-60	7.0
365	237	277-091-10	0.13	CBPMU	CO	MIXED USE OVERLAY-60	4.0
366	238	277-091-11	0.14	CBPMU	CO	MIXED USE OVERLAY-60	5.0
367	239	277-091-12	0.13	CBPMU	CO	MIXED USE OVERLAY-60	4.0
368	240	277-091-13	0.13	CBPMU	CO	MIXED USE OVERLAY-60	4.0
369	241	277-091-14	0.14	CBPMU	CO	MIXED USE OVERLAY-60	5.0
370	242	277-091-15	0.54	CBPMU	CO	MIXED USE OVERLAY-60	19.0
371	243	277-091-16	0.21	CBPMU	CO	MIXED USE OVERLAY-60	7.0
372	244	277-091-36	0.23	CBPMU	CO	MIXED USE OVERLAY-60	7.0
373	197	066-132-21	0.45	OP	CO	MIXED USE OVERLAY-60	15.0
374	198	066-132-22	0.49	OP	CO	MIXED USE OVERLAY-60	18.0
375	331	070-101-03	0.67	EMU	CR	MIXED USE OVERLAY-100	23.0
376	331	070-101-05	0.63	EMU	CR	MIXED USE OVERLAY-100	22.0
377	331	070-111-03	0.88	EMU	CR	MIXED USE OVERLAY-100	31.0
378	331	070-111-07	7.03	EMU	CR	MIXED USE OVERLAY-100	251.0
379	331	070-111-08	1.23	EMU	CR	MIXED USE OVERLAY-100	43.0
380	332	070-511-05	1.00	EMU	CR	MIXED USE OVERLAY-100	35.0
381	332	070-511-07	0.45	EMU	CR	MIXED USE OVERLAY-100	16.0
382	332	070-511-08	15.09	EMU	CR	MIXED USE OVERLAY-100	539.0

Count	Housing Element Site #	Assessor Parcel Number (APN)	Acreage	General Plan Designation	Zoning Designation	Housing Incentive Overlay	Total Capacity in Dwelling Units (DU)
383	332	070-511-14	8.48	EMU	CR	MIXED USE OVERLAY-100	303.0
384	332	070-511-15	10.66	EMU	CR	MIXED USE OVERLAY-100	381.0
385	332	070-511-16	4.87	EMU	CR	MIXED USE OVERLAY-100	174.0
386	332	070-511-18	8.25	EMU	CR	MIXED USE OVERLAY-100	294.0
387	330	070-511-01	25.01	EMU	CR	MIXED USE OVERLAY-100	1174.0
388	268	136-172-14	0.52	COM	CG	HOTEL/MOTEL CONVERSION OVERLAY	25.0
389	269	136-172-15	0.41	COM	CG	HOTEL/MOTEL CONVERSION OVERLAY	25.0
390	289	276-381-09	1.70	OM	CM	HOTEL/MOTEL CONVERSION OVERLAY	98.0
391	288	276-371-24	0.22	COM	CG	RELIGIOUS CONGREGATIONAL/ FRATERNAL SITES OVERLAY	5.0
392	288	276-371-26	0.50	COM	CG	RELIGIOUS CONGREGATIONAL/ FRATERNAL SITES OVERLAY	13.0
393	288	276-371-28	0.92	COM	CG	RELIGIOUS CONGREGATIONAL/ FRATERNAL SITES OVERLAY	24.0
394	288	276-371-29	8.00	COM	CG	RELIGIOUS CONGREGATIONAL/ FRATERNAL SITES OVERLAY	212.0
395	288	276-371-35	0.17	COM	CG	RELIGIOUS CONGREGATIONAL/ FRATERNAL SITES OVERLAY	4.0
396	288	276-371-36	0.17	COM	CG	RELIGIOUS CONGREGATIONAL/	4.0

Count	Housing Element Site #	Assessor Parcel Number (APN)	Acreage	General Plan Designation	Zoning Designation	Housing Incentive Overlay	Total Capacity in Dwelling Units (DU)
						FRATERNAL SITES OVERLAY	
397	327	070-141-01	0.39	COM	CO	RELIGIOUS CONGREGATIONAL/ FRATERNAL SITES OVERLAY	11.0
398	327	070-141-02	0.30	COM	CO	RELIGIOUS CONGREGATIONAL/ FRATERNAL SITES OVERLAY	7.0
399	291	276-382-09	1.67	HDR	CO	RELIGIOUS CONGREGATIONAL/ FRATERNAL SITES OVERLAY	44.0
400	317	069-491-21	0.15	OP	CO	RELIGIOUS CONGREGATIONAL/ FRATERNAL SITES OVERLAY	3.0
401	317	069-491-24	0.63	OP	CO	RELIGIOUS CONGREGATIONAL/ FRATERNAL SITES OVERLAY	16.0
402	273	276-142-03	1.69	OP	CO	RELIGIOUS CONGREGATIONAL/ FRATERNAL SITES OVERLAY	45.0
403	338	135-131-19	0.50	HDR	RM-20	RELIGIOUS CONGREGATIONAL/ FRATERNAL SITES OVERLAY	13.0
404	340	070-023-05	0.90	HDR	RM-20	RELIGIOUS CONGREGATIONAL/ FRATERNAL SITES OVERLAY	23.0
405	341	276-382-02	2.00	HDR	RM-20	RELIGIOUS CONGREGATIONAL/ FRATERNAL SITES OVERLAY	53.0
406	337	260-042-39	0.51	LDR	RS-6	RELIGIOUS CONGREGATIONAL/	13.0

Count	Housing Element Site #	Assessor Parcel Number (APN)	Acreage	General Plan Designation	Zoning Designation	Housing Incentive Overlay	Total Capacity in Dwelling Units (DU)
						FRATERNAL SITES OVERLAY	
407	339	135-161-41	1.10	LDR	RS-6	RELIGIOUS CONGREGATIONAL/ FRATERNAL SITES OVERLAY	29.0
408	290	276-382-08	2.26	HDR	CO	HOO	75.0
409	149	135-152-44	2.34	HDR	RM-10		53.0
410	333	276-312-23	0.22	HDR	RM-20		3.0

Table 3.2-3: 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 and adopted an Initial Study/Negative Declaration (SCH# 2023120578) for this action. The General Plan Land Use Map was amended to include five (5) new Housing Incentive Overlays and two (2) land use designation amendments. The Official Zoning Map was amended to include six (6) new Housing Incentive Overlays and one (1) change of zone. 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 environmental impacts as a result of development in the HIOs. As applicable, ODDS 1.7 are incorporated throughout this EIR.

3.3 - Statement of Objectives

The City of Buena Park’s objectives for the proposed Project are to ensure compliance with State housing laws and to create consistency between the Land Use and Community Design Element, the Residential Zoning Code, and the 2021-2029 Housing Element. The Project objectives are as follows:

- Implement Program 8 and Programs 10-18 of the Housing Element to provide adequate affordable housing.
- Comply with the Regional Housing Needs Assessment (RHNA) and State housing laws.
- Encourage fair and equal housing opportunities.
- Streamline the entitlement process for affordable housing within the City.

3.4 - Assumptions for Environmental Analysis

The Project’s EIR analysis is based upon several assumptions regarding existing and future conditions in the City of Buena Park, as identified in Table 3.4-1 below. The growth assumptions associated with the proposed Project would add an additional 10,322 dwelling units at 3.5 persons per household for a population increase of 36,127 people, and 438,333 square feet of new commercial space across the 410 parcels at an estimated 60% lot coverage. Notably, across these 410 parcels, the permitted commercial square footage has increased from the existing land use designation allowances of 9,981,266 square feet to 10,419,600 square feet with the implementation of the mixed-use HIOs resulting in a net increase of 438,333 square feet. Table 3.4-2 summarizes the population estimates for the proposed Project. Population estimates are consistent with the population density factors identified in the California Department of Finance, Table 2: E-5 (January 2021) (Vehicle Miles Travelled Analysis, Appendix H).

Table 3.4-1: City of Buena Park 2018 and 2040 Population and Household Projections

Description	2020	2040	Change
Population ¹	84,100	92,500	8,505
Dwelling Units ¹	24,800	27,900	3,754
Household Size (persons/household) ²	3.31	N/A	N/A
Employment ¹	37,800	39,800	2,000
Description	2008/2009	2035	Change
Non-Residential Development (square feet) ³	18,014,425	26,338,649	+8,324,224
Notes:			
⁽¹⁾ Southern California Association of Governments, Connect SoCal (2020-2045 Regional Transportation Plan Sustainable Communities Strategy) Regional Growth Forecast			
⁽²⁾ California Department of Finance, Table 2: E-5 (January 2021)			
⁽³⁾ City of Buena Park General Plan Land Use and Community Design Element, Table LU-4			

Table 3.4-2: Project Population and Employment Estimates

Land Use	Quantity	Density Factor	Estimated Total
Residential ¹	10,322 DU	3.5 persons per household	36,127 people
Office ²	87,677 SF	325 SF per Employee	399 employees
Retail ²	350,667 SF	218 SF per employee	1,086 employees
Notes:			
⁽¹⁾ California Department of Finance, Table 2: E-5 (January 2021)			
² Buena Park General Plan and Zoning Code Update Vehicle Miles Traveled (VMT) Analysis, Urban Crossroads, September 6, 2023 (Appendix H)			

The population increase estimate is a conservative estimate as SCAG’s Connect SoCal Regional Growth Forecast estimates the average household size to decrease to 2.9 persons/household by 2045 (SCAG, 2020). Therefore, the environmental impact analysis in this EIR based off 3.5 persons per household, is also conservative.

3.5 - 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 the 410 parcels identified in Table 3.2-2 of this section. Additionally, the Project includes incorporating all General Plan Amendments since 2010 into the General Plan Land Use Map, see Exhibit 1.2-3: Proposed General Plan Land Use Map.

Though the Project itself does not include construction and development, 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 existing 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 into 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 H).

The focus of analysis for this EIR is on the anticipated environmental impacts that would result from the development of 10,322 dwelling units resulting in an approximate population increase of 36,127 people, and an intensity of up to 1.75 FAR in the mixed-use HIOs. An Initial Study (Appendix A) was prepared to identify any environmental topics that would result in a less than significant impact and thus, screened out from analysis in this EIR.

Topics screened out in the Initial Study and will not be further analyzed in this EIR are as follows:

- Aesthetics
- Agriculture/Forestry Resources
- Cultural Resources
- Energy
- Geology/ Soils
- Hydrology/ Water Quality
- Mineral Resources
- Population/ Housing

- Tribal/Cultural Resources
- Noise
- Public Services
- Recreation
- Utilities/ Service Systems
- Transportation/ Traffic
- Wildfire

Topics that will be covered in this EIR are as follows:

- Air Quality
- Biological Resources
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Land Use/ Planning

3.5.1 - Applicable 6th Cycle Housing Element Programs

Table 3.5.1-1, *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 3.5.1-1: 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	Project Update Type	Description
Program 10: Accessory Dwelling Units (ADUs)	Land Use and Community Design Element Update	<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 housing on underutilized sites. Update affordable housing incentives to facilitate the development of vacant and underutilized sites.
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	Project Update Type	Description
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

Program	Project Update Type	Description
		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.

3.5.2 - 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-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-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-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 such as 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 HIOs 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 3.5.2-1 HIO Descriptions*.

Table 3.5.2-1: 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 for increased affordable housing options on sites already zoned for multi-family uses.	Minimum 16 - up to 50 dwelling units per net acre (du/ac)	N/A	Up to 5 stories or 55 feet
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,	N/A	N/A	N/A

Overlay	Intent	Density	Intensity	Height
	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.			

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 the 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 and industrial.

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.

3.5.3 - 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.

SECTION 4: CUMULATIVE IMPACTS

This section analyzes potential cumulative impacts resulting from the proposed Project. The proposed Project, if approved, would allow for the construction of approximately 10,322 dwelling units on 410 parcels located throughout the City and 438,333 square feet of commercial space at an estimated 60% lot coverage.

4.1 - INTRODUCTION

CEQA Guidelines Section 15355 defines cumulative impacts as “two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts . . .” The following elements are necessary in an adequate discussion of cumulative impacts, as noted in Sections 15130(b) through 15130(e) of the CEQA Guidelines.

(b) The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided for the effects attributable to the Project alone. The discussion should be guided by standards of practicality and reasonableness and should focus on the cumulative impact to which the identified other Project contribute rather than the attributes of other projects which do not contribute to the cumulative impact. The following elements are necessary to an adequate discussion of significant cumulative impacts:

(1) Either:

(A) A list of relevant past, present, and probable future projects, producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency, or

(B) A summary of projections contained in an adopted General Plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area-wide conditions contributing to the cumulative impact.

(2) When utilizing a list, as suggested in paragraph (1) of subdivision (b), factors to consider when determining whether to include a related project should include the nature of each environmental resources being examined, the location of the project and its type. Location may be important, for example, when water quality impacts are at issue since projects outside the watershed would probably not contribute to a cumulative effect. Project type may be important, for example, when the impact is specialized, such as a particular air pollutant or mode of traffic.

(3) Lead agencies should define the geographic scope of the area affected by the cumulative effect and provide a reasonable explanation for the geographic limitation used.

- (4) A summary of the expected environmental effects to be produced by those projects with specific reference to additional information stating where that information is available; and
 - (5) A specific analysis of the cumulative impacts of the relevant projects. An EIR shall examine reasonable, feasible options for mitigating or avoiding the Project's contribution to any significant cumulative effects.
- (c) With some projects, the only feasible mitigation for cumulative impacts may involve the adoption of ordinances or regulations rather than the imposition of conditions on a project-by-project basis.
- (d) Previously approved land use documents such as general plans, specific plans, and local coastal plans may be used in cumulative impact analysis. A pertinent discussion of cumulative impacts contained in one or more previously certified EIRs may be incorporated by reference pursuant to the provisions for tiering and program EIRs. No further cumulative impact analysis is required when a project is consistent with a general, specific, master or comparable programmatic plan where the lead agency determines that the regional or areawide cumulative impacts of the proposed Project have already been adequately addressed, as defined in Section 15152(f), in a certified EIR for that plan.
- (e) If a cumulative impact was adequately addressed in a prior EIR for a community plan, zoning action, or general plan, and the project is consistent with that plan or action, then an EIR for such a project should not further analyze that cumulative impact, as provided by Section 15183(j).

4.2 - CUMULATIVE ANALYSIS IN THIS EIR

Cumulative impacts may be discussed in terms of proposed Project impacts, in combination with impacts anticipated for future development (including approved and planned development within the Project area and surrounding affected area), and impacts associated with growth within the region. The geographic area for each impact varies, depending on the nature of the impact, whether it is regional, such as air quality, or local, such as noise.

Quantification can be difficult for cumulative impacts, as it requires speculative estimates of impacts including, but not limited, to the following: the geographic diversity of impacts (impacts of future development may affect different areas); variations in time of impacts; and data for buildout projections may change following subsequent approvals. However, every attempt has been made herein to make sound qualitative judgments of the combined effects of, and relationship between, land uses and potential impacts.

This EIR assesses the overall environmental effects of the proposed Project at a programmatic level of detail. This EIR evaluates the overall (cumulative) effects of development in accordance with the land use designations, land use assumptions, and all goals, policies and implementing measures contained in the proposed Project. Therefore, the environmental analysis in Section 5.1 through Section 5.5 of this EIR, as well as the Initial Study for this EIR (Appendix A), considers Project impacts in combination with regional impacts, where applicable, that could be expected as other cities within the Orange County subregion approach buildout.

SECTION 5: ENVIRONMENTAL ANALYSIS

The next subsections of the EIR contain a detailed environmental analysis of the existing conditions, project impacts (including direct and indirect, short-term and long-term, and cumulative), recommended mitigation measures, and unavoidable adverse impacts. This EIR analyzes those environmental issue areas as stated in the Notice of Preparation and Initial Study (Appendix A) and Notice of Preparation and Comments (Appendix B) where potentially significant impacts have the potential to occur.

The EIR will examine the following environmental factors outlined in the CEQA Guidelines.

- 5.1 Air Quality
- 5.2 Biological Resources
- 5.3 Greenhouse Gas Emissions
- 5.4 Hazards and Hazardous Materials
- 5.5 Land Use/ Planning

Each environmental issue is addressed in a separate section of the EIR, and is organized into four sections, as follows:

- “Existing Setting” describes the physical conditions that exist at this time and that may influence or affect the issue under investigation.
- “Regulatory Framework”
- “Significance Threshold Criteria” provides the thresholds that are the basis of conclusions of significance, which are primarily the criteria in the CEQA Guidelines Appendix G, Environmental Checklist.

Major sources used in crafting criteria include the CEQA Guidelines; local, state, federal, or other standards applicable to an impact category; and officially established significance thresholds. “...An ironclad definition of significant effect is not possible because the significance of any activity may vary with the setting.” (CEQA Guidelines Section 15064[b]). Principally, “...a substantial, or potentially substantial adverse change in any of the physical conditions within an area affected by the project, including land, air, water, flora, fauna, ambient noise, and objects of historic and aesthetic significance” constitutes a significant impact (CEQA Guidelines Section 15382).

- “Impacts and Mitigation Measures” evaluates the project’s environmental impacts in consideration of all phases, including planning, acquisition, development, and operation. This subsection also discusses the potential changes to the existing physical environmental conditions, which may occur if the proposed project is implemented. Evidence, based on factual and scientific data, is presented to show the cause-and-effect relationship between the proposed project and

the potential changes in the environment. All of the potential direct and reasonably foreseeable indirect effects are considered. The exact magnitude, duration, extent, frequency, range, or other parameters are ascertained, to the extent possible, to determine their significance.

The Project's environmental effects are categorized as either "effects found not to be significant" or "potentially significant impact". The "effects found not to be significant" category provides a brief discussion of the reasons that various possible significant effects of the Project were found not to be significant. The "potentially significant" category identifies and focuses on the significant environmental effects of the proposed project. Direct and indirect significant effects of the project on the environment are clearly identified and described, giving due consideration to both the short-term and long-term effects.

- "Mitigation Measures" are project-specific measures that would be required of the project to avoid a significant adverse impact; to minimize a significant adverse impact; to rectify a significant adverse impact by restoration; to reduce or eliminate a significant adverse impact over time by preservation and maintenance operations; or to compensate for the impact by replacing or providing substitute resources or environment.
- The "Level of Significance" presents the significance determination. This statement identifies which impacts would remain after the application of mitigation measures and whether the remaining impacts are or are not considered significant. When impacts, even with the inclusion of mitigation measures, cannot be mitigated to a level considered less than significant, they are identified as "unavoidable significant impacts."
- "Cumulative Impacts" describes potential environmental changes to the existing physical conditions that may occur as a result of the proposed project together with all other reasonably foreseeable, planned and approved future projects producing related or cumulative impacts, as set forth in Section 4.0. A cumulative impact analysis is provided only for those thresholds that result in a less than significant, potentially significant, or significant unavoidable impact. A cumulative impact analysis is not provided for Effects Found Not to be Significant, which result in no project-related impacts.
- "Significant Unavoidable Impacts" describes impacts that would be significant and cannot be feasibly mitigated to less than significant, so would therefore be unavoidable. To approve a project with unavoidable significant impacts, the lead agency must adopt a Statement of Overriding Considerations. In adopting such a statement, the lead agency is required to balance the benefits of a project against its unavoidable environmental impacts in determining whether to approve the project. If the benefits of a project are found to outweigh the unavoidable adverse environmental effects, the adverse effects may be considered "acceptable" (CEQA Guidelines Section 15093[a]).

5.1 - Air Quality

This section evaluates air quality associated with short- and long-term impacts resulting from the buildout of the proposed Project. Information in this section is based primarily on the information obtained from the Air Quality Impact Analysis prepared by Urban Crossroads, dated November 6, 2022 (included as Appendix C to this DEIR), as well as the Air Toxic and Criteria Pollutant Health Risk Assessment, prepared by Urban Crossroads dated November 6, 2023 (included as Appendix D to this DEIR).

5.1.1 - EXISTING SETTING

SOUTH COAST AIR BASIN

Geography

The City of Buena Park is located in the South Coast Air Basin (SCAB), a 6,754-square mile area bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino and San Jacinto Mountains to the north and east. The SCAB includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, in addition to the San Geronio Pass area of Riverside County. The SCAB's terrain and geographical location (i.e., a coastal plain connecting broad valleys and low hills) determines its distinctive climate.

The general region lies in the semi-permanent high-pressure zone of the eastern Pacific. The climate is mild and tempered by cool sea breezes. The usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds. The extent and severity of the air pollution problem in the Basin is a function of the area's natural physical characteristics (weather and topography), as well as man-made influences (development patterns and lifestyle). Factors such as wind, sunlight, temperature, humidity, rainfall, and topography all affect the accumulation and/or dispersion of pollutants throughout the Basin.

Regional Climate

The climate in the SCAB is characterized by moderate temperatures and comfortable humidity, with precipitation limited to a few storms during the winter season (November through April). The average annual temperature varies little throughout the Basin, averaging from the low to middle 60s degrees Fahrenheit (°F). However, with a less pronounced oceanic influence, the eastern inland portions of the Basin show greater variability in annual minimum and maximum temperatures. January is usually the coldest month at all locations, while July and August are usually the hottest months of the year. Although the Basin has a semi-arid climate, the air near the surface is moist due to the presence of a shallow marine layer. Except for infrequent periods when dry, continental air is brought into the Basin by offshore winds, the ocean effect is dominant. Periods with heavy fog are frequent, and low stratus clouds, occasionally referred to as "high fog," are a characteristic climate feature.

Annual average relative humidity is 70 percent at the coast and 57 percent in the eastern part of the Basin. Precipitation in the Basin is typically 9 to 14 inches annually and is rarely in the form of snow or hail due to typically warm weather. The frequency and amount of rainfall is greater in the coastal areas of the Basin.

In the City of Buena Park, the climate is typically warm during summer when temperatures tend to be in the 70's and cool during winter when temperatures tend to be in the 50's. The warmest month of the year is August with an average maximum temperature of 86 degrees Fahrenheit, while the coldest month of the year is January with an average minimum temperature of 45 degrees Fahrenheit. Temperature variations between night and day tend to be moderate during summer with a difference that can reach 23 degrees Fahrenheit, and moderate during winter with an average difference of 24 degrees Fahrenheit. The annual average precipitation at Buena Park is 11.23 inches. Rainfall is fairly evenly distributed throughout the year. The wettest month of the year is February with an average rainfall of 2.86 inches.

Wind Patterns

The distinctive climate of the Project site and the SCAB is determined by its terrain and geographical location. The SCAB is located in a coastal plain connecting broad valleys and low hills, bounded by the Pacific Ocean in the southwest quadrant with high mountains forming the remainder of the perimeter. Wind patterns across the south coastal region are characterized by westerly and southwesterly onshore winds during the day and easterly or northeasterly breezes at night. Winds are characteristically light although the speed is somewhat greater during the dry summer months than during the rainy winter season.

The importance of wind to air pollution is considerable. The direction and speed of the wind determines the horizontal dispersion and transport of the air pollutants. During the late autumn to early spring rainy season, the SCAB is subjected to wind flows associated with the traveling storms moving through the region from the northwest. This period also brings five to ten periods of strong, dry offshore winds, locally termed "Santa Anas" each year. During the dry season, which coincides with the months of maximum photochemical smog concentrations, the wind flow is bimodal, typified by a daytime onshore sea breeze and a nighttime offshore drainage wind. Summer wind flows are created by the pressure differences between the relatively cold ocean and the unevenly heated and cooled land surfaces that modify the general northwesterly wind circulation over southern California. Nighttime drainage begins with the radiational cooling of the mountain slopes. Heavy, cool air descends the slopes and flows through the mountain passes and canyons as it follows the lowering terrain toward the ocean. Another characteristic wind regime in the SCAB is the "Catalina Eddy," a low level cyclonic (counterclockwise) flow centered over Santa Catalina Island which results in an offshore flow to the southwest. On most spring and summer days, some indication of an eddy is apparent in coastal sections.

Photochemical Smog

The presence and intensity of sunlight are necessary prerequisites for the formation of photochemical smog. Under the influence of the ultraviolet radiation of sunlight, certain original or "primary" pollutants (mainly reactive hydrocarbons and oxides of nitrogen) react to form "secondary" pollutants (primarily oxidants). Since this process is time dependent, secondary pollutants can be formed many miles downwind from the emission sources. The direction and speed of the wind determines the horizontal dispersion and transport of the air pollutants. During the late autumn to early spring rainy season, the SCAB is subjected to wind flows associated with the traveling storms moving through the region from the northwest. This period also brings five to ten periods of strong, dry offshore winds, locally termed "Santa Anas" each year. During the dry season, which coincides with the months of maximum photochemical

smog concentrations, the wind flow is bimodal, typified by a daytime onshore sea breeze and a nighttime offshore drainage wind. Because of the prevailing daytime winds and time-delayed nature of photochemical smog, oxidant concentrations are highest in the inland areas of Southern California.

Temperature Inversions

Under ideal meteorological conditions and irrespective of topography, pollutants emitted into the air would be mixed and dispersed into the upper atmosphere. However, the Southern California region frequently experiences temperature inversions in which pollutants are trapped and accumulate close to the ground. The inversion, a layer of warm, dry air overlaying cool, moist marine air, is a normal condition in the southland. The cool, damp, and hazy sea air capped by coastal clouds is heavier than the warm, clear air that acts as a lid through which the marine layer cannot rise.

In the SCAB, there are two distinct temperature inversion structures that control vertical mixing of air pollution. During the summer, warm high-pressure descending (subsiding) air is undercut by a shallow layer of cool marine air. The boundary between these two layers of air is a persistent marine subsidence/inversion. This boundary prevents vertical mixing which effectively acts as an impervious lid to pollutants over the entire SCAB. The mixing height for the inversion structure is normally situated 1,000 to 1,500 feet above mean sea level.

A second inversion-type forms in conjunction with the drainage of cool air off the surrounding mountains at night followed by the seaward drift of this pool of cool air. The top layer forms a sharp boundary with the warmer air aloft and creates nocturnal radiation inversions. These inversions occur primarily in the winter when nights are longer and onshore flow is weakest. They are typically only a few hundred feet above mean sea level. These inversions effectively trap pollutants, such as NOX and CO from vehicles, as the pool of cool air drifts seaward. Winter is therefore a period of high levels of primary pollutants along the coastline.

Regional Air Quality

Air pollution contributes to a wide variety of adverse health effects. The EPA has established National Ambient Air Quality Standards (NAAQS) for six of the most common air pollutants: CO, Pb, O3, particulate matter (PM10 and PM2.5), NO2, and SO2 which are known as criteria pollutants. The South Coast Air Quality Management District (SCAQMD) monitors levels of various criteria pollutants at 37 permanent monitoring stations and 5 single-pollutant source Pb air monitoring sites throughout the air district. On December 28, 2021, the California Air Resources Board (CARB) posted the proposed 2021 amendments to the state and national area designations. See Table 5.1-1 for attainment designations for the SCAB.

Table 5.1-1: Attainment Status of Criteria Pollutants in the SCAB

Criteria Pollutant	State Designation	Federal Designation
O ₃ – 1-hour standard	Nonattainment	--
O ₃ – 8-hour standard	Nonattainment	Nonattainment
PM ₁₀	Nonattainment	Attainment
PM _{2.5}	Nonattainment	Nonattainment
CO	Attainment	Unclassifiable/Attainment
NO ₂	Attainment	Unclassifiable/Attainment
SO ₂	Attainment	Unclassifiable/Attainment
Pb ²	Attainment	Unclassifiable/Attainment

Local Ambient Air Quality

The SCAQMD monitors air quality at 37 monitoring stations throughout the Basin. Each monitoring station is located within a Source Receptor Area (SRA). The communities within an SRA are expected to have similar climatology and ambient air pollutant concentrations. The SCAQMD has designated general forecast areas and air monitoring areas (referred to as Source Receptor Areas [SRA]) throughout the district in order to provide Southern California residents information about the air quality conditions. The Project site is located within the North Orange County area (SRA 16). The North Orange County monitoring station, located within SRA 16 and is located 2.61 miles northeast of the Project site, and monitors air quality data for O₃, CO, and NO₂. For PM₁₀ and PM_{2.5} data, the Central Orange County monitoring station, located in SRA 17 and 2.57 miles southeast of the Project site, was utilized. It should be noted that the Central Orange County station was utilized in lieu of the North Orange County monitoring station only in instances where data was not available.

Pollutants Measured

Existing air quality is measured at established SCAQMD air quality monitoring stations. Monitored air quality is evaluated in the context of ambient air quality standards. These standards are the levels of air quality that are considered safe, with an adequate margin of safety, to protect public health and welfare. NAAQS and California Ambient Air Quality Standards (CAAQS) currently in effect are shown in Table: 5.1-2 *Ambient Air Quality Standards*.

Table: 5.1-2 – Ambient Air Quality Standards

Ambient Air Quality Standards						
Pollutant	Averaging Time	California Standards ¹		National Standards ²		
		Concentration ³	Method ⁴	Primary ^{3,5}	Secondary ^{3,6}	Method ⁷
Ozone (O ₃) ⁸	1 Hour	0.09 ppm (180 µg/m ³)	Ultraviolet Photometry	-	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.070 ppm (137 µg/m ³)		0.070 ppm (137 µg/m ³)		
Respirable Particulate Matter (PM ₁₀) ⁹	24 Hour	50 µg/m ³	Gravimetric or Beta Attenuation	150 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m ³		-		
Fine Particulate Matter (PM _{2.5}) ⁹	24 Hour	-	-	35 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m ³	Gravimetric or Beta Attenuation	12.0 µg/m ³	15 µg/m ³	
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m ³)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m ³)	-	Non-Dispersive Infrared Photometry (NDIR)
	8 Hour	9.0 ppm (10 mg/m ³)		9 ppm (10 mg/m ³)	-	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m ³)		-	-	
Nitrogen Dioxide (NO ₂) ¹⁰	1 Hour	0.18 ppm (339 µg/m ³)	Gas Phase Chemiluminescence	100 ppb (188 µg/m ³)	-	Gas Phase Chemiluminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m ³)		0.053 ppm (100 µg/m ³)	Same as Primary Standard	
Sulfur Dioxide (SO ₂) ¹¹	1 Hour	0.25 ppm (655 µg/m ³)	Ultraviolet Fluorescence	75 ppb (196 µg/m ³)	-	Ultraviolet Fluorescence: Spectrophotometry (Pararosaniline Method)
	3 Hour	-		-	0.5 ppm (1300 µg/m ³)	
	24 Hour	0.04 ppm (105 µg/m ³)		0.14 ppm (for certain areas) ¹¹	-	
	Annual Arithmetic Mean	-		0.030 ppm (for certain areas) ¹¹	-	
Lead ^{12,13}	30 Day Average	1.5 µg/m ³	Atomic Absorption	-	-	High Volume Sampler and Atomic Absorption
	Calendar Quarter	-		1.5 µg/m ³ (for certain areas) ¹²	Same as Primary Standard	
	Rolling 3-Month Average	-		0.15 µg/m ³		
Visibility Reducing Particles ¹⁴	8 Hour	See footnote 14	Beta Attenuation and Transmittance through Filter Tape	No National Standards		
Sulfates	24 Hour	25 µg/m ³	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m ³)	Ultraviolet Fluorescence			
Vinyl Chloride ¹²	24 Hour	0.01 ppm (26 µg/m ³)	Gas Chromatography			
ppm = parts per million		PM ₁₀ – Particulate matter 10 microns in diameter or less				
µg/m ³ = micrograms per cubic meter		PM _{2.5} = particulate matter 2.5 microns in diameter or less				

The determination of whether a region's air quality is healthful or unhealthy is determined by comparing contaminant levels in ambient air samples to the state and federal standards. The air quality in a region is considered to be in attainment by the state if the measured ambient air pollutant levels for O₃, CO, SO₂ (1 and 24 hour), NO₂, PM₁₀, and PM_{2.5} are not exceeded. All others are not to be equaled or exceeded. It should be noted that the three-year period is presented for informational purposes and is not the basis for how the State assigns attainment status. Attainment status for a pollutant means that the South Coast AQMD meets the standards set by the EPA or the California EPA (CalEPA). Conversely, nonattainment means that an area has monitored air quality that does not meet the NAAQS or CAAQS standards. In order to improve air quality in nonattainment areas, a State Implementation Plan (SIP) is drafted by CARB. The SIP outlines the measures that the state will take to improve air quality. Once nonattainment areas meet the standards and additional redesignation requirements, the EPA will designate the area as a maintenance area.

The most recent three (3) years of data available is shown on Table 5.1-3 and identifies the number of days ambient air quality standards were exceeded for the study area, which is considered to be representative of the local air quality at the Development Site. Data for O₃, CO, NO₂, PM₁₀, and PM_{2.5} for 2018 through 2020 was obtained from the SCAQMD Air Quality Data Tables. Additionally, data for SO₂ has been omitted as attainment is regularly met in the SCAB and few monitoring stations measure SO₂ concentrations.

Table 5.1-3: Project Area Air Quality Monitoring Summary 2018-2020

Pollutant	Standard	Year		
		2018	2019	2020
O ₃				
Maximum Federal 1-Hour Concentration (ppm)		0.111	0.107	0.171
Maximum Federal 8-Hour Concentration (ppm)		0.077	0.094	0.113
Number of Days Exceeding State 1-Hour Standard	> 0.09 ppm	3	2	15
Number of Days Exceeding State/Federal 8-Hour Standard	> 0.070 ppm	4	6	23
CO				
Maximum Federal 1-Hour Concentration	> 35 ppm	3.0	2.6	2.1
Maximum Federal 8-Hour Concentration	> 20 ppm	1.4	1.2	1.2
NO ₂				
Maximum Federal 1-Hour Concentration	> 0.100 ppm	0.067	0.059	0.057
Annual Federal Standard Design Value		0.013	0.012	0.013
PM ₁₀				
Maximum Federal 24-Hour Concentration (µg/m ³)	> 150 µg/m ³	129	127	120
Annual Federal Arithmetic Mean (µg/m ³)		27.2	21.9	23.9
Number of Days Exceeding Federal 24-Hour Standard	> 150 µg/m ³	0	0	0
Number of Days Exceeding State 24-Hour Standard	> 50 µg/m ³	13	13	13
PM _{2.5}				
Maximum Federal 24-Hour Concentration (µg/m ³)	> 35 µg/m ³	54.10	36.10	41.40
Annual Federal Arithmetic Mean (µg/m ³)	> 12 µg/m ³	11.02	9.32	11.27
Number of Days Exceeding Federal 24-Hour Standard	> 35 µg/m ³	3	3	1
ppm = Parts Per Million µg/m ³ = Microgram per Cubic Meter Source: (Urban Crossroads, Appendix A, Table 2-4)				

Criteria Pollutants

Criteria pollutants are pollutants that are regulated through the development of human health based and/or environmentally based criteria for setting permissible levels. Criteria pollutants, their typical sources, and health effects are identified below in Table 5.1-4:

Table 5.1-4: Criteria Pollutants

Criteria Pollutant	Description	Sources	Health Effects
CO	CO is a colorless, odorless gas produced by the incomplete combustion of carbon containing fuels, such as gasoline or wood. CO concentrations tend to be the highest during the winter morning, when little to no wind	Any source that burns fuel such as automobiles, trucks, heavy construction equipment, farming equipment and	Individuals with a deficient blood supply to the heart are the most susceptible to the adverse effects of CO exposure. The effects observed include earlier onset of chest pain with exercise, and electrocardiograph changes indicative of decreased oxygen

Criteria Pollutant	Description	Sources	Health Effects
	<p>and surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines, unlike ozone (O₃), motor vehicles operating at slow speeds are the primary source of CO in the SCAB. The highest ambient CO concentrations are generally found near congested transportation corridors and intersections.</p>	<p>residential heating.</p>	<p>(O₂) supply to the heart. Inhaled CO has no direct toxic effect on the lungs but exerts its effect on tissues by interfering with O₂ transport and competing with O₂ to combine with hemoglobin present in the blood to form carboxyhemoglobin (COHb). Hence, conditions with an increased demand for O₂ supply can be adversely affected by exposure to CO. Individuals most at risk include fetuses, patients with diseases involving heart and blood vessels, and patients with chronic hypoxemia (O₂ deficiency) as seen at high altitudes.</p>
<p>SO₂</p>	<p>SO₂ is a colorless, extremely irritating gas or liquid. It enters the atmosphere as a pollutant mainly as a result of burning high sulfur-content fuel oils and coal and from chemical processes occurring at chemical plants and refineries. When SO₂ oxidizes in the atmosphere, it forms SO₄. Collectively, these pollutants are referred to as sulfur oxides (SO_x).</p>	<p>Coal or oil burning power plants and industries, refineries, diesel engines</p>	<p>A few minutes of exposure to low levels of SO₂ can result in airway constriction in some asthmatics, all of whom are sensitive to its effects. In asthmatics, increase in resistance to air flow, as well as reduction in breathing capacity leading to severe breathing difficulties, are observed after acute exposure to SO₂. In contrast, healthy individuals do not exhibit similar acute responses even after exposure to higher concentrations of SO₂.</p> <p>Animal studies suggest that despite SO₂ being a respiratory irritant, it does not cause substantial lung injury at ambient concentrations. However, very high levels of exposure can cause lung edema (fluid accumulation), lung tissue damage, and sloughing off of cells lining the respiratory tract.</p> <p>Some population-based studies indicate that the mortality and morbidity effects associated with fine particles show a similar association with ambient SO₂ levels. In these studies, efforts to separate the effects of SO₂ from those of fine particles have not</p>

Criteria Pollutant	Description	Sources	Health Effects
NO _x	<p>NO_x consist of nitric oxide (NO), nitrogen dioxide (NO₂) and nitrous oxide (N₂O) and are formed when nitrogen (N₂) combines with O₂. Their lifespan in the atmosphere ranges from one to seven days for nitric oxide and nitrogen dioxide, to 170 years for nitrous oxide. NO_x is typically created during combustion processes and are major contributors to smog formation and acid deposition. NO₂ is a criteria air pollutant and may result in numerous adverse health effects; it absorbs blue light, resulting in a brownish-red cast to the atmosphere and reduced visibility. Of the seven types of NO_x compounds, NO₂ is the most abundant in the atmosphere. As ambient concentrations of NO₂ are related to traffic density, commuters in heavy traffic may be exposed to higher concentrations of NO₂ than those indicated by regional monitoring station.</p>	<p>Any source that burns fuel such as automobiles, trucks, heavy construction equipment, farming equipment and residential heating.</p>	<p>been successful. It is not clear whether the two pollutants act synergistically, or one pollutant alone is the predominant factor.</p> <p>Population-based studies suggest that an increase in acute respiratory illness, including infections and respiratory symptoms in children (not infants), is associated with long-term exposure to NO₂ at levels found in homes with gas stoves, which are higher than ambient levels found in Southern California. Increase in resistance to air flow and airway contraction is observed after short-term exposure to NO₂ in healthy subjects. Larger decreases in lung functions are observed in individuals with asthma or chronic obstructive pulmonary disease (e.g., chronic bronchitis, emphysema) than in healthy individuals, indicating a greater susceptibility of these sub-groups.</p> <p>In animals, exposure to levels of NO₂ is considerably higher than ambient concentrations result in increased susceptibility to infections, possibly due to the observed changes in cells involved in maintaining immune functions. The severity of lung tissue damage associated with high levels of O₃ exposure increases when animals are exposed to a combination of O₃ and NO₂.</p>
O ₃	<p>O₃ is a highly reactive and unstable gas that is formed when VOCs and NO_x, both byproducts of internal combustion engine exhaust, undergo slow photochemical reactions in the presence of sunlight. O₃ concentrations are generally</p>	<p>Formed when reactive organic gases (ROG) and NO_x react in the presence of sunlight. ROG sources include any source that burns</p>	<p>Individuals exercising outdoors, children, and people with preexisting lung disease, such as asthma and chronic pulmonary lung disease, are considered to be the most susceptible sub-groups for O₃ effects. Short-term exposure (lasting for a few hours) to O₃ at levels typically observed in Southern California can result</p>

Criteria Pollutant	Description	Sources	Health Effects
	<p>highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable to the formation of this pollutant.</p>	<p>fuels, (e.g., gasoline, natural gas, wood, oil) solvents, petroleum processing and storage and pesticides.</p>	<p>in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes. Elevated O₃ levels are associated with increased school absences. In recent years, a correlation between elevated ambient O₃ levels and increases in daily hospital admission rates, as well as mortality, has also been reported. An increased risk for asthma has been found in children who participate in multiple outdoor sports and reside in communities with high O₃ levels.</p> <p>O₃ exposure under exercising conditions is known to increase the severity of the responses described above. Animal studies suggest that exposure to a combination of pollutants that includes O₃ may be more toxic than exposure to O₃ alone.</p> <p>Although lung volume and resistance changes observed after a single exposure diminish with repeated exposures, biochemical and cellular changes appear to persist, which can lead to subsequent lung structural changes.</p>
<p>Particulate Matter</p>	<p>PM₁₀: A major air pollutant consisting of tiny solid or liquid particles of soot, dust, smoke, fumes, and aerosols. Particulate matter pollution is a major cause of reduce visibility (haze) which is caused by the scattering of light and consequently the significant reduction air clarity. The size of the particles (10 microns or smaller, about 0.0004 inches or less) allows them to easily enter the lungs where they</p>	<p>Sources of PM₁₀ include road dust, windblown dust and construction. Also formed from other pollutants (acid rain, NO_x, SO_x, organics). Incomplete combustion of any fuel.</p>	<p>A consistent correlation between elevated ambient fine particulate matter (PM₁₀ and PM_{2.5}) levels and an increase in mortality rates, respiratory infections, number and severity of asthma attacks and the number of hospital admissions has been observed in different parts of the United States and various areas around the world. In recent years, some studies have reported an association between long-term exposure to air pollution</p>

Criteria Pollutant	Description	Sources	Health Effects
	<p>may be deposited, resulting in adverse health effects. Additionally, it should be noted that PM₁₀ is considered a criteria air pollutant.</p> <p>PM_{2.5}: A similar air pollutant to PM₁₀ consisting of tiny solid or liquid particles which are 2.5 microns or smaller (which is often referred to as fine particles). These particles are formed in the atmosphere from primary gaseous emissions that include SO₄ formed from SO₂ release from power plants and industrial facilities and nitrates that are formed from NO_x release from power plants, automobiles, and other types of combustion sources. The chemical composition of fine particles highly depends on location, time of year, and weather conditions. PM_{2.5} is a criteria air pollutant.</p>	<p>PM_{2.5} comes from fuel combustion in motor vehicles, equipment, and industrial sources, residential and agricultural burning. Also formed from reaction of other pollutants (acid rain, NO_x, SO_x, organics).</p>	<p>dominated by fine particles and increased mortality, reduction in lifespan, and an increased mortality from lung cancer.</p> <p>Daily fluctuations in PM_{2.5} concentration levels have also been related to hospital admissions for acute respiratory conditions in children, to school and kindergarten absences, to a decrease in respiratory lung volumes in normal children, and to increased medication use in children and adults with asthma. Recent studies show lung function growth in children is reduced with long term exposure to particulate matter.</p> <p>The elderly, people with pre-existing respiratory or cardiovascular disease, and children appear to be more susceptible to the effects of high levels of PM₁₀ and PM_{2.5}.</p>
VOC	<p>VOCs are hydrocarbon compounds (any compound containing various combinations of hydrogen and carbon atoms) that exist in the ambient air. VOCs contribute to the formation of smog through atmospheric photochemical reactions and/or may be toxic. Compounds of carbon (also known as organic compounds) have different levels of reactivity; that is, they do not react at the same speed or do not form O₃ to the same extent when exposed to photochemical processes. VOCs often have an odor, and some examples include gasoline, alcohol, and the solvents used in paints. Exceptions to the VOC designation include CO, carbon dioxide, carbonic acid, metallic</p>	<p>Organic chemicals are widely used as ingredients in household products. Paints, varnishes, and wax all contain organic solvents, as do many cleaning, disinfecting, cosmetic, degreasing and hobby products. Fuels are made up of organic chemicals. All of these products can release organic compounds while you are using them, and,</p>	<p>Breathing VOCs can irritate the eyes, nose, and throat, can cause difficulty breathing and nausea, and can damage the central nervous system as well as other organs. Some VOCs can cause cancer. Not all VOCs have all these health effects, though many have several.</p>

Criteria Pollutant	Description	Sources	Health Effects
	carbides or carbonates, and ammonium carbonate. VOCs are a criteria pollutant since they are a precursor to O ₃ , which is a criteria pollutant. The terms VOC and ROG (see below) interchangeably.	to some degree, when they are stored.	
ROG	Similar to VOC, ROGs are also precursors in forming O ₃ and consist of compounds containing methane, ethane, propane, butane, and longer chain hydrocarbons, which are typically the result of some type of combustion/decomposition process. Smog is formed when ROG and NO _x react in the presence of sunlight. ROGs are a criteria pollutant since they are a precursor to O ₃ , which is a criteria pollutant. The terms ROG and VOC (see previous) interchangeably.	Sources similar to VOCs.	Health effects similar to VOCs.
Lead (Pb)	Pb is a heavy metal that is highly persistent in the environment and is considered a criteria pollutant. In the past, the primary source of Pb in the air was emissions from vehicles burning leaded gasoline. The major sources of Pb emissions are ore and metals processing, particularly Pb smelters, and piston-engine aircraft operating on leaded aviation gasoline. Other stationary sources include waste incinerators, utilities, and lead-acid battery manufacturers. It should be noted that the Project does not include operational activities such as metal processing or Pb acid battery manufacturing. As such, the Project is not anticipated to generate a quantifiable amount of Pb emissions.	Metal smelters, resource recovery, leaded gasoline, deterioration of Pb paint.	Fetuses, infants, and children are more sensitive than others to the adverse effects of Pb exposure. Exposure to low levels of Pb can adversely affect the development and function of the central nervous system, leading to learning disorders, distractibility, inability to follow simple commands, and lower intelligence quotient. In adults, increased Pb levels are associated with increased blood pressure. Pb poisoning can cause anemia, lethargy, seizures, and death; although it appears that there are no direct effects of Pb on the respiratory system. Pb can be stored in the bone from early age environmental exposure, and elevated blood Pb levels can occur due to breakdown of bone tissue during pregnancy, hyperthyroidism (increased secretion of hormones from the thyroid gland) and osteoporosis

Criteria Pollutant	Description	Sources	Health Effects
			(breakdown of bony tissue). Fetuses and breast-fed babies can be exposed to higher levels of Pb because of previous environmental Pb exposure of their mothers.
Odor	Odor means the perception experienced by a person when one or more chemical substances in the air come into contact with the human olfactory nerves (4).	Odors can come from many sources including animals, human activities, industry, natures, and vehicles.	Offensive odors can potentially affect human health in several ways. First, odorant compounds can irritate the eye, nose, and throat, which can reduce respiratory volume. Second, studies have shown that the VOCs that cause odors can stimulate sensory nerves to cause neurochemical changes that might influence health, for instance, by compromising the immune system. Finally, unpleasant odors can trigger memories or attitudes linked to unpleasant odors, causing cognitive and emotional effects such as stress.

SENSITIVE RECEPTORS

Sensitive populations are more susceptible to the effects of air pollution than are the general population. Sensitive populations, often referred to as sensitive receptors, that are in proximity to localized sources of toxics and CO are of particular concern. Land uses considered sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, churches, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes.

5.1.2 - REGULATORY FRAMEWORK

U.S. ENVIRONMENTAL PROTECTION AGENCY

The EPA is responsible for setting and enforcing the NAAQS for O3, CO, NOX, SO2, PM10, and Pb. The EPA has jurisdiction over emissions sources that are under the authority of the federal government including aircraft, locomotives, and emissions sources outside state waters (Outer Continental Shelf). The EPA also establishes emission standards for vehicles sold in states other than California. Automobiles sold in California must meet the stricter emission requirements of CARB.

The Federal Clean Air Act (CAA) was first enacted in 1955 and has been amended numerous times in subsequent years (1963, 1965, 1967, 1970, 1977, and 1990). The CAA establishes the federal air quality standards, the NAAQS, and specifies future dates for achieving compliance. The CAA also mandates that states submit and implement State Implementation Plans (SIPs) for local areas not meeting these standards. These plans must include pollution control measures that demonstrate how the standards would be met.

The 1990 amendments to the CAA that identify specific emission reduction goals for areas not meeting the NAAQS require a demonstration of reasonable further progress toward attainment and incorporate additional sanctions for failure to attain or to meet interim milestones. The sections of the CAA most directly applicable to the development of the Project include Title I (Non-Attainment Provisions) and Title II (Mobile Source Provisions). Title I provisions were established with the goal of attaining the NAAQS for the following criteria pollutants O₃, NO₂, SO₂, PM₁₀, CO, PM_{2.5}, and Pb. The NAAQS were amended in July 1997 to include an additional standard for O₃ and to adopt a NAAQS for PM_{2.5}. Table 5.1-1 (previously presented) provides the NAAQS within the SCAB.

Mobile source emissions are regulated in accordance with Title II provisions. These provisions require the use of cleaner burning gasoline and other cleaner burning fuels such as methanol and natural gas. Automobile manufacturers are also required to reduce tailpipe emissions of hydrocarbons and NO_x. NO_x is a collective term that includes all forms of NO_x which are emitted as byproducts of the combustion process.

CALIFORNIA AIR RESOURCES BOARD (CARB)

CARB, which became part of the CalEPA in 1991, is responsible for ensuring implementation of the California Clean Air Act (AB 2595), responding to the federal CAA, and for regulating emissions from consumer products and motor vehicles. AB 2595 mandates achievement of the maximum degree of emissions reductions possible from vehicular and other mobile sources in order to attain the state ambient air quality standards by the earliest practical date. CARB established the CAAQS for all pollutants for which the federal government has NAAQS and, in addition, establishes standards for SO₄, visibility, hydrogen sulfide (H₂S), and vinyl chloride (C₂H₃Cl). However, at this time, H₂S and C₂H₃Cl are not measured at any monitoring stations in the SCAB because they are not considered to be a regional air quality problem. Generally, the CAAQS are more stringent than the NAAQS.

Local air quality management districts, such as the SCAQMD, regulate air emissions from stationary sources such as commercial and industrial facilities. All air pollution control districts have been formally designated as attainment or non-attainment for each CAAQS. Serious non-attainment areas are required to prepare Air Quality Management Plans (AQMP) that include specified emission reduction strategies in an effort to meet clean air goals. These plans are required to include:

- Application of Best Available Retrofit Control Technology to existing sources;
- Developing control programs for area sources (e.g., architectural coatings and solvents) and indirect sources (e.g., motor vehicle use generated by residential and commercial development);
- A District permitting system designed to allow no net increase in emissions from any new or modified permitted sources of emissions;
- Implementing reasonably available transportation control measures and assuring a substantial reduction in growth rate of vehicle trips and miles traveled;
- Significant use of low emissions vehicles by fleet operators;

- Sufficient control strategies to achieve a 5% or more annual reduction in emissions or 15% or more in a period of three years for ROG_s, NO_x, CO and PM₁₀. However, air basins may use alternative emission reduction strategy that achieves a reduction of less than 5% per year under certain circumstances.

STATE AIR TOXICS “Hot Spots” PROGRAM

Toxic air contaminants are another group of pollutants of concern in Southern California. There are hundreds of different types of toxic air contaminants, with varying degrees of toxicity. Sources of toxic air contaminants include industrial processes such as petroleum refining and chrome plating operations, commercial operations such as gasoline stations and dry cleaners, and motor vehicle engine exhaust. Public exposure to toxic air contaminants can result from emissions from normal operations, as well as accidental releases of hazardous materials during upset spill conditions. Health effects of toxic air contaminants include cancer, birth defects, neurological damage, and death.

California regulates toxic air contaminants through its air toxics program, mandated in Chapter 3.5 (Toxic Air Contaminants) of the Health and Safety Code (Health and Safety Code Section 39660 et seq.) and Part 6 (Air Toxics “Hot Spots” Information and Assessment) (Health and Safety Code Section 44300 et seq.). CARB, working in conjunction with the State Office of Environmental Health Hazard Assessment, identifies toxic air contaminants. Air toxic control measures may then be adopted to reduce ambient concentrations of the identified toxic air contaminant to below a specific threshold, based on its effects on health, or to the lowest concentration achievable through use of best available control technology (BACT) for toxics. The program is administered by CARB. Air quality control agencies, including the SCAQMD, must incorporate air toxic control measures into their regulatory programs or adopt equally stringent control measures as rules within six months of adoption by CARB.

Title 24 Energy Efficiency Standards and California Green Building Standards

California Code of Regulations (CCR) Title 24 Part 6: The California Energy Code was first adopted in 1978 in response to a legislative mandate to reduce California’s energy consumption.

The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. CCR, Title 24, Part 11: California Green Building Standards Code (CALGreen) is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings that went in effect on January 1, 2009, and is administered by the California Building Standards Commission.

CALGreen is updated on a regular basis, with the most recent approved update consisting of the 2022 California Green Building Code Standards that will be effective on January 1, 2023.

Local jurisdictions are permitted to adopt more stringent requirements, as state law provides methods for local enhancements. CALGreen recognizes that many jurisdictions have developed existing construction waste and demolition ordinances and defers to them as the ruling guidance provided they establish a minimum 65% diversion requirement.

The code also provides exemptions for areas not served by construction waste and demolition recycling infrastructure. The State Building Code provides the minimum standard that buildings must meet in order to be certified for occupancy, which is generally enforced by the local building official.

Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases greenhouse gas (GHG) emissions. The 2022 version of Title 24 was adopted by the CEC and will be effective on January 1, 2023.

The 2022 Title 24 standards would result in less energy use, thereby reducing air pollutant emissions associated with energy consumption in the SCAB and across the State of California. For example, the 2022 Title 24 standards require solar photovoltaic systems for new homes, encourage the use of heat pumps for space and water heating, and require homes to be electric- ready to ease the adoption of cleaner electric heating, cooking, and EV charging. The CEC anticipates that the 2022 energy code will provide \$1.5 billion in consumer benefits and reduce GHG emissions by 10 million metric tons. The Project would be required to comply with the applicable standards in place at the time building permit document submittals are made. These require, among other items:

Residential Mandatory Measures

- EV Charging (new one- and two-family dwellings and townhouses with attached private garages). For each dwelling unit, install a listed raceway to accommodate a dedicated 208/240-volt branch circuit. The raceway shall not be less than trade size 1 (nominal 1-inch inside diameter). The raceway shall originate at the main service or subpanel and shall terminate into a listed cabinet, box or other enclosure in close proximity to the proposed location of an EV charger. Raceways are required to be continuous at enclosed, inaccessible or concealed areas and spaces. The service panel and/or subpanel shall provide capacity to install a 40-ampere minimum dedicated branch circuit and space(s) reserved to permit installation of a branch circuit overcurrent protective device (4.106.4.1).
- Short-term bicycle parking. If the new project or an additional alteration is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for 5% of new visitor motorized vehicle parking spaces being added, with a minimum of one two-bike capacity rack (5.106.4.1.1).
- Long-term bicycle parking. For new buildings with tenant spaces that have ten or more tenant-occupants, provide secure bicycle parking for 5% of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility (5.106.4.1.2).
- Designated parking. In new projects or additions to alterations that add ten or more vehicular parking spaces, provide designated parking for any combination of low-emitting, fuel-efficient and carpool/van pool vehicles as shown in Table 5.106.5.2 (5.106.5.2).
- Construction waste management. Recycle and/or salvage for reuse a minimum of 65% of the nonhazardous construction and demolition waste in accordance with Section 5.408.1.1, 5.405.1.2, or 5.408.1.3; or meet a local construction and demolition waste management ordinance, whichever is more stringent (5.408.1).
- Excavated soil and land clearing debris. 100% of trees, stumps, rocks and associated vegetation and soils resulting primarily from land clearing shall be reused or recycled. For a phased project, such material may be stockpiled on site until the storage site is developed (5.408.3).
- Recycling by Occupants. Provide readily accessible areas that serve the entire building and are identified for the depositing, storage and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals or meet a lawfully enacted local recycling ordinance, if more restrictive (5.410.1).
- Water conserving plumbing fixtures and fittings. Plumbing fixtures (water closets and urinals)

and fittings (faucets and showerheads) shall comply with the following:

- Water Closets. The effective flush volume of all water closets shall not exceed 1.28 gallons per flush (5.303.3.1).
- Urinals. The effective flush volume of wall-mounted urinals shall not exceed 0.125 gallons per flush (5.303.3.2.1). The effective flush volume of floor-mounted or other urinals shall not exceed 0.5 gallons per flush (5.303.3.2.2).
- Showerheads. Single showerheads shall have a minimum flow rate of not more than 1.8 gallons per minute and 80 psi (5.303.3.3.1). When a shower is served by more than one showerhead, the combine flow rate of all showerheads and/or other shower outlets controlled by a single valve shall not exceed 1.8 gallons per minute at 80 psi (5.303.3.3.2).
- Faucets and fountains. Nonresidential lavatory faucets shall have a maximum flow rate of not more than 0.5 gallons per minute at 60 psi (5.303.3.4.1). Kitchen faucets shall have a maximum flow rate of not more than 1.8 gallons per minute at 60 psi (5.303.3.4.2). Wash fountains shall have a maximum flow rate of not more than 1.8 gallons per minute (5.303.3.4.3). Metering faucets shall not deliver more than 0.20 gallons per cycle (5.303.3.4.4). Metering faucets for wash fountains shall have a maximum flow rate not more than 0.20 gallons per cycle (5.303.3.4.5).
- Residential lavatory faucets shall have a maximum flow rate of not more than 1.2 gallons per minute at 60 psi (4.303.1.4.1). Lavatory faucets in common or public use areas shall have a maximum flow rate of not more than 0.5 gallons per minute at 60 psi (4.303.1.4.2). Metering faucets shall not deliver more than 0.25 gallons per cycle (4.303.1.4.3). Kitchen faucets shall have a maximum flow rate of not more than 1.8 gallons per minute at 60 psi (4.303.1.4.4).
- Outdoor portable water use in landscaped areas. Nonresidential developments shall comply with a local water efficient landscape ordinance or the current California Department of Water Resources' Model Water Efficient Landscape Ordinance (MWELO), whichever is more stringent (5.304.1).
- Water meters. Separate submeters or metering devices shall be installed for new buildings or additions in excess of 50,000 sf or for excess consumption where any tenant within a new building or within an addition that is projected to consume more than 1,000 gal/day (5.303.1.1 and 5.303.1.2).
- Outdoor water use in rehabilitated landscape projects equal or greater than 2,500 sf. Rehabilitated landscape projects with an aggregate landscape area equal to or greater than 2,500 sf requiring a building or landscape permit (5.304.3).
- Commissioning. For new buildings 10,000 sf and over, building commissioning shall be included in the design and construction processes of the building project to verify that the building systems and components meet the owner's or owner representative's project requirements (5.410.2).
- Additionally, under California's 2022 Title 24, Part 6 Building Energy Efficiency Standards, solar photovoltaic systems are required for newly constructed low-rise residential buildings and shall be sized sufficient to offset the electricity use of the proposed building as if it was a mixed-fuel building.

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT (SCAQMD)

Similar to the 2016 AQMP, the 2022 AQMP for the SCAB (2022 AQMP), which was released in December 2022, proposes policies and measures to achieve federal and state standards for improved air quality in the South Coast Air Basin (Basin) and those portions of the Salton Sea Air Basin (formerly named the Southeast Desert Air Basin) that are under the SCAQMD's jurisdiction. The AQMP relies on a multi-level partnership of governmental agencies at the federal, state, regional, and local level. These agencies (EPA, CARB, local governments, Southern California Association of Governments [SCAG], and the SCAQMD) are the primary agencies that implement the AQMP programs. The 2022 AQMP includes information on key elements such as:

- Current air quality;
- Improved emission inventories, especially significant increase in mobile source emissions;
- An overall control strategy comprised of: Stationary and Mobile Source Control Measures, SCAQMD, State and Federal Stationary and Mobile Source Control Measures, and the Southern California Association of Governments Regional Transportation Strategy and Control Measures;
- New attainment demonstration for PM2.5 and O3;
- Milestones to the Federal Reasonable Further Progress Plan; and
- Preliminary motor vehicle emission budgets for transportation conformity purposes.

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG)

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties and serves as a forum for regional issues relating to transportation, the economy, community development and the environment. SCAG serves as the Federally designated metropolitan planning organization for the Southern California region and is the largest metropolitan planning organization in the United States. With respect to air quality planning, SCAG has prepared the Regional Comprehensive Plan and Guide for the region, which includes Growth Management and Regional Mobility chapters that form the basis for the land use and transportation control portions of the AQMP. SCAG is responsible under the FCAA for determining conformity of projects, plans, and programs with the SCAQMD.

5.1.3 - SIGNIFICANCE THRESHOLD CRITERIA

AIR QUALITY

Under CEQA, the SCAQMD is an expert commenting agency on air quality within its jurisdiction or impacting its jurisdiction. Under the Federal Clean Air Act, the SCAQMD has adopted federal attainment plans for ozone and PM2.5. The SCAQMD reviews projects to ensure that they would not: (1) cause or contribute to any new violation of any air quality standard; (2) increase the frequency or severity of any existing violation of any air quality standard; or (3) delay timely attainment of any air quality standard or any required interim emission reductions or other milestones of any federal attainment plan.

The CEQA Air Quality Handbook also provides significance thresholds for both construction and operation of projects within the SCAQMD jurisdictional boundaries. If the SCAQMD thresholds are exceeded, a potentially significant impact could result. However, ultimately the lead agency determines the thresholds of significance for impacts. If a project proposes development in excess of the established thresholds, as outlined in Table 5.1-5, SCAQMD Maximum Daily Regional Emission Thresholds, a significant air quality impact may occur and additional analysis is warranted to fully assess the significance of impacts.

Table 5.1-5: SCAQMD Maximum Daily Regional Emission Thresholds

Pollutant	Regional Construction Threshold	Regional Operational Threshold
NO _x	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM ₁₀	150 lbs/day	150 lbs/day
PM _{2.5}	55 lbs/day	55 lbs/day
SO _x	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Pb	3 lbs/day	3 lbs/day

The environmental analysis used in this section relative to air quality utilizes the Initial Study Environmental Checklist recommended by the CEQA Guidelines, as used by the City of Buena Park in its environmental review process and contained in Appendix A, Initial Study. The issues presented in the Initial Study Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant environmental impact if it causes one or more of the following to occur:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation;
- 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors);
- Exposes sensitive receptors to substantial pollutant concentrations; and/or
- Create objectionable odors affecting a substantial number of people.

5.1.4 - IMPACTS AND MITIGATION MEASURES

Would the Project conflict with or obstruct implementation of the applicable air quality plan?

- CITYWIDE CONSTRUCTION ACTIVITIES UNDER THE PROPOSED PROJECT MAY CONFLICT OR HINDER IMPLEMENTATION OF THE SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT'S AIR QUALITY MANAGEMENT PLAN.

Impact Analysis: Implementation of the proposed Project would result in new emissions being generated from construction and operational activities. The thresholds of significance that have been recommended by the SCAQMD for construction emissions were developed for individual development projects. Construction-related emissions are described as short term or temporary in duration and have the potential to represent a significant impact with respect to air quality. Implementation of the proposed Project is dependent on individual housing decisions, employment opportunities, provision of services for housing and supporting commercial uses, land use decisions of the City and other public agencies, regional transportation planning decisions, the decisions of financial institutions related to development projects, and other similar factors.

Planned buildout of the proposed Project would be reviewed in relation to residential uses, revenue-generating employment uses, housing affordability, provision and financing of infrastructure and public facilities, mechanisms for funding of ongoing service needs, and overall coordination of phase improvements with previous and subsequent phases. Subsequent implementation projects and plans would continue to define phasing at a detailed level and be reviewed by the City to ensure that development occurs in a logical manner consistent with policies in the General Plan, and that additional environmental review is conducted under CEQA as needed.

Construction-related activities associated with implementation of the proposed Project would result in emissions of criteria air pollutants and precursors from site preparation (e.g., demolition, excavation, grading, and clearing); exhaust from off-road equipment, material delivery trucks, and worker commute vehicles; vehicle travel on roads; and other miscellaneous activities (e.g., building construction, asphalt paving, application of architectural coatings, and trenching for utility installation).

Construction activities occurring under the proposed Project could also generate airborne odors associated with the operation of construction vehicles (i.e., diesel exhaust) and the application of architectural coatings. However, these odors are not generally considered offensive. Emissions would occur during daytime hours only and would be isolated to the immediate vicinity of the construction site and activity. As such, these odors would not affect a substantial number of people and impacts would be limited to people living and working near the source. Due to the types of odors that would occur in the City and limited exposure, implementation of the Project would not create construction-related objectionable odors affecting a substantial number of people and impacts would be less than significant.

Because the Project identifies future land uses and does not contain specific development proposals, construction-related emissions that may occur at any one time are speculative and cannot be accurately determined at this stage of the planning process. Assuming relatively robust economic conditions over the next 20 to 25 years, construction activity will occur throughout the City, but the rate of development cannot be anticipated. Construction related emissions could lead to the violation of an applicable air

quality standard or contribute substantially to an existing or projected air quality violation. The Project's operational emissions are expected to originate from area sources, energy sources, and mobile sources. Area source emissions will result from architectural coatings used in building maintenance, consumer products containing organic compounds, and landscape maintenance equipment, though future emissions may decrease due to AB 1346, which bans new gas-powered small off-road engines by 2024. Energy source emissions will stem from natural gas use. Mobile source emissions will primarily come from vehicle miles traveled (VMT), with the Project generating an estimated 1,283,409 weekday VMT, adjusted for weekends and holidays (VMT Assessment, Appendix H). Additionally, vehicular travel will contribute to fugitive dust emissions from road dust, brake wear, and tire wear. All emissions were assessed using CalEEMod to evaluate potential air quality impacts (Air Quality Impact Analysis, Appendix C).

AQMP Consistency Analysis

In December 2022, the SCAQMD released the *Final 2022 AQMP (2022 AQMP)*. The *2022 AQMP* continues to evaluate current integrated strategies and control measures to meet the NAAQS, as well as explore new and innovative methods to reach its goals. Some of these approaches include utilizing incentive programs, recognizing existing co-benefit programs from other sectors, and developing a strategy with fair-share reductions at the federal, state, and local levels. Similar to the 2016 AQMP, the *2022 AQMP* incorporates scientific and technological information and planning assumptions, including the *2020-2040 RTP/SCS*, a planning document that supports the integration of land use and transportation to help the region meet the federal CAA requirements. The Project's consistency with the AQMP will be determined using the *2022 AQMP* as discussed below.

Criteria for determining consistency with the AQMP are defined in Chapter 12, Section 12.2 and Section 12.3 of the 1993 CEQA Handbook. These indicators are discussed below:

CONSISTENCY CRITERION NO. 1: *The proposed Project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.*

The violations that Consistency Criterion No. 1 refers to are the CAAQS and NAAQS. CAAQS and NAAQS violations would occur if regional or localized significance thresholds were exceeded.

Construction Impacts – Consistency Criterion 1

The analysis above demonstrates that, Project construction-source emissions have the potential to exceed the applicable regional significance thresholds for criteria pollutants. Therefore, the Project would have the potential to result in or cause violations of the CAAQS and NAAQS.

Operational Impacts – Consistency Criterion 1

The analysis above demonstrates that, Project operational -source emissions have the potential to exceed the applicable regional significance thresholds for criteria pollutants. Therefore, the Project would have the potential to result in or cause violations of the CAAQS and NAAQS.

On the basis of the preceding discussion, the Project is determined to be inconsistent with the first criterion

CONSISTENCY CRITERION NO. 2: *The Project will not exceed the assumptions in the AQMP based on the*

years of Project build-out phase.

The 2022 AQMP demonstrates that the applicable ambient air quality standards can be achieved within the timeframes required under federal law. Growth projections from local general plans adopted by cities in the district are provided to the SCAG, which develops regional growth forecasts, which are then used to develop future air quality forecasts for the AQMP. Development consistent with the growth projections in City of Buena Park General Plan is considered to be consistent with the AQMP.

Construction Impacts – Consistency Criterion 2

During construction, peak day emissions generated by construction activities are largely independent of land use assignments, but rather are a function of development scope and maximum area of disturbance. Irrespective of the site's land use designation, development of the site to its maximum potential could occur, with disturbance of the entire site occurring during construction activities. As such, when considering that emissions thresholds could be exceeded, a significant impact would result.

Operational Impacts – Consistency Criterion 2

The Project is intensifying existing land use designations and will also exceed applicable thresholds.

Based on the preceding discussion, the Project has the potential to conflict with the second criterion and impacts would be potentially significant.

General Plan Policies CS-14.1 through 14.3 would require construction activities to adhere to SCAQMD regulations, ensure best management practices are used, and require construction equipment to comply with CARB vehicle standards. Additionally, Policy CS-14.4 requires projects to prepare and implement Construction Management Plans, which shall include dust control measures, vehicle emission standards, among other emission-reducing control measures. Finally, ODDS 1.7.1 requires all multi-family and mixed use development projects in the HIOs to prepare technical assessment evaluating project construction and operational related air quality impacts, install Minimum Efficiency Reporting Value (MERV) 13 filtration systems, and prepare a Health Risk Assessment for projects located within 450 feet from I-5 or CA-91. These policies would require construction-related emissions for individual projects to be reduced to a level below daily emissions standards established by the SCAQMD. However, the Project would facilitate future development and produce construction emissions that would potentially exceed SCAQMD thresholds. Thus, a significant and unavoidable impact would result.

SCAQMD RULES

SCAQMD Rules that are currently applicable during construction activity for this Project are described below.

SCAQMD RULE 401

A person shall not discharge into the atmosphere from any single source of emission whatsoever any air contaminant for a period or periods aggregating more than three minutes in any 1 hour that is as dark or darker in shade as that designated No. 1 on the Ringelmann Chart, as published by the U. S. Bureau of Mines.

SCAQMD RULE 402

A person shall not discharge from any source whatsoever such quantities of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or that endanger the comfort, repose, health, or safety of any such persons or the public, or that cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule do not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

Odor Emissions. All uses shall be operated in a manner such that no offensive odor is perceptible at or beyond the property line of that use.

SCAQMD RULE 403

This rule is intended to reduce the amount of particulate matter entrained in the ambient air as a result of anthropogenic (human-made) fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions. Rule 403 applies to any activity or human-made condition capable of generating fugitive dust. Applicable dust suppression requirements from Rule 403 are summarized below.

- Nontoxic chemical soil stabilizers shall be applied according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).
- Active sites shall be watered at least twice daily. (Locations where grading is to occur will be thoroughly watered prior to earthmoving.)
- All trucks hauling dirt, sand, soil, or other loose materials shall be covered, or at least 0.6 meters (2 feet) of freeboard (vertical space between the top of the load and top of the trailer) maintained in accordance with the requirements of CVC Section 23114.
- Construction access roads shall be paved at least 30 meters (100 feet) onto the site from the main road.
- Traffic speeds on all unpaved roads shall be reduced to 15 mph or less.

SCAQMD RULE 1113

This rule serves to limit the VOC content of architectural coatings used on projects in the SCAQMD. Any person who supplies, sells, offers for sale, or manufactures any architectural coating for use on projects.

SCAQMD RULE 1301

This rule is intended to provide that pre-construction review requirements to ensure that new or relocated facilities do not interfere with progress in attainment of the NAAQS, while future economic growth within the SCAQMD is not unnecessarily restricted. The specific air quality goal is to achieve no net increases from new or modified permitted sources of nonattainment air contaminants or their precursors. Rule 1301 also limits emission increases of ammonia, and ODCs from new, modified or relocated facilities by requiring the use of BACT.

General Plan Policies and Implementation Measures:

Proposed Land Use Element Policies

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.

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.

Existing Policies

CS-14.1: Ensure that construction activities follow current South Coast Air Quality Management District (SCAQMD) rules, regulations, and thresholds.

CS-14.2: Ensure all applicable best management practices are used in accordance with the SCAQMD to reduce emitting criteria pollutants during construction.

CS-14.3: Require all construction equipment for public and private projects comply with CARB's vehicle standards. For projects that may exceed daily construction emissions established by the SCAQMD, Best Available Control Measures will be incorporated to reduce construction emissions to below daily emission standards established by the SCAQMD.

CS-14.4: Require project proponents to prepare and implement a Construction Management Plan, which will include Best Available Control Measures among others. Appropriate control measures will be determined on a project by project basis, and should be specific to the pollutant for which the daily threshold is exceeded. Such control measures may include but not be limited to:

- Minimizing simultaneous operation of multiple construction equipment units.
- Implementation of SCAQMD Rule 403, Fugitive Dust Control Measures.
- Watering the construction area to minimize fugitive dust.
- Require that off-road diesel powered vehicles used for construction shall be new low emission vehicles, or use retrofit emission control devices, such as diesel oxidation catalysts and diesel particulate filters verified by CARB.
- Minimizing idling time by construction vehicles.

Implementation Measures

CS-34: Develop and implement mapping and inventory resources to identify sensitive receptors and sources of air pollution throughout the City.

Level of Significance Before Mitigation

The Project has the potential to result in or cause NAAQS or CAAQS violations. The Project's development intensity is not consistent with the development intensities allowed within the adopted General Plan and

consequently the AQMP. The Project therefore has the potential to be inconsistent with the AQMP and a potential significant impact would occur.

Mitigation Measures

MM AQ-1- Prior to issuance of grading permits, project applicants shall prepare and submit a technical assessment evaluating potential project construction-related air quality impacts (regional and localized) to the City for review and approval. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (SCAQMD) methodology for assessing air quality impacts. If construction-related criteria air pollutants are determined to have the potential to exceed the SCAQMD's most recent adopted thresholds of significance, the City shall require that applicants for new development projects incorporate all feasible mitigation measures to reduce air pollutant emissions during construction activities to below applicable significance thresholds. These identified measures shall be incorporated into all appropriate construction documents (e.g., construction management plans) submitted to the City and shall be verified by the City. Mitigation measures to reduce construction-related emissions could include, but are not limited to:

- Require construction equipment that meets or exceeds CARB Certified Tier 3 or Tier 4 engine standards.
- Limit the idling time of diesel off-road construction equipment to no more than five (5) minutes.
- Require the use of "Super-Compliant" low VOC paints which have been reformulated to exceed the regulatory VOC limits put forth by SCAQMD's Rule 1113. Super-Compliant low VOC paints shall be no more than 10g/L of VOC. Alternatively, projects may utilize building materials that do not require the use of architectural coatings.
- The Construction Contractor shall require by contract specifications that construction operations rely on the electricity infrastructure surrounding the construction site, if available rather than electrical generators powered by internal combustion engines.
- The Construction Contractor shall require the use of alternative fueled, engine retrofit technology, after-treatment products (e.g., diesel oxidation catalysts, diesel particulate filters), and/or other options as they become available, including all off-road and portable diesel-powered equipment.
- The Construction Contractor shall require that construction equipment be maintained in good operation condition to reduce emissions. The Construction Contractor shall ensure that all construction equipment is being properly serviced and maintained as per the manufacturer's specification. Maintenance records shall be available at the construction site for City verification.

MM AQ-2: Prior to issuance of a grading permit, project applicants shall prepare and submit a technical assessment evaluating potential project operation air quality impacts (regional and localized) to the City for review and approval. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (SCAQMD) methodology in assessing air quality impacts. If operation-related air pollutants are determined to have the potential to exceed the SCAQMD's most recent adopted thresholds of significance, the City shall require that applicants for new development projects incorporate all feasible mitigation measures to reduce air pollutant emissions during operational activities to below the applicable significance thresholds. The identified measures shall be included as part of the conditions of approval.

Possible mitigation measures to reduce operational emissions could include, but are not limited to the following:

- Increase in insulation such that heat transfer and thermal bridging is minimized;
- Limit air leakage through the structure and/or within the heating and cooling distribution system;
- Use of energy-efficient space heating and cooling equipment;
- Installation of electrical hook-ups at loading dock areas;
- Installation of dual-paned or other energy efficient windows;
- Use of interior and exterior energy efficient lighting that exceeds then incumbent California Title 24 Energy Efficiency performance standards;
- Installation of automatic devices to turn off lights where they are not needed;
- Application of a paint and surface color palette that emphasizes light and off-white colors that reflect heat away from buildings;
- Design of buildings with “cool roofs” using products certified by the Cool Roof Rating Council, and/or exposed roof surfaces using light and off-white colors;
- Design of buildings to accommodate photo-voltaic solar electricity systems or the installation of photo-voltaic solar electricity systems;
- Installation of ENERGY STAR-qualified energy-efficient appliances, heating and cooling systems, office equipment, and/or lighting products.
- Landscaping palette emphasizing drought tolerant plants;
- Use of water-efficient irrigation techniques;
- U.S. EPA Certified WaterSense labeled or equivalent faucets, high-efficiency toilets (HETs), and water-conserving shower heads.
- Applicants for residential within 1,000 feet of a major sources of TACs (e.g., warehouses, industrial areas, freeways, roadways, and rail lines with traffic volumes over 10,000 vehicle per day), as measured from the property line of the project to the property line of the source/edge of the nearest travel lane, shall submit a health risk assessment (HRA) to the City of Buena Park prior to future discretionary Project approval. The HRA shall be prepared in accordance with policies and procedures of CEQA and the SCAQMD. If the HRA shows that the incremental cancer risk exceeds ten in one million (10E-06), PM10 concentrations exceed 2.5 microgram per cubic meter ($\mu\text{g}/\text{m}^3$), PM2.5 concentrations exceed 2.5 $\mu\text{g}/\text{m}^3$, or the appropriate noncancer hazard index exceeds 1.0, the applicant will be required to identify and demonstrate that mitigation measures are capable of reducing potential cancer and non-cancer risks to an acceptable level (i.e., below ten in one million or a hazard index of 1.0), including appropriate enforcement mechanisms. Measures to reduce risk may include but are not limited to:
 - Air intakes located away from high volume roadways and/or truck loading zones.
 - Heating, ventilation, and air conditioning systems of the buildings provided with appropriately sized maximum efficiency rating value (MERV) filters (e.g., MERV 13 or better).

Level of Significance: Significant Unavoidable Impact.

As discussed in the analysis above, site-specific emissions analysis would be required to address potential impacts from construction and operational activity, pursuant to MM AQ-1 and MM AQ-2.

Notwithstanding, **MM AQ-1** and **MM AQ-2** cannot guarantee that future development projects would in fact reduce all of their impacts to less than significant. Since **MM AQ-1** and **MM AQ-2** cannot guarantee

that future development projects would reduce all their impacts to less than significant, **this impact is considered significant and unavoidable.**

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

- IMPLEMENTATION OF THE PROPOSED PROJECT COULD RESULT IN A CUMULATIVELY CONSIDERABLE NET INCREASE OF O3 PM10, and PM2.5 CRITERIA POLLUTANTS FOR WHICH THE PROJECT REGION IS IN NON-ATTAINMENT UNDER AN APPLICATION STATE AMBIENT AIR QUALITY STANDARD.

Impact Analysis:

Construction Emissions

Construction of each site associated with the Project will result in emissions of VOCs, NOX, SOX, CO, PM10, and PM2.5. Construction related emissions are expected from the following construction activities:

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

Because the Project does not involve construction, specific construction related criteria pollutant emissions will be quantified in future air quality analyses to be conducted for individual projects. Thus, construction-related emissions are speculative and cannot be accurately determined at this stage of the planning process. Therefore, such impacts are too speculative to evaluate (see CEQA Guidelines Section 15145). To the extent that specific projects are known, those projects have already been or would be subjected to their own environmental analysis. Additionally, due to the variables that must be considered when examining construction impacts (e.g., development rate, speculative to state conclusively that construction activity associated with the Project would cause a significant air quality impact. Notwithstanding, implementation of the Project has a potential to result in a significant and unavoidable impact with respect to construction activity associated with future development projects particularly if multiple construction projects overlap for emissions of CO, VOCs, NOx, SOX, PM10, and PM2.5.

Operational Emissions

Operational activities associated with the Project will result in emissions of VOCs, NOX, SOX, CO, PM10, and PM2.5. Operational emissions are expected from the following primary sources:

- Area Source Emissions
- Energy Source Emissions
- Mobile Source Emissions

Area Source Emissions

ARCHITECTURAL COATINGS

Over a period of time the buildings that are part of this Project will require maintenance and will therefore produce emissions resulting from the evaporation of solvents contained in paints, varnishes, primers, and other surface coatings. The emissions associated with architectural coatings were calculated using CalEEMod.

CONSUMER PRODUCTS

Consumer products include, but are not limited to detergents, cleaning compounds, polishes, personal care products, and lawn and garden products. Many of these products contain organic compounds which when released in the atmosphere can react to form ozone and other photochemically reactive pollutants. The emissions associated with use of consumer products were calculated based on defaults provided within CalEEMod.

LANDSCAPE MAINTENANCE EQUIPMENT

Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping of the Project. It should be noted that as October 9, 2021, Governor Gavin Newsom signed AB 1346. The bill aims to ban the sale of new gasoline-powered equipment under 25 gross horsepower (known as small off-road engines [SOREs]) by 2024. For purposes of analysis, the emissions associated with landscape maintenance equipment were calculated based on assumptions provided in CalEEMod.

Energy Source Emissions

COMBUSTION EMISSIONS ASSOCIATED WITH NATURAL GAS AND ELECTRICITY

Electricity and natural gas are used by almost every project. Criteria pollutant emissions are emitted through the generation of electricity and consumption of natural gas. However, because electrical generating facilities for the Project area are located either outside the region (state) or offset through the use of pollution credits Regional Clean Air Incentives Market (RECLAIM) for generation within the SCAB, criteria pollutant emissions from offsite generation of electricity are generally excluded from the evaluation of significance and only natural gas use is considered. The emissions associated with natural gas use were calculated using CalEEMod.

MOBILE SOURCE EMISSIONS

The Project related operational air quality emissions derive primarily from vehicle miles traveled (VMT) associated with the Project. The Project-generated average weekday daily VMT is 1,283,409 and was obtained from modeling conducted for the *Buena Park General Plan & Zoning Code Update Vehicle Miles Traveled Analysis* (22) which is based on the Orange County Transportation Analysis Model (OCTAM) for the Year 2045. To estimate the Saturday and Sunday VMT for inclusion in CalEEMod, the daily VMT was

converted to annual VMT using a factor of 347 days consistent with the California Air Resources Board 2017 Scoping Plan. 347 days is used instead of 365 days to account for reduced daily VMT that occurs on weekends and holidays. In other words, the average weekend VMT represents 95% (347 days ÷ 365 days) of the average weekday daily VMT.

FUGITIVE DUST RELATED TO VEHICULAR TRAVEL

Vehicles traveling on paved roads would be a source of fugitive emissions due to the generation of road dust inclusive of break and tire wear particulates. The emissions estimate for travel on paved roads were calculated using CalEEMod.

Operational Emissions Summary

The estimated operational-source emissions for the proposed Project are summarized on Table 5.1-6, Operational Emissions Summary. Detailed operational model outputs are presented in Appendix 3.2 of the Air Quality Impact Analysis prepared by Urban Crossroads, dated November 6, 2022 (Appendix C). As shown, the proposed Project will exceed the applicable SCAQMD thresholds for VOC, NO_x, CO, PM₁₀ and PM_{2.5}. As such, a potentially significant impact would occur.

Table 5.1-6: Operational Emissions Summary

Area	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer						
Mobile Source	333.00	183.00	2700.00	7.71	357.00	65.00
Area Source	538.00	160.00	673.00	1.01	12.70	12.80
Energy Source	5.91	101.00	43.50	0.64	8.17	8.17
Total Maximum Daily Emissions	876.91	444.00	3416.50	9.36	377.87	85.97
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	YES	YES	YES	NO	YES	YES
Winter						
Mobile Source	334.00	199.00	2517.00	7.41	357.00	65.00
Area Source	484.00	154.00	65.60	0.98	12.50	12.50
Energy Source	5.91	101.00	43.50	0.64	8.17	8.17
Total Maximum Daily Emissions	823.91	454.00	2626.10	9.03	377.67	85.67
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	YES	YES	YES	NO	YES	YES

As shown in Table 5.1-1, the CAAQS designate the Project site as nonattainment for O₃ PM₁₀, and PM_{2.5} while the NAAQS designates the Project site as nonattainment for O₃ and PM_{2.5}.

The SCAQMD has published a report on how to address cumulative impacts from air pollution: *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution*. In this report the SCAQMD clearly states (Page D-3):

“...the SCAQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR. The only case where the significance thresholds for project specific and cumulative impacts differ is the Hazard Index (HI) significance threshold for TAC emissions. The project specific (project increment) significance threshold is $HI > 1.0$ while the cumulative (facility-wide) is $HI > 3.0$. It should be noted that the HI is only one of three TAC emission significance thresholds considered (when applicable) in a CEQA analysis. The other two are the maximum individual cancer risk (MICR) and the cancer burden, both of which use the same significance thresholds (MICR of 10 in 1 million and cancer burden of 0.5) for project specific and cumulative impacts.

Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant.”

Therefore, this analysis assumes that individual projects that do not generate operational or construction emissions that exceed the SCAQMD’s recommended daily thresholds for project specific impacts would also not cause a cumulatively considerable increase in emissions for those pollutants for which SCAB is in nonattainment, and, therefore, would not be considered to have a significant, adverse air quality impact. Alternatively, individual project-related construction and operational emissions that exceed SCAQMD thresholds for project-specific impacts would be considered cumulatively considerable. As discussed above, this project does exceed the SCAQMD’s recommended daily threshold for project specific impacts and is considered cumulatively considerable.

Health Effects

The following analysis is based on an Air Toxic and Criteria Pollutant Health Risk Assessment (HRA) prepared by Urban Crossroads, dated November 6, 2023, for the proposed Project (Appendix D). The SCAQMD CEQA Air Quality Handbook (1993) states that emissions of toxic air contaminants (TACs) are considered significant if an HRA shows an increased risk of greater than ten in one million. Based on guidance from the SCAQMD in the document Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis, for purposes of this analysis, ten (10) in one million is used as the cancer risk threshold for the proposed Project.

In 2005, the California Air Resources Board (CARB) promulgated an advisory recommendation to avoid setting sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day. More specifically, the MATES-V Study data for the Project site comprehensively reflects increased TAC-source cancer risks affecting the City, inclusive of increased cancer risks due to freeway sources.

The Multiple Air Toxics Exposure Study III (MATES III) is a monitoring and evaluation study conducted by the SCAQMD. The MATES III study consists of a monitoring program, an updated emissions inventory of toxic air contaminants, and a modeling effort to characterize risk throughout the Basin. The study concentrates on the carcinogenic risk from exposure to air toxics. Ten monitoring locations measured toxic air contaminants (over 30 air pollutants) once every three days for two years. The monitoring locations were the same as the previous MATES II Study in order to provide comparisons. Additionally, five mobile monitoring platforms were used to determine if gradients existed between communities.

The 2005 CARB guidance noted previously, information made available through the MATES-IV Study, and configuration and design of the Project would suggest that further assessment of freeway-source pollutant impacts is not warranted.

Excess cancer risks are estimated as the upper-bound incremental probability that an individual will develop cancer over a lifetime as a direct result of exposure to potential carcinogens over a specified exposure duration. The estimated risk is expressed as a unitless probability. The cancer risk attributed to a chemical is calculated by multiplying the chemical intake or dose at the human exchange boundaries (e.g., lungs) by the chemical-specific cancer potency factor (CPF). A risk level of 1 in a million implies a likelihood that up to one person, out of one million equally exposed people would contract cancer if exposed continuously (24 hours per day) to the levels of toxic air contaminants over a specified duration of time. This risk would be an excess cancer risk that is in addition to any cancer risk borne by a person not exposed to these air toxics.

Health risks associated with exposure to carcinogenic compounds can be defined in terms of the probability of developing cancer as a result of exposure to a chemical at a given concentration. Under a deterministic approach (i.e., point estimate methodology), the cancer risk probability is determined by multiplying the chemical's annual concentration by its unit risk factor (URF). The URF is a measure of the carcinogenic potential of a chemical when a dose is received through the inhalation pathway. It represents an upper bound estimate of the probability of contracting cancer as a result of continuous exposure to an ambient concentration of one microgram per cubic meter ($\mu\text{g}/\text{m}^3$) over a 70-year lifetime. The URFs utilized in the assessment and corresponding cancer potency factors were obtained from the *Consolidated Table of OEHHA/ARB Approved Risk Assessment Health Values*.

Construction Analysis

The emissions calculations for the construction HRA component are based on an assumed mix of construction equipment as detailed in SCAQMD's *Sample Construction Scenarios for Projects Less than Five Acres in Size*. Construction related DPM emissions are expected to occur primarily as a function of the operation of heavy-duty construction equipment. The results of the analysis performed by Urban Crossroads, (Appendix D) indicate that under each construction scenario evaluated (1, 2, 3, 4, and 5-acre construction sites), significant health risk impacts would not occur for sensitive receptors located within 5 meters (16 feet) of construction activities with the use of construction equipment that meets or exceeds CARB Tier 4 Final emission standards. As Such Mitigation Measure **AQ-3** would be implemented that would require a site-specific health risk analysis is recommended under the following circumstances:

- Projects where construction activities would occur over an area greater than 5 acres at any given time;
- Projects where sensitive receptors are located less than 5 meters (16 feet) from construction activities;
- Construction activities where all equipment does not meet at least CARB Tier 4 Final emission standards; or
- Projects for which the expected duration or equipment mix would differ significantly from those detailed in Section 2.1 of this report.

Freeway Analysis

The California Department of Transportation (Caltrans), Traffic and Vehicle Data Systems Unit collects and maintains traffic volume counts for vehicles traversing the California state highway system. The I-5 Freeway at Beach Boulevard has 213,400 annual average daily traffic (AADT) volumes and the CA-91 Freeway at Beach Boulevard has 312,700 AADT. The AADT volumes for I-5 and CA-91 are based on Caltrans' Traffic Census Program for 2021, the latest year for which traffic data is currently available.

To account for the emission standards imposed on the California fleet, the ARB has developed the EMFAC2021 emission factor model. EMFAC2021 was utilized to identify pollutant emission rates for total organic gases (TOG), diesel particulates, particulates (PM10 and PM2.5), carbon monoxide (CO) and nitrogen oxide (NOx) compounds. To produce a representative vehicle fleet distribution, the assessment utilized ARB's Orange County vehicle population estimates for the 2045 calendar year, consistent with the General Plan Horizon Year for analytical purposes. This approach provides an estimate of vehicle mix associated with operational profiles at the link or intersection level.

Based upon the freeway traffic volumes and vehicle population profiles noted above, discrete traffic counts were identified for each roadway segment. Diesel vehicles account for 3.43 percent of the total on-road mobile fleet. For chronic (long term) and acute (e.g., 1-hour) exposures, AADT values were averaged to produce representative hourly traffic volumes.

An average speed of 65 miles per hour was utilized for I-5 and CA-91. For particulates (PM10 and PM2.5), emissions were quantified through the reentrainment of paved roadway dust. The predictive emission equation developed by the U.S. Environmental Protection Agency (AP-42, Section 13.2.1) was utilized to generate particulate source strength (5). To account for the mass rate of emissions entrained from the roadway surface, the contribution from exhaust, brake and tire wear were added to the AP-42 emission factor equation.

The analysis evaluated potential health risks resulting from exposure to pollutants emitted by vehicles traveling on I-5 and CA-91. The results of the analysis indicate that significant health risks would not occur for sensitive receptors at distances greater than 450 feet from the traveled roadway, with implementation of Minimum Efficiency Reporting Value (MERV) 13 or better air filtration systems. Therefore, Mitigation Measure AQ-4 would be implemented to require MERV 13 or better air filtration systems for projects

located greater than 450 feet from a traveled roadway. Projects that would place sensitive receptors nearer than 450 feet from I-5 or CA-91 may require additional site-specific analysis it is recommended that residential projects be sited such that residences are located at least 450 feet from the traveled roadway of the I-5 or CA-91 freeways. Additionally, as required by the California Building Energy Efficiency Standards (Title 24, Part 6 of California Code of Regulations (CCR)), it is recommended that all residential projects be required to install air filtration systems with efficiencies equal to or exceeding a Minimum Efficiency Reporting Value (MERV) 13 as defined by the American Society of Heating, Refrigerating and Air Conditioning Engineers (ASHRAE) Standard 52.2.1 (1). A site-specific HRA may be required for projects located nearer than 450 feet from the traveled roadway of I-5 or CA-91 or for projects not requiring the installation of MERV 13 or better air filtration systems.

General Plan Guidance

The SCAQMD has prepared the Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning, dated May 6, 2005. The SCAQMD has made this document available to local governments as a tool to assist in the development of their General Plans and other planning decisions. Implementation of the suggested strategies throughout the region will strengthen the local government partnership with the SCAQMD to achieve state and federal clean air standards and demonstrate efforts taken to provide environmental equity and protect public health. Air pollutants regulated by the federal and California Clean Air Acts or other laws include criteria pollutants, toxic air contaminants, and greenhouse gases.

The involvement of local governments to establish public policies that support SCAQMD strategies is essential for this region to meet state and federal air quality goals. Since the General Plan is the foundation for all local planning and development decisions, it is the most important tool in the implementation of local government policies and programs necessary to achieve clean air standards. Local governments work with their Council of Governments and the SCAQMD to improve air quality through a variety of programs, including regulatory actions, policy making, and education programs. The City can address air quality issues through ordinances, local circulation systems, transportation services, energy, and land use. Design standards such as requirements for bicycle racks and bicycle paths may result in reduced motor vehicle trips and decreased levels of air pollutants and have been incorporated into the General Plan Update Policies. The Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning contains suggested policies and strategies which are intended to guide local governments in developing approaches to reduce exposure to source-specific air pollution and lower health risk associated with cumulative air pollution impacts.

Impact Conclusion

The thresholds of significance that have been recommended by the SCAQMD were established for individual development projects and are based on the SCAQMD's New Source Review emissions standards for individual sources of new emissions, such as boilers and generators. They do not apply to cumulative development or multiple projects. Air quality impacts would be regional and not confined to the Buena Park City limits. The destinations of motor vehicles, which are the primary contributors to air pollution, vary widely and cross many jurisdictional boundaries. As stated above, the Future site-specific development proposals would be evaluated for potential air emissions once development details have

been determined and are available. Individual projects may not result in significant air quality emissions. Although individual development projects have the potential exceed SCAQMD thresholds, the Project Policies and Implementation Measures would reduce the significance of such impacts.

Development projects allowed under the Project would increase regional ozone precursor pollutants, specifically reactive organic compounds and oxides of nitrogen over current conditions. CEQA review of individual development projects would include an evaluation to determine whether potential air pollutant emissions generated from growth could result in a significant impact to air quality. The significance level of these impacts would be determined during review and appropriate mitigation measures would be developed. However, due to the magnitude of development and associated mobile and stationary source air quality impacts, impacts in this regard would be significant and unavoidable.

General Plan Policies and Implementation Measures:

Existing Policies

CS-15.1: Ensure industrial and commercial land uses are meeting existing SCAQMD air quality thresholds by adhering to established rules and regulations.

CS-15.2: Encourage the use of new technology to neutralize harmful criteria pollutants from stationary sources.

CS-15.3: Reduce exposure of the City's sensitive receptors to poor air quality nodes through smart land use decisions.

CS-16.1: Strive to relieve traffic congestion and improve the efficiency of the City's transportation and circulation network in an effort to improve air quality.

CS-16.2: Improve signal coordination at major intersections and deficient intersections to reduce emissions and traffic queuing.

CS-17.1: Continue to support programs which are designed to reduce air pollution within Buena Park and those sources of pollution located outside its planning boundaries which adversely affect the City.

CS-17.2: Coordinate with the California Department of Transportation (Caltrans) and consider adopting Transportation Control Measures (TCM) in compliance with SCAQMD goals.

CS-17.3: Encourage the development of transportation nodes in mixed-use commercial areas with stops in residential and outlying areas to encourage the use of public transportation.

CS-17.4: Encourage employers to implement the following programs to reduce trips and vehicle miles traveled:

- Transit subsidies;
- Bicycle facilities;

- Alternative work schedules;
- Ridesharing;
- Telecommuting and work-at-home programs;
- Employee education; and
- Preferential parking for carpools/vanpools.

CS-17.5: Monitor the progress of, and implement the actions related to SCAQMD Rule 2301 - Control of Emissions from New or Redevelopment Projects which is designed to mitigate emission growth from new residential, commercial, industrial, and institutional development, and redevelopment projects.

CS-18.1: Utilize public and private transit to encourage ridesharing in order to minimize the reliance on the private automobile and single-occupancy ridership.

CS-18.2: Collaborate with the local public transit authority to develop and implement a public transit program and encourage public usage. In order to implement the public transit program, the City should evaluate existing transit routes and stops, explore cost incentives for use of public transit, and survey the population to create a program to meet people's needs.

CS-18.3: Encourage public awareness programs to inform the public of existing and future public transit programs.

CS-18.4: Work with the Orange County Transportation Authority (OCTA) to minimize vehicle miles traveled and encourage the use of public transit, such as Metrolink or Bus Rapid Transit.

CS-18.5: Evaluate and improve existing transit hubs throughout the City. Potential improvements include additional parking for commuters, providing secure bicycle racks, increasing transit stops, and introducing new transit routes.

CS-19.1: Continue to address high activity areas, such as the Entertainment Corridor, to assist in developing programs designed to encourage visitors to use transit instead of private automobiles.

CS-19.2: Increase community awareness and participation in efforts to reduce trips within the high activity areas.

CS-19.3: Promote and adequately advertise shuttles from local transit stations to high activity areas.

CS-19.4: Encourage the use of alternative transportation within the high activity areas such as walking, bicycling, and using public transit.

CS-20.1: Reduce air emission contributions through the use of alternate vehicular travel and alternative fuels, whenever possible.

- CS-20.2: Consider incentives and programs to encourage the use of alternative modes of transportation, alternative fuel sources and public awareness.
- CS-20.3: Explore ways to incorporate alternative fuel stations throughout the City such as encouraging the installation of electric and hydrogen fuel stations.
- CS-20.4: Expand and promote the use of bus, rail, and other forms of transit or telecommuting within the City to further reduce pollutants.
- CS-20.5: Encourage the use of lowest emission technology buses in public transit fleets.
- CS-20.6: Consider the adoption of a policy that provides a preference to contractors using reduced emission equipment for City construction projects as well as for City contracts for services (e.g., garbage collection).
- CS-20.7: Encourage developments and street systems that support the use of Neighborhood Electric Vehicles (NEV).
- M-6.1: Encourage and support the various public transit agencies and companies, ride-sharing programs, and other incentive programs, which provide residents and visitors with alternative modes of transportation other than the private automobile.
- 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.
- M-6.3: Encourage the Orange County Transportation Authority (OCTA) to continue to provide bus routes connections to the Metrolink station.
- M-6.4: Consider a partnership and/or encourage private bus/van fleet or other fleet services to facilitate alternative transportation to and from the train station.
- M-6.5: Encourage and support the development of a local shuttle system to provide convenient connections between the Entertainment Corridor, local attractions, hotels, downtown, the Metrolink station, shopping areas, and employment centers.
- M-6.6: Continue and enhance remote parking options for commuters to connect easily and rapidly to bus, train, and ride-share locations.
- M-6.7: Encourage mixed-use development in the vicinity of existing transit and rail facilities, with convenient linkages.
- 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.

- M-6.9: Improve transit linkage to major attractions in the City.
- M-6.10: Encourage Park-and-Ride facilities and shuttle operation for special events and peak operating days in the Entertainment Corridor.
- M-6.11: Promote alternate fueling stations, including hydrogen, natural gas, and electric charging stations at public facilities/buildings and as part of new office and retail developments.
- M-7.1: Adopt Transportation Demand Management (TDM) policies designed to reduce dependence on the single-occupant automobile.
- 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.
- 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.
- M-7.4: Encourage the provision of additional regional public transportation services and support facilities, including park-and-ride lots near freeway interchanges.
- M-7.5: Encourage non-residential development to provide employee incentives for using alternatives to the conventional automobiles (i.e., carpools, vanpools, buses, bicycles, and walking).
- M-7.6: Encourage shared parking arrangements to reduce the total number of parking spaces.
- M-8.1: Consider and balance the needs of pedestrians and bicycles with the needs of motor vehicles in all transportation and public works decisions.
- M-8.2: Encourage the development of walkways, bicycle paths, or greenways, where feasible, needed, and desired.
- 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.
- 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.
- M-8.5: Encourage existing and new major traffic generators to incorporate innovative solutions for safe bicycle crossings, and include bicycle facilities, such as bicycle racks and showers, into the development to encourage bicycle ridership.
- M-8.6: Provide for accessibility of the disabled to pedestrian facilities.

- M-8.7: Consider a citywide bicycle network of off-street bike paths and on-street bike lanes.
- M-8.8: Establish bicycle paths that connect from residential areas to major employment areas for bicycle commuters.
- M-8.9: Consider bicycle trails along easements and/or rights-of-way along flood control channels, public utilities, railroads, and streets wherever feasible.
- M-8.10: Encourage the maintenance and improvement of bicycle and pedestrian-oriented facilities, where appropriate, to improve the safety and use of pedestrian movement throughout the City.
- M-8.11: Enhance the capacity and efficiency of pedestrian facilities, including sidewalks and pedestrian crossings, to encourage visitors to walk between the Entertainment Corridor attractions and area hotels.
- M-8.12: Encourage new and existing development to provide accessible and secure areas for bicycle storage.
- M-8.13: Promote bicycle racks or storage facilities at public facilities/buildings and as part of new office and retail developments.

Implementation Measures

- CS-34: Develop and implement mapping and inventory resources to identify sensitive receptors and sources of air pollution throughout the City.
- M-3: Monitor key intersections where congestion is likely to occur as a result of increasing traffic volumes.
- M-4: Perform an evaluation of the circulation system every five years to determine segments and intersections that are not meeting the Level of Service standards. If necessary, develop a deficiency plan to identify mitigations to achieve Level of Service standards.
- M-5: Continue to work with Caltrans to synchronize and coordinate traffic signals on arterials at intersections controlled solely by Caltrans.
- M-7: Encourage the development of mixed-use projects as a means of reducing peak commute period traffic.
- M-8: Coordinate with transit providers to identify appropriate sites for future transit facilities.
- M-9: When new transportation facilities are developed, consider developing master plans for the surrounding area to promote maximizing opportunities for transit-supportive and complementary land uses.

- M-10: Encourage new development/redevelopment projects to provide convenient and safe access to adjacent transit facilities.
- M-11: Actively seek opportunities to establish a local shuttle system, linking major destinations within the City.
- M-12: When development/redevelopment projects are located in proximity to parks and recreation facilities, commercial centers, and major destinations in the City, provide incentives for the provision of pedestrian connections and amenities to these adjacent uses.
- M-13: Coordinate the provision of the non-motorized networks (bicycle and pedestrian) with adjacent jurisdictions to maximize connectivity.
- M-14: Coordinate with the Traffic Engineer/Public Works Department to link bikeways to create a larger connected network.
- M-15: Promote the use of bicycling and walking within the City, through the publication of comprehensive maps and resource materials, and the development and implementation of marketing programs.
- M-16: Provide incentives to developers who incorporate bikeways into developments.
- M-17: Promote the use of Transportation Demand Management (TDM) Measures.
- M-18: Encourage the creation of programs such as Transportation Systems Management (TSM), public transit, carpools/ vanpools, ride-match, bicycling, and other alternatives to the energy-inefficient use of vehicles.
- M-19: Encourage incentives for the creation and use of car or vanpools for City employees.
- M-29: Encourage higher intensity residential and commercial development in areas of existing and future transit to include, but not be limited, to the following locations/corridors: Metrolink Station located at Dale Street and Malvern Avenue, Valley View Street, Knott Avenue, Beach Boulevard, La Palma Avenue, Orangethorpe Avenue, Commonwealth Avenue, Artesia Boulevard, and Malvern Avenue.

Mitigation Measures

In addition to MM AQ-1 and MM AQ-2 previously stated in this section, the following mitigation measures will apply to future development:

MM AQ-3 : Site specific health risk analysis is required under the following circumstances:

- Projects that are located less than 450 feet from the traveled roadway of the 1-5 of CA-91 freeways.

- Projects where construction activities would occur over an area greater than 5 acres at any given time.
- Projects where sensitive receptors are located less than 5 meters (16 feet) from construction activities.
- Construction activities where all equipment does not meet at least CARB Teir 4 Final emission standards; or
- Projects for which the expected duration or equipment mix would differ significantly than those detailed in the Health Risk Assessment Report located in Appendix D of this document.

MM AQ-4: Minimum Efficiency Reporting Value (MERV) 13 or better air filtration systems shall be installed for projects located greater than 450 feet away from the traveled roadway of the 1-5 or CA-91 freeways.

Level of Significance: Significant Unavoidable Impact.

Even with implementation of **MM AQ-1**, **MM AQ-2**, **MM AQ-3** and **MM AQ-4** the proposed Project has the potential to result in cumulative impacts associated with on-going construction and operation. Therefore, the proposed Project would result in a significant and unavoidable impact.

Would the Project expose sensitive receptors to substantial pollution concentrations?

- IMPLEMENTATION OF THE PROPOSED PROJECT COULD RESULT IN EXPOSURE TO SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTION CONCENTRATIONS.

Impact Analysis: The SCAQMD established Localized Significance Threshold Methodology (LSTs) in response to the SCAQMD Governing Board's Environmental Justice Initiative I-4. LSTs represent the maximum emissions from a project that will not cause or contribute to exceeding the most stringent applicable federal or state ambient air quality standard at the nearest residence or sensitive receptor. The SCAQMD states that lead agencies can use the LSTs as another indicator of significance in its air quality impact analyses. SCAQMD developed LSTs to determine if emissions of NO₂, CO, PM₁₀, and PM_{2.5} generated at a project site (offsite mobile-source emissions are not included in the LST analysis) would expose sensitive receptors to substantial concentrations of criteria air pollutants. To assist lead agencies, SCAQMD developed screening-level LSTs to back-calculate the mass amount (lbs. per day) of emissions generated onsite that would trigger the hourly levels for projects under five acres. Quantification of LSTs is not applicable for this program-level environmental analysis. However, LST quantification would be required pursuant to MM AQ-1 and MM AQ-2 for future development projects subject to CEQA.

There is uncertainty regarding the specific nature of construction activities that would be facilitated by future development projects. Despite the implementation of MM AQ-1 and MM AQ-2, which would require future development projects to conduct project-specific analysis and incorporate mitigation measures, it cannot be definitively stated that all future development projects would not exceed the applicable thresholds for sensitive receptors, especially since some individual projects may exceed the thresholds. As such, the Project would result in a significant and unavoidable impact for emissions of

emissions of CO, VOCs, NOx, SOX, PM10, and PM2.5 with respect to future development projects even with implementation of feasible mitigation measures.

Mitigation Measures

No further mitigation is required beyond **MM AQ-1**, **MM AQ-2**, **MM AQ-3** and **MM AQ-4** previously stated in this section.

Level of Significance: Significant unavoidable impact.

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

- IMPLEMENTATION OF THE PROPOSED PROJECT WOULD NOT RESULT IN AN OVERALL INCREASE IN ODORS WITHIN THE CITY.

Impact Analysis: As discussed in Section 8 of the Initial Study, 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. Potential operational airborne odors could be created by project generated refuse. However, refuse would be property stored in covered containers and picked up on a regular basis in compliance with solid waste regulations. These odors would be similar to existing residential uses throughout the City and would be confined to the immediate vicinity of the new buildings. Additionally, the policies included as part of the General Plan would reduce mobile and stationary source emissions and odors associated with diesel fuel by focusing on land use patterns that improve air quality, reduce air pollution from stationary sources, and encourage/enable transit behavior. Finally, the Project would be required to comply with SCAQMD Rule 402 (Nuisance) to prevent occurrences of public nuisances. Consequently, implementation of the proposed Project would not create construction or operational-related objectionable odors affecting a substantial

General Plan Policies and Implementation Measures

Existing Policies

CS-15.3: Reduce exposure of the City's sensitive receptors to poor air quality nodes through smart land use decisions.

CS-17.3: Encourage the development of transportation nodes in mixed-use commercial areas with stops in residential and outlying areas to encourage the use of public transportation.

CS-17.4: Encourage employers to implement the following programs to reduce trips and vehicle miles traveled:

- Transit subsidies;
- Bicycle facilities;
- Alternative work schedules;
- Ridesharing;
- Telecommuting and work-at-home programs;
- Employee education; and
- Preferential parking for carpools/vanpools.

CS-18.1: Utilize public and private transit to encourage ridesharing in order to minimize the reliance on the private automobile and single-occupancy ridership.

CS-18.2: Collaborate with the local public transit authority to develop and implement a public transit program and encourage public usage. In order to implement the public transit program, the City should evaluate existing transit routes and stops, explore cost incentives for use of public transit, and survey the population to create a program to meet people's needs.

CS-18.3: Encourage public awareness programs to inform the public of existing and future public transit programs.

CS-18.4: Work with the Orange County Transportation Authority (OCTA) to minimize vehicle miles traveled and encourage the use of public transit, such as Metrolink or Bus Rapid Transit.

CS-20.4: Expand and promote the use of bus, rail, and other forms of transit or telecommuting within the City to further reduce pollutants.

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.

M-7.5: Encourage non-residential development to provide employee incentives for using alternatives to the conventional automobiles (i.e., carpools, vanpools, buses, bicycles, and walking).

Implementation Measures

CS-42 Provide efficient and effective waste collection services.

CS-45 Provide conveniently located public litter containers on public streets and in large public venues and strategically located recyclable materials containers.

Mitigation Measures

No further mitigation is required beyond compliance with the proposed General Plan Update Policies and Implementation Measures.

Level of Significance: Less Than Significant Impact.

5.1.5 - CUMULATIVE IMPACTS

- REGIONAL AIR QUALITY EMISSIONS RESULTING FROM OPERATIONAL BUILDOUT OF THE PROPOSED PROJECT COULD IMPACT REGIONAL AIR QUALITY LEVELS ON A CUMULATIVELY CONSIDERABLE BASIS.

Impact Analysis: The cumulative study area for air quality includes the City and the SCAB. The SCAB is designated as a nonattainment area for State standards of O₃, PM₁₀, and PM_{2.5}. The region is also designated as a nonattainment area for federal standards of O₃ and PM_{2.5}. Cumulative growth in population, vehicle use, and industrial activity could inhibit efforts to improve regional air quality and attain the ambient air quality standards. Thus, with exception of odors, the setting for this cumulative analysis consists of the SCAB and associated growth and development anticipated in the air basin. For the Project area, as odors diminish rapidly with distance from the source.

According to South Coast AQMD, projects that exceed the project-specific significance thresholds are considered by the South Coast AQMD to be cumulatively considerable. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant.

As previously discussed, during construction, the Project has the potential to result in cumulative impacts associated with on-going construction activity. During operation the Project has the potential to result in cumulative impacts associated with on-going operations for emissions of VOC, NO_x, CO, PM₁₀ and PM_{2.5}. Therefore, impacts with regard to those thresholds would be cumulatively considerable. Additionally, the Project would have no potential to result in or contribute to a CO "Hot Spot." Accordingly, impacts associated with CO "Hot Spots" would be less than cumulatively considerable.

Level of Significance Before Mitigation

Cumulatively Considerable

Mitigation Measures

See MM AQ-1 and MM AQ-2.

Level of Significance After Mitigation

Even with implementation of MM AQ-1, MM AQ-2, MM AQ-3, and MM AQ-4 the proposed Project has the potential to result in cumulative impacts associated with on-going construction and operation. Therefore, the proposed Project would result in a significant and unavoidable impact.

Proposed General Plan Update Policies and Implementation Measures: Refer to the Policies and Implementation Measures identified above.

Mitigation Measures: No further mitigation is required beyond compliance with the proposed General Plan Update Policies and Implementation Measures, and Mitigation Measures listed in this section.

Level of Significance: Significant Unavoidable Impact.

5.1.6 - SIGNIFICANT UNAVOIDABLE IMPACTS

The proposed General Plan Update would result in a significant and unavoidable impact for the following areas:

- **Construction-Related Emissions.** As project-related emissions (associated with future development and infrastructure projects facilitated by the project) are anticipated to exceed SCAQMD thresholds, construction-related emissions are considered significant and unavoidable.
- **Operational-Related Emissions.** During the operational phase, potential development within the project area would result in a net increase in regional criteria pollutants from the operation of both stationary and mobile sources. CEQA review of individual development projects would include an evaluation to determine whether potential air pollutant emissions generated from growth could result in a significant impact to air quality. The significance level of these impacts would be determined during review and appropriate mitigation measures would be developed. However, due to the magnitude of development and associated mobile and stationary source air quality impacts, impacts in this regard would be significant and unavoidable.
- **AQMP Consistency.** As the program level analysis of emissions associated with the potential development in the project area would exceed SCAQMD thresholds, the project would potentially result in a long-term impact on the region's ability to meet State and Federal air quality Standards. The project would conflict with the AQMP as it would not meet the first AQMP consistency criterion.
- **Cumulative Construction, Operational Impacts and Impacts to Sensitive Receptors.** Construction of future potential development projects in the project area may be "cumulatively considerable. Emissions from operations of the proposed project would potentially exceed the SCAQMD thresholds for criteria pollutants, resulting in a significant impact. In accordance with SCAQMD methodology, any project that cannot be mitigated to a level of less than significant is also significant on a cumulative basis.

All other impacts related to air quality associated with implementation of the proposed Project would be less than significant with compliance with the goals, policies, and implementation measures in the General Plan Update.

If the City of Buena Park approves the proposed Project, the City shall be required to cite their findings in accordance with CEQA Guidelines Section 15091 and prepare a Statement of Overriding Considerations in accordance with CEQA Guidelines Section 15093.

5.2- Biological Resources

This section describes the existing biological setting and potential effects from proposed Project implementation. The findings of this section are based on biological information and conservation requirements presented in the City of Buena Park General Plan (General Plan), City of Buena Park General Plan EIR (General Plan EIR) and desktop-level biological analysis that evaluated regulatory requirements and biological resources potentially occurring in the Project site.

5.2.1- EXISTING SETTING

The proposed Project encompasses the entire 10.3 square miles of Buena Park and is characterized as fully urbanized. While Buena Park is predominantly urbanized, there are still opportunities to incorporate and enhance natural and altered biotic habitats, as well as associated flora and fauna.

Natural and Biological Resources

The Emery Borrow Fossil Pit within the Ralph B. Clark Regional Park supports the only area of native vegetation in Buena Park. The absence of urban development or agricultural activities in this area has allowed for the endurance of coastal sage scrub vegetation. No rare or endangered plant or animal species occur in Buena Park, although several species have been previously identified within the surrounding area. Limited riparian habitats remain along the Brea Creek Channel south of Malvern Avenue.

The California Division of Mines and Geology does not identify any significant mineral aggregate resource areas within City boundaries. The riverbeds of the Brea, Carbon, Coyote, and Fullerton Creeks may have once been a good source of sand, but channelization of these creeks and adjacent development precludes any mining activity.

5.2.2- REGULATORY FRAMEWORK

FEDERAL

Endangered Species Act

The U.S. Congress passed the Endangered Species Act in 1973 to protect those species that are endangered or threatened with extinction. The Endangered Species Act is intended to operate in conjunction with the National Environmental Policy Act (NEPA) to help protect the ecosystems upon which endangered and threatened species depend.

The Endangered Species Act prohibits the “take” of endangered or threatened wildlife species. “Take” is defined to include harassing, harming, pursuing, hunting, shooting, wounding, killing, trapping, capturing, or collecting wildlife species or any attempt to engage in such conduct (Endangered Species Act § 3 (3)(19)). Harm is further defined to include significant habitat modification or degradation that results in death or injury to listed species by significantly impairing behavioral patterns (50 Code of Federal Regulations [CFR] § 17.3). Harass is defined as actions that create the likelihood of injury to listed species to such an extent as to significantly disrupt normal behavior patterns (50 CFR § 17.3). Actions that result in take can result in civil or criminal penalties.

The Endangered Species Act and Clean Water Act (CWA) Section 404 guidelines prohibit the issuance of wetland permits for projects that jeopardize the continued existence of any endangered species or threatened species or result in the destruction or adverse modification of habitat of such species. The United States Army Corps of Engineers (USACE) must consult with the United States Fish and Wildlife Service (USFWS) and/or the National Marine Fisheries Service (NOAA) when threatened or endangered species under their jurisdiction may be affected by a proposed project. In the context of the proposed project, the Endangered Species Act would be initiated if development resulted in take of a threatened or endangered species or if issuance of a Section 404 permit or other federal agency action could result in take of an endangered species or adversely modify critical habitat of such a species

Migratory Bird Treaty Act

Raptors (birds of prey), migratory birds, and other avian species are protected by a number of State and federal laws. The federal Migratory Bird Treaty Act (MBTA) prohibits the killing, possessing, or trading of migratory birds except in accordance with regulations prescribed by the Secretary of the Interior.

Bald and Golden Eagle Protection Act

The golden eagle (*Aquila chrysaetos*) and bald eagle (*Haliaeetus leucocephalus*) are also afforded additional protection under the Eagle Protection Act, amended in 1973 (16 United States Code [USC] § 669, *et seq.*) and the Bald and Golden Eagle Protection Act (16 USC §§ 668–668d).

Clean Water Act

The USACE regulates discharge of dredge or fill material into waters of the United States under Section 404 of the CWA. “Discharges of fill material” is defined as the addition of fill material into waters of the United States, including, but not limited to the following: placement of fill that is necessary for the construction of any structure, or impoundment requiring rock, sand, dirt, or other material for its construction; site-development fills for recreational, industrial, commercial, residential, and other uses; causeways or road fills; fill for intake and outfall pipes and subaqueous utility lines (33 CFR § 328.2(f)). In addition, Section 401 of the CWA (33 USC 1341) requires any applicant for a federal license or permit to conduct any activity that may result in a discharge of a pollutant into waters of the United States to obtain a certification that the discharge will comply with the applicable effluent limitations and water quality standards.

Waters of the United States include a range of wet environments such as lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, and wet meadows. Boundaries between jurisdictional waters and uplands are determined in a variety of ways depending on which type of waters is present. Methods for delineating wetlands and non-tidal waters are described below.

- Wetlands are defined as “those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions” (33 CFR § 328.3(b)). Presently, to be a wetland, a site must exhibit three wetland criteria: hydrophytic vegetation, hydric soils, and wetland hydrology existing under the “normal circumstances” for the site.

- The lateral extent of non-tidal waters is determined by delineating the ordinary high water mark (OHWM) (33 CFR § 328.4(c)(1)). The OHWM is defined by the USACE as “that line on shore established by the fluctuations of water and indicated by physical character of the soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding areas” [33 CFR § 328.3(e)].

Executive Order 11990 – Protection of Wetlands

The purpose of Executive Order (EO) 11990 is to "minimize the destruction, loss or degradation of wetlands and to preserve and enhance the natural and beneficial values of wetlands." To meet these objectives, the Order requires federal agencies, in planning their actions, to consider alternatives to wetland sites and limit potential damage if an activity affecting a wetland cannot be avoided. (FEMA, 2020) The Order applies to:

- Acquisition, management, and disposition of federal lands and facilities construction and improvement projects which are undertaken, financed, or assisted by federal agencies;
- Federal activities and programs affecting land use, including but not limited to water and related land resources planning, regulation, and licensing activities.

The procedures require determination of whether or not the proposed project will be in or will affect wetlands. If so, a wetlands assessment must be prepared that describes the alternatives considered. The procedures include a requirement for public review of assessments. (FEMA, 2020)

State

California Endangered Species Act

The California Endangered Species Act (CESA) states that all native species of fishes, amphibians, reptiles, birds, mammals, invertebrates, and plants, and their habitats, threatened with extinction and those experiencing a significant decline which, if not halted, would lead to a threatened or endangered designation, will be protected or preserved. CDFW works with interested persons, agencies, and organizations to protect and preserve such sensitive resources and their habitats. CESA prohibits the take of any species of wildlife designated by the California Fish and Game Commission as endangered, threatened, or candidate species. CDFW may authorize the take of any such species if certain conditions are met.

Section 2081 subdivision (b) of the California Fish and Game Code (CFGC) allows CDFW to authorize take of species listed as endangered, threatened, candidate, or a rare plant, if that take is incidental to otherwise lawful activities and if certain conditions are met. These authorizations are commonly referred to as incidental take permits (ITPs).

If a species is listed by both the federal ESA and CESA, CFGC Section 2080.1 allows an applicant who has obtained a federal incidental take statement (federal Section 7 consultation) or a federal incidental take permit (federal Section 10(a)(1)(B)) to request that the Director of CDFW find the federal documents consistent with CESA. If the federal documents are found to be consistent with CESA, a consistency determination (CD) is issued and no further authorization or approval is necessary under CESA.

A Safe Harbor Agreement (SHA) authorizes incidental take of a species listed as endangered, threatened, candidate, or a rare plant, if implementation of the agreement is reasonably expected to provide a net conservation benefit to the species, among other provisions. SHAs are intended to encourage landowners to voluntarily manage their lands to benefit CESA-listed species. California SHAs is analogous to the federal safe harbor agreement program and CDFW has the authority to issue a consistency determination based on a federal safe harbor agreement. (CDFW)

California Fish and Game Codes

The California Fish and Game Code defines “take” as “hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill” (FGC § 86). Except for take related to scientific research, all take of fully protected species is prohibited. Fully protected fish species are protected under Fish and Game Code Section 5515; fully protected amphibian and reptile species are protected under Section 5050; fully protected bird species are protected under Section 3511; and fully protected mammal species are protected under Section 4700. Fish and Game Code Section 3503 prohibits the killing of birds or the destruction of bird nests. Section 3503.5 prohibits the killing of raptor species and the destruction of raptor nests. Fish and Game Code Sections 2062 and 2067 define “endangered and threatened species.”

California Department of Fish and Wildlife Species of Concern

In addition to formal listing under the Endangered Species Act and CESA, species receive additional consideration by CDFW and local lead agencies during the CEQA process. Species that may be considered for review are included on a list of “Species of Special Concern,” developed by the CDFW. It tracks species in California whose numbers, reproductive success, or habitat may be threatened. In addition to Species of Special Concern, the CDFW identifies animals that are tracked by the California Natural Diversity Database (CNDDDB), but warrant no federal interest and no legal protection. These species are identified as “California Special Animals.”

Porter-Cologne Water Quality Control Act

The CDFW is a trustee agency that has jurisdiction under Fish and Game Code Section 1600, *et seq.* Under Fish and Game Code Sections 1602 and 1603, a private party must notify the CDFW if a proposed project would “substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake designated by the department, or use any material from the streambeds . . . except when the department has been notified pursuant to Section 1601.” Additionally, the CDFW may assert jurisdiction over native riparian habitat adjacent to aquatic features, including native trees over 4 inches in diameter at breast height (DBH). If an existing fish or wildlife resource may be substantially adversely affected by the activity, CDFW may propose reasonable measures that will allow protection of those resources. If these measures are agreeable to the parties involved, they may enter into an agreement with CDFW identifying the approved activities and associated mitigation measures.

Section 13260(a) of the Porter-Cologne Water Quality Control Act (contained in the California Water Code) requires any person discharging waste or proposing to discharge waste, other than to a community sewer system, within any region that could affect the quality of the waters of the State (all surface and subsurface waters) to file a report of waste discharge. The discharge of dredged or fill material may constitute a discharge of waste that could affect the quality of waters of the State. All of the wetlands and waterways in the project site are waters of the State, which are protected under this act.

Historically, California relied on its authority under Section 401 of the CWA to regulate discharges of dredged or fill material to California waters. That section requires an applicant to obtain “water quality certification” from the State Water Resources Control Board (State Water Board) through its Regional Water Quality Control Boards (RWQCB) to ensure compliance with State water quality standards before certain federal licenses or permits may be issued. The permits subject to Section 401 include permits for the discharge of dredged or fill materials (CWA Section 404 permits) issued by the USACE. Waste discharge requirements under the Porter-Cologne Water Quality Control Act were typically waived for projects that required certification. With the recent changes that limited the jurisdiction of wetlands under the CWA, the State Water Board has needed to rely on the report of waste discharge process.

California Native Plant Society

The California Native Plant Society (CNPS) maintains a rank of plant species native to California that has low population numbers, limited distribution, or are otherwise threatened with extinction. This information is published in the Inventory of Rare and Endangered Vascular Plants of California. Potential impacts to populations of CNPS-ranked plants receive consideration under CEQA review. The following identifies the definitions of the CNPS ranks:

- **Rank 1A:** Plants presumed extirpated in California and either rare or extinct elsewhere
- **Rank 1B:** Plants Rare, Threatened, or Endangered in California and elsewhere
- **Rank 2A:** Plants presumed extirpated in California but common elsewhere
- **Rank 2B:** Plants rare, threatened, or endangered in California but more common elsewhere
- **Rank 3:** Plants about which more information is needed
- **Rank 4:** Watch List: Plants of limited distribution

Potential impacts to populations of CNPS-ranked plants receive consideration under CEQA review. All plants appearing on the CNPS List ranked 1 or 2 are considered to meet the State CEQA Guidelines Section 15380 criteria. Rank 3 and 4 plants do not automatically meet this definition. Rank 4 plants do not clearly meet CEQA standards and thresholds for impact considerations.¹

Native Plant Protection Act (NPPA) of 1977

The Native Plant Protection Act (NPPA) was enacted in 1977 and allows the Fish and Game Commission to designate plants as rare or endangered. There are 64 species, subspecies, and varieties of plants that are protected as rare under the NPPA. The NPPA prohibits take of endangered or rare native plants, but includes some exceptions for agricultural and nursery operations; emergencies; and after properly notifying CDFW for vegetation removal from canals, roads, and other sites, changes in land use, and in certain other situations. (CDFW)

Natural Community Conservation Planning Act

CDFW's Natural Community Conservation Planning (NCCP) program takes a broad-based ecosystem approach to planning for the protection and perpetuation of biological diversity. The NCCP program began in 1991 as a cooperative effort to protect habitats and species. It is broader in its orientation and objectives

¹ California Native Plant Society (CNPS). 2020. Considerations for Including CRPR 4 Plant Taxa in CEQA Biological Resource Impact Analysis. January 2020.

than the California and Federal Endangered Species Acts, as these laws are designed to identify and protect individual species that have already declined in number significantly.

An NCCP identifies and provides for the regional protection of plants, animals, and their habitats, while allowing compatible and appropriate economic activity. Working with landowners, environmental organizations, and other interested parties, a local agency oversees the numerous activities that compose the development of an NCCP. CDFW and the USFWS provide the necessary support, direction, and guidance to NCCP participants.

There are currently 14 approved NCCPs (includes 6 subarea plans) and more than 20 NCCPs in the active planning phase (includes 10 subarea plans), which together cover more than 7 million acres and will provide conservation for nearly 400 special status species and a wide diversity of natural community types throughout California. (CDFW)

Local

City of Buena Park General Plan

The Conservation and Sustainability Element of the General Plan includes the following policies, which relate to the enhancement and preservation of natural resources with the City.

CS 4.1: Support enhancement of potential areas of natural resources.

CS 4.2: Support the preservation and enhancement of native and non-native plants in order to achieve biological diversity.

CS 4.3: Preserve and protect any rare or endangered plants or wildlife that may be found in the City in the future.

CS 4.4: Encourage property owners to landscape their property with native plants, including native and/or ornamental trees.

CS 4.5: Encourage citizen awareness of the City's natural resources and the significance of such resources.

CS 4.6: Incorporate natural drainage systems into developments, where appropriate and feasible.

CS 4.7: Substantial alterations or channelization of floodways should be limited to:

- Alterations necessary for the protection of public health and safety only after all other options are exhausted;
- Alterations essential to public service projects where no other feasible construction method or alternative project location exists; and/or
- Projects where the primary function is the improvement of fish and wildlife habitats.

CS 4.8: Design new development and redevelopment projects in a manner that avoids adverse environmental effects to the maximum extent feasible, considering the following environmental factors:

- Natural topography
- Wildlife habitat and linkages
- Erosion protection and sedimentation
- Drainage patterns
- Groundwater recharge capability

CS 4.12: The City will participate in the Coyote Creek Watershed Management Plan including restoration of the existing soft-bottom sections of the creeks, stepped gabion walls for erosion control, creation of walking trails and pocket parks adjacent to the creeks, and other restoration components.

CS 5.2: Promote and encourage multi-agency involvement in determining opportunities for resource preservation and protection.

CS 5.3: Utilize public and private grant opportunities to acquire, preserve and protect resources.

CS 9.1: Encourage the development of green streets and parking lots throughout the City with trees and other landscaping in order to minimize the negative effects of the environment.

CS 9.2: Require that large parking lots be well landscaped with trees and other plants, as well as designed to hold and filter stormwater runoff, reduce heat island effects, and create a comfortable pedestrian environment.

CS 9.4: Require new development and redevelopment projects to plant trees and other landscaping in and around parking lots as part of the project.

Furthermore, the Land Use Section of the General Plan EIR includes the following policies relating to biological resources.

CF 6.7: Include in the flood control system natural features such as bioswales, detention basins, wildlife ponds, and wetlands for flood control and water quality treatment, when feasible.

Urban Forest Management Plan

Since 2012, West Coast Arborists, Inc., has been working with the City of Buena Park Public Works Department to develop a Master Tree Planting Plan & Urban Forestry Management Plan to manage the future growth of one of the City's most valued assets, street trees.

The Master Tree Planting Plan & Urban Forestry Management Plan is a comprehensive update of the City's overall plan for all city-owned trees. The Plan includes an environmental scan, review of the City's tree maintenance policy and standards, and a community education plan. The overall objectives of this plan are as follows:

- Provide a planting/replanting "master plan" for new development and redevelopment.
- Protect the inherent property values of homeowners and businesses.
- Promote the elegance and urbanity of the City's trees.

- Clarify and establish approved street tree species by geographical sectors in the City.
- Reduce maintenance costs in the long run by providing like trees in a similar area.
- Provide trees more adaptable to soil conditions within the City.
- Provide a formalized guide to City staff and developers on approved tree species and the plan check process. It is recognized that deviation from these guides may be necessary at times to implement the objectives of the Urban Forest Management Plan.

5.2.3- SIGNIFICANCE THRESHOLD CRITERIA

Appendix G of the CEQA Guidelines contains the Initial Study Environmental Checklist, which was included with the Notice of Preparation to show the areas being analyzed within this EIR; refer to Appendix A, Initial Study, and Appendix B, NOP of this EIR. The Initial Study Checklist includes questions relating to biological resources. The issues presented in the Initial Study Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant environmental impact if one or more of the following occurs:

- Has a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service?
- Has a substantial adverse effect on any riparian habitat or other sensitive natural community identified in in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service?
- Has 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?
- 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?
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?
- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State Habitat Conservation Plan?

5.2.4- IMPACTS AND MITIGATION MEASURES

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

- THE PROJECT WOULD NOT RESULT IN HABITAT MODIFICATIONS FOR ANY SPECIES IDENTIFIED AS A CANDIDATE, SENSITIVE, OR SPECIAL-STATUS SPECIES IN LOCAL OR REGIONAL PLANS, POLICIES,

OR REGULATIONS, OR BY THE CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE OR UNITED STATES FISH AND WILDLIFE SERVICE.

Impact Analysis: 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.

Level of Significance Before Mitigation: No impact.

Mitigation Measures: No mitigation measures required.

Level of Significance After Mitigation: No impact.

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

- THE PROJECT WOULD NOT RESULT IN A SUBSTANTIAL ADVERSE EFFECT ON ANY RIPARIAN HABITAT OR OTHER SENSITIVE NATURAL COMMUNITY.

Impact Analysis: The City’s General Plan 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.

Level of Significance Before Mitigation: Less than significant impact.

Mitigation Measures: No mitigation measures required.

Level of Significance After Mitigation: Less than significant impact.

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

- THE PROJECT WOULD NOT HAVE A SUBSTANTIAL ADVERSE EFFECT ON STATE OR FEDERALLY PROTECTED WETLANDS.

Impact Analysis: The Project area is not located on federally protected wetlands. The nearest wetlands within the City according to the National Wetlands Inventory 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.

Level of Significance Before Mitigation: Less than significant impact.

Mitigation Measures: No mitigation measures required.

Level of Significance After Mitigation: Less than significant impact.

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

- THE PROJECT MAY IMPACT THE MOVEMENT OF WILDLIFE SPECIES.

Impact Analysis: 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. Objective Design and Development Standards (ODDS) 1.7.2 Biological Resources requires future development in the Housing Incentive Overlays (HIO) 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.

Level of Significance Before Mitigation: Potentially significant impact.

Mitigation Measures

MM BIO-1 Conduct a Pre-Construction Nesting Bird Survey: To ensure avoidance of impacts to nesting birds, vegetation removal, tree (native or exotic) trimming activities, and ground disturbance should occur outside of the nesting bird season (February 1 – August 31). If avoidance of the nesting bird season is not feasible, a pre-construction nesting bird clearance survey shall be conducted by a qualified biologist no more than 7 days prior to the start of any vegetation removal or ground disturbing activities to maintain compliance with the MBTA and CFGC and ensure that impacts to nesting birds do not occur. The qualified biologist shall survey suitable nesting habitat within the Project site and within a biologically defensible buffer distance surrounding the Project area for the presence of nesting birds and should provide documentation of the surveys and findings to the City

for review prior to initiating project activities. If no active bird nests are detected, project-related activities may begin. If an active nest is found, the bird shall be identified to species and the approximate distance from the closest work site to the active nest shall be estimated and the qualified biologist should establish a “no-disturbance” buffer around the active nest. The distance of the “no-disturbance” buffer may be increased or decreased according to the judgement of the qualified biologist depending on the level of construction activity and sensitivity of the species. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, project related activities within the “no disturbance” buffer may occur.

Level of Significance After Mitigation: Less than significant impact.

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

- THE PROJECT WOULD NOT CONFLICT WITH ANY LOCAL POLICIES OR ORDINANCES PROTECTING BIOLOGICAL RESOURCES.

Impact Analysis: 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.

Level of Significance Before Mitigation: No impact.

Mitigation Measures: No mitigation measures required.

Level of Significance After Mitigation: No impact.

Would the project conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?

- THE PROJECT WOULD NOT CONFLICT WITH THE PROVISIONS OF AN ADOPTED HABITAT CONSERVATION PLAN, NATURAL COMMUNITY CONSERVATION PLAN, OR OTHER APPROVED LOCAL, REGIONAL, OR STATE HABITAT CONSERVATION PLAN.

Impact Analysis: 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.

Level of Significance Before Mitigation: No impact.

Mitigation Measures: No mitigation measures required.

Level of Significance After Mitigation: No impact.

5.2.5- SIGNIFICANT UNAVOIDABLE IMPACTS

No significant impacts related to biological resources have been identified following implementation of the recommended mitigation measures and compliance with the Federal, State, and local regulatory requirements.

5.3 - Greenhouse Gas Emissions

The analysis in this Subsection is based on a technical report prepared by Urban Crossroads titled, Greenhouse Gas Analysis (GHGA), dated November 6, 2023 and included as Technical Appendix F to this DEIR (Urban Crossroads, 2023). The technical report and analysis in this Subsection assess the proposed Project's potential to generate greenhouse gas (GHG) emissions that could contribute to global climate change and its associated environmental effects.

5.3.1 - EXISTING SETTING

Introduction to Global Climate Change

Global Climate Change (GCC) is a change in average meteorological conditions on the earth with respect to temperature, precipitation, and storms. The majority of scientists believe that the climate shift taking place since the Industrial Revolution is occurring at a quicker rate and magnitude than in the past. Scientific evidence suggests that GCC is the result of increased concentrations of GHGs in the earth's atmosphere, including carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), and fluorinated gases. The majority of scientists believe that this increased rate of climate change is the result of GHGs resulting from human activity and industrialization over the past 200 years.

An individual project like the proposed Project evaluated in the Greenhouse Gas Analysis conducted by Urban Crossroads, (Appendix F) cannot generate enough GHG emissions to affect a discernible change in global climate. However, the proposed Project may participate in the potential for GCC by its incremental contribution of GHGs combined with the cumulative increase of all other sources of GHGs, which when taken together constitute potential influences on GCC. Because these changes may have serious environmental consequences, the project's Greenhouse Gas Analysis will evaluate the potential for the proposed Project to have a significant effect upon the environment as a result of its potential contribution to the greenhouse effect.

Global Climate Change Defined

GCC refers to the change in average meteorological conditions on the earth with respect to temperature, wind patterns, precipitation, and storms. Global temperatures are regulated by naturally occurring atmospheric gases such as water vapor, CO₂, N₂O, CH₄, hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). These particular gases are important due to their residence time (duration they stay) in the atmosphere, which ranges from 10 years to more than 100 years. These gases allow solar radiation into the earth's atmosphere, but prevent radioactive heat from escaping, thus warming the earth's atmosphere. GCC can occur naturally as it has in the past with the previous ice ages.

Gases that trap heat in the atmosphere are often referred to as GHGs. GHGs are released into the atmosphere by both natural and anthropogenic activity. Without the natural GHG effect, the earth's average temperature would be approximately 61 degrees Fahrenheit (°F) cooler than it is currently. The cumulative accumulation of these gases in the earth's atmosphere is considered to be the cause for the observed increase in the earth's temperature.

Greenhouse Gases

GHGs trap heat in the atmosphere, creating a GHG effect that results in global warming and climate change. Table 5.3-2, Greenhouse Gases, includes a description of greenhouse gases including their sources and health effects.

For the purposes of this analysis, emissions of CO₂, CH₄, and N₂O were evaluated because these gases are the primary contributors to GCC from development projects. Although there are other substances such as fluorinated gases that also contribute to GCC, these fluorinated gases were not evaluated as their sources are not well-defined and do not contain accepted emissions factors or methodology to accurately calculate these gases.

GHGs have varying Global Warming Potential (GWP) values. GWP of GHG indicates the amount of warming a gas cause over a given period of time and represents the potential of a gas to trap heat in the atmosphere. CO₂ is utilized as the reference gas for GWP, and thus has a GWP of 1. The atmospheric lifetime and GWP of selected GHGs are summarized in Table 5.3-1 below.

Table 5.3-1: Global Warming Potential and Atmospheric Lifetime of Select GHGs

Gas	Atmospheric Lifetime (years)	GWP (100-year time horizon)
		6 th Assessment Report
CO ₂	Multiple	1
CH ₄	12 .4	28
N ₂ O	121	273
HFC-23	222	14,600
HFC-134a	13.4	1,526
HFC-152a	1.5	164
SF ₆	3,200	25,200

Source: IPCC Second Assessment Report, 1995 and IPCC Sixth Assessment Report, 2022

Table 5.3-2: Greenhouse Gases

GHGs	Description	Sources	Health Effects
Water	Water is the most abundant, important, and variable GHG in the atmosphere. Water vapor is not considered a pollutant; in the atmosphere it maintains a climate necessary for life. Changes in its concentration are primarily considered to be a result of climate feedbacks related to the warming of the atmosphere rather than a direct result of industrialization. Climate feedback is an indirect, or secondary, change, either positive or negative, that occurs within the climate system in response to a forcing mechanism. The feedback loop in which water is involved is	The main source of water vapor is evaporation from the oceans (approximately 85%). Other sources include evaporation from other water bodies, sublimation (change from solid to gas) from sea ice and snow, and transpiration from plant leaves.	There are no known direct health effects related to water vapor at this time. It should be noted however that when some pollutants react with water vapor, the reaction forms a transport mechanism for some of these pollutants to enter the human body through water vapor.

GHGs	Description	Sources	Health Effects
	<p>critically important to projecting future climate change.</p> <p>As the temperature of the atmosphere rises, more water is evaporated from ground storage (rivers, oceans, reservoirs, soil). Because the air is warmer, the relative humidity can be higher (in essence, the air is able to ‘hold’ more water when it is warmer), leading to more water vapor in the atmosphere. As a GHG, the higher concentration of water vapor is then able to absorb more thermal indirect energy radiated from the Earth, thus further warming the atmosphere. The warmer atmosphere can then hold more water vapor and so on and so on. This is referred to as a “positive feedback loop.” The extent to which this positive feedback loop would continue is unknown as there are also dynamics that hold the positive feedback loop in check. As an example, when water vapor increases in the atmosphere, more of it would eventually condense into clouds, which are more able to reflect incoming solar radiation (thus allowing less energy to reach the earth’s surface and heat it up).</p>		
CO ₂	<p>CO₂ is an odorless and colorless GHG. Since the industrial revolution began in the mid- 1700s, the sort of human activity that increases GHG emissions has increased dramatically in scale and distribution. Data from the past 50 years suggests a corollary increase in levels and concentrations. As an example, prior to the industrial revolution, CO₂ concentrations were fairly stable at 280 parts per million (ppm). Today, they are around 370 ppm, an increase of more than 30%. Left unchecked, the concentration of CO₂ in the atmosphere is projected to increase to a minimum of 540 ppm by 2100 as a direct result of anthropogenic sources.</p>	<p>CO₂ is emitted from natural and manmade sources. Natural sources include: the decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing.</p> <p>Anthropogenic sources include: the burning of coal, oil, natural gas, and wood. CO₂ is naturally removed from the air by photosynthesis, dissolution into ocean water, transfer to soils and ice caps, and chemical weathering of carbonate rocks.</p>	<p>Outdoor levels of CO₂ are not high enough to result in negative health effects. According to the National Institute for Occupational Safety and Health (NIOSH) high concentrations of CO₂ can result in health effects such as: headaches, dizziness, restlessness, difficulty breathing, sweating, increased heart rate, increased cardiac output, increased blood pressure, coma, asphyxia, and/or convulsions. It should be noted that current concentrations of CO₂ in the earth’s atmosphere are estimated to be approximately 370 ppm, the actual</p>

GHGs	Description	Sources	Health Effects
			reference exposure level (level at which adverse health effects typically occur) is at exposure levels of 5,000 ppm averaged over 10 hours in a 40-hour workweek and short-term reference exposure levels of 30,000 ppm averaged over a 15 minute period.
CH ₄	CH ₄ is an extremely effective absorber of radiation, although its atmospheric concentration is less than CO ₂ and its lifetime in the atmosphere is brief (10-12 years), compared to other GHGs.	CH ₄ has both natural and anthropogenic sources. It is released as part of the biological processes in low oxygen environments, such as in swamplands or in rice production (at the roots of the plants). Over the last 50 years, human activities such as growing rice, raising cattle, using natural gas, and mining coal have added to the atmospheric concentration of CH ₄ . Other anthropogenic sources include fossil-fuel combustion and biomass burning.	CH ₄ is extremely reactive with oxidizers, halogens, and other halogen-containing compounds. Exposure to elevated levels of CH ₄ can cause asphyxiation, loss of consciousness, headache and dizziness, nausea and vomiting, weakness, loss of coordination, and an increased breathing rate.
N ₂ O	N ₂ O, also known as laughing gas, is a colorless GHG. Concentrations of N ₂ O also began to rise at the beginning of the industrial revolution. In 1998, the global concentration was 314 parts per billion (ppb).	N ₂ O is produced by microbial processes in soil and water, including those reactions which occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load. It is used as an aerosol spray propellant, i.e., in whipped cream bottles. It is also used in potato chip bags to keep chips fresh. It is used in	N ₂ O can cause dizziness, euphoria, and sometimes slight hallucinations. In small doses, it is considered harmless. However, in some cases, heavy and extended use can cause Olney's Lesions (brain damage).

GHGs	Description	Sources	Health Effects
		<p>rocket engines and in race cars. N₂O can be transported into the stratosphere, be deposited on the earth's surface, and be converted to other compounds by chemical reaction.</p>	
<p>Chlorofluorocarbons (CFCs)</p>	<p>CFCs are gases formed synthetically by replacing all hydrogen atoms in CH₄ or ethane (C₂H₆) with chlorine and/or fluorine atoms. CFCs are nontoxic, nonflammable, insoluble and chemically unreactive in the troposphere (the level of air at the earth's surface).</p>	<p>CFCs have no natural source but were first synthesized in 1928.</p> <p>They were used for refrigerants, aerosol propellants and cleaning solvents. Due to the discovery that they are able to destroy stratospheric ozone, a global effort to halt their production was undertaken and was extremely successful, so much so that levels of the major CFCs are now remaining steady or declining. However, their long atmospheric lifetimes mean that some of the CFCs would remain in the atmosphere for over 100 years.</p>	<p>In confined indoor locations, working with CFC-113 or other CFCs is thought to result in death by cardiac arrhythmia (heart frequency too high or too low) or asphyxiation.</p>
<p>HFCs</p>	<p>HFCs are synthetic, man-made chemicals that are used as a substitute for CFCs. Out of all the GHGs, they are one of three groups with the highest global warming potential (GWP). The HFCs with the largest measured atmospheric abundances are (in order), Fluoroform (HFC-23), 1,1,1,2-tetrafluoroethane (HFC-134a), and 1,1-difluoroethane (HFC-152a). Prior to 1990, the only significant emissions were of HFC-23. HCF-134a emissions are increasing due to its use as a refrigerant.</p>	<p>HFCs are manmade for applications such as automobile air conditioners and refrigerants.</p>	<p>No health effects are known to result from exposure to HFCs.</p>
<p>PFCs</p>	<p>PFCs have stable molecular structures and do not break down through chemical processes in the lower atmosphere. High-energy ultraviolet rays, which occur about 60 kilometers above earth's surface, are able to destroy the compounds. Because of this, PFCs have exceptionally long lifetimes, between 10,000 and 50,000 years. Two common PFCs are tetrafluoromethane</p>	<p>The two main sources of PFCs are primary aluminum production and semiconductor manufacture.</p>	<p>No health effects are known to result from exposure to PFCs.</p>

GHGs	Description	Sources	Health Effects
	(CF4) and hexafluoroethane (C2F6). The EPA estimates that concentrations of CF4 in the atmosphere are over 70 parts per trillion (ppt).		
SF ₆	SF ₆ is an inorganic, odorless, colorless, nontoxic, nonflammable gas. It also has the highest GWP of any gas evaluated (23,900). The EPA indicates that concentrations in the 1990s were about 4 ppt.	SF ₆ is used for insulation in electric power transmission and distribution equipment, in the Magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.	In high concentrations in confined areas, the gas presents the hazard of suffocation because it displaces the oxygen needed for breathing.
Nitrogen Trifluoride (NF ₃)	NF ₃ is a colorless gas with a distinctly moldy odor. The World Resources Institute (WRI) indicates that NF ₃ has a 100-year GWP of 17,200.	NF ₃ is used in Industrial processes and is produced in The manufacturing of semiconductors, Liquid Crystal Display (LCD) panels, types of solar panels, and chemical lasers.	Long-term or repeated exposure may affect the liver and kidneys and may cause fluorosis.

GHG EMISSIONS INVENTORY

Global

Worldwide anthropogenic GHG emissions are tracked by the IPCC for industrialized nations (referred to as Annex I) and developing nations (referred to as Non-Annex I). Human GHG emissions data for Annex I nations are available through 2018. Based on the latest available data, the sum of these emissions totaled approximately 28,768,440 gigagram (Gg) CO₂e² as summarized on Table 5.3-3.

Table 5.3-3: Top GHG Producing Countries and The European Union

Emitting Countries	GHG Emissions (Gg CO ₂ e)
China	12,300,200
United States	5,981,354
European Union (27-member countries)	3,706,110
India	2,839,420
Russian Federation	2,051,437
Japan	1,148,122
Total	28,026,643

Source: Urban Crossroads (Appendix F)

United States

As noted in Table 5.3-3, the United States, as a single country, was the number two producer of GHG emissions in 2020.

State of California

California has significantly slowed the rate of growth of GHG emissions due to the implementation of energy efficiency programs as well as adoption of strict emission controls but is still a substantial contributor to the United States (U.S.) emissions inventory total. The California Air Resource Board (CARB)

compiles GHG inventories for the State of California. Based upon the 2022 GHG inventory data (i.e., the latest year for which data are available) for the 2000- 2020 GHG emissions period, California emitted an average 369.2 million metric tons of CO₂e per year (MMT_{CO₂e}/yr) or 369,200 Gg CO₂e (6.17% of the total United States GHG emissions).

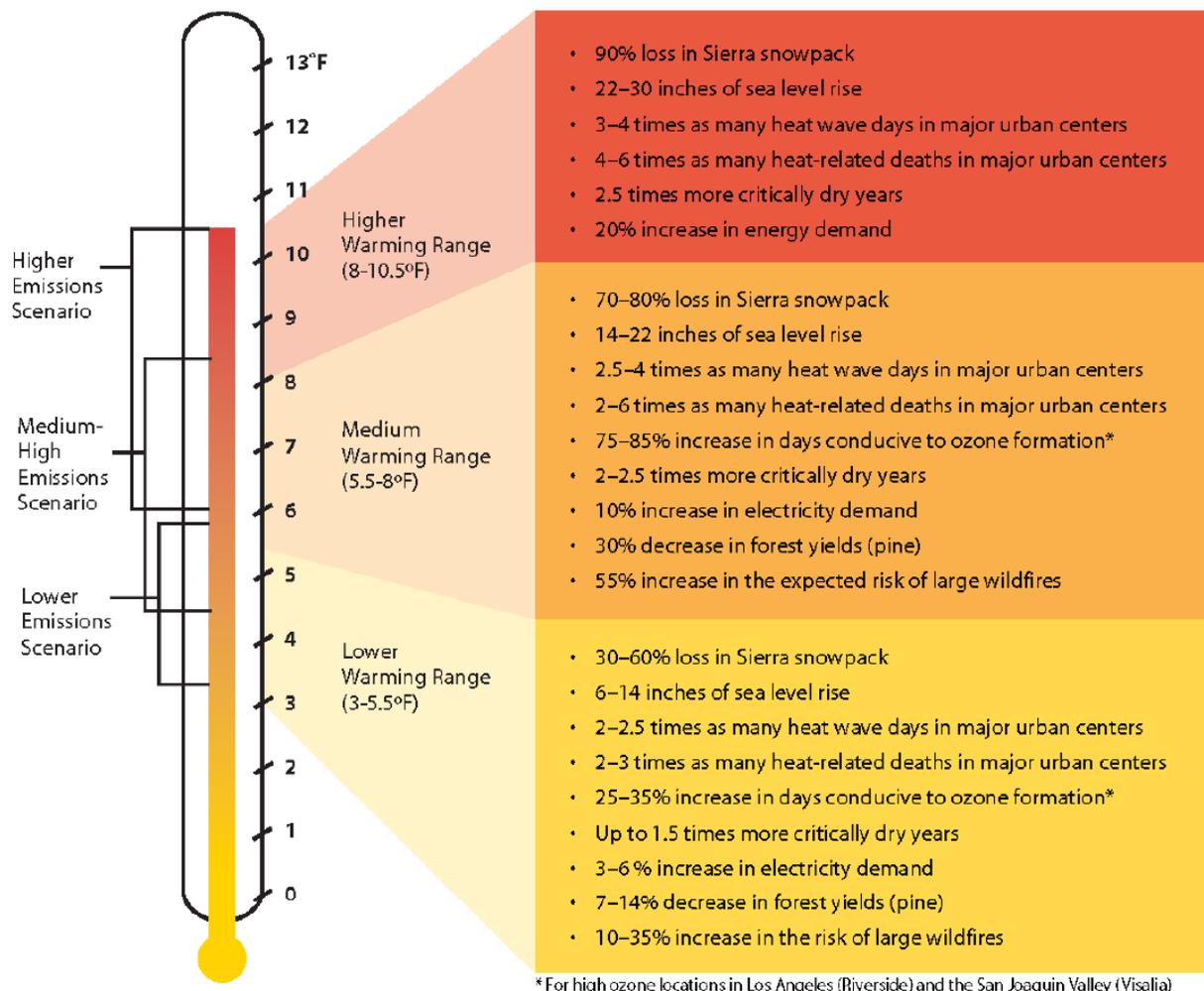
Effects of Climate Change in California

Public Health

Higher temperatures may increase the frequency, duration, and intensity of conditions conducive to air pollution formation. For example, days with weather conducive to ozone formation could increase from 25 to 35% under the lower warming range to 75 to 85% under the medium warming range. In addition, if global background ozone levels increase as predicted in some scenarios, it may become impossible to meet local air quality standards. Air quality could be further compromised by increases in wildfires, which emit fine particulate matter that can travel long distances, depending on wind conditions. According to *The Our Changing Climate: Assessing the Risks to California by the California Climate Change Center*, large wildfires could become up to 55% more frequent if GHG emissions are not significantly reduced.

In addition, under the higher warming range scenario, there could be up to 100 more days per year with temperatures above 90°F in Los Angeles and 95°F in Sacramento by 2100. This is a large increase over historical patterns and approximately twice the increase projected if temperatures remain within or below the lower warming range. Rising temperatures could increase the risk of death from dehydration, heat stroke/exhaustion, heart attack, stroke, and respiratory distress caused by extreme heat. Exhibit 5.3-1, Summary of Projected Global Warming Impact, presents the potential impacts of global warming.

Exhibit 5.3-1: Summary of Projected Global Warming Impact, 2070-2099 (As compared with 1961-1990)



Source: Barbara H. Allen-Diaz. "Climate change affects us all." *University of California, Agriculture and Natural Resources*, 2009, (Exhibit derived from Project Greenhouse Gas Analysis, Urban Crossroads, Appendix F)

Water Resources

A vast network of man-made reservoirs and aqueducts captures and transports water throughout the state from northern California rivers and the Colorado River. The current distribution system relies on Sierra Nevada snowpack to supply water during the dry spring and summer months. Rising temperatures, potentially compounded by decreases in precipitation, could severely reduce spring snowpack, increasing the risk of summer water shortages.

If temperatures continue to increase, more precipitation could fall as rain instead of snow, and the snow that does fall could melt earlier, reducing the Sierra Nevada spring snowpack by as much as 70 to 90%. Under the lower warming range scenario, snowpack losses could be only half as large as those possible if temperatures were to rise to the higher warming range. How much snowpack could be lost depends in part on future precipitation patterns, the projections for which remain uncertain. However, even under the wetter climate projections, the loss of snowpack could pose challenges to water managers and hamper

hydropower generation. It could also adversely affect winter tourism. Under the lower warming range, the ski season at lower elevations could be reduced by as much as a month. If temperatures reach the higher warming range and precipitation declines, there might be many years with insufficient snow for skiing and snowboarding.

The State's water supplies are also at risk from rising sea levels. An influx of saltwater could degrade California's estuaries, wetlands, and groundwater aquifers. Saltwater intrusion caused by rising sea levels is a major threat to the quality and reliability of water within the southern edge of the Sacramento/San Joaquin River Delta – a major fresh water supply.

Agriculture

Increased temperatures could cause widespread changes to the agriculture industry reducing the quantity and quality of agricultural products statewide. First, California farmers could possibly lose as much as 25% of the water supply needed. Although higher CO₂ levels can stimulate plant production and increase plant water-use efficiency, California's farmers could face greater water demand for crops and a less reliable water supply as temperatures rise. Crop growth and development could change, as could the intensity and frequency of pest and disease outbreaks. Rising temperatures could aggravate ozone pollution, which makes plants more susceptible to disease and pests and interferes with plant growth.

Plant growth tends to be slow at low temperatures, increasing with rising temperatures up to a threshold. However, faster growth can result in less-than-optimal development for many crops, so rising temperatures could worsen the quantity and quality of yield for a number of California's agricultural products. Products likely to be most affected include wine grapes, fruits, and nuts.

In addition, continued GCC could shift the ranges of existing invasive plants and weeds and alter competition patterns with native plants. Range expansion could occur in many species while range contractions may be less likely in rapidly evolving species with significant populations already established. Should range contractions occur, new or different weed species could fill the emerging gaps. Continued GCC could alter the abundance and types of many pests, lengthen pests' breeding season, and increase pathogen growth rates.

Forests and Landscapes

GCC has the potential to intensify the current threat to forests and landscapes by increasing the risk of wildfire and altering the distribution and character of natural vegetation. If temperatures rise into the medium warming range, the risk of large wildfires in California could increase by as much as 55%, which is almost twice the increase expected if temperatures stay in the lower warming range. However, since wildfire risk is determined by a combination of factors, including precipitation, winds, temperature, and landscape and vegetation conditions, future risks would not be uniform throughout the state. In contrast, wildfires in northern California could increase by up to 90% due to decreased precipitation.

Moreover, continued GCC has the potential to alter natural ecosystems and biological diversity within the state. For example, alpine and subalpine ecosystems could decline by as much as 60 to 80% by the end of the century as a result of increasing temperatures. The productivity of the state's forests has the potential to decrease as a result of GCC.

Rising Sea Levels

Although not relevant to the Project area, rising sea levels, more intense coastal storms, and warmer water temperatures could increasingly threaten the State's coastal regions. Under the higher warming range scenario, sea level is anticipated to rise 22 to 35 inches by 2100. Elevations of this magnitude would inundate low-lying coastal areas with saltwater, accelerate coastal erosion, threaten vital levees and inland water systems, and disrupt wetlands and natural habitats. Under the lower warming range scenario, sea level could rise 12-14 inches.

5.3.2 - REGULATORY FRAMEWORK

International Regulations

Intergovernmental Panel on Climate Change (IPCC)

In 1988, the United Nations (U.N.) and the World Meteorological Organization established the Intergovernmental Panel on Climate Change (IPCC) to assess the scientific, technical, and socioeconomic information relevant to understanding the scientific basis of risk of human-induced climate change, its potential impacts, and options for adaptation and mitigation.

United Nation's Framework Convention on Climate Change (UNFCCC)

On March 21, 1994, the U.S. joined a number of countries around the world in signing the Convention. Under the UNFCCC, governments gather and share information on GHG emissions, national policies, and best practices; launch national strategies for addressing GHG emissions and adapting to expected impacts, including the provision of financial and technological support to developing countries; and cooperate in preparing for adaptation to the impacts of climate change.

International Climate Change Treaties

The Kyoto Protocol is an international agreement linked to the UNFCCC. The major feature of the Kyoto Protocol is that it sets binding targets for 37 industrialized countries and the European community for reducing GHG emissions at an average of 5% against 1990 levels over the five-year period 2008–2012. The Convention (as discussed above) encouraged industrialized countries to stabilize emissions; however, the Protocol commits them to do so. Developed countries have contributed more emissions over the last 150 years; therefore, the Protocol places a heavier burden on developed nations under the principle of "common but differentiated responsibilities."

In 2001, President George W. Bush indicated that he would not submit the treaty to the U.S. Senate for ratification, which effectively ended American involvement in the Kyoto Protocol. In December 2009, international leaders met in Copenhagen to address the future of international climate change commitments post-Kyoto. No binding agreement was reached in Copenhagen; however, the UN Climate Change Committee identified the long-term goal of limiting the maximum global average temperature increase to no more than 2 degrees Celsius (°C) above pre-industrial levels, subject to a review in 2015. The Committee held additional meetings in Durban, South Africa in November 2011; Doha, Qatar in November 2012; and Warsaw, Poland in November 2013. The meetings gradually gained consensus among participants on individual climate change issues.

On September 23, 2014, more than 100 Heads of State and Government and leaders from the private sector and civil society met at the Climate Summit in New York hosted by the U.N. At the Summit, heads of government, business and civil society announced actions in areas that would have the greatest impact

on reducing emissions, including climate finance, energy, transport, industry, agriculture, cities, forests, and building resilience.

Parties to the UNFCCC reached a landmark agreement on December 12, 2015, in Paris, charting a fundamentally new course in the two-decade-old global climate effort. Culminating a four-year negotiating round, the new treaty ends the strict differentiation between developed and developing countries that characterized earlier efforts, replacing it with a common framework that commits all countries to put forward their best efforts and to strengthen them in the years ahead. This includes, for the first time, requirements that all parties report regularly on their emissions and implementation efforts and undergo international review.

The agreement and a companion decision by parties were the key outcomes of the conference, known as the 21st session of the UNFCCC Conference of the Parties (COP) 21. Together, the Paris Agreement and the accompanying COP decision:

- Reaffirm the goal of limiting global temperature increase well below 2°C, while urging efforts to limit the increase to 1.5 degrees;
- Establish binding commitments by all parties to make “nationally determined contributions” (NDCs), and to pursue domestic measures aimed at achieving them;
- Commit all countries to report regularly on their emissions and “progress made in implementing and achieving” their NDCs, and to undergo international review;
- Commit all countries to submit new NDCs every five years, with the clear expectation that they would “represent a progression” beyond previous ones;
- Reaffirm the binding obligations of developed countries under the UNFCCC to support the efforts of developing countries, while for the first time encouraging voluntary contributions by developing countries too;
- Extend the current goal of mobilizing \$100 billion a year in support by 2020 through 2025, with a new, higher goal to be set for the period after 2025;
- Extend a mechanism to address “loss and damage” resulting from climate change, which explicitly would not “involve or provide a basis for any liability or compensation;”
- Require parties engaging in international emissions trading to avoid “double counting;” and
- Call for a new mechanism, similar to the Clean Development Mechanism under the Kyoto Protocol, enabling emission reductions in one country to be counted toward another country’s NDC (C2ES 2015a).

Following President Biden’s day one executive order, the United States officially rejoined the landmark Paris Agreement on February 19, 2021, positioning the country to once again be part of the global climate solution. Meanwhile, city, state, business, and civic leaders across the country and around the world have

been ramping up efforts to drive the clean energy advances needed to meet the goals of the agreement and put the brakes on dangerous climate change.

Federal Regulations

Prior to the last decade, there have been no concrete federal regulations of GHGs or major planning for climate change adaptation. The following are actions regarding the federal government, GHGs, and fuel efficiency.

GHG Endangerment

In *Massachusetts v. Environmental Protection Agency* 549 U.S. 497 (2007), decided on April 2, 2007, the United States Supreme Court (Supreme Court) found that four GHGs, including CO₂, are air pollutants subject to regulation under Section 202(a)(1) of the Clean Air Act (CAA). The Supreme Court held that the EPA Administrator must determine whether emissions of GHGs from new motor vehicles cause or contribute to air pollution, which may reasonably be anticipated to endanger public health or welfare, or whether the science is too uncertain to make a reasoned decision. On December 7, 2009, the EPA Administrator signed two distinct findings regarding GHGs under section 202(a) of the CAA:

- **Endangerment Finding:** The Administrator finds that the current and projected concentrations of the six key well-mixed GHGs— CO₂, CH₄, N₂O, HFCs, PFCs, and SF₆—in the atmosphere threaten the public health and welfare of current and future generations.
- **Cause or Contribute Finding:** The Administrator finds that the combined emissions of these well-mixed GHGs from new motor vehicles and new motor vehicle engines contribute to the GHG pollution, which threatens public health and welfare.

These findings do not impose requirements on industry or other entities. However, this was a prerequisite for implementing GHG emissions standards for vehicles, as discussed in “Clean Vehicles” below. After a lengthy legal challenge, the Supreme Court declined to review an Appeals Court ruling that upheld the EPA Administrator’s findings.

Clean Vehicles

Congress first passed the Corporate Average Fuel Economy law in 1975 to increase the fuel economy of cars and light duty trucks. The law has become more stringent over time. On May 19, 2009, President Obama put in motion a new national policy to increase fuel economy for all new cars and trucks sold in the U.S. On April 1, 2010, the EPA, and the Department of Transportation’s National Highway Traffic Safety Administration (NHTSA) announced a joint final rule establishing a national program that would reduce GHG emissions and improve fuel economy for new cars and trucks sold in the U.S.

The first phase of the national program applies to passenger cars, light-duty trucks, and medium-duty (MD) passenger vehicles, covering model years 2012 through 2016. They require these vehicles to meet an estimated combined average emissions level of 250 grams of CO₂ per mile, equivalent to 35.5 miles per gallon (mpg) if the automobile industry were to meet this CO₂ level solely through fuel economy improvements. Together, these standards would cut CO₂ emissions by an estimated 960 million metric tons and 1.8 billion barrels of oil over the lifetime of the vehicles sold under the program (model years 2012–2016). The EPA and the NHTSA issued final rules on a second-phase joint rulemaking establishing national standards for light-duty vehicles for model years 2017 through 2025 in August 2012. The new standards for model years 2017 through 2025 apply to passenger cars, light-duty trucks, and MD passenger

vehicles. The final standards are projected to result in an average industry fleetwide level of 163 grams/mile of CO₂ in model year 2025, which is equivalent to 54.5 mpg if achieved exclusively through fuel economy improvements.

The EPA and the U.S. Department of Transportation issued final rules for the first national standards to reduce GHG emissions and improve fuel efficiency of HDT and buses on September 15, 2011, effective November 14, 2011. For combination tractors, the agencies are proposing engine and vehicle standards that begin in the 2014 model year and achieve up to a 20% reduction in CO₂ emissions and fuel consumption by the 2018 model year. For HDT and vans, the agencies are proposing separate gasoline and diesel truck standards, which phase in starting in the 2014 model year and achieve up to a 10% reduction for gasoline vehicles and a 15% reduction for diesel vehicles by the 2018 model year (12 and 17% respectively if accounting for air conditioning leakage). Lastly, for vocational vehicles, the engine and vehicle standards would achieve up to a 10% reduction in fuel consumption and CO₂ emissions from the 2014 to 2018 model years.

On April 2, 2018, the EPA signed the Mid-term Evaluation Final Determination, which declared that the MY 2022-2025 GHG standards are not appropriate and should be revised (34). This Final Determination serves to initiate a notice to further consider appropriate standards for MY 2022- 2025 light-duty vehicles. On August 2, 2018, the NHTSA in conjunction with the EPA, released a notice of proposed rulemaking, the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks (SAFE Vehicles Rule). The SAFE Vehicles Rule was proposed to amend existing Corporate Average Fuel Economy (CAFE) and tailpipe CO₂ standards for passenger cars and light trucks and to establish new standards covering model years 2021 through 2026. As of March 31, 2020, the NHTSA and EPA finalized the SAFE Vehicle Rule which increased stringency of CAFE and CO₂ emissions standards by 1.5% each year through model year 2026.

Mandatory Reporting of GHGs

The Consolidated Appropriations Act of 2008, passed in December 2007, requires the establishment of mandatory GHG reporting requirements. On September 22, 2009, the EPA issued the Final Mandatory Reporting of GHGs Rule, which became effective January 1, 2010. The rule requires reporting of GHG emissions from large sources and suppliers in the U.S. and is intended to collect accurate and timely emissions data to inform future policy decisions. Under the rule, suppliers of fossil fuels or industrial GHGs, manufacturers of vehicles and engines, and facilities that emit 25,000 metric tons per year (MT/yr) or more of GHG emissions are required to submit annual reports to the EPA.

State

Legislative Actions to Reduce GHGs

The State of California legislature has enacted a series of bills that constitute the most aggressive program to reduce GHGs of any state in the nation. Some legislation such as the landmark AB 32 was specifically enacted to address GHG emissions. Other legislation such as Title 24 and Title 20 energy standards were originally adopted for other purposes such as energy and water conservation but also provide GHG reductions. This section describes the major provisions of the legislation at the State level. State regulations play a critical role in shaping regional Air Quality Management Districts, such as the South Coast Air Quality Management District (SCAQMD), by providing the legal framework, authority, and policy direction for its air quality management programs.

California Assembly Bill No. 32 (AB 32)

The California State Legislature enacted AB 32, which required that GHGs emitted in California be reduced to 1990 levels by the year 2020 (this goal has been met⁴). GHGs as defined under AB 32 include CO₂, CH₄, N₂O, HFCs, PFCs, and SF₆. Since AB 32 was enacted, a seventh chemical, NF₃, has also been added to the list of GHGs. CARB is the state agency charged with monitoring and regulating sources of GHGs. Pursuant to AB 32, CARB adopted regulations to achieve the maximum technologically feasible and cost-effective GHG emission reductions.

California Air Resources Board (CARB) Scoping Plan Update

In November 2017, CARB released the Final 2017 Scoping Plan Update (2017 Scoping Plan), which identifies the State's post-2020 reduction strategy. The 2017 Scoping Plan reflects the 2030 target of a 40% reduction below 1990 levels, set by Executive Order B-30-15 and codified by SB 32. Key programs that the proposed Second Update builds upon include the Cap-and-Trade Regulation, the LCFS, and much cleaner cars, trucks, and freight movement, utilizing cleaner, renewable energy, and strategies to reduce CH₄ emissions from agricultural and other wastes. The 2017 Scoping Plan establishes a new emissions limit of 260 MMTCO₂e for the year 2030, which corresponds to a 40% decrease in 1990 levels by 2030.

California's climate strategy would require contributions from all sectors of the economy, including the land base, and would include enhanced focus on zero and near-zero emission (ZE/NZE) vehicle technologies; continued investment in renewables, including solar roofs, wind, and other distributed generation; greater use of low carbon fuels; integrated land conservation and development strategies; coordinated efforts to reduce emissions of short-lived climate pollutants (CH₄, black carbon, and fluorinated gases); and an increased focus on integrated land use planning to support livable, transit-connected communities and conservation of agricultural and other lands. Requirements for direct GHG reductions at refineries would further support air quality co-benefits in neighborhoods, including in disadvantaged communities historically located adjacent to these large stationary sources, as well as efforts with California's local air pollution control and air quality management districts (air districts) to tighten emission limits on a broad spectrum of industrial sources. Major elements of the 2017 Scoping Plan framework include:

- Implementing and/or increasing the standards of the Mobile Source Strategy, which include increasing zero-emission vehicles (ZEV) buses and trucks.
- LCFS, with an increased stringency (18% by 2030).
- Implementing SB 350, which expands the RPS to 50% RPS and doubles energy efficiency savings by 2030.
- California Sustainable Freight Action Plan, which improves freight system efficiency, utilizes near-zero emissions technology, and deployment of ZEV trucks.
- Implementing the proposed Short-Lived Climate Pollutant Strategy (SLPS), which focuses on reducing CH₄ and HCF emissions by 40% and anthropogenic black carbon emissions by 50% by year 2030.
- Continued implementation of SB 375.
- Post-2020 Cap-and-Trade Program that includes declining caps.
- 20% reduction in GHG emissions from refineries by 2030.
- Development of a Natural and Working Lands Action Plan to secure California's land base as a net carbon sink.

The 2017 Scoping Plan acknowledges that:

“[a]chieving net zero increases in GHG emissions, resulting in no contribution to GHG impacts, may not be feasible or appropriate for every project, however, and the inability of a project to mitigate its GHG emissions to net zero does not imply the project results in a substantial contribution to the cumulatively significant environmental impact of climate change under CEQA.”

In addition to the statewide strategies listed above, the 2017 Scoping Plan also identifies local governments as essential partners in achieving the State’s long-term GHG reduction goals and identifies local actions to reduce GHG emissions. As part of the recommended actions, CARB recommends that local governments achieve a community-wide goal to achieve emissions of no more than 6 metric tons of CO₂e (MTCO₂e) or less per capita by 2030 and 2 MTCO₂e or less per capita by 2050. For CEQA projects, CARB states that lead agencies may develop evidence-based bright-line numeric thresholds—consistent with the 2017 Scoping Plan and the State’s long-term GHG goals—and projects with emissions over that amount may be required to incorporate on-site design features and MMs that avoid or minimize project emissions to the degree feasible; or a performance-based metric using a CAP or other plan to reduce GHG emissions is appropriate.

According to research conducted by the Lawrence Berkeley National Laboratory (LBNL) and supported by CARB, California, under its existing and proposed GHG reduction policies, could achieve the 2030 goals under SB 32. The research utilized a new, validated model known as the California LBNL GHG Analysis of Policies Spreadsheet (CALGAPS), which simulates GHG and criteria pollutant emissions in California from 2010 to 2050 in accordance to existing and future GHG-reducing policies. The CALGAPS model showed that by 2030, emissions could range from 211 to 428 MTCO₂e per year (MTCO₂e/yr), indicating that “even if all modeled policies are not implemented, reductions could be sufficient to reduce emissions 40% below the 1990 level [of SB 32].” CALGAPS analyzed emissions through 2050 even though it did not generally account for policies that might be put in place after 2030. Although the research indicated that the emissions would not meet the State’s 80% reduction goal by 2050, various combinations of policies could allow California’s cumulative emissions to remain very low through 2050.

Cap-And-Trade Program

The 2017 Scoping Plan identifies a Cap-and-Trade Program as one of the key strategies for California to reduce GHG emissions. According to CARB, a cap-and-trade program would help put California on the path to meet its goal of achieving a 40% reduction in GHG emissions from 1990 levels by 2030. Under cap-and-trade, an overall limit on GHG emissions from capped sectors is established, and facilities subject to the cap would be able to trade permits to emit GHGs within the overall limit.

CARB adopted a California Cap-and-Trade Program pursuant to its authority under AB 32. The Cap-and-Trade Program is designed to reduce GHG emissions from regulated entities by more than 16% between 2013 and 2020, and by an additional 40% by 2030. The statewide cap for GHG emissions from the capped sectors (e.g., electricity generation, petroleum refining, and cement production) commenced in 2013 and would decline over time, achieving GHG emission reductions throughout the program’s duration.

Covered entities that emit more than 25,000 MTCO₂e/yr must comply with the Cap-and-Trade Program. Triggering of the 25,000 MTCO₂e/yr “inclusion threshold” is measured against a subset of emissions reported and verified under the California Regulation for the Mandatory Reporting of GHG Emissions (Mandatory Reporting Rule or “MRR”).

Under the Cap-and-Trade Program, CARB issues allowances equal to the total amount of allowable emissions over a given compliance period and distributes these to regulated entities. Covered entities are allocated free allowances in whole or part (if eligible), and may buy allowances at auction, purchase allowances from others, or purchase offset credits. Each covered entity with a compliance obligation is required to surrender “compliance instruments” for each MTCO_{2e} of GHG they emit. There also are requirements to surrender compliance instruments covering 30% of the prior year’s compliance obligation by November of each year.

The Cap-and-Trade Program provides a firm cap, which provides the highest certainty of achieving the 2030 target. An inherent feature of the Cap-and-Trade program is that it does not guarantee GHG emissions reductions in any discrete location or by any particular source. Rather, GHG emissions reductions are only guaranteed on an accumulative basis. As summarized by CARB in the First Update to the Climate Change Scoping Plan:

“The Cap-and-Trade Regulation gives companies the flexibility to trade allowances with others or take steps to cost-effectively reduce emissions at their own facilities. Companies that emit more have to turn in more allowances or other compliance instruments. Companies that can cut their GHG emissions have to turn in fewer allowances. But as the cap declines, aggregate emissions must be reduced. In other words, a covered entity theoretically could increase its GHG emissions every year and still comply with the Cap-and-Trade Program if there is a reduction in GHG emissions from other covered entities. Such a focus on aggregate GHG emissions is considered appropriate because climate change is a global phenomenon, and the effects of GHG emissions are considered cumulative.”

The Cap-and-Trade Program covers approximately 80% of California’s GHG emissions. The Cap-and-Trade Program covers the GHG emissions associated with electricity consumed in California, whether generated in-state or imported. Accordingly, GHG emissions associated with CEQA projects’ electricity usage are covered by the Cap-and-Trade Program. The Cap-and-Trade Program also covers fuel suppliers (natural gas and propane fuel providers and transportation fuel providers) to address emissions from such fuels and from combustion of other fossil fuels not directly covered at large sources in the Program’s first compliance period. The Cap-and-Trade Program covers the GHG emissions associated with the combustion of transportation fuels in California, whether refined in-state or imported.

The Sustainable Communities and Climate Protection Act Of 2008 (Sb 375)

On September 30, 2008, SB 375 was signed by the Governor. According to SB 375, the transportation sector, which emits over 40% of the total GHG emissions in California. SB 375 states, “Without improved land use and is the largest contributor of GHG emissions transportation policy, California would not be able to achieve the goals of AB 32.” SB 375 does the following: it (1) requires metropolitan planning organizations (MPOs) to include sustainable community strategies in their regional transportation plans for reducing GHG emissions, (2) aligns planning for transportation and housing, and (3) creates specified incentives for the implementation of the strategies.

SB 375 requires Metropolitan Planning Organizations (MPOs) to prepare a Sustainable Communities Strategy (SCS) within the Regional Transportation Plan (RTP) that guides growth while taking into account the transportation, housing, environmental, and economic needs of the region. SB 375 uses CEQA streamlining as an incentive to encourage residential projects, which help achieve AB 32 goals to reduce GHG emissions. Although SB 375 does not prevent CARB from adopting additional regulations, such actions are not anticipated in the foreseeable future.

Concerning CEQA, SB 375, as codified in Public Resources Code Section 21159.28, states that CEQA findings for certain projects are not required to reference, describe, or discuss (1) growth inducing impacts, or (2) any project-specific or cumulative impacts from cars and light-duty truck trips generated by the project on global warming or the regional transportation network, if the project:

1. Is in an area with an approved sustainable communities strategy or an alternative planning strategy that CARB accepts as achieving the GHG emission reduction targets.
2. Is consistent with that strategy (in designation, density, building intensity, and applicable policies).
3. Incorporates the MMs required by an applicable prior environmental document.

AB 1493 - Pavley Fuel Efficiency Standards

Enacted on July 22, 2002, California AB 1493, also known as the Pavley Fuel Efficiency Standards, required CARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light duty trucks. Implementation of the regulation was delayed by lawsuits filed by automakers and by the EPA's denial of an implementation waiver. The EPA subsequently granted the requested waiver in 2009, which was upheld by the U.S. District Court for the District of Columbia in 2011.

The standards phase in during the 2009 through 2016 MY. Several technologies stand out as providing significant reductions in emissions at favorable costs. These include discrete variable valve lift or camless valve actuation to optimize valve operation rather than relying on fixed valve timing and lift as has historically been done; turbocharging to boost power and allow for engine downsizing; improved multi-speed transmissions; and improved air conditioning systems that operate optimally, leak less, and/or use an alternative refrigerant.

The second phase of the implementation for the Pavley bill was incorporated into Amendments to the Low-Emission Vehicle Program (LEV III) or the Advanced Clean Cars (ACC) program. The ACC program combines the control of smog-causing pollutants and GHG emissions into a single coordinated package of requirements for 2017 through 2025. The regulation would reduce GHGs from new cars by 34% from 2016 levels by 2025. The new rules would clean up gasoline and diesel-powered cars, and deliver increasing numbers of zero-emission technologies, such as full battery electric cars, newly emerging plug-in hybrid EVs and hydrogen fuel cell cars. The package would also ensure adequate fueling infrastructure is available for the increasing numbers of hydrogen fuel cell vehicles planned for deployment in California.

Clean Energy and Pollution Reduction Act Of 2015 (Sb 350)

In October 2015, the legislature approved, and Governor Jerry Brown signed SB 350, which reaffirms California's commitment to reducing its GHG emissions and addressing climate change. Key provisions include an increase in the RPS, higher energy efficiency requirements for buildings, initial strategies towards a regional electricity grid, and improved infrastructure for EV charging stations. Provisions for a 50% reduction in the use of petroleum statewide were removed from the Bill because of opposition and concern that it would prevent the Bill's passage. Specifically, SB 350 requires the following to reduce statewide GHG emissions:

- Increase the amount of electricity procured from renewable energy sources from 33% to 50% by 2030, with interim targets of 40% by 2024, and 25% by 2027.
- Double the energy efficiency in existing buildings by 2030. This target would be achieved through the California Public Utilities Commission (CPUC), the California Energy

Commission (CEC), and local publicly owned utilities.

- Reorganize the Independent System Operator (ISO) to develop more regional electrify transmission markets and to improve accessibility in these markets, which would facilitate the growth of renewable energy markets in the western United States.

Senate Bill No. 32 (SB 32)/AB 197

On September 8, 2016, Governor Brown signed SB 32 and its companion bill, AB 197. SB 32 requires the state to reduce statewide GHG emissions to 40% below 1990 levels by 2030, a reduction target that was first introduced in Executive Order B-30-15. The new legislation builds upon the AB 32 goal and provides an intermediate goal to achieving S-3-05, which sets a statewide GHG reduction target of 80% below 1990 levels by 2050. AB 197 creates a legislative committee to oversee regulators to ensure that CARB not only responds to the Governor, but also the Legislature.

SB 97 AND THE CEQA GUIDELINES UPDATE

Passed in August 2007, SB 97 added Section 21083.05 to the Public Resources Code. The code states “(a) On or before July 1, 2009, the Office of Planning and Research (OPR) shall prepare, develop, and transmit to the Resources Agency guidelines for the mitigation of GHG emissions or the effects of GHG emissions as required by this division, including, but not limited to, effects associated with transportation or energy consumption. (b) On or before January 1, 2010, the Resources Agency shall certify and adopt guidelines prepared and developed by the OPR pursuant to subdivision (a).”

In 2012, Public Resources Code Section 21083.05 was amended to state:

“The Office of Planning and Research and the Natural Resources Agency shall periodically update the guidelines for the mitigation of greenhouse gas emissions or the effects of greenhouse gas emissions as required by this division, including, but not limited to, effects associated with transportation or energy consumption, to incorporate new information or criteria established by the State Air Resources Board pursuant to Division 25.5 (commencing with Section 38500) of the Health and Safety Code.”

On December 28, 2018, the Natural Resources Agency announced the OAL approved the amendments to the *CEQA Guidelines* for implementing CEQA. The CEQA Amendments provide guidance to public agencies regarding the analysis and mitigation of the effects of GHG emissions in CEQA documents. The CEQA Amendments fit within the existing CEQA framework by amending existing *CEQA Guidelines* to reference climate change.

Section 15064.4 was added the *CEQA Guidelines* and states that in determining the significance of a project’s GHG emissions, the lead agency should focus its analysis on the reasonably foreseeable incremental contribution of the project’s emissions to the effects of climate change. A project’s incremental contribution may be cumulatively considerable even if it appears relatively insignificant compared to statewide, national, or global emissions. The agency’s analysis should consider a timeframe that is appropriate for the project. The agency’s analysis also must reasonably reflect evolving scientific knowledge and state regulatory schemes. Additionally, a lead agency may use a model or methodology to estimate GHG emissions resulting from a project. The lead agency has discretion to select the model or methodology it considers most appropriate to enable decision makers to intelligently take into account the project’s incremental contribution to climate change. The lead agency must support its selection of a model or methodology with substantial evidence. The lead agency should explain the limitations of the particular model or methodology selected for use.

EXECUTIVE ORDERS RELATED TO GHG EMISSIONS

California's Executive Branch has taken several actions to reduce GHGs through the use of Executive Orders. Although not regulatory, they set the tone for the state and guide the actions of state agencies.

Executive Order S-3-05

California Governor Arnold Schwarzenegger announced on June 1, 2005, through Executive Order S-3-05, the following reduction targets for GHG emissions:

- By 2010, reduce GHG emissions to 2000 levels.
- By 2020, reduce GHG emissions to 1990 levels.
- By 2050, reduce GHG emissions to 80% below 1990 levels.

The 2050 reduction goal represents what some scientists believe is necessary to reach levels that would stabilize the climate. The 2020 goal was established to be a mid-term target. Because this is an executive order, the goals are not legally enforceable for local governments or the private sector, and do not apply to the Project.

Executive Order S-01-07 (Lcfs)

Governor Schwarzenegger signed Executive Order S-01-07 on January 18, 2007. The order mandates that a statewide goal shall be established to reduce the carbon intensity of California's transportation fuels by at least 10% by 2020. CARB adopted the LCFS on April 23, 2009.

The LCFS was challenged in the U.S. District Court in Fresno in 2011. The court's ruling issued on December 29, 2011, included a preliminary injunction against CARB's implementation of the rule. The Ninth Circuit Court of Appeals stayed the injunction on April 23, 2012, pending final ruling on appeal, allowing CARB to continue to implement and enforce the regulation. The Ninth Circuit Court's decision, filed September 18, 2013, vacated the preliminary injunction. In essence, the court held that LCFS adopted by CARB were not in conflict with federal law. On August 8, 2013, the Fifth District Court of Appeal (California) ruled CARB failed to comply with CEQA and the Administrative Procedure Act (APA) when adopting regulations for LCFS. In a partially published opinion, the Court of Appeal reversed the trial court's judgment and directed issuance of a writ of mandate setting aside Resolution 09-31 and two executive orders of CARB approving LCFS regulations promulgated to reduce GHG emissions. However, the court tailored its remedy to protect the public interest by allowing the LCFS regulations to remain operative while CARB complies with the procedural requirements it failed to satisfy.

To address the Court ruling, CARB was required to bring a new LCFS regulation to the Board for consideration in February 2015. The proposed LCFS regulation was required to contain revisions to the 2010 LCFS as well as new provisions designed to foster investments in the production of the low-carbon intensity fuels, offer additional flexibility to regulated parties, update critical technical information, simplify, and streamline program operations, and enhance enforcement. On November 16, 2015, the Office of Administrative Law (OAL) approved the Final Rulemaking Package. The new LCFS regulation became effective on January 1, 2016.

In 2018, CARB approved amendments to the regulation, which included strengthening the carbon intensity benchmarks through 2030 in compliance with the SB 32 GHG emissions reduction target for 2030. The amendments included crediting opportunities to promote zero emission vehicle adoption, alternative jet fuel, carbon capture and sequestration, and advanced technologies to achieve deep decarbonization in

the transportation sector. This is provided for informational purposes only and does not apply to this Project.

Executive Order S-13-08

Executive Order S-13-08 states that “climate change in California during the next century is expected to shift precipitation patterns, accelerate sea level rise and increase temperatures, thereby posing a serious threat to California’s economy, to the health and welfare of its population and to its natural resources.” Pursuant to the requirements in the Order, the 2009 California Climate Adaptation Strategy (CNRA 2009) was adopted, which is the “...first statewide, multi-sector, region-specific, and information-based climate change adaptation strategy in the United States.” Objectives include analyzing risks of climate change in California, identifying, and exploring strategies to adapt to climate change, and specifying direction for future research. This is provided for informational purposes only and does not apply to this Project.

Executive Order B-30-15

On April 29, 2015, Governor Brown issued an executive order to establish a California GHG reduction target of 40% below 1990 levels by 2030. The Order sets a new interim statewide GHG emission reduction target to reduce GHG emissions to 40% below 1990 levels by 2030 in order to ensure California meets its target of reducing GHG emissions to 80% below 1990 levels by 2050 and directs CARB to update the *2017 Scoping Plan* to express the 2030 target in terms of MMTCO_{2e}. The Order also requires the state’s climate adaptation plan to be updated every three years, and for the State to continue its climate change research program, among other provisions. As with Executive Order S-3-05, this Order is not legally enforceable as to local governments and the private sector and does not apply to this Project. Legislation that would update AB 32 to make post 2020 targets and requirements a mandate is in process in the State Legislature.

Executive Order B-55-18 And Sb 100

SB 100 and Executive Order B-55-18 were signed by Governor Brown on September 10, 2018. Previously, 25% of retail sales of electricity are required to be from renewable sources by December 31, 2016, 33% by December 31, 2020, 40% by December 31, 2024, 45% by December 31, 2027, and 50% by December 31, 2030. SB 100 raises California’s RPS requirement to 50% renewable resources target by December 31, 2026, and to achieve a 60% target by December 31, 2030. SB 100 also requires that retail sellers and local publicly owned electric utilities procure a minimum quantity of electricity products from eligible renewable energy resources so that the total kilowatt hours (kWh) of those products sold to their retail end-use customers achieve 44% of retail sales by December 31, 2024, 52% by December 31, 2027, and 60% by December 31, 2030. In addition to targets under AB 32 and SB 32, Executive Order B-55- 18 establishes a carbon neutrality goal for the state of California by 2045; and sets a goal to maintain net negative emissions thereafter. The Executive Order directs the California Natural Resources Agency (CNRA), California EPA (CalEPA), the California Department of Food and Agriculture (CDFA), and CARB to include sequestration targets in the Natural and Working Lands Climate Change Implementation Plan consistent with the carbon neutrality goal which does not apply to local governments and the private sector and does not apply to this Project.

CALIFORNIA REGULATIONS AND BUILDING CODES

California has a long history of adopting regulations to improve energy efficiency in new and remodeled buildings. These regulations have kept California’s energy consumption relatively flat even with rapid population growth.

Title 20 CCR Sections 1601 Et Seq. – Appliance Efficiency Regulations

The Appliance Efficiency Regulations regulate the sale of appliances in California. The Appliance Efficiency Regulations include standards for both federally regulated appliances and non- federally regulated appliances. 23 categories of appliances are included in the scope of these regulations. The standards within these regulations apply to appliances that are sold or offered for sale in California, except those sold wholesale in California for final retail sale outside the state and those designed and sold exclusively for use in recreational vehicles (RV) or other mobile equipment (CEC 2012).

Title 24 CCR Part 6 – California Energy Code

The California Energy Code was first adopted in 1978 in response to a legislative mandate to reduce California’s energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods.

Title 24 CCR Part 11 – California Green Building Standards Code

California Code of Regulations (CCR) Title 24 Part 6: The California Energy Code was first adopted in 1978 in response to a legislative mandate to reduce California’s energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. CCR, Title 24, Part 11: California Green Building Standards Code (CALGreen) is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings that went in effect on January 1, 2009, and is administered by the California Building Standards Commission.

CALGreen is updated on a regular basis, with the most recent approved update consisting of the 2022 California Green Building Code Standards that will be effective on January 1, 2023. Local jurisdictions are permitted to adopt more stringent requirements, as state law provides methods for local enhancements. CALGreen recognizes that many jurisdictions have developed existing construction waste and demolition ordinances and defers to them as the ruling guidance provided, they establish a minimum 65% diversion requirement.

The code also provides exemptions for areas not served by construction waste and demolition recycling infrastructure. The State Building Code provides the minimum standard that buildings must meet in order to be certified for occupancy, which is generally enforced by the local building official. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases greenhouse gas (GHG) emissions. The 2022 version of Title 24 was adopted by the CEC and will be effective on January 1, 2023.

The 2022 Title 24 standards would result in less energy use, thereby reducing air pollutant emissions associated with energy consumption in the SCAB and across the State of California. For example, the 2022 Title 24 standards require solar photovoltaic systems for new homes, encourage the use of heat pumps for space and water heating, and require homes to be electric- ready to ease the adoption of cleaner electric heating, cooking, and EV charging. The CEC anticipates that the 2022 energy code will provide \$1.5 billion in consumer benefits and reduce GHG emissions by 10 million metric tons (42). The Project would be required to comply with the applicable standards in place at the time building permit document submittals are made. These require, among other items:

RESIDENTIAL MANDATORY MEASURES

- EV Charging (new one- and two-family dwellings and townhouses with private garages)

attached). For each dwelling unit, install a listed raceway to accommodate a dedicated 208/240-volt branch circuit. The raceway shall not be less than trade size 1 (nominal 1-inch inside diameter). The raceway shall originate at the main service or subpanel and shall terminate into a listed cabinet, box or other enclosure in close proximity to the proposed location of an EV charger. Raceways are required to be continuous at enclosed, inaccessible or concealed areas and spaces. The service panel and/or subpanel shall provide capacity to install a 40-ampere minimum dedicated branch circuit and space(s) reserved to permit installation of a branch circuit overcurrent protective device (4.106.4.1).

- Short-term bicycle parking. If the new project or an additional alteration is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for 5% of new visitor motorized vehicle parking spaces being added, with a minimum of one two-bike capacity rack (5.106.4.1.1).
- Long-term bicycle parking. For new buildings with tenant spaces that have ten or more tenant-occupants, provide secure bicycle parking for 5% of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility (5.106.4.1.2).
- Designated parking. In new projects or additions to alterations that add ten or more vehicular parking spaces, provide designated parking for any combination of low-emitting, fuel-efficient and carpool/van pool vehicles as shown in Table 5.106.5.2 (5.106.5.2).
- Construction waste management. Recycle and/or salvage for reuse a minimum of 65% of the nonhazardous construction and demolition waste in accordance with Section 5.408.1.1, 5.405.1.2, or 5.408.1.3; or meet a local construction and demolition waste management ordinance, whichever is more stringent (5.408.1).
- Excavated soil and land clearing debris. 100% of trees, stumps, rocks and associated vegetation and soils resulting primarily from land clearing shall be reused or recycled. For a phased project, such material may be stockpiled on site until the storage site is developed (5.408.3).
- Recycling by Occupants. Provide readily accessible areas that serve the entire building and are identified for the depositing, storage and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals or meet a lawfully enacted local recycling ordinance, if more restrictive (5.410.1).
- Water conserving plumbing fixtures and fittings. Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) shall comply with the following:
 - Water Closets. The effective flush volume of all water closets shall not exceed 1.28 gallons per flush (5.303.3.1).
 - Urinals. The effective flush volume of wall-mounted urinals shall not exceed 0.125 gallons per flush (5.303.3.2.1). The effective flush volume of floor-mounted or other urinals shall not exceed 0.5 gallons per flush (5.303.3.2.2).
 - Showerheads. Single showerheads shall have a minimum flow rate of not more than 1.8 gallons per minute and 80 psi (5.303.3.3.1). When a shower is served by more than one showerhead, the combine flow rate of all showerheads and/or other shower outlets controlled by a single valve shall not exceed 1.8 gallons per minute at 80 psi (5.303.3.3.2).
 - Faucets and fountains. Nonresidential lavatory faucets shall have a maximum flow rate of not more than 0.5 gallons per minute at 60 psi (5.303.3.4.1). Kitchen faucets shall have a maximum flow rate of not more than 1.8 gallons per minute of 60 psi (5.303.3.4.2). Wash fountains shall have a maximum flow rate of not more than 1.8

gallons per minute (5.303.3.4.3). Metering faucets shall not deliver more than 0.20 gallons per cycle (5.303.3.4.4). Metering faucets for wash fountains shall have a maximum flow rate not more than 0.20 gallons per cycle (5.303.3.4.5).

- Residential lavatory faucets shall have a maximum flow rate of not more than 1.2 gallons per minute at 60 psi (4.303.1.4.1). Lavatory faucets in common or public use areas shall have a maximum flow rate of not more than 0.5 gallons per minute at 60 psi (4.303.1.4.2). Metering faucets shall not deliver more than 0.25 gallons per cycle (4.303.1.4.3). Kitchen faucets shall have a maximum flow rate of not more than 1.8 gallons per minute at 60 psi (4.303.1.4.4).
- Outdoor portable water use in landscaped areas. Nonresidential developments shall comply with a local water efficient landscape ordinance or the current California Department of Water Resources' Model Water Efficient Landscape Ordinance (MWELO), whichever is more stringent (5.304.1).
- Water meters. Separate submeters or metering devices shall be installed for new buildings or additions in excess of 50,000 sf or for excess consumption where any tenant within a new building or within an addition that is projected to consume more than 1,000 gal/day (5.303.1.1 and 5.303.1.2).
- Outdoor water use in rehabilitated landscape projects equal or greater than 2,500 sf. Rehabilitated landscape projects with an aggregate landscape area equal to or greater than 2,500 sf requiring a building or landscape permit (5.304.3).
- Commissioning. For new buildings 10,000 sf and over, building commissioning shall be included in the design and construction processes of the building project to verify that the building systems and components meet the owner's or owner representative's project requirements (5.410.2).
- Additionally, under California's 2022 Title 24, Part 6 Building Energy Efficiency Standards, solar photovoltaic systems are required for newly constructed low-rise residential buildings and shall be sized sufficient to offset the electricity use of the proposed building as if it was a mixed-fuel building.

REGIONAL

The City of Buena Park is located within the SCAB, which is under the jurisdiction of the SCAQMD. SCAQMD operates within a regulatory structure set by the state, enforcing rules and implementing air quality improvement programs based on California's stringent environmental standards. Therefore, the proposed Project

South Coast Air Quality Management District (SCAQMD)

SCAQMD is the agency responsible for air quality planning and regulation in the SCAB. The SCAQMD addresses the impacts to climate change of projects subject to SCAQMD permit as a lead agency, if they are the only agency having discretionary approval for the project, and acts as a responsible agency when a land use agency must also approve discretionary permits for the project. The SCAQMD acts as an expert commenting agency for impacts to air quality. This expertise carries over to GHG emissions, so the agency helps local land use agencies through the development of models and emission thresholds that can be used to address GHG emissions.

In 2008, SCAQMD formed a Working Group to identify GHG emissions thresholds for land use projects that could be used by local lead agencies in the SCAB. The Working Group developed several different options that are contained in the SCAQMD Draft Guidance Document – Interim CEQA GHG Significance Threshold, which could be applied by lead agencies. The working group has not provided additional guidance since release of the interim guidance in 2008. The SCAQMD Board has not approved the thresholds; however, the Guidance Document provides substantial evidence supporting the approaches to significance of GHG emissions that can be considered by the lead agency in adopting its own threshold. The proposed Project relies on SCAQMD’s Tier 4 threshold as follows:

- Tier 4 has the following options:
 - Option 1: Reduce Business-as-Usual (BAU) emissions by a certain percentage; this percentage is currently undefined.
 - Option 2: Early implementation of applicable AB 32 Scoping Plan measures
 - Option 3: 2020 target for service populations (SP), which includes residents and employees: 4.8 MTCO₂e per SP per year for projects and 6.6 MTCO₂e per SP per year for plans;
 - Option 3, 2035 target: 3.0 MTCO₂e per SP per year for projects and 4.1 MTCO₂e per SP per year for plans

The SCAQMD’s interim thresholds used the Executive Order S-3-05-year 2050 goal as the basis for the Tier 4 screening level. Achieving the Executive Order’s objective would contribute to worldwide efforts to cap CO₂ concentrations at 450 ppm, thus stabilizing global climate.

5.3.3 - SIGNIFICANCE THRESHOLD CRITERIA

MODELS EMPLOYED TO ANALYZE GHGS

California Emissions Estimator Model (CalEEmod)

In May 2022 California Air Pollution Control Officers Association (CAPCOA) in conjunction with other California air districts, including SCAQMD, released the latest version of the CalEEmod Version 2022.1. The purpose of this model is to calculate construction-source and operational- source criteria pollutants and GHG emissions from direct and indirect sources; and quantify applicable air quality and GHG reductions achieved from mitigation measures. Accordingly, the latest version of CalEEmod has been used for this Project to determine GHG emissions. Output from the model runs for operational activity are provided in Appendix F. CalEEmod includes GHG emissions from the following source categories: construction, area, energy, mobile, waste, water.

A full life-cycle analysis (LCA) for construction and operational activity is not included in this analysis due to the lack of consensus guidance on LCA methodology at this time. Life-cycle analysis (i.e., assessing economy-wide GHG emissions from the processes in manufacturing and transporting all raw materials used in the Project development, infrastructure, and on-going operations) depends on emission factors or econometric factors that are not well established for all processes. At this time, an LCA would be extremely speculative and thus has not been prepared.

SCAQMD recommends analyzing direct and indirect project GHG emissions generated within California and not life-cycle emissions because the life-cycle effects from a project could occur outside of California, might not be very well understood, or documented, and would be challenging to mitigate. Additionally,

the science to calculate life cycle emissions is not yet established or well defined; therefore, SCAQMD has not recommended, and is not requiring, life-cycle emissions analysis.

Construction Emissions

Project construction activities would generate CO₂ and CH₄ emissions. The *Air Quality Impact Analysis Report* (AQIA) (Appendix C) contains detailed information regarding Project construction activities. As discussed in the AQIA, Construction related emissions are expected from the following construction activities:

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

Specific construction related criteria pollutant emissions will be quantified in future GHG analyses to be conducted for individual CEQA projects. In addition, for projects that are estimated to exceed the construction emissions significance thresholds established by the SCAQMD (after mitigation), the preparation of an Environmental Impact Report (EIR) would be required (pursuant to CEQA) and an analysis of alternatives and other emissions reduction measures would take place.

Construction-related emissions are speculative and cannot be accurately determined at this stage of the planning process. Therefore, such impacts are too speculative to evaluate (see CEQA Guidelines Section 15145). To the extent that specific projects are known, those projects have already been or would be subjected to their own environmental analysis.

Operational Emissions

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

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

AREA SOURCE EMISSIONS

Landscape Maintenance Equipment

Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping of the Project. It should be noted that as October 9, 2021, Governor Gavin Newsom signed AB 1346. The bill aims to ban the sale of new gasoline-powered equipment under 25 gross horsepower (known as small off-road engines [SOREs]) by 2024. For purposes of analysis, the emissions associated with landscape maintenance equipment were calculated based on assumptions provided in CalEEMod.

ENERGY SOURCE EMISSIONS

Combustion Emissions Associated with Natural Gas and Electricity

Electricity and natural gas are used by almost every project. Criteria pollutant emissions are emitted through the generation of electricity and consumption of natural gas. However, because electrical generating facilities for the Project area are located either outside the region (state) or offset through the use of pollution credits (RECLAIM) for generation within the SCAB, criteria pollutant emissions from offsite generation of electricity are generally excluded from the evaluation of significance and only natural gas use is considered.

MOBILE SOURCE EMISSIONS

The Project related operational air quality emissions derive primarily from vehicle miles traveled (VMT) associated with the Project. The Project-generated average weekday daily VMT is 1,283,409 and was obtained from modeling conducted for the *Buena Park General Plan & Zoning Code Update Vehicle Miles Traveled Analysis* (50) which is based on the Orange County Transportation Analysis Model (OCTAM) for the Year 2045. To estimate the Saturday and Sunday VMT for inclusion in CalEEMod, the daily VMT was converted to annual VMT using a factor of 347 days consistent with the California Air Resources Board 2017 Scoping Plan. 347 days is used instead of 365 days to account for reduced daily VMT that occurs on weekends and holidays. In other words, the average weekend VMT represents 95% (347 days ÷ 365 days) of the average weekday daily VMT.

WATER SUPPLY, TREATMENT AND DISTRIBUTION

Indirect GHG emissions result from the production of electricity used to convey, treat, and distribute water and wastewater. The amount of electricity required to convey, treat, and distribute water depends on the volume of water as well as the sources of the water. Unless otherwise noted, CalEEMod default parameters were used.

SOLID WASTE

Residential land uses will result in the generation and disposal of solid waste. A percentage of this waste will be diverted from landfills by a variety of means, such as reducing the amount of waste generated, recycling, and/or composting. The remainder of the waste not diverted will be disposed of at a landfill. GHG emissions from landfills are associated with the anaerobic breakdown of material. GHG emissions associated with the disposal of solid waste associated with the proposed Project were calculated by CalEEMod using default parameters.

REFRIGERANTS

Air conditioning (A/C) and refrigeration equipment associated with the building are anticipated to generate GHG emissions. CalEEMod automatically generates a default A/C and refrigeration equipment inventory for each project land use subtype based on industry data from the USEPA (2016b). CalEEMod quantifies refrigerant emissions from leaks during regular operation and routine servicing over the equipment lifetime and then derives average annual emissions from the lifetime estimate. Note that CalEEMod does not quantify emissions from the disposal of refrigeration and A/C equipment at the end of its lifetime. Per 17 CCR 95371, new facilities with air conditioning equipment are prohibited from utilizing refrigerants with a GWP of 150 or greater as of January 1, 2025. As such, it was conservatively assumed that air conditioning systems installed at the residential and commercial portion of the Project would utilize refrigerants with a GWP of 150. Otherwise, GHG emissions associated with refrigerants were calculated by CalEEMod using default parameters.

SERVICE POPULATION

RESIDENTIAL/EMPLOYEES

According to the population generation rates of the VMT Analysis prepared by Urban Crossroads, dated , September 6, 2023 (Appendix H), the average persons per household is 3.5 persons per household. The average SF per employee is 399 employees for the office use and 1,086 employees for the retail use. As such, the Project would generate a future population of approximately 37,612 people for the proposed Project.

EMISSIONS SUMMARY

The annual GHG emissions associated with the Project are summarized in Table 5.3-4. As shown in Table 5.3-4, construction and operation of the Project would generate a total of 4.24 MTCO₂e/SP per year.

Table 5.3-4: Project Scenario GHG Emissions

Emission Source	Emissions (MT/yr)				
	CO ₂	CH ₄	N ₂ O	R	Total CO ₂ e
Mobile Source	120,255.00	4.63	4.75	13.00	121,800.00
Area Source	2,405.00	0.05	0.02	0.00	2,412.00
Energy Source	30,236.00	3.02	0.18	0.00	30,365.00
Water Usage	1,684.00	14.10	0.36	0.00	2,143.00
Waste	768.00	76.80	0.00	0.00	2,688.00
Refrigerants	0.00	0.00	0.00	21.60	21.60
Total CO₂e (All Sources)	159,429.60				
Service Population	37,612.00				
Total CO₂e/Service Population	4.24				
Screening Threshold (CO₂e)	1.44				
Threshold Exceeded?	YES				

Source: CalEEMod output, Appendix F.

STANDARDS OF SIGNIFICANCE

The criteria used to determine the significance of potential Project-related GHG impacts are taken from the Initial Study Checklist in Appendix G of the State *CEQA Guidelines* (14 CCR of Regulations §§15000, et seq.). Based on these thresholds, a project would result in a significant impact related to GHG if it would:

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?
- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs?

The SCAQMD defines the Service Population (SP) as the total residents and employees associated with a Project. The origin of the SP is based on CARB's *2008 Scoping Plan*. The *2008 Scoping Plan* identified that based on the GHG emissions inventories for the state, the people of California generate approximately 14 tons of GHG emissions per capita and would need to reduce annual emissions to approximately 10 tons

per capita in order to meet the GHG reduction target of AB 32. Because people who live in California generally work in California, the SP metric did not include employees. As CEQA significance thresholds were being determined by air districts, the air districts considered applying this efficiency metric to their air district boundaries. Consistent with methodology provided by the Regional Targets Advisory Committee (RTAC) as part of the SB 375 target setting discussions, the definition of SP was amended to include employees in addition to residents. This is because the transportation sector is the primary source of project-related GHG emissions; and unlike the state as a whole, people who work in one county/air district may not live in the same county/ air district boundary. Also, people who live in a county/air district boundary would also have other trip ends such as school, parks, and retail uses. As such, the air district/county boundary as a whole did not take into account other users within the site.

Relevant to the proposed Project, the SCAQMD Tier 4 Option 3 is to utilize an efficiency target. The SCAQMD has proposed targets for project-level and plan-level analysis. At the September 2010 working group meeting the SCAQMD recommended a project-level efficiency target of 4.8 MTCO₂e/SP as a target⁵. The calculations behind this option are based on the same inventory calculated by CARB. The 4.8 MT/SP target is based on the same statewide 2020 GHG inventory in the CARB *Scoping Plan*, i.e., 295,530,000 MTCO₂e/yr. To derive the project level SP of 4.8 metric ton, SCAQMD took the 2020 statewide GHG reduction target for land use only (295,530,000 MTCO₂e/yr) and divided it by the total 2020 statewide population plus the total statewide employment for land use only (44,135,923 + 17,064,489) (i.e., $(295,530,000 \text{ MTCO}_2\text{e/yr}) / (44,135,923 + 17,064,489) = 4.8 \text{ MTCO}_2\text{e/yr}$). Thus, SCAQMD's threshold is another metric for assessing compliance with AB 32, just based on using numbers attributable to certain sectors and trying to break down the analysis to a finer grain based on a per person methodology associated with land use-related sectors.

This approach is a widely accepted screening threshold used by numerous cities in the basin and is based on the SCAQMD staff's proposed GHG screening threshold for stationary source emissions for non-industrial projects, as described in the SCAQMD's *Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans*. The SCAQMD's *Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans* identifies a screening threshold to determine whether additional analysis is required.

Although the SCAQMD's draft significance criteria have not been adopted, the City has determined that the SCAQMD's project-level efficiency threshold methodology can be used to set an appropriate significance criterion by which to determine whether the project emits a significant amount of GHG. As previously noted, the *2017 Scoping Plan* identifies a reduction target of 80% below 1990 levels by 2050. As such, the appropriate reduction target for 2050 would be 0.96 MTCO₂e/yr. For analysis purposes herein, the SP threshold for the Project's buildout year of 2045 was calculated by linear interpolation between the 2020 target of 4.8 MTCO₂e/yr and the 2050 target of 0.96 MTCO₂e/yr. As such, the target for the Project's buildout year of 2045 is 1.44 MTCO₂e/yr.

5.3.4 - IMPACTS AND MITIGATION MEASURES

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

- CITYWIDE CONSTRUCTION ACTIVITIES UNDER THE PROPOSED PROJECT COULD GENERATE GREENHOUSE GAS EMISSIONS EITHER DIRECTLY OR INDIRECTLY, THAT MAY HAVE A SIGNIFICANT IMPACT ON THE ENVIRONMENT.

Impact Analysis:

PRIMARY SOURCES OF EMISSIONS

Air pollutants within the City of Buena Park are generated by stationary and mobile sources. These emission sources are described below.

Stationary Sources

Stationary source emissions refer to those that originate from a single place or object that does not move around. Typical stationary sources include power plants, mines, smokestacks, vents, incinerators, buildings, and other facilities using industrial combustion processes. Stationary point sources have one or more emission sources at a facility with an identified location and are usually associated with manufacturing and industrial projects. Examples include refinery boilers or combustion equipment that produces electricity or process heat.

Mobile Sources

Mobile sources of emissions refer to those moving objects that release pollution and include cars, trucks, busses, planes, trains, motorcycles, and gasoline-powered lawn mowers. Mobile source emissions may be classified as on- or off-road sources. Increased traffic volumes within the City of Buena Park could contribute to regional incremental emissions of NOX, VOC, CO, SOX, and PM10. The following is a listing of emissions that typically emanate from vehicular sources:

- Vehicle running exhaust (VOC, CO, NOX, SOX, and PM10);
- Vehicle tire wear particulates (PM10);
- Vehicle brake wear particulates (PM10);
- Vehicle variable starts (VOC, CO, NOX);
- Vehicle hot soaks (VOC);
- Vehicle diurnal (VOC);
- Vehicle resting losses (VOC); and
- Vehicle evaporative running losses (VOC).

ON-ROAD SOURCES

These sources are considered to be a combination of emissions from automobiles, trucks, and indirect sources. Major sources of mobile emissions in the City include the local and regional roadway network. Interstate 5 (I-5) and State Route 91 (SR-91) are the two freeways that pass through the City. Additionally, the primary arterials that serve the City are Valley View Street, Beach Boulevard, Knott Avenue, Lincoln Avenue, and Orangethorpe Avenue. Indirect sources are those that by themselves may not emit air contaminants. However, they indirectly cause the generation of air pollutants by attracting vehicle trips or

by consuming energy. Examples of these indirect sources include an office complex or commercial center that generates trips and consumes energy resources.

OFF-ROAD SOURCES

Off-road sources include aircraft, trains, construction equipment, and landscape equipment. Although there are no airports located within the City of Buena Park, the Fullerton Municipal Airport and the Los Alamitos Joint Forces Training Center are two primary sources of air traffic from nearby cities. As a result, aircraft flying over the City of Buena Park can contribute off-road emissions. Additionally, Union Pacific and Burlington Northern and Santa Fe (BNSF) railroad tracks cross the City. These tracks serve Amtrak, Metrolink, and BNSF freight trains. Construction activities are typically temporary and intermittent and can be located at various locations within the City. Landscape equipment emissions would occur more regularly and would occur throughout the City, especially within residential areas.

Emissions from off-road sources include NOX and diesel particulate matter, which contribute to serious public health problems. The EPA has set emission standards for the engines used in most construction, agricultural, and industrial equipment. The EPA has adopted off-road diesel fuel requirements to decrease the allowable levels of sulfur, which can damage advanced emission control technologies. Additionally in 2007, CARB adopted a regulation to reduce diesel particulate matter and NOX emissions from in-use off-road heavy-duty diesel vehicles in California.

Future development facilitated by the Project would result in a total net potential of 10,322 dwelling units. 4.24 MTCO₂e/SP per year in 2045 as summarized in Table 5.3-3 (presented previously). As such, the Project total GHG emissions would exceed the screening threshold of 1.44 MTCO₂e/SP per year. Thus, Project-related emissions would have a potential significant direct or indirect impact on GHG and climate change. In addition, as described in the Air Quality Analysis, there is uncertainty regarding the specific nature of the construction and operational activities that would be facilitated under implementation of the proposed Project. Mitigation Measure AQ-1 and AQ-2 require the preparation of project-specific construction and operational air quality analysis and incorporation of mitigation if emissions levels are shown to be above SCAQMD-recommended thresholds of significance. Resulting mitigation would not only reduce criteria pollutant emissions but would also generally reduce GHG emissions. It cannot be definitively known or stated at this time what level of emissions reductions future development projects occurring under implementation of the proposed Project would achieve via the implementation of these mitigation measures.

While the implementation of Mitigation Measures AQ-1, AQ-2, would reduce GHG emissions, it cannot be definitively known or stated at this time if future emissions in the City would be reduced to levels that are below applicable thresholds. Therefore, this impact would be significant and unavoidable despite the implementation of policies in the applicable policies that have been incorporated with the intent of reducing GHG emissions and the incorporation of Mitigation Measures AQ-1 and AQ-2.

Mitigation Measures: See **AQ-1** and **AQ-2**

Level of Significance: Significant Unavoidable Impact.

Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

- IMPLEMENTATION OF THE PROPOSED PROJECT COULD RESULT IN CONFLICT WITH AN APPLICABLE PLAN, POLICY, OR REGULATION ADOPTED FOR THE PRUSPOSE OF REDUCING THE EMISSIONS OF GREENHOUSE GASES.

Impact Analysis:

The Project’s consistency with SB 32 (2017 Scoping Plan).

The *2017 Scoping Plan* Update reflects the 2030 target of a 40% reduction below 1990 levels, set by Executive Order B-30-15 and codified by SB 32. Table 3-2 summarizes the Project’s consistency with the *2017 Scoping Plan*. As summarized, the project will not conflict with any of the provisions of the *Scoping Plan* and in fact supports seven of the action categories.

Table 5.3-5: 2017 Scoping Plan Consistency Summary

Action	Responsible Parties	Consistency
Implement SB 350 by 2030		
Increase the Renewables Portfolio Standard to 50% of retail sales by 2030 and ensure grid reliability.	CPUC, CEC, CARB	Consistent. The Project would use energy from Southern California Edison (SCE). SCE has committed to diversify the portfolio of energy sources by increasing energy from wind and solar sources. The Project would not interfere with or obstruct SCE energy source diversification efforts.
Establish annual targets for statewide energy efficiency savings and demand reduction that will achieve a cumulative doubling of statewide energy efficiency savings in electricity and natural gas end uses by 2030.		Consistent. The Project would be constructed in compliance with current California Building Code requirements. Specifically, new buildings must achieve compliance with 2019 Building and Energy Efficiency Standards and the 2019 California Green Building Standards requirements. The proposed Project includes energy efficient field lighting and fixtures that meet the current Title 24 Standards throughout the Project Site and would be a modern development with energy efficient boilers, heaters, and air conditioning systems.
Reduce GHG emissions in the electricity sector through the implementation of the above measures and other actions as modeled in Integrated Resource Planning (IRP) to meet GHG emissions reductions planning targets in the IRP process. Load serving entities and publicly- owned utilities meet GHG emissions reductions planning targets through a combination of measures as described in IRPs.		
Implement Mobile Source Strategy (Cleaner Technology and Fuels)		
At least 1.5 million zero emission and plugin hybrid light-duty EVs by 2025.	CARB, California State Transportation Agency (CalSTA), Strategic Growth Council (SGC), California	Consistent. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB zero emission and plug-in hybrid light-duty EV 2025 targets. As this is a CARB enforced standard, vehicles that access the Project are required to comply with the standards

Action	Responsible Parties	Consistency
At least 4.2 million zero emission and plugin hybrid light-duty EVs by 2030.	Department of Transportation (Caltrans), CEC, OPR, Local Agencies	and would therefore comply with the strategy. Consistent. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB zero emission and plug-in hybrid light-duty EV 2030 targets. As this is a CARB enforced standard, vehicles that access the Project are required to comply with the standards and would therefore comply with the strategy.
Further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean cars regulations.		Consistent. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts to further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean cars regulations. As this is a CARB enforced standard, vehicles that access the Project are required to comply with the standards and would therefore comply with the strategy.
Medium- and Heavy-Duty GHG Phase 2.		Consistent. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts to implement Medium- and Heavy-Duty GHG Phase 2. As this is a CARB enforced standard, vehicles that access the Project are required to comply with the standards and would therefore comply with the strategy.
Innovative Clean Transit: Transition to a suite of to-be-determined innovative clean transit options. Assumed 20% of new urban buses purchased beginning in 2018 will be zero emission buses with the penetration of zero-emission technology ramped up to 100% of new sales in 2030. Also, new natural gas buses, starting in 2018, and diesel buses, starting in 2020, meet the optional heavy-duty low NOX standard.		Not applicable. This measure is not within the purview of this Project.
Last Mile Delivery: New regulation that would result in the use of low NOX or cleaner engines and the deployment of increasing numbers of zero-emission trucks primarily for class 3-7 last mile delivery trucks in California. This measure assumes ZEVs comprise 2.5% of new Class 3–7 truck sales in local fleets starting in 2020, increasing to 10% in 2025 and remaining flat through 2030.		Not applicable. This measure is not within the purview of this Project.

Action	Responsible Parties	Consistency
Further reduce VMT through continued implementation of SB 375 and regional Sustainable Communities Strategies; forthcoming statewide implementation of SB 743; and potential additional VMT reduction strategies not specified in the Mobile Source Strategy but included in the document "Potential VMT Reduction Strategies for Discussion."		Consistent. This Project would not obstruct or interfere with implementation of SB 375 and would therefore not conflict with this measure.
Increase stringency of SB 375 Sustainable Communities Strategy (2035 targets).	CARB	Not applicable. This measure is not within the purview of this Project.
Harmonize project performance with emissions reductions and increase competitiveness of transit and active transportation modes (e.g., via guideline documents, funding programs, project selection, etc.).	CalSTA, SGC, OPR, CARB, Governor's Office of Business and Economic Development (GOBiz), California Infrastructure and Economic Development Bank (IBank), Department of Finance (DOF), California Transportation Commission (CTC), Caltrans	Consistent. Although this is directed towards CARB and Caltrans, the proposed Project would be designed to promote and support pedestrian activity on-site and in the Project Site area.
By 2019, develop pricing policies to support low-GHG transportation (e.g., low-emission vehicle zones for heavy duty, road user, parking pricing, transit discounts).	CalSTA, Caltrans, CTC, OPR, SGC, CARB	Not applicable. This measure is not within the purview of this Project.
Implement California Sustainable Freight Action Plan		
Improve freight system efficiency.	CalSTA, CalEPA, CNRA, CARB, Caltrans, CEC, GO-Biz	Not applicable. This measure is not within the purview of this Project.
Deploy over 100,000 freight vehicles and equipment capable of zero emission operation and maximize both zero and near-zero emission freight vehicles and equipment powered by renewable energy by 2030.		Not applicable. This measure is not within the purview of this Project.
Adopt a Low Carbon Fuel Standard with a Carbon Intensity reduction of 18%.	CARB	Consistent. When adopted, this measure would apply to all fuel purchased and used by the Project in the state. The Project would not obstruct or interfere with agency efforts to adopt a Low

Action	Responsible Parties	Consistency
		Carbon Fuel Standard with a Carbon Intensity reduction of 18%.
Implement the Short-Lived Climate Pollutant Strategy (SLPS) by 2030		
40% reduction in methane and hydrofluorocarbon emissions below 2013 levels.	CARB, CalRecycle, CDFA, California State Water Resource Control Board (SWRCB), Local Air Districts	Consistent. The Project would be required to comply with this measure and reduce any Project-source SLPS emissions accordingly. The Project would not obstruct or interfere agency efforts to reduce SLPS emissions.
50% reduction in black carbon emissions below 2013 levels.		Not applicable. This measure is not within the purview of this Project.
By 2019, develop regulations and programs to support organic waste landfill reduction goals in the SLCP and SB 1383.	CARB, CalRecycle, CDFA, SWRCB, Local Air Districts	Not applicable. This measure is not within the purview of this Project.
Implement the post-2020 Cap-and-Trade Program with declining annual caps.	CARB	Not applicable. This measure is not within the purview of this Project.
By 2018, develop Integrated Natural and Working Lands Implementation Plan to secure California's land base as a net carbon sink		
Protect land from conversion through conservation easements and other incentives.		Not applicable. This measure is not within the purview of this Project. However, the Project site is not an identified property that needs to be conserved.
Increase the long-term resilience of carbon storage in the land base and enhance sequestration capacity.	CNRA, Departments Within CDFA, CalEPA, CARB	Consistent. The Project site includes developed, vacant or disturbed property and does not comprise an area that would effectively provide for carbon sequestration. The Project would not obstruct or interfere agency efforts to increase the long-term resilience of carbon storage in the land base and enhance sequestration capacity.
Utilize wood and agricultural products to increase the amount of carbon stored in the natural and built environments.		Consistent. To the extent appropriate for the proposed residential buildings, wood products would be used in construction. Additionally, future development in accordance with the Project would include landscaping.
Establish scenario projections to serve as the foundation for the Implementation Plan.		Not applicable. This measure is not within the purview of this Project.
Implement Forest Carbon Plan	CNRA, California Department of Forestry and Fire Protection (CAL FIRE), CalEPA and Departments Within	Not applicable. This measure is not within the purview of this Project.

Action	Responsible Parties	Consistency
Identify and expand funding and financing mechanisms to support GHG reductions across all sectors.	State Agencies & Local Agencies	Not applicable. This measure is not within the purview of this Project.

As shown above, the Project would not conflict with any of the 2017 Scoping Plan elements as any regulations adopted would apply directly or indirectly to the Project. Since the Project would exceed the efficiency based GHG emissions target, the project has the potential to conflict with the 2017 Scoping Plan even with implementation of applicable mitigation measures as previously discussed.

Mitigation Measures: No further mitigation is required beyond previously mentioned AQ-1 and AQ-2

Level of Significance: Significant Unavoidable Impact.

5.3.5 - CUMULATIVE IMPACTS

- REGIONAL AIR QUALITY EMISSIONS RESULTING FROM OPERATIONAL BUILDOUT OF THE PROPOSED GENERAL PLAN UPDATE COULD IMPACT REGIONAL AIR QUALITY LEVELS ON A CUMULATIVELY CONSIDERABLE BASIS.

Impact Analysis: AB 32 states, in part, that “[g]lobal warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California.” Because global warming is the result of GHG emissions, and GHGs are emitted by innumerable sources worldwide, the proposed Project has no potential to result in a direct impact to GCC; rather, Project-related contributions to GCC, if any only have potential significance on a cumulative basis.

The analysis accounts for all anticipated cumulative growth within this geographic area. However, the significance of cumulative Greenhouse Gas impacts is typically determined according to the project methodology employed by the SCAQMD, as the regional body with authority in this area, which has taken regional growth projections into consideration.

The project-generated GHGs in combination with GHG emissions from other known and reasonably foreseeable projects would result in a much greater amount of GHG emissions. Although implementation of Mitigation Measure AQ-1 and AQ-2 may reduce the Project’s GHG emissions to a level that is consistent with AB 32, such mitigation cannot be imposed upon cumulative projects. The amount of cumulative GHG emissions would be cumulatively considerable, and would potentially hinder the intent and statewide reduction goals of AB 32. Impacts in this regard would be significant and unavoidable.

Mitigation Measures: No further mitigation is required beyond AQ-1 and AQ-2.

Level of Significance: Significant Unavoidable Impact.

5.3.6 - SIGNIFICANT UNAVOIDABLE IMPACTS

Thresholds a and b: Significant and Unavoidable Impact. As described Section 5.1, Air Quality, there is uncertainty regarding the specific nature of the construction and operational activities that would be facilitated under implementation of the Project. Mitigation Measures AQ-1 and AQ-2 would require the

preparation of project-specific construction and operational air quality analysis and incorporation of mitigation if emissions levels are shown to be above SCAQMD recommended thresholds of significance. Resulting mitigation would not only reduce criteria pollutant emissions but would also generally reduce GHG emissions. However, it cannot be definitively known or stated at this time what level of emissions reductions future development projects occurring under implementation of the Project would achieve via the implementation of these mitigation measures. While the implementation of Mitigation Measures AQ-1 and AQ-2 would reduce GHG emissions, it cannot be definitively known or stated at this time if future emissions in the City would be reduced to levels that are below applicable thresholds. Therefore, impacts would remain significant and unavoidable despite the implementation of applicable regulatory requirements and policies that have been incorporated with the intent of reducing GHG emissions and the incorporation of Mitigation Measures AQ-1 and AQ-2.

5.4 - Hazards And Hazardous Materials

This section describes the means by which hazardous substances are regulated from a Federal, State, and local perspective, and discusses potential adverse impacts to human health and the environment due to exposure of hazardous materials. Where significant impacts are identified, mitigation measures are identified to avoid or reduce these impacts to a less than significant level. For this EIR, the term “hazardous material” includes any material that, because of its quantity, concentration, or physical, chemical, or biological characteristics, poses a considerable present or potential hazard to human health or safety, or to the environment. It refers generally to hazardous chemicals, radioactive materials, and biohazards materials. “Hazardous waste,” a subset of hazardous material, is material that is to be abandoned, discarded, or recycled, and includes chemicals, radioactive, and bio-hazardous waste (including medical waste).

5.4.1 - EXISTING SETTING

HAZARDOUS MATERIALS

Hazard v. Risk

Worker and public health are potentially at risk whenever hazardous substances are present or will be used. It is important to differentiate between the “hazard” of these substances and the acceptability of the “risk” they pose to human health and the environment. A hazard is any situation that has the potential to cause damage to human health and the environment. The risk to human health and the environment is determined by the probability of exposure to the hazardous substance and the severity of harm such exposure would pose. The likelihood and means of exposure, in addition to the inherent toxicity of a substance, determine the degree of risk to human health. When the risk of an activity is judged acceptable by society in relation to perceived benefits, the activity is judged to be safe.

Means of Exposure

Exposure to hazardous substances could occur in the following manner: (1) improper handling or use of hazardous substances during the course of business, particularly by untrained personnel; (2) failure of storage containment systems; (3) environmentally unsound treatment/disposal methods; (4) transportation accidents; (5) fire, explosion, or other emergencies; or, (6) permitted release of hazardous substances by regulatory agencies.

The following factors influence the health effects of exposure to hazardous substances: the dose to which the person is exposed, the frequency of exposure, the duration of exposure, the exposure pathway (route by which a chemical enters a person’s body), and the individual’s unique biological susceptibility.

The means of exposure as outlined above would determine the way in which hazardous materials are absorbed into the body and, therefore, the bodily organs or systems affected. The major ways in which toxic substances may enter and be absorbed by the body are through the mouth (ingestion), the skin (penetration), or the lungs (inhalation). How a hazardous substance gets into the body and what damage it causes depends on the form or physical properties of the substance (i.e., liquid, solid, gas, dust, fibers, fumes or mist). A chemical may be toxic by one route and not another.

Health effects from exposure to toxic substances may be acute or chronic. Acute effects, usually resulting from a single exposure to a hazardous substance, may include damage to organs and systems in the body, and possibly death. Chronic effects, usually resulting from long-term exposure to a hazardous substance, may also include systemic and organ damage, as well as birth defects, genetic damage, and cancer.

Emergency v. Incident

A hazardous materials “Emergency” requires emergency responders, causes danger to employees requiring immediate medical attention, can require response from different regulating agencies, and/or results in an actual or potential uncontrolled release. In contrast, a hazardous materials “Incident” is a spill or release that can be absorbed, neutralized, or otherwise controlled at the time of the release. Generally, the substance can be controlled by the employees in the immediate area or by maintenance personnel resulting in no immediate safety or health hazards.

Reported Regulatory Properties

GEOTRACKER

The Geographic Environmental Information Management System (GEIMS) is a data warehouse that tracks regulatory data regarding underground fuel tanks, fuel pipelines, and public drinking water supplies using GeoTracker. GeoTracker and GEIMS were developed pursuant to a mandate by the California State Legislature (AB 592, SB 1189) to investigate the feasibility of establishing a Statewide GIS for leaking underground fuel tank (LUFT) sites. The GeoTracker database provides lists of the following site types, among others:

- Leaking Underground Tank (LUST) Cleanup Sites;
- Other Cleanup Sites;
- Land Disposal Sites;
- Military Sites;
- DTSC Cleanup Sites; and
- DTSC Hazardous Waste Permit.

As of October 14, 2024, the GeoTracker search results indicate there are a total of 16 sites within the City of Buena Park that are open and active. The GeoTracker search results are included in table 5.4-1 below.

Table 5.4-1: GeoTracker Results

Name	Status	Address	Site Type
GAZEBO SQUARE SHOPPING CENTER	OPEN - SITE ASSESSMENT	7814 ORANGETHORPE	LUST CLEANUP SITE
RONS SERVICE	OPEN - SITE ASSESSMENT	8010 COMMONWEALTH	LUST CLEANUP SITE

Name	Status	Address	Site Type
MOBIL #99-086 / CONROYS	OPEN - ASSESSMENT & INTERIM REMEDIAL ACTION	5962 BEACH	LUST CLEANUP SITE
RICHFIELD PROPERTY	OPEN - SITE ASSESSMENT	7501 ORANGETHORPE	LUST CLEANUP SITE
WAYNE PERRY INC.	OPEN - SITE ASSESSMENT	8281 COMMONWEALTH AVENUE	LUST CLEANUP SITE
ABE'S ARCO	OPEN - SITE ASSESSMENT	6242 BEACH	LUST CLEANUP SITE
MONTY'S CLEANERS	OPEN - VERIFICATION MONITORING	8226 COMMONWEALTH AVE	CLEANUP PROGRAM SITE
UNOCAL	OPEN - SITE ASSESSMENT	7751 ORANGETHORPE	LUST CLEANUP SITE
ABE'S ARCO	OPEN - SITE ASSESSMENT	6242 BEACH	LUST CLEANUP SITE
WAYNE PERRY INC.	OPEN - ELIGIBLE FOR CLOSURE	8301 COMMONWEALTH AVENUE	LUST CLEANUP SITE
FIRST CHURCH OF NAZARENE	INFORMATIONAL ITEM / REVIEW COMPLETE	8281 PAGE STREET	CLEANUP PROGRAM SITE
CENTERPOINT PROPERTIES (FORMER J C PENNEY COMPANY DISTRIBUTION FACILITY)	OPEN - SITE ASSESSMENT	6800 VALLEY VIEW	CLEANUP PROGRAM SITE
KNOTT CENTER	OPEN - SITE ASSESSMENT	8858 KNOTT	CLEANUP PROGRAM SITE
QUINN ENTERPRISES LP	OPEN - SITE ASSESSMENT	7381 WALNUT AVE	LUST CLEANUP SITE
ALLOY DYE CASTING	OPEN - SITE ASSESSMENT	6550 CABALLERO BOULEVARD	CLEANUP PROGRAM SITE
KRAFT USA OPERATIONS	OPEN - SITE ASSESSMENT	6950 ARTESIA	LUST CLEANUP SITE

Leaking Underground Tank (LUST) Cleanup Sites. There are a total of 10 LUST Cleanup Sites in the City that are still open and active. The cleanup status of these remaining open status sites is identified in Table 5.4-1 above.

ENVIROSTOR

The DTSC’s EnviroStor database is an online search and Geographic Information System (GIS) tool. EnviroStor provides access to detailed information on hazardous waste permitted and corrective action facilities, as well as existing site cleanup information. EnviroStor allows you to search for information on investigation, cleanup, permitting, and/or corrective actions that are planned, being conducted or have been completed under DTSC’s oversight. The EnviroStor database provides lists of the following site types:

Cleanup Sites

- Federal Superfund Sites (National Priority List);
- State Response Sites;
- Voluntary Cleanup Sites;
- School Cleanup Sites; and
- Corrective Action Sites.

Hazardous Waste Facilities

- Permitted – Operating;
- Post-Closure Permitted; and
- Historical Non-Operating.

EnviroStor provides site/facility name, site/facility type, clean-up status, address/description, any restricted use (recorded deed restrictions), past use(s) that caused contamination, potential contaminants of concern, potential environmental media affected, site history, planned, and completed activities. As of October 14, 2024, the EnviroStor search results indicate there are a total of 13 sites within the City of Buena Park that are open. The EnviroStor search results are included in Table 5.4-2 below.

Table 5.4-2: EnviroStor Search Results

Site/Facility Name	EnviroStor ID	Program Type	Status	Address
New Fashion Dry Cleaners	60001918	State Response	Active	4548 Beach Blvd.
First Church of the Nazarene	60002613	Voluntary Cleanup	No Further Action Needed	8281 Page Street
Buena Park Dry Cleaners	60001268	State Response	Active- Land Use Restrictions	6522 Stanton Avenue
Knotts Berry Farm	71002802	Tiered Permit	Refer. Local Agency	8039 Beach Blvd.
Buena Park Nabisco Site	6002101	Voluntary Cleanup	Active- Land Use Restrictions	7301 Artesia Blvd.

Site/Facility Name	EnviroStor ID	Program Type	Status	Address
Oxy Metal Industrial Corp.	8001438/ 30330002	Corrective Action/Historical	Inactive/Needs Evaluation/Refer RCRA	5640 Knott Ave.
La Palma Plaza	60002369	Voluntary Cleanup	Active	6883 La Palma Avenue
6750 Caballero Blvd.	60003437	Voluntary Cleanup	Active	6750 Caballero Blvd.
Alloy Die Casting Company	30330071/ 71002822	Voluntary Cleanup	Active- Land Use Restrictions	6550 Caballero Blvd.
Buena Park Strawberry Field	70000162	Voluntary Cleanup	Refer: Other Agency	8932 Holder Ave.
Anaheim Airport	80000967	Military Evaluation	Inactive/ Needs Evaluation	-
Ultra Wheel Company	71003752	No Further Action	Tiered Permit	6300 Valley View Avenue
El Bandido Truck Yard	30750019	No Action Required	Evaluation	6622-6632 Manchester Blvd.

Transport of Hazardous Materials/Waste

Major transportation routes (i.e., freeways, and principal, major, primary, and secondary arterials) traverse Buena Park and are open to vehicles carrying hazardous materials. These transportation routes are used to transport hazardous materials (among other materials/freight) from suppliers to users. Transportation accidents involving hazardous materials could occur on any of the routes, potentially resulting in explosions, physical contact by emergency response personnel, environmental degradation, and exposure to the public via airborne exposure.

Illegal Disposal

Illegal disposal of toxic materials and hazardous materials/waste on public or private property is a criminal act due to the health and safety threat it poses. As the costs and restrictions increase for legitimate hazardous waste disposal sites, it is anticipated that illegal dumping of hazardous materials would increase proportionately.

Landfills

Landfills can have adverse impacts on surrounding properties, the ground, and groundwater below the landfill. The concern for these facilities is related to the kind of materials disposed of in them, which can consist of non-hazardous (Class III), hazardous waste (Class I), or a combination of both (Class II). There are no active or inactive landfill sites located in the City of Buena Park.

Other Potential Sources of Hazardous Materials

ASBESTOS CONTAINING MATERIALS

Asbestos is a common name for a group of naturally occurring fibrous silicate minerals that are made up of strong durable fibers, which vary in size and physical shape. Asbestos is strong, incombustible, and corrosion resistant. Because of its physical properties, asbestos was used in many commercial products in construction and many other industries, since prior to the 1940s and up until the early 1970s. Asbestos is commonly found in various manmade products including insulation, ceiling and floor tiles, roof shingles, cement, and automotive brakes and clutches.

Asbestos fibers are relatively stable in the environment, because asbestos is a mineral. Asbestos fibers do not evaporate into air. Asbestos Containing Materials (ACMs) are building materials containing more than one percent (1%) asbestos (some State and regional regulators impose a one-tenth of one percent [0.10%] threshold). ACMs that can be crushed into a powder are termed “friable asbestos.” When ACM become friable, there is chance that asbestos fibers can become suspended in air.

It is under these conditions that airborne asbestos fibers represent the most significant risk to human health. Asbestos particles do not migrate through soil. Asbestos fibers do not dissolve in water, but under certain conditions, could become water borne and accumulate in steam beds and sediment. Asbestos is a potential health concern, since long term, chronic inhalation exposure to high levels of asbestos can cause lung diseases including asbestosis, mesothelioma, and/or lung cancer. Many of the existing structures present within the City were built prior to 1978. Therefore, the potential for ACMs is considered high.

Several different Federal, State, and local agencies regulate asbestos. Generally, worker exposure is regulated by the Federal Occupational Safety and Health Administration (OSHA) and its California State counterpart Cal/OSHA.

LEAD BASED PAINTS

Until 1978, when the U.S. Consumer Product Safety Commission (CPSC) phased out the sale and distribution of residential paint containing lead, many homes were treated with paint containing some amount of lead. It is estimated that over 80 percent of all housing built prior to 1978 contains some lead-based paint (LBP). The mere presence of lead in paint may not constitute a material to be considered hazardous. In fact, if in good condition (no flaking or peeling), most intact LBP is not considered to be a hazardous material. In poor condition, LBPs can create a potential health hazard for building occupants, especially children. Many of the existing structures present within the City were built prior to 1978. Therefore, the potential for LBPs to be found in the City is considered high.

POLYCHLORINATED BIPHENYLS

Polychlorinated Biphenyls (PCBs) were widely used as a coolant in electrical equipment, such as transformers, from the 1920s to the 1970s. After it was determined that PCBs could cause adverse health effects if ingested and cause cancer when the chemical underwent a chemical change as a result of fire or explosion, PCBs were banned for use in most electrical equipment in the latter part of the 1970s and 1980s.

AIRPORT HAZARDS

Fullerton Municipal Airport is located immediately adjacent to the City of Buena Park's northeastern City limits. Additionally, the Joint Forces Training Base Los Alamitos is located approximately two miles to the southwest. The City is not located within 2 miles of any other public airport or public use airport. The next closest air facility is the Long Beach Airport located approximately 14 miles to the west.

Fullerton Municipal Airport

Fullerton Municipal Airport (FMA) is a general aviation airport located at 4011 West Commonwealth Avenue, immediately adjacent to the City of Buena Park's northeastern City limits. Currently, FMA encompasses 86 acres, with a runway length of 3,120 feet, and capacity to accommodate 600 planes. FMA is an active airport with approximately 275 based aircraft and over 81,000 annual operations. The Orange County Airport Land Use Commission (ALUC) 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.

Joint Forces Training Base Los Alamitos

The Joint Forces Training Base (JFTB) Los Alamitos is located approximately two miles southwest of the City of Buena Park. The airfield, operated by the National Guard Bureau, contains two runways with approximately 1,100 flights that arrive or depart every month. JFTB Los Alamitos is located one-half mile southeast of the City of Buena Park. The Orange County ALUC has adopted an AELUP for JFTB that affects properties within Buena Park only in regard to building height restrictions.

OIL WELLS

Portions of the City of Buena Park are located in the West Coyote, West Buena Park (abandoned) and East Buena Park (abandoned) oil fields. There are numerous idle, plugged, and abandoned wells located within and in proximity to the City. The wells are identified on State of California Department of Conservation Division of Oil, Gas, and Geothermal Resources.

5.4.2 - REGULATORY FRAMEWORK

Federal, State, and local regulatory policies and law that apply to hazards and hazardous materials are discussed below.

HAZARDOUS MATERIALS

Federal

CLEAN AIR ACT

The Clean Air Act (CAA) is the comprehensive Federal law that regulates air emissions from stationary and mobile sources. Among other things, this law authorizes the United States Environmental Protection Agency (EPA) to establish National Ambient Air Quality Standards (NAAQS) to protect public health and public welfare and to regulate emissions of hazardous air pollutants. One of the goals of the Act was to set and achieve NAAQS in every state by 1975 in order to address the public health and welfare risks posed by certain widespread air pollutants. The setting of these pollutant standards was coupled with directing

the states to develop state implementation plans (SIPs), applicable to appropriate industrial sources in the state, in order to achieve these standards. The Act was amended in 1977 and 1990 primarily to set new goals (dates) for achieving attainment of NAAQS, since many areas of the country had failed to meet the deadlines.

Section 112 of the Clean Air Act addresses emissions of hazardous air pollutants. The 1990 Clean Air Act Amendments revised Section 112 to first require issuance of technology-based standards for major sources and certain area sources. "Major sources" are defined as a stationary source or group of stationary sources that emit or have the potential to emit 10 tons per year or more of a hazardous air pollutant or 25 tons per year or more of a combination of hazardous air pollutants. An "area source" is any stationary source that is not a major source. For major sources, Section

112 requires that EPA establish emission standards that require the maximum degree of reduction in emissions of hazardous air pollutants. These emission standards are commonly referred to as "maximum achievable control technology" or "MACT" standards. Eight years after the technology-based MACT standards are issued for a source category, EPA is required to review those standards to determine whether any residual risk exists for that source category and, if necessary, revise the standards to address such risk. The CAA is discussed in greater detail in Section 5.5, Air Quality/Climate Change.

CLEAN WATER ACT

The Clean Water Act (CWA) establishes the basic structure for regulating discharges of pollutants into the waters of the United States and regulating quality standards for surface waters. Under the CWA, EPA has implemented pollution control programs such as setting wastewater standards for industry. Water quality standards for all contaminants in surface waters were also established. The CWA made it unlawful to discharge any pollutant from a point source into navigable waters, unless a permit was obtained. EPA's National Pollutant Discharge Elimination System (NPDES) permit program controls discharges. Point sources are discrete conveyances such as pipes or man-made ditches. Individual homes that are connected to a municipal system, use a septic system, or do not have a surface discharge do not need an NPDES permit; however, industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters. The CWA is discussed in greater detail in Section 5.8, Hydrology, Drainage and Water Quality.

COMPREHENSIVE ENVIRONMENTAL RESPONSE, COMPENSATION, AND LIABILITY ACT

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA or Superfund) provides a Federal "Superfund" to clean up uncontrolled or abandoned hazardous- waste sites as well as accidents, spills, and other emergency releases of pollutants and contaminants into the environment. Through CERCLA, EPA was given power to seek out those parties responsible for any release and assure their cooperation in the cleanup. EPA cleans up orphan sites when potentially responsible parties cannot be identified or located, or when they fail to act. Through various enforcement tools, EPA obtains private party cleanup through orders, consent decrees, and other small party settlements. EPA also recovers costs from financially viable individuals and companies once a response action has been completed.

EPA is authorized to implement the Act in all 50 states and U.S. territories. Superfund site identification, monitoring, and response activities in states are coordinated through the state environmental protection or waste management agencies.

The Superfund Amendments and Reauthorization Act (SARA) of 1986 reauthorized CERCLA to continue cleanup activities around the country. Several site-specific amendments, definitions clarifications, and technical requirements were added to the legislation, including additional enforcement authorities. Also, Title III of SARA authorized the Emergency Planning and Community Right-to-Know Act (EPCRA); see discussion below.

EMERGENCY PLANNING AND COMMUNITY RIGHT-TO-KNOW ACT

Authorized by Title III of the Superfund Amendments and Reauthorization Act (SARA), the Emergency Planning & Community Right-to-Know Act (EPCRA) was enacted by Congress as the national legislation on community safety. This law is designed to help local communities protect public health, safety, and the environment from chemical hazards. To implement EPCRA, Congress requires each state to appoint a State Emergency Response Commission (SERC). The SERCs are required to divide their states into Emergency Planning Districts and to name a Local Emergency Planning Committee (LEPC) for each district. Broad representation by fire fighters, health officials, government and media representatives, community groups, industrial facilities, and emergency managers ensures that all necessary elements of the planning process are represented.

HAZARDOUS MATERIALS TRANSPORTATION ACT

The Department of Transportation (DOT) receives the authority to regulate the transportation of hazardous materials from the Hazardous Materials Transportation Act (HMTA), as amended and codified in 49 U.S.C. 5101 et seq. The DOT is the primary regulatory authority for the interstate transport of hazardous materials and establishes regulations for safe handling procedures (i.e., packaging, marking, labeling and routing).

OCCUPATIONAL AND SAFETY HEALTH ACT

Congress passed the Occupational and Safety Health Act to ensure worker and workplace safety. Their goal was to make sure employers provide their workers a place of employment free from recognized hazards to safety and health, such as exposure to toxic chemicals, excessive noise levels, mechanical dangers, heat or cold stress, or unsanitary conditions. In order to establish standards for workplace health and safety, the Act also created the National Institute for Occupational Safety and Health (NIOSH) as the research institution for the Occupational Safety and Health Administration (OSHA). OSHA is a division of the U.S. Department of Labor that oversees the administration of the Act and enforces standards in all 50 states.

RESOURCE CONSERVATION AND RECOVERY ACT

The Resource Conservation and Recovery Act (RCRA) gives EPA the authority to control hazardous waste from “cradle-to-grave.” This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also set forth a framework for the management of non-hazardous solid wastes. The 1986 amendments to RCRA enabled EPA to address environmental problems that could result from

underground tanks storing petroleum and other hazardous substances. The Federal Hazardous and Solid Waste Amendments (HSWA) are the 1984 amendments to RCRA that focused on waste minimization and phasing out land disposal of hazardous waste as well as corrective action for releases. Some of the other mandates of this law include increased enforcement authority for EPA, more stringent hazardous waste management standards, and a comprehensive underground storage tank program.

NATIONAL INCIDENT MANAGEMENT SYSTEM

Homeland Security Presidential Directive 5 directs the U.S. Department of Homeland Security to lead a coordinated national effort with other Federal departments and agencies and State, local, and tribal governments to establish a National Response Plan (NRP) and a National Incident Management System (NIMS).

The NIMS is a system for achieving unified inter-agency management during emergency response operations, which has been adopted by U.S. jurisdictions at regional and national levels. The purpose of NIMS is to assure that there is a comprehensive national framework that will support efficient incident management for all domestic incidents, regardless of size, nature, or complexity. The Standardized Emergency Management System (SEMS), which is used by the City of Buena Park (refer to discussions below) is compatible with the NIMS.

State of California

DEPARTMENT OF TOXIC SUBSTANCES CONTROL

The responsibility for implementation of RCRA was given to California EPA's Department of Toxic Substances Control (DTSC) in August 1992. The DTSC is also responsible for implementing and enforcing California's own hazardous waste laws, which are known collectively as the Hazardous Waste Control Law. Although similar to RCRA, the California Hazardous Waste Control Law and its associated regulations define hazardous waste more broadly and so regulate a larger number of chemicals. Hazardous wastes regulated by California but not by EPA are called "non-RCRA hazardous wastes."

UNIFIED HAZARDOUS WASTE AND HAZARDOUS MATERIALS MANAGEMENT REGULATORY PROGRAM

The "Unified Hazardous Waste and Hazardous Materials Management Regulatory Program." Unified Program was created in 1993 by Senate Bill 1082 to consolidate, coordinate, and make consistent the administrative requirements, permits, inspections, and enforcement activities for environmental and emergency management programs. The Program is implemented at the local government level by Certified Unified Program Agencies (CUPAs). The Program consolidates, coordinates, and makes consistent the following hazardous materials and hazardous waste programs (Program Elements):

- Hazardous Waste Generation (including onsite treatment under Tiered Permitting);
- Aboveground Petroleum Storage Tanks (only the Spill Prevention Control and Countermeasure Plan or "SPCC");
- Underground Storage Tanks (USTs);

- Hazardous Material Release Response Plans and Inventories;
- California Accidental Release Prevention Program (Cal ARP); and
- Uniform Fire Code Hazardous Material Management Plans and Inventories.

The CUPA with jurisdiction over the City of Buena Park is the County of Orange Environmental Health Division Health Care Agency.

ACCIDENTAL RELEASE PREVENTION LAW

The State's Accidental Release Prevention Law provides for consistency with Federal laws (i.e., the Emergency Preparedness and Community Right-to-Know Act and the Clean Air Act) regarding accidental chemical releases and allows local oversight of both the State and Federal programs. State and Federal laws are similar in their requirements; however, the California threshold planning quantities for regulated substances are lower than the Federal quantities. Local agencies may set lower reporting thresholds or add additional chemicals to the program. The Accidental Release Prevention Law is implemented by the CUPA and requires that any business, where the maximum quantity of a regulated substance exceeds the specified threshold quantity, register with the County as a manager of regulated substances and prepare a Risk Management Plan. A Risk Management Plan must contain an offsite consequence analysis, a five-year accident history, an accident prevention program, an emergency response program, and a certification of the truth and accuracy of the submitted information. Businesses submit their plans to the CUPA, which makes the plans available to emergency response personnel. The Business Plan must identify the type of business, location, emergency contacts, emergency procedures, mitigation plans, and chemical inventory at each location.

TRANSPORTATION OF HAZARDOUS MATERIALS/WASTES

Transportation of hazardous materials/wastes is regulated by California Code of Regulations (CCR) Title 26. The California Highway Patrol (CHP) and the California Department of Transportation (Caltrans) enforce Federal and State regulations and respond to hazardous materials transportation emergencies. Emergency responses are coordinated as necessary between Federal, State, and local governmental authorities and private persons through a State mandated Emergency Response Plan.

Due to the significant short-term risks to public health and the environment associated with hazardous waste management during transportation of wastes, specific Commercial Hazardous Waste Shipping Routes are designated with the intent of minimizing the distance that wastes are transported and the proximity to vulnerable locations.

WORKER AND WORKPLACE HAZARDOUS MATERIALS SAFETY

Occupational safety standards exist to minimize worker safety risks from both physical and chemical hazards in the workplace. The California Division of Occupational Safety and Health (Cal/OSHA) is responsible for developing and enforcing workplace safety standards and assuring worker safety in the handling and use of hazardous materials. Among other requirements, Cal/OSHA requires many businesses

to prepare Injury and Illness Prevention Plans and Chemical Hygiene Plans. The Hazard Communication Standard requires that workers be informed of the hazards associated with the materials they handle.

STANDARDIZED EMERGENCY MANAGEMENT SYSTEM

The Standardized Emergency Management System (SEMS) is the system required by Government Code Section 8607(a) for managing emergencies involving multiple jurisdictions and agencies. SEMS consists of five organizational levels, which are activated as necessary:

1. Field Response;
2. Local Government;
3. Operational Area;
4. Regional; and
5. State.

Local governments must use SEMS to be eligible for funding of their response-related personnel costs under state disaster assistance programs.

SEMS incorporates the functions and principles of the Incident Command System (ICS), the Master Mutual Aid Agreement (MMAA), existing mutual aid systems, the operational area concept, and multi-agency or inter-agency coordination. The ICS is a management system that is used to achieve optimal command and control within an organization as well as seamless inter-agency coordination during any type of emergency event. It uses a clearly defined chain of command, a common nomenclature for key management positions, defined management sections, and specifically described emergency response functional roles. The MMAA, signed in 1950 by all counties and most cities (including Buena Park), provides the basis for the concept of “mutual aid” in California. It operates on the premise of providing assistance in times of “local peril” without the expectation of reimbursement.

DEPARTMENT OF CONSERVATION DIVISION OF OIL, GAS, AND GEOTHERMAL RESOURCES

The State of California Department of Conservation Division of Oil, Gas, and Geothermal Resources oversees the drilling, operation, maintenance, and plugging and abandonment of oil, natural gas, and geothermal wells for the purpose of:

- Preventing damage to life, health, property, and natural resources;
- Damage to underground and surface waters suitable for irrigation or domestic use;
- Loss of oil, gas, or reservoir energy; and
- Damage to oil and gas deposits by infiltrating water and other causes.

Local

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

The South Coast Air Quality Management District (SCAQMD) works with the California Air Resources Board (CARB) and is responsible for developing and implementing rules and regulations regarding air toxics on a local level. The SCAQMD establishes permitting requirements, inspects emission sources, and enforces measures through educational programs and/or fines. Refer to Section 5.5, Air Quality/Climate Change, for further discussion regarding toxic air emissions.

COUNTY OF ORANGE HEALTH CARE AGENCY

The County of Orange Health Care Agency (Environmental Health Division) is the CUPA with jurisdiction over the City of Buena Park. The Orange County Environmental Health Division has been certified by the California EPA to coordinate the regulation of six environmental programs for all of Orange County (with the exception of Anaheim). Environmental programs include:

- Hazardous Waste Inspection Program;
- Underground Storage Tank Inspection Program;
- Aboveground Petroleum Storage Tank Program;
- Hazardous Materials Disclosure;
- Business Plan; and
- California Accidental Release Prevention (CalARP) Program.

County and City Fire Agencies in Orange County have joined the CUPA as Participating Agencies, forming a partnership within the County's Unified Program. In most cities, Environmental Health administers the Hazardous Waste Inspection, Underground Storage Tank Inspection, and Aboveground Petroleum Storage Tank programs, while the Fire Agencies generally administer Hazardous Materials Disclosure, Business Plan, and CalARP with some exceptions. The City of Buena Park's fire services are contracted through the Orange County Fire Authority.

HAZARDOUS WASTE INSPECTION PROGRAM

The Orange County Environmental Health Division implements the Hazardous Waste Inspection Program throughout Orange County. The purpose of this program is to ensure that all hazardous waste generated by Orange County businesses are properly handled, recycled, treated, stored and disposed. Specialists in this program inspect facilities that generate hazardous waste, evaluate hazardous waste generating industries, investigate reports of illegal hazardous waste disposal, and respond to emergency spills of hazardous chemicals. Specialists also participate in public education programs designed to inform industries and residents about the laws and regulations relating to safe disposal of hazardous waste.

UNDERGROUND STORAGE TANK INSPECTION PROGRAM

The Environmental Health Division oversees the Underground Storage Tank Inspection Program in Orange County with the exception of the following cities: Anaheim, Fullerton, Orange, and Santa Ana. The purpose of this program is to ensure that hazardous materials stored in underground tanks are not released into the groundwater and/or the environment. Specialists from the County and cities inspect underground storage tanks (USTs), monitoring equipment, and inventory records of UST systems to ensure that the systems comply with applicable laws and regulations.

ABOVEGROUND PETROLEUM STORAGE TANK (APST) PROGRAM

Effective January 1, 2008, Assembly Bill 1130 (AB1130) authorized the administration and implementation of the Aboveground Petroleum Storage Tank (APST) Program to the local CUPA. AB1130 consolidated environmental programs, fees, and inspection authority into one single regulating agency, creating essentially a “One-Stop Shop.” The Aboveground Petroleum Storage Act of 1990 (Act) requires owners or operations of aboveground petroleum storage tank (APST) facilities to file a tank facility statement, to develop and implement a Spill Prevention Control and Countermeasure (SPCC) Plan, and to pay an annual fee. The purpose of this program is to protect the state’s people and natural resources from aboveground petroleum storage tank spills or releases.

HAZARDOUS MATERIALS DISCLOSURE/BUSINESS PLAN

Chapter 6.95, Division 20 of the California Health and Safety Code (HSC) and Chapter 116, Section 11022 of Title 42 of the United States Code contain the minimum requirements for hazardous material inventory reporting and data management. These regulations require businesses within Orange County to complete a chemical inventory form to disclose hazardous materials stored, used, or handled on site. This disclosure information will assist emergency responders in planning for and handling emergencies involving hazardous materials. The main program objective is to safeguard the lives of emergency responders, the public, and to minimize property loss. The HSC also requires a Business Emergency Plan (BEP). The intent of the BEP is to assist in mitigating a release or threatened release of a hazardous material; and to minimize any potential harm or damage to human health or the environment. In accordance with the provisions of Chapter 6.95, disclosure of hazardous materials shall be updated at least annually. These forms satisfy disclosure requirements of State and Federal laws.

CALIFORNIA ACCIDENTAL RELEASE PREVENTION PROGRAM

The California Accidental Release Prevention Program (CalARP) is a part of the Orange County CUPA. CalARP was adapted from the Federal accidental release program established by the Clean Air Act Section 112 (r) and modified to meet California’s needs. This program requires any business that handles more than threshold quantities of a Regulated Substance (RS) to develop a Risk Management Plan (RMP). The RMP is implemented by businesses to prevent or mitigate releases of regulated substances that could have off-site consequences.

Regulated Substances and their threshold quantities can be found in Title 19, California Code of Regulations, in the following tables: Table 1 (Federal List of Toxic Regulated Substances); Table 2 (Federal List of Flammable Regulated Substances); and Table 3 (California List of Regulated Substances). The CUPA has delegated the responsibilities and management of this program to some local Fire Agencies.

ORANGE COUNTY FIRE AUTHORITY

The City of Buena Park's Fire Services are contracted through the Orange County Fire Authority (OCFA). In addition to delivering fire, emergency medical, and rescue services, the OCFA provides the following services:

- Coordinates the inspection of all commercial buildings, investigates all fires, and enforces hazardous materials regulations.
- Conducts an inventory program of hazardous materials stored, handled, and used within OCFA's jurisdiction, and maintains related information in a database accessible to all emergency response agencies in the event of a major emergency. The information is also provided to the public regarding the location, type, and health risks of hazardous materials on a facility-specific basis.
- Conducts Uniform Fire Code inspections, assists in reducing risks associated with the use of hazardous materials in the community, and administers the State-mandated Risk Management and Prevention Program.
- Investigates fires to determine their cause, prepares arson and hazardous materials cases for the district attorney, and initiates actions to recover costs for negligently caused fires.
- Staff also works closely with local, State, and Federal law enforcement agencies, as well as the district attorney's office, in the investigation of hazardous materials incidents.

Disclosure to the 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 (500 pounds of a solid, 55 gallons of a liquid, and 200 cubic feet of a gas). Among other requirements, businesses must also prepare a Business Emergency Plan (BEP). The purpose of the BEP is 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.

COUNTY OF ORANGE WASTE AND RECYCLING

County of Orange Waste and Recycling manages the County's solid waste disposal system on behalf of 34 cities serving businesses and over three million residents. Waste and Recycling operates a network of three active landfills and four household hazardous waste collection centers, none of which are located in the City of Buena Park. The Orange County landfills are:

- Frank R. Bowerman Landfill in Irvine (commercial landfill only; no public dumping);
- Olinda Alpha Landfill in Brea (commercial and public dumping); and
- Prima Deshecha Landfill in San Juan Capistrano (commercial and public dumping).

All three active landfills are permitted as Class III landfills and as such, accept only non-hazardous municipal solid waste for disposal; no hazardous or liquid waste is accepted.

There are four Household Hazardous Waste Collection centers (HHWCC) in Orange County:

- Anaheim: 1071 North Blue Gum Street;
- Huntington Beach: 17121 Nichols Street-Gate 6;
- Irvine: 6411 Oak Canyon; and
- San Juan Capistrano: 32250 La Pata Avenue.

CITY OF BUENA PARK EMERGENCY OPERATIONS PLAN

The City of Buena Park adopted their Emergency Operations Plan (EOP) in November 2007. The City created the EOP based on the ICS principles and concepts contained within the SEMS. The SEMS and NIMS are compatible plans and the City utilizes these as a basis for the ICS structure.

The EOP has been developed, in order to provide a comprehensive (multi-use) emergency management program for the City. It seeks to mitigate the effects of hazards, prepare for measures to be taken, which would preserve life and minimize damage, enhance response during emergencies, and provide necessary assistance, and establish a recovery system, in order to return the City to its normal state of affairs. Additionally, the plan defines “who does what, when, where, and how, in order to mitigate, prepare for, respond to, and recover from the effects of natural disasters, technological accidents, nuclear incidents, and other major incidents/hazards.”⁵

The EOP consists of six chapters and an appendix (as follows), and is in compliance with the SEMS, NIMS, NRP, and California Code of Regulations.

1. Introduction;
2. Administrative Features of an Emergency;
3. Hazard Analysis and Threat Summaries;
4. Emergency Operations Center;
5. SEMS/NIMS functions and Checklists;
6. Recovery Operations; and
7. Appendices.

The EOC serves as the centralized point to manage overall City response to major disasters. The City’s Primary Emergency Operations Center (EOC) is at the Buena Park Police Department, located at 6650 Beach Boulevard, Buena Park.

CITY OF BUENA PARK MUNICIPAL CODE

According to Buena Park Municipal Code (Municipal Code) Section 8.32.020, City Implementation Responsibility, the City of Buena Park has assumed responsibility for the implementation of the provisions of Chapter 6.95 of the California Health and Safety Code and designated the Buena Park Fire Department as the administering agency responsible for administering and enforcing such provisions of said Chapter 6.95 within the boundaries of the City. The Fire Department is designated as the primary agency to report to and manage a hazardous materials emergency caused by the release or spillage of hazardous material on either public or private property; refer to Municipal Code Section 8.32.050, Hazardous Materials Emergency Response Agency.

According to Municipal Code Section 8.32.070, Hazardous Materials Release Response - Compliance, every person or business, except as specifically exempted by California Health and Safety Code Chapter 6.95, shall comply with the Buena Park requirements for hazardous materials response plans and inventory when such person or business handles one or more hazardous materials, or a mixture or mixtures containing hazardous materials, which have a total combined quantity, at any one time during the reporting year, greater than or equal to a total of 500 pounds, or a total volume of 55 gallons, or 200 cubic feet at standard temperature and pressure for compressed gas, unless the Fire Chief has provided notice that the weight or volume limits herein for a specific hazardous material have been lowered in response to public health concerns.

AIRPORT ENVIRONS LAND USE PLANS

The Orange County Airport Land Use Commission (ALUC) is required to prepare and adopt an airport land use plan for each of the airports within its jurisdiction. Airport Environs Land Use Plans (AELUP) seek to “protect the public from the adverse effects of aircraft noise, to ensure that people and facilities are not concentrated in areas susceptible to aircraft accidents, and to ensure that no structures or activities adversely affect navigable airspace.” The AELUP intends to safeguard the general welfare of the inhabitants within the vicinity of the airport and to ensure the continued operation of the airport. The AELUP requires land use within the planning area boundaries to conform to noise, safety, and height restrictions. Portions of the City of Buena Park are located within the Fullerton Municipal Airport (FMA) and Joint Forces Training Base (JFTB) Los Alamitos planning areas.

The ALUC prepared the Airport Environs Land Use Plan (AELUP) for the FMA (Amended November 18, 2004) and JFTB Los Alamitos (Amended 2002). The AELUP includes standards and criteria adopted by the ALUC involving Runway Protection Zones/Clear Zones, Accident Potential Zones, and Building Height Restrictions.

Runway Protection Zones (Clear Zones). Runway Protection Zones (RPZ) or Clear Zones (CZ) are a trapezoidal area off each end of a runway used to enhance the protection of people and property on the ground. This Zone includes the innermost of the safety zones. The severe potential for loss of life and property due to accidents prohibits most land uses in the RPZ/CZ. Also, the close proximity to aircraft operations limits land uses, which would endanger such operations. Only airport-related uses and open space uses are permitted in RPZ/CZ.

Accident Potential Zones. Accident Potential Zones (APZ) are Zones established around some airports based on accident histories and operational characteristics. APZs for FMA are known as Runway Protection Zones (RPZs). To fulfill the purpose of this AELUP, land use within the planning area boundaries of the AELUP must conform to safety and height restrictions and standards. The Specific Policies pertaining to RPZs are as follows:

Land Use Runway Protection Zone “RPZ”, Extreme Crash Hazard. The severe potential for loss of life and property due to accidents prohibits most land uses in this area. Also, the close proximity to aircraft operations limits land uses which would endanger such operations. Only airport-related uses and open space uses, including agriculture and certain types of transportation and utility uses are permitted. No buildings intended for human habitation are permitted in the RPZ. Furthermore, because of the proximity to aeronautical operations, uses in this area must not attract birds nor emit excessive glare or light, nor produce or cause steam, smoke, dust, or electronic interference so as to interfere with, or endanger, aeronautical operations.

Accident Potential Zone I “APZ I”, Considerable Crash Hazard. The potential for loss of life and property due to aircraft accidents is sufficient to require density and intensity of use restrictions in this zone. In accordance with the General Policy, the Commission would find unacceptable any land use where lot coverage exceeded fifty (50) percent or where more than one hundred (100) persons were placed for long periods in a structure (i.e., a free-standing building). All forms of residential uses are unacceptable in this zone, as are places of indoor or outdoor assembly (i.e., churches, schools, conference centers, restaurants, etc.). Open space, commercial, industrial, and airport-related uses are acceptable in this zone providing they adhere to the density and intensity of use restrictions. Furthermore, because of the proximity to aeronautical operations, uses in this area must not emit excessive glare or light, nor produce or cause steam, smoke, dust, or electronic interference so as to interfere with, or endanger, aeronautical operations. Currently there is no APZ I shown for FMA.

Accident Potential Zone II “APZ II”, Limited Crash Hazard. The potential for loss of life and property due to aircraft accidents is sufficient to require density and intensity of use restrictions in this zone. In accordance with the General Policy, the Commission would find unacceptable any land use where lot coverage exceeded 75 percent or where more than 200 persons were placed for long periods in an open assembly area or in a structure (i.e., a free-standing building). Most forms of open space, industrial, commercial, and airport-related uses are acceptable, whereas residential and public facilities (schools, churches, etc.) are not acceptable. Furthermore, because of the proximity to aeronautical operations, uses in this area must not emit excessive glare or light, nor produce or cause steam, smoke, dust, or electronic interference so as to interfere with, or endanger, aeronautical operations.

In applying the APZ standards, the Commission considers a free-standing building as one structure despite the existence of fire walls that may separate tenants or users. Furthermore, the Commission considers that if a structure crosses over boundary lines of APZs I or II, or over a boundary between a non-crash hazard area and an APZ, then the entire building shall be considered to be in the more restrictive APZ area regarding density standards.

Building Height Restrictions. In order to ensure that buildings which might affect the continued operations of airports are not built in their vicinities, the Commission has incorporated the standards for determining obstructions and FAR Part 77 definitions, of the “imaginary surfaces” for airports, as the guidelines for height limits. The “imaginary surfaces” are defined by means of elevations, heights, and slopes in relation to individual airports, the spaces above which are reserved to air navigation. In addition to the “imaginary surfaces,” the Commission will use all of the FAR Part 77.23 standards along with the results of Federal Aviation Administration (FAA) aeronautical studies, or other studies deemed necessary by the Commission, in order to determine if a structure is an “obstruction.” Building or structural heights are limited to the distance between the ground elevation of the site and an elevation that has been determined will not adversely affect an airport or aeronautical operations, or navigational-aid siting criteria, including interference with navigational-aids or published flight paths and procedures.

As previously noted, land use within the planning area boundaries of the AELUP must conform to safety and height restrictions and standards. The Specific Policy pertaining to building height restrictions is as follows:

Height Restriction Zone. Any object, which by reason of its height or location would interfere with the established, or planned, airport flight procedures, patterns, or navigational systems, is unacceptable to the Commission. Similarly, any proposal which would cause a diminution in the utility of an airport is unacceptable to the Commission. The standards, criteria, and procedures promulgated by the FAA for the thorough evaluation of development projects are designed to ensure the safe and efficient use of the navigable airspace. The application of these principles by the Commission will ensure the stability of local air transportation, as well as promote land uses that are compatible with the airport environs. However, any object which rises above the height of surrounding development, or which is located in close proximity to any of the various flight paths, must be clearly visible during hours of twilight or darkness and must not threaten, endanger, or interfere with aeronautical operations. Such objects, even if within the above height restrictions, are not acceptable to the Commission unless they are clearly marked or lighted according to FAA standards.

General Plan Consistency With the AELUP. The Commission also makes findings regarding consistency of proposed land use plans/regulations/projects with the AELUP and forwards those findings to the appropriate local jurisdictions for their consideration. Each local agency having jurisdiction over any area within the AELUP planning areas is required to submit its General Plan (or Specific Plans) for that area to the Commission for a determination. The submittals would highlight those areas which address the AELUP noise impact, accident potential, and height restriction zones. The submittals must illustrate how local agencies will incorporate the performance standards outlined in this AELUP into their planning, zoning, and development processes. All agencies are encouraged to file their submittals at the earliest practical time. The agencies are encouraged further to include a statement or summary of those issues which are believed to be consistent, as well as inconsistent, with the standards of this AELUP.

Fullerton Municipal Airport AELUP

The FMA AELUP more specifically notes the following regarding FMA’s Accident Potential Zones and Building Height Restrictions:

The Commission analyzed the accident history of Fullerton Airport and concluded that the significant number of accidents justified the establishment of an Accident Potential Zone “RPZ” (Runway Protection Zone) for land use planning purposes at each runway end beginning 200 feet beyond the displaced thresholds and extending outward for a linear distance of 1,000 feet, and an Accident Potential Zone “I” within 500 feet of the runway centerline beyond the areas of the RPZ and the airport proper, as shown in Appendix D [of the AELUP] on the map entitled Fullerton Municipal Airport Impact Zones.

For Fullerton, the Commission... has adopted Part 77, Objects Affecting Navigable Airspace, of the Federal Aviation Regulations as a guideline to describe the ultimate height of structures under the “imaginary surfaces” as defined in FAR Part 77. These airspace imaginary surfaces for FMA now include a second set of FAA-mandated RPZs which extend farther from the respective runway ends than the separate “land use” RPZs discussed and depicted in the context of accident potential zones, above. These height restrictions “FAR Part 77 RPZs” represent imaginary surfaces beyond the runway ends through which no physical objects should penetrate, per FAA policy. These RPZs, which rise from points 200 feet beyond the ends of the runway surface and which extend outward for a linear distance of 1,000 feet at a slope ratio of 20:1, are depicted on the Height Restriction Zone Map in Appendix D [of the AELUP].

FMA’s Airport Impact Zones, Height Restriction Zone, and Obstruction Imaginary Surfaces are illustrated on Exhibit 5.9-2, AELUP Airport Impact Zones for Fullerton Municipal Airport, Exhibit 5.9-3, AELUP Height Restriction Zone for Fullerton Municipal Airport, and Exhibit 5.9-4, AELUP Height Obstruction Imaginary Surfaces for Fullerton Municipal Airport, respectively.

Joint Forces Training Base Los Alamitos AELUP

The JFTB AELUP more specifically notes the following regarding the JFTB’s Runway Protection Zones/Clear Zones, Accident Potential Zones, and Building Height Restrictions:

The Commission used the Clear Zones depicted in the June 1, 1994 Final AICUZ Study (Exhibit 4a and 4b of Appendix D). This study identifies Clear Zones that are located entirely within the boundaries of AFRC, Los Alamitos. The study does not identify any off- base accident potential zones.

The Commission, by reference, has adopted Part 77, Objects Affecting Navigable Airspace, of the Federal Aviation Regulations as a guideline to describe the ultimate height of structures under the “imaginary surfaces” as defined in FAR Part 77. Structures should not exceed the elevations defined in FAR Part 77.25 unless, upon completion of an aeronautical analysis conducted by the FAA pursuant to FAR Part 77.13, the Commission finds that they will be consistent with the Guidelines of Section 3.2 of the AELUP. In addition to the “imaginary surfaces,” the Commission will also use all of the FA Part 77.23 standards for determining if a structure is an “obstruction.”

5.4.3 - SIGNIFICANCE THRESHOLD CRITERIA

Appendix G of the CEQA Guidelines contains the Initial Study Environmental Checklist, which was included with the Notice of Preparation to show the areas being analyzed within the EIR; refer to Appendix A of this

EIR. The Initial Study includes questions relating to hazards and hazardous materials. The issues presented in the Initial Study Checklist have been utilized as thresholds of significance in this Section. Accordingly, impacts involving hazards and hazardous materials resulting from implementation of the General Plan Update may be considered significant if they would:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- 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;
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
- 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 create a significant hazard to the public or the environment;
- 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 for people residing or working the in the project area;
- For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working the project area; refer to Section 8.0, Effects Found Not to be Significant;
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; and/or
- Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands; refer to Section 8.0, Effects Found Not to be Significant.

Based on these standards, the proposed project's effects have been characterized as either a "less than significant impact" or a "potentially significant impact." Mitigation measures are recommended to avoid or lessen impacts. If a potentially significant impact cannot be reduced to a less than significant impact level through the application of mitigation, it is categorized as a significant unavoidable impact.

5.4.4 - IMPACTS AND MITIGATION MEASURES

ROUTINE TRANSPORT, USE, OR DISPOSAL OF HAZARDOUS MATERIALS

- FUTURE DEVELOPMENT IN THE CITY COULD CREATE A SIGNIFICANT HAZARD TO THE PUBLIC AND THE ENVIRONMENT THROUGH ROUTINE TRANSPORT, USE, OR DISPOSAL OF HAZARDOUS MATERIALS.

Impact Analysis:

Hazardous materials are any substances that, because of their quantity, concentration, or physical or chemical characteristics, pose a significant present or potential hazard to human health or safety or to the environment. 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. Development in the mixed use areas will facilitate commercial development, which may include handling of potential hazardous materials. 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.

Many types of businesses utilize various chemicals and hazardous materials, and their routine business operations involve chemicals that are manufactured, warehoused, or transported. Currently, there are a variety of existing business operations in the City that use, store, or transport hazardous substances, as well as generate hazardous waste. The possibility exists that future development in the City would require or engage in operations that involve the routine transport, use, or disposal of hazardous materials, potentially creating a significant hazard to the public and/or environment. The secondary activities that would occur with non-residential and residential uses (e.g., building and landscape maintenance) would also involve the use of hazardous materials.

The types and quantities of hazardous materials utilized by the various types of businesses that could locate in the City would vary and, as a result, the nature of potential hazards would also be varied. Such substances can range from common automobile oil and household pesticides to chlorine, dry-cleaning solutions, ammonia, or substances used in commercial and industrial operations. Cleaning and degreasing solvents, fertilizers, pesticides, and other materials used in the regular maintenance of buildings and landscaping would also be utilized in the secondary activities associated with non-residential and residential uses. Since the proposed General Plan Update does not involve any specific development projects, no specific type of hazard associated with the anticipated growth in commercial and industrial/office/manufacturing uses can be identified and the likelihood of a hazard presenting a serious health or safety to the public cannot be determined at this time. The exposure of persons to hazardous materials could occur in the following manners:

- Improper handling or use of hazardous materials or hazardous wastes during construction or operation of future developments, particularly by untrained personnel;
- Transportation accident;

- Environmentally unsound disposal methods; or
- Fire, explosion, or other emergencies.

Therefore, both residential and non-residential development that occurs within the City could create a significant hazard to the public and the environment through the routine transport, use, or disposal of hazardous materials. Consequentially, this increased presence of hazardous materials in the City would increase the potential for human exposure to these substances, resulting in possible public health and safety consequences.

All future development within the City would be subject to compliance with existing regulations, standards, and guidelines established by the Federal, State, and local agencies related to storage, use, and disposal of hazardous materials. Specifically, future development within the City would be subject to compliance with the environmental programs administered by the Orange County Health Care Agency or the Orange County Fire Authority. The Hazardous Waste Inspection Program requires that all hazardous wastes generated by Buena Park businesses be properly handled, recycled, treated, stored, and disposed. Compliance with the Underground Storage Tank Inspection Program would ensure that hazardous materials stored in underground tanks are not released into the groundwater and/or the environment, and compliance with the Aboveground Petroleum Storage Tank (APST) Program would protect people and natural resources from aboveground petroleum storage tank spills or releases. Compliance with the Hazardous Materials Disclosure/Business Plan Program requires a chemical inventory form (on a Hazardous Materials Disclosure Form) to disclose hazardous materials stored, used, or handled on-site. Additionally, preparation of a Business Emergency Plan (BEP) would be required in order to assure that businesses have appropriate procedures and policies in place, and employees and contractors have adequate training for responding to a hazardous materials incident at the facility. Compliance with these programs would assist in mitigating a release or threatened release of a hazardous material and minimize any potential harm or damage to human health or the environment. Compliance with the City's Emergency Operations Plan would also be required.

Future development anticipated by the proposed Project would increase the number of persons in the City exposed to potential hazards involving the routine transport, use, or disposal of hazardous materials. While the risk of exposure to hazardous materials cannot be eliminated, measures can be implemented to maintain risk to acceptable levels. Adherence to existing regulations would ensure compliance with safety standards related to the use and storage of hazardous materials, and the safety procedures mandated by applicable Federal, State, and local laws and regulations, which would ensure that risks resulting from the routine transportation, use, storage, or disposal of hazardous materials or hazardous wastes associated with the proposed Project would be less than significant. In addition, compliance with the Safety Element Policies and Implementation Measures outlined below would further minimize potential impacts involving the routine transport, use, or disposal of hazardous materials.

General Plan Update Policies and Implementation Measures:

Policies

- SAF-4.1: Strictly enforce Federal, State, and local laws and regulations relating to the use, storage, and transportation of toxic, explosive, and other hazardous and extremely hazardous materials to prevent unauthorized discharges.
- SAF-4.2: Periodically review and amend the appropriate ordinances which regulate the storage and handling of hazardous materials to conform to the standards and definitions of the State and other regulatory agencies.
- SAF-4.3: Continue to monitor the operations of businesses and individuals that handle hazardous materials through the planning and business permit processes.
- SAF-4.4: Periodically review the emergency plans of transportation and flammable gas/liquid distribution companies.
- SAF-4.5: Explore the possibility of identifying specific routes for the transport of hazardous materials.
- SAF-4.6: Develop an educational awareness program for residents and businesses about the dangers of hazardous materials that urge the minimum use, proper storage and management of, and accurate disposal of hazardous materials.
- SAF-4.7: Maintain cooperative relationships with the chemical handlers, response agencies, and community representatives to ensure an informed and coordinated response to chemical emergencies.

Implementation Measures

- SAF-9 Inform Caltrans and transporters of hazardous materials of alterations to the truck routes within the City.
- SAF -10 Regularly update the City's Hazardous Waste Management Plan.
- SAF-13 Continue to conduct periodic inspections of all businesses using or storing hazardous materials to ensure safe practices and improve communications with business personnel.
- SAF-15 Review and update regulations for the production, use, storage, disposal, transport, and treatment of hazardous materials to reduce risk to human and environmental health.
- SAF-16 Continue to publicize and conduct semi-annual household hazardous waste round-ups.
- SAF-19 Provide information on available non-hazardous product alternatives, proper storage, management, and disposal of hazardous wastes on the City's website, and at City Hall and other public facilities, as necessary.

SAF-20 Consider a residential informational and outreach program by providing homeowners with Best Management Practices (BMP) to address high threat activities, such as disposal of garden waste, pet waste, and household hazardous waste.

Mitigation Measures: No further mitigation is required beyond compliance with the proposed General Plan Update Policies and Implementation Measures.

Level of Significance: Less Than Significant Impact.

CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH REASONABLE FORSEEABLE UPSET AND ACCIDENT CONDITIONS INVOLVING THE RELEASE OF HAZARDOUS MATERIALS INTO THE ENCIRONMENT.

- CONSTRUCTION ACTIVITIES IN ACCORDANCE WITH THE PROPOSED PROJECT WOULD NOT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR ENVIRONMENT THROUGH ACCIDENT CONDITIONS INVOLVING THE RELEASE OF HAZARDOUS MATERIALS.

Impact Analysis: One of the means through which human exposure to hazardous substance could occur is through accidental release. 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.

Incidents that result in an accidental release of hazardous substance into the environment can cause contamination of soil, surface water, and groundwater, in addition to any toxic fumes that might be generated. If not cleaned up immediately and completely, the hazardous substances can migrate into the soil or enter a local stream or channel causing contamination of soil and water. Human exposure of contaminated soil or water can have potential health effects on a variety of factors, including the nature of the contaminant and the degree of exposure.

Construction and demolition associated with future development within the City could release hazardous materials into the environment through reasonably foreseeable upset and accident conditions. Existing structures may need to be demolished prior to construction of new buildings. Demolition of structures could expose construction personnel and the public to hazardous substances such as asbestos containing materials (ACM) or lead-based paints (LBP), depending on the age of the structure. In addition, the disturbance of soils and demolition of structures could expose construction workers or employees to health or safety risks in the event contaminated structures and/or soils are encountered during construction. Exposure could occur from ACM or LBP in older buildings, or unknown contaminants that have not previously been identified.

Demolition. Specific development projects have not been identified. However, it is assumed that existing buildings would be demolished as uses are redeveloped within the City. Given the age of some of the

buildings within the City, it is likely that these buildings could contain LBP, ACM, and/or other contaminants. As a result, construction workers and the public could be exposed. Further, the potential exists that construction activities may release potential contaminants that may be present in building materials (e.g., mold, lead, etc.). Federal and State regulations govern the renovation and demolition of structures where ACMs and LBPs are present. All demolition that could result in the release of ACMs or LBPs must be conducted according to Federal and State standards. The National Emission Standards for Hazardous Air Pollutants (NESHAP) mandates that building owners conduct an asbestos survey to determine the presence of ACMs prior to the commencement of any remedial work, including demolition. If ACM material is found, abatement of asbestos would be required prior to any demolition activities. Compliance with the recommended mitigation regarding the requirement for an asbestos survey and asbestos abatement, as well as compliance with SCAQMD Rule 1403, would reduce potential impacts to a less than significant level.

Soil and Groundwater Contamination in Unknown Contaminated Sites. Grading and excavation for future development within the City could expose construction workers and the public to unidentified hazardous substances present in the soil or groundwater. Exposure to contaminants could occur if the contaminants migrated to surrounding areas or if contaminated zones were disturbed at the contaminated location. Exposure to hazardous substances is considered potentially significant. Additionally, the potential exists for unidentified underground storage tanks (USTs) to be present on a development site. Removal activities could pose risks to workers and the public. Potential risks would be minimized by managing the tank according to existing Orange County Health Care Agency's standards. Potential impacts to groundwater would be dependent on the type of contaminant, the amount released, and depth to groundwater at the time of the release.

Also, short-term construction/remediation processes may involve substantial amounts of excavation and grading, potentially creating water quality impacts due to off-site runoff (in which the runoff may contain contaminated soils). If groundwater contamination is identified, remediation activities would be required by the Regional Water Quality Control Board (RWQCB), prior to the commencement of construction activities. Standard short-term erosion control measures and applicable Best Management Practices (BMPs) would be implemented to ensure that runoff is properly contained on-site and that impacts in this regard are reduced to less than significant levels.

Oil Wells. Future construction activities could encounter an existing idle, plugged, or abandoned well. Potential hazards include fires, explosion, or high pressure release. The State Division of Oil and Gas recommends that building over or in proximity of idle or plugged and abandoned wells be avoided, if possible. If avoidance is not possible, it may be necessary to plug or re-plug wells to current Division specifications. Additionally, a gas venting system may be required over an abandoned well. Further, if any plugged and abandoned or unrecorded wells are damaged or uncovered during excavation or grading, remedial plugging operations may be required. If such damage or discovery occurs, the Division must be contacted to obtain requirements for and approval to perform remedial operations. Potential impacts involving oil wells would be reduced to less than significant following compliance with the recommended mitigation, which requires that a Phase I Environmental Site Assessment be conducted prior to issuance of a Grading Permit. Compliance with the Division's requirements, as summarized in the packet

Construction Project Site Review and Well Abandonment Procedure, would further minimize potential impacts in this regard.

Remediation would occur prior to future development on or adjacent to affected portions of a proposed development site. Potential future development would require appropriate discretionary review, including evaluation of site-specific conditions and, if deemed necessary, would incorporate a Remedial Action Plan (RAP) to ensure proper site cleanup prior to potential future project implementation. Remediation activities could expose workers, residents, and potential future project occupants to a variety of potentially hazardous materials. Although remedial processes are yet to be determined, site remediation activities are strictly controlled by Federal, State, and local requirements, and the majority of identified contaminants are petroleum-based (which are not considered “toxic” or acutely hazardous). Toxic or hazardous materials would be handled in strict accordance with existing regulations. Therefore, compliance with the required mitigation measures and regulations/approvals as administered by the RWQCB, SCAQMD, and DTSC is expected to reduce potential impacts to less than significant levels. In addition, all remedial activities would be subject to a County-approved RAP, which must demonstrate compliance with applicable Federal and State regulations.

Leaking Storage Tanks. Chemicals and wastes stored in aboveground or underground storage tanks would follow guidelines mandated by the California State Water Resources Control Board. Aboveground tanks storing hazardous chemicals would have secondary containment to collect fluids that are accidentally released. Underground storage tanks and connecting piping would be double-walled and would have monitoring devices with alarms installed to constantly monitor for unauthorized releases in accordance with Federal and State standards.

Off-Site Transport. Transportation of hazardous materials can result in accidental spills, leaks, toxic releases, fire, or explosion. The potential exists for licensed vendors to transport hazardous materials to and from the new commercial sites within the City. Accidental releases would most likely occur in the commercial areas/industrial areas and along transport routes leading to and from these areas. The City’s street setback requirements minimize the direct damage that may occur from transportation-related hazardous waste spills. Additionally, the USDOT Office of Hazardous Materials Safety prescribes strict regulations for the safe transportation of hazardous materials, as described in Title 49 of the Code of Federal Regulations, and implemented by Title 13 of the CCR. Appropriate documentation would be provided for all hazardous waste that is transported in connection with specific project-site activities, as required for compliance with existing hazardous materials regulations.

Future developments 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 in this regard.

Storage and Handling. Hazardous materials must be stored in designated areas designed to prevent accidental release to the environment. California Building Code (CBC) requirements prescribe safe accommodations for materials that present a moderate explosion hazard, high fire or physical hazard, or

health hazards. Compliance with all applicable Federal, State, and local laws related to the storage of hazardous materials would be required to maximize containment and provide for prompt and effective clean-up, if an accidental release occurs, thereby ensuring that a less than significant impact would occur.

Hazardous materials use would present a slightly greater risk of accident than hazardous materials storage. However, for those employees who work with hazardous materials, the amount of hazardous materials that are handled at any one time are generally relatively small, reducing the potential consequences of an accident during handling. Further, specific project- site activities must comply with Federal and State laws to eliminate or reduce the consequence of hazardous materials accidents.

The Orange County Fire Authority Haz-Mat personnel would respond to hazardous materials incidents. Major hazardous materials accidents associated with industrial and retail-commercial uses are infrequent. It is not anticipated that additional emergency response capabilities would be necessary in order to respond to the potential incremental increase in the number of incidents that could result from future development within the City. Further, adherence to applicable regulations would be required to reduce any potential consequences of a hazardous materials operational accident. Thus, impacts related to the use of hazardous materials would be less than significant.

All future development within the City would also be subject to compliance with the CalARP, which requires any business that handles more than threshold quantities of a Regulated Substance (RS) to develop a Risk Management Plan (RMP). The RMP is implemented by the business to prevent or mitigate releases of regulated substances that could have off-site consequences. Additionally, as discussed above, all future development within the City would be subject to compliance with the Hazardous Waste Inspection Program, which requires that all hazardous wastes that would be generated by Buena Park businesses be properly handled, recycled, treated, stored, and disposed. Compliance with the Underground Storage Tank Inspection Program would ensure that hazardous materials stored in underground tanks are not released into the groundwater and/or the environment, and compliance with the Aboveground Petroleum Storage Tank (APST) Program would protect people and natural resources from aboveground petroleum storage tank spills or releases. Compliance with the Hazardous Materials Disclosure/Business Plan Program requires a chemical inventory form (on a Hazardous Materials Disclosure Form) to disclose hazardous materials stored, used, or handled on site. Preparation of a Business Emergency Plan (BEP) would be required, 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. Compliance with these programs would assist in mitigating a release or threatened release of a hazardous material and minimize any potential harm or damage to human health or the environment. Compliance with the City's EOP would also be required.

Oversight by the appropriate agencies and compliance with measures established by Federal, State, and local regulatory agencies is considered adequate to offset the negative effects related to the reasonably foreseeable upset and accident conditions involving the release of hazardous materials in the City. In addition, compliance with Policies and Implementation Measures outline below would further minimize potential impacts involving hazards to the public or environment through accident conditions involving the release of hazardous materials during ongoing operations. 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.

General Plan Policies and Implementation Measures:

Policies

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

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

SAF-3.3: Apply the procedures outlined in the Homeland Security Advisory System (HSAS) to prepare the City to respond to terrorist attacks.

Implementation Measures

SAF-1 Maintain the City's Emergency Operations Plan, which provides a comprehensive emergency management program for the City.

SAF-2 The City will periodically conduct mock disaster exercises on a department-wide and City-wide basis to familiarize those City departments participating in the City's emergency operations, with the City Emergency Operations Plan, and to prepare them to respond in an appropriate and timely manner in the event of an emergency or disaster.

SAF-3 Require the City's Emergency Operations Plan to identify methods to prepare for and respond to local and regional man-made threats such as terrorist attacks.

SAF-4 Provide public safety education and information on the following:

- Potential natural or man-made hazards;
- Potential life or property-threatening events;
- Homeland security;
- Preparation for and reaction to local or regional disasters;
- The City's Emergency Preparedness Plan through the Community Emergency Response Training (CERT) program.

SAF-17 Using the City's website, City publications, or other methods (such as pamphlets), provide public safety education/information, focusing on in-city natural or man-made hazards; the prevention of life or property-threatening events; and the appropriate preparation for and reaction to local or regional disasters by the public.

SAF-18 Develop programs that inform and educate the community about potential risks, resources and roles and responsibilities for addressing safety.

Mitigation Measures: No Mitigation Measures necessary

Level of Significance After Mitigation: Less Than Significant Impact.

Impact Analysis:

Proposed General Plan Update Policies and Implementation Measures: Refer to Policies and Implementation Measures identified above.

Mitigation Measures: No further mitigation is required, beyond compliance with the General Plan Update Policies and Implementation Measures.

Level of Significance: Less Than Significant Impact.

EMIT HAZARDOUS EMISSIONS OR HANDLE HAZARDOUS MATERIALS, SUBSTANCES, OR WASTE IN PROXIMITY TO A SCHOOL.

- FUTURE DEVELOPMENT WITHIN THE CITY COULD EMIT OR HANDLE HAZARDOUS EMISSIONS WITHIN ONE-QUARTER MILE OF AN EXISTING OR PROPOSED SCHOOL.

Impact Analysis: Schools are located within and adjacent to the City. 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. Hazardous materials could be used during construction of future development facilitated by the proposed Project, including the use of standard construction materials (e.g., paints, solvents, and fuels), cleaning and other maintenance products (used in the maintenance of pumps, pipes, and equipment), and diesel and other fuels (used in construction and maintenance equipment and vehicles). Additionally, future development may include demolition which could include chemicals and hazardous materials. The secondary activities that would occur with the proposed 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 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 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. 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, General Plan Update Policies and Implementation Measures outlined above, and recommended mitigation would reduce risks to schools associated with the exposure to hazardous materials to less than significant.

General Plan Policies and Implementation Measures: Refer to Policies and Implementation Measures identified above, and the following:

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.

Mitigation Measures: No further mitigation is required, beyond compliance with the General Plan Update Policies and Implementation Measures.

Level of Significance: Less Than Significant Impact.

BE LOCATED ON A SITE WHICH IS INCLUDED ON A LIST OF HAZARDOUS MATERIAL SITES COMPILED PURSUANT TO GOVERNMENT CODE SECTION 65962.5 AND, AS A RESULT, WOULD CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT.

- FUTURE DEVELOPMENT WITHIN THE CITY COULD BE LOCATED ON OR NEAR A HAZARDOUS MATERIALS SITE CREATING A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT.

Impact Analysis: 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).

As indicated above, there are various hazardous material sites located within the City. Potential hazards to construction workers and the public may occur from construction activities on existing sites that may be contaminated. Future development of any of these documented hazardous materials sites would require prior remediation and cleanup under the supervision of the DTSC in order to meet Federal, State, and local standards. Since the proposed Project does not include any specific development projects, future development would be evaluated on a project-by-project basis to determine if such sites are listed on a current regulatory hazardous materials site list. The recommended mitigation measures would reduce potential impacts in this regard to less than significant levels.

Proposed General Plan Update Policies and Implementation Measures: Refer to Policies and Implementation Measures identified above.

Mitigation Measures:

MM HAZ-1: Prior to issuance of a Grading Permit, a Phase I Environmental Site Assessment shall be prepared in accordance with ASTM Standards and Standards and Practices for AAI, in order to investigate the potential existence of site contamination. Any site-specific uses shall be analyzed

according to the Phase I Environmental Site Assessment (i.e., auto service stations, agricultural lands, etc.). The Phase I Environmental Site Assessment shall identify Specific Recognized Environmental Conditions (RECs) (i.e., asbestos containing materials, lead-based paints, polychlorinated biphenyls, etc), oil wells, which may require remedial activities prior to construction.

MM HAZ-2: Prior to potential remedial excavation and grading activities, impacted areas shall be cleared of all maintenance equipment and materials (e.g., solvents, grease, waste-oil), construction materials, miscellaneous stockpiled debris (e.g., scrap metal, pallets, storage bins, construction parts), above ground storage tanks, surface trash, piping, excess vegetation and other deleterious materials. These materials shall be removed off-site and properly disposed of at an approved disposal facility. Once removed, a visual inspection of the areas beneath the removed materials shall be performed. Any stained soils observed underneath the removed materials shall be sampled. In the event concentrations of materials are detected above regulatory cleanup levels during demolition or construction activities, the project Applicant shall comply with the following measures in accordance with Federal, State, and local requirements:

- Excavation and disposal at a permitted, off-site facility;
- On-site remediation, if necessary; or
- Other measures as deemed appropriate by the Orange County Health Care Agency or Orange County Fire Authority.

MM HAZ-3: Prior to structural demolition/renovation activities, should these activities occur, a Certified Environmental Professional shall confirm the presence or absence of ACM's and LBPs. Should ACMs or LBPs be present, demolition materials containing ACMs and/or LBPs shall be removed and disposed of at an appropriate permitted facility.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

PROJECTS LOCATED WITHIN AN AIRPORT LAND USE PLAN OR WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, THAT WOULD RESULT IN A SAFETY HAZARD OR EXCESSIVE NOISE FOR PEOPLE WORKING OR RESIDING IN THE PROJECT AREA.

- FUTURE DEVELOPMENT WITHIN THE CITY COULD NOT RESULT IN A SAFETY HAZARD INVOLVING FULLERTON MUNICIPAL AIRPORT OR JOINT FORCES TRAINING BASE LOS ALAMITOS FOR PEOPLE RESIDING OR WORKING IN THE PROJECT AREA.

Impact Analysis: Two airports are located near the City. Fullerton Municipal Airport (FMA) is located immediately adjacent to the City of Buena Park's northeastern City limits and Joint Forces Training Base (JFTB) Los Alamitos is located approximately two miles to the southwest. The Orange County Airport Land Use Commission (ALUC) 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. The 2035 *General Plan* includes Policy LU 19.44 requiring compliance with the AELUP for FMA. The City submitted the 2021-2029 Housing Element and new Environmental Justice Element to the ALUC for review and a consistency determination at an upcoming ALUC public hearing. Future development proposals would be reviewed, as applicable, for consistency with the AELUP. Additionally, the Orange County ALUC has adopted an AELUP for JFTB that affects properties within Buena Park only in regard to building height restrictions.

Future development proposals would be reviewed for consistency with the AELUP, as applicable. In addition, 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. As discussed in the ISMND, a less than significant impact is expected.

General Plan Policies and Implementation Measures:

Policies

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

Mitigation Measures: No further mitigation is required, beyond compliance with the General Plan Policies and Implementation Measures.

Level of Significance: Less Than Significant Impact.

IMPAIR IMPLEMENTATION OF OR PHYSICALLY INTERFERE WITH AN ADOPTED EMERGENCY RESPONSE PLAN OR EMERGENCY EVACUATION PLAN

- FUTURE DEVELOPMENT WITHIN THE CITY COULD INTERFERE WITH AN ADOPTED EMERGENCY RESPONSE PLAN OR EVACUATION PLAN.

Impact Analysis: 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.

The City's Emergency Operations Plan anticipates that all major streets within the City would serve as evacuation routes. Construction activities associated with future development in the City could temporarily impact street traffic adjacent to the proposed development 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. Any such impacts would be limited to the construction period and would affect only adjacent streets or intersections. With implementation of the recommended mitigation, which would ensure that temporary street closures would not affect emergency access in the vicinity of future developments, impacts would be less than significant. All future developments would be required to provide sufficient emergency access, as required by the Zoning Code. Additionally, the City's EOP complies with and relies on the City's Hazardous Materials Response Plan. As such, future development within the City would not interfere with an adopted emergency response plan and/or the emergency evacuation plan and less than significant impacts would occur.

Proposed General Plan Update Policies and Implementation Measures: Refer to Policies and Implementation Measures identified above.

Mitigation Measures:

MM HAZ-4: Prior to construction, future developers shall prepare a Traffic Control Plan for implementation during the construction phase, as deemed necessary by the City Traffic Engineer. The Plan may include the following provisions, among others:

- At least one unobstructed lane shall be maintained in both directions on surrounding roadways.
- At any time only a single lane is available, the developer shall provide a temporary traffic signal, signal carriers (i.e., flagpersons), or other appropriate traffic controls to allow travel in both directions.
- If construction activities require the complete closure of a roadway segment, the developer shall provide appropriate signage indicating detours/alternative routes.

MM HAZ-5: The City Planning Department shall consult with the City's Police Department to disclose temporary closures and alternative travel routes, in order to ensure adequate access for emergency vehicles when construction of future projects would result in temporary land or roadway closures.

Level of Significance: Less Than Significant Impact with Mitigation Incorporated.

5.4.5 - CUMULATIVE IMPACTS

- FUTURE DEVELOPMENT RESULTING FROM IMPLEMENTATION OF THE PROPOSED PROJECT COULD RESULT IN SIGNIFICANT IMPACTS INVOLVING HAZARDS AND HAZARDOUS MATERIALS.

Impact Analysis: As with projects resulting from buildout of the proposed Project, regional projects would be required to evaluate their respective public health and safety impacts on a project-by-project basis. Development occurring within the region would be required to comply with Federal, State, and local regulations regarding the use, disposal and transport of hazardous materials. The additional contribution of the proposed Project would be less than significant regarding public health and safety impacts at a

cumulative level. Thus, implementation of the proposed project would not result in cumulatively considerable public health or safety impacts with implementation of recommended mitigation measures.

Proposed General Plan Update Policies and Implementation Measures: Refer to Policies and Implementation Measures identified above.

Mitigation Measures: Refer to mitigation measures **HAZ-1** through **HAZ-5**. No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact with Mitigation Incorporated.

5.4.6 - SIGNIFICANT UNAVOIDABLE IMPACTS

No significant impacts related to hazardous materials have been identified following implementation of the recommended mitigation measures and compliance with the Federal, State, and local regulatory requirements.

5.5- Land Use

Land use refers to the use of land for various activities, such as commerce, industry, recreation, and residences. Land use patterns influence the character and function of a community and, therefore, land use planning is a fundamental component of a city’s General Plan. Land Use is the element of the General Plan that is most closely linked to physical development and growth. Buena Park’s Land Use and Community Design Element identifies a plan, and sets forth policies for the permitted types, intensities, and location of land uses in the City. This section of the EIR analyzes the consistency of the Project with applicable land use plans, policies, and regulations and identifies environmental effects that would arise from any inconsistencies. amount of growth permitted by the Land Use and Community Design Element and identifies potential impacts related to the proposed land use goals and policies.

5.5.1- EXISTING SETTING

The City of Buena Park encompasses approximately 6,752 acres within its 10.28 square mile corporate limits. Buena Park is a built-out community, with only 2.38 acres of vacant residential land remaining. Buena Park has been fully urbanized for many years, and development is characterized primarily as a residential community with a mix of housing types, commercial and industrial businesses located primarily along major highways and streets, and public institutional and open space uses. The City’s land uses designations consist predominately of residential uses. Single-family residential uses represent the largest land use within the City at approximately 34% of the total acreage in the City. Medium and high-density residential uses collectively represent approximately 8% of the total acreage in the City. Commercial and industrial land uses represent the second-largest land use within the City at approximately 15% of the total acreage in the City. Mixed-use land uses represent approximately 9% of the total acreage in the City. Open space uses represent approximately 7% of the total acreage in the City. Commercial corridors are focused along Auto Center Drive, Orangethorpe Avenue, and Beach Boulevard and a majority of industrial land uses are located between the I-5 freeway and the 91 freeway along the western edge of the city boundary. The proposed Project includes modifications to Table LU-1, Existing Land Uses, of Land Use and Community Design Element to categorize land uses by existing land use designation rather than actual use, offering a clearer view of the General Plan buildout. Table 5.4-1, adapted from Table LU-1 of the proposed Land Use and Community Design Element, summarizes the existing land uses in Buena Park.

Table 5.5.1 Existing Land Uses

Land Use Designations	Acres	Percent of City (%)
Low Density Residential	2,364.29	35.01
Medium Density Residential	225.85	3.34
High Density Residential	374.82	5.55
Planned Development	184.94	2.74
Commercial	315.11	4.66
General Mixed-Use	62.05	0.91
Central Buena Park Mixed-Use	43.24	0.64
Commercial Office Mixed-Use	108.98	1.61
Entertainment Mixed-Use	95.98	1.42
Tourist Entertainment	301.23	4.46

Land Use Designations	Acres	Percent of City (%)
Office Manufacturing	178.04	2.63
Office Professional	25.88	0.38
Industrial	359.53	5.32
Light Industrial	211.41	3.13
Open Space	456.35	6.75
Beach and Orangethorpe Mixed-Use Specific Plan	12.76	1.90
Miscellaneous Uses ⁽¹⁾	1,431.44	21.20
TOTAL	6,751.90	100.0
Notes:		
⁽¹⁾ Miscellaneous land uses include parking areas, roadways/freeways, and railroads within the City of Buena Park.		

Source: County of Orange Assessor data dated 10/30/2024 modified and verified by City of Buena Park.

5.5.2- REGULATORY FRAMEWORK

REGIONAL PLANS AND POLICIES

Regional plans/policies created by planning agencies such as the Southern California Association of Governments (SCAG) influence land use planning in the City of Buena Park.

Southern California Association of Governments (SCAG)

The Southern California Association of Governments (SCAG) is a Joint Powers Authority (JPA) under California State law, established as an association of local government and agencies that voluntarily convene as a forum to address regional issues. Under federal law, SCAG is designated as a Metropolitan Planning Organization (MPO) and under State law as a Regional Transportation Planning Agency and a Council of Governments. The SCAG region encompasses six counties: Riverside, Los Angeles, Orange, San Bernardino, Ventura, and Imperial; and 191 cities in an area covering more than 38,000 square miles. SCAG develops long-range regional transportation plans including sustainable communities’ strategy and growth forecast components, regional transportation improvement programs, regional housing needs allocations and other plans for the region.

As an MPO and public agency, SCAG develops transportation and housing strategies that transcend jurisdictional boundaries that affect the quality of life for southern California as a whole. On September 3, 2020, SCAG’s Regional Council adopted the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, known as “Connect SoCal.” Connect SoCal includes long-range regional transportation plans, regional transportation improvement programs, regional housing needs allocations, and other plans for the region. Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies to increase mobility options and achieve a more sustainable growth pattern. Connect SoCal identifies a path toward a more mobile, sustainable, and prosperous region by making connections between transportation networks, between planning strategies and between the people whose collaboration can improve the quality of life for Southern Californians (SCAG, 2020b). Connect SoCal also provides objectives for meeting emissions reduction targets set forth by CARB; these objectives were provided in a direct response to Senate Bill 375 (SB 375) which was enacted to reduce greenhouse gas emissions from automobiles and light trucks through integrated transportation, land use, housing, and environmental planning. (SCAG, 2020a). The Plan was updated and adopted on April 4, 2024.

Connect SoCal 2024 is a vision for the region that reflects the planned transportation investments, policies, and strategies that integrate with the regional development patterns to achieve the Plan’s goals.

SCAG was also responsible for the Regional Housing Needs Assessment (RHNA) for the 6th Housing Cycle from 2021-2029. On August 22, 2019, HCD provided its regional determination for the SCAG region at 1,344,740 housing units. On September 18, 2019, SCAG formally objected to HCD’s regional determination and proposed a revision between 823,808 and 920,772 housing units. On October 15, 2019, HCD rejected SCAG’s objection on all points, but did lower the regional determination by 2,913 housing units “due to the availability of more recent data,” which resulted in the regional determination of 1,341,827 housing units. SCAG was responsible for establishing the methodology for equitably distributing these 1.34 million housing units among the 197 jurisdictions in the SCAG region. Despite the RHNA Subcommittee’s recommendation for an equitable housing solution that was unanimously supported by SCAG’s Community, Economic and Human Development Committee, this recommendation was overturned through a last-minute decision by its Regional Council to redistribute significantly more housing into Orange County and Los Angeles County. Table 5.4-2 shows the RHNA allocation for the City of Buena Park.

Table 5.5-2: 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 City updated their General Plan 2021-2029 Housing Element in January 2022 for the 6th Cycle of the City’s RHNA. 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 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. 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.

LOCAL PLANS AND POLICIES

City of Buena Park General Plan

State law requires that general plans address eight topics (referred to as “Elements”) of land use, circulation (mobility), housing, open space, safety, environmental justice, and noise (California Government Code Section 65302). A General Plan may also include other topics of local interest, as chosen by the local jurisdiction (California government Code Section 65303). The 2035 General Plan was prepared in December 2010. The Housing Element is required to be updated every 8 years. The City of Buena Park General Plan is organized into 12 Chapters that include the following:

- Chapter 1: Introduction
- Chapter 2: Land Use and Community Design Element
- Chapter 3: Mobility Element
- Chapter 4: Community Facilities
- Chapter 5: Conservation and Sustainability Element
- Chapter 6: Open Space and Recreation Element
- Chapter 7: Safety Element
- Chapter 8: Noise Element
- Chapter 9: Economic Development Element
- Chapter 10: Implementation
- Chapter 11: Housing Element
- Chapter 12: Environmental Justice Element

As it pertains to this Project, the existing Land Use Element of the General Plan sets forth land use standards, including permitted types, intensities, and locations of land uses in the City. The existing Land Use Element identifies goals and policies to promote and guide development in Target Areas of the City, while preserving established residential neighborhoods. Descriptions of residential, planned development, commercial, tourist entertainment, industrial, open space, and overlay designations are provided. The Element includes a Land Use Map that establishes a planned pattern of land use by designating the types of uses permitted for land and their location in the City. Policies in the existing Land Use Element are focused on the following principles: land use compatibility; neighborhood preservation; residential development; commercial development; industrial development; growth and change; sustainable development; economic development; development within focused areas; community identity; social interaction; attractive neighborhoods; and community safety.

Zoning Ordinance

Zoning is the means by which cities implement their General Plan. The City of Buena Park’s Zoning Ordinance translates the long-term goals and policies of the General Plan into the guidelines used for decision-making on future developments. While the General Plan provides long-range and broad categories of land use, zoning provides specific development requirements, such as density, height, size, and development character. Similar to the General Plan, a zoning map accompanies the ordinance, which is primarily text, to define the boundaries of each zoning district.

The City of Buena Park's Zoning Ordinance (Title 19, Zoning, of the Municipal Code) establishes zoning districts to achieve compatibility of uses within each district. Each district distinguishes between land uses and structures, intensity of uses, and open spaces.

Specific Plans

Specific plans are designed to implement General Plan goals and policies by designating land uses, densities, and development and design standards in more specific detail. This is accomplished by designating specific locations and intensities for land uses, and specific development standards and design guidelines. A specific plan is able to address smaller areas that have unique qualities and require focused planning attention. A specific plan may be designed to implement any element of a General Plan.

A specific plan is a comprehensive planning and implementation tool of the General Plan. Currently, there are three adopted specific plans within the City of Buena Park. For each of these designated areas, development and land use are regulated by the respective specific plans.

The City of Buena Park currently has three adopted specific plans:

Entertainment Corridor Specific Plan (ECSP). The Beach Boulevard Entertainment Corridor Specific Plan encompasses approximately 147 acres located along Beach Boulevard (Highway 39), roughly between Orangethorpe and La Palma Avenues. The Specific Plan was adopted in August 1987 and was last updated in May 2013. This plan is a comprehensive and cohesive planning guide and implementation tool, providing a strategy for responsible economic growth and a superior physical image for the Beach Boulevard Entertainment Corridor. It was formulated in response to the area's unique conditions and opportunities as a tourist/commercial area. The land use designation in the area is Tourist Entertainment with the exception of the 4.79-acre Southern California Edison Company easement which is designated as Open Space. The current General Plan allows for tourist entertainment uses with a FAR of 2.5. The ECSP was amended in February 2024 to allow the Mixed-Use Overlay-45. There have been additional amendments to the ECSP since adoption. Refer to the document available on the Planning Division's website.

Auto Center Specific Plan (ACSP). The Auto Center Specific Plan encourages a concentration of auto dealers in Buena Park, primarily along the Interstate 5 Freeway (I-5) and Auto Center Drive. The Specific Plan comprises approximately 108 acres including Commercial and Commercial Services land use designations. The ACSP was amended in February 2024 to allow the Mixed-Use Overlay-60 and Mixed-Use Overlay-45. There have been additional amendments to the ACSP since adoption. Refer to the document available on the Planning Division's website.

Beach and Orangethorpe Mixed-Use Specific Plan (BOMUSP). The Beach and Orangethorpe Mixed-Use Specific Plan encompasses approximately 12.75 acres, located on the northeast corner of Beach Boulevard and Orangethorpe Avenue. The Specific Plan, adopted in 2008, allows for a mixed-use development with a maximum of 1,000 dwelling units, 355,000 square feet of retail space, 195,000 square feet of office space, a 300-room hotel, and 350,000 square feet of open area amenities.

5.5.3- SIGNIFICANCE THRESHOLD CRITERIA

Appendix G of the CEQA Guidelines contains the Initial Study Environmental Checklist, which was included with the Notice of Preparation to show the areas being analyzed within the EIR; refer to Appendix A of this EIR. The Initial Study Checklist includes questions relating to land use. The issues presented in the Initial Study Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant environmental impact if one or more of the following occurs:

- Physically divide an established community?
- Cause a significant environmental impact due to a conflict with any land use plans, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

For the purposes of this impact analysis, a significant impact would occur if implementation of the proposed project would result in inconsistencies or conflicts with the adopted goals and policies that are adopted for purposes of avoiding or mitigating an environmental effect of the City of Buena Park General Plan, applicable rules and regulations of the Zoning Ordinance, and SCAG's Connect Social. Based on these standards, the effects of the proposed project have been categorized as a "less than significant impact" Mitigation measures are only recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

5.5.4 - IMPACTS AND MITIGATION MEASURES

PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY.

- DEVELOPMENT ASSOCIATED WITH THE BUILDOUT OF THE PROPOSED PROJECT WOULD NOT RESULT IN A DIVISION OF AN ESTABLISH COMMUNITY.

Impact Analysis: As discussed above, 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 were strategically chosen to reduce conflict with surrounding uses and are characterized as in-fill sites to ensure future development would tie in with existing and surrounding neighborhoods. As discussed in section 11 of the Initial Study (Appendix A), future development facilitated by the proposed Project would not physically divide an established community and a less than significant impact would occur.

Mitigation Measures: Impacts would be less than significant and mitigation is not required.

Level of Significance: Less Than Significant Impact.

CONSISTENCY WITH RELEVANT LAND USE PLANS, POLICY, OR REGULATION

- DEVELOPMENT ASSOCIATED WITH THE BUILDOUT OF THE PROPOSED PROJECT COULD RESULT IN LAND USE INCOMPATIBILITIES.

Impact Analysis: This DEIR analyzes the physical environmental effects associated with all components of the Project, including Project construction and operation. Governmental approvals requested from the City of Buena Park include a General Plan Amendment to the Land Use and Community Design Element and Amendments to the Zoning Code for Residential Uses to be consistent with the City's Housing Element. 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 throughout the City by establishing Housing Incentive Overlays (HIO's) including mixed-use overlays.

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 which will result in 438,333 sq. ft. of commercial space at an estimated 60% lot coverage in the mixed-use HIOs.

Future development facilitated by the proposed Project would occur 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*.

The Project's consistency with land use plans, policies, and regulations adopted for the purpose of avoiding or mitigating an environmental effect is discussed below. This section includes an analysis of consistency with the City of Buena Park's General Plan and Zoning Code, and SCAG's Connect SoCal.

City of Buena Park's General Plan

The General Plan Amendments consist of amending the Land Use and Community Design Element to include Goals and Policies for affordable housing, higher-intensity multi-family and mixed-use housing, urban design, sustainable community principles, and accessory dwelling units (ADUs); descriptions of various types of density bonus solutions (lot consolidation bonus, density bonus, HIO's, cluster bonus, SB-9 duplexes and lot splits, and accessory dwelling units); descriptions of each of the HIO's; updates to the City's existing land use and focus areas existing land use, projected buildout projects to include the HIO's, general plan land use summary, and the City's focus areas to include descriptions of the HIO's. These changes would not result in a conflict with applicable plans, policies, or regulations adopted for the purpose of avoiding or reducing an environmental effect, as demonstrated in the analysis below. Accordingly, a less-than-significant environmental impact would result from the Project's proposed governmental approvals. Table 5.4-3, General Plan Consistency Analysis, provides an analysis of the Project's consistency with all applicable General Plan goals and policies that were adopted for the purpose of avoiding or mitigating an environmental effect. As shown in Table 5.4-3, the Project would not conflict with any of the applicable General Plan goals and policies. Accordingly, the Project would have a less-than-significant impact with respect to a conflict with the City of Buena Park's General Plan. Proposed Goals and Policies included in the Land Use and Community Design Element are underlined.

Table 5.5-3: General Plan Consistency Analysis

General Plan Policy	Consistency Statement
Chapter 2. Land Use and Community Design Element	
<i>Goal LU-1: A complementary balance of land uses throughout the community.</i>	
<p>Policy LU-1.1: Establish land use policies that encourage a balance of jobs and housing in Buena Park.</p>	<p>Consistent. The HIO’s and affordable housing initiatives align with this policy by creating opportunities for mixed-use development that integrate housing options with employment centers. By encouraging the development of affordable housing units within these overlays, the City aims to enhance the availability of housing options for individuals across income levels while also fostering a diverse and inclusive community. The zoning code update will provide additional objective design standards and incorporation of state laws and the housing element into the zoning code which will encourage high quality and fair housing near employment centers. This approach supports the broader goal of achieving a balanced mix of jobs and housing within the city, contributing to a vibrant and sustainable urban environment in Buena Park.</p>
<p>Policy LU-1.2: Ensure future development provides for a variety of commercial, industry, and housing that serve the spectrum of incomes within the region.</p>	<p>Consistent. The HIO’s, integration of affordable housing initiatives and zoning code amendments to provide development standards align with this policy by promoting the development of mixed-use projects that incorporate affordable housing units alongside commercial and industrial spaces. By providing housing options that are accessible to individuals with different income levels, the City aims to create a more inclusive and economically diverse community. This approach supports the overarching goal of fostering a vibrant and sustainable urban environment in Buena Park that caters to the needs of a broad spectrum of residents.</p>
<p>Policy LU-1.3: Establish a wide range of residential densities and nonresidential intensities to encourage a wide range of development opportunities.</p>	<p>Consistent. The HIO’s and proposed zoning code amendments align with Policy LU-1.3 by promoting a diverse range of residential densities (40 du/ac – 100 du/ac) and non-residential intensities (1.0 FAR – 1.75 FAR) within Buena Park. Affordable housing initiatives such as density bonuses, lot consolidation bonuses, and cluster bonuses provide additional densities within existing</p>

General Plan Policy	Consistency Statement
	residential zones. This approach encourages a variety of development opportunities that cater to different needs and preferences, contributing to a dynamic and inclusive urban environment.
<p>Policy LU-1.4: Provide for the development of complementary land uses, such as open space, recreation, and civic/service uses for all future residential and non-residential development.</p>	<p>Consistent. The HIO’s and zoning code amendments align with Policy LU-1.4 by facilitating the development of complementary land uses within Buena Park by providing standards. For instance, integrating affordable housing with recreational amenities and open spaces in HIO areas promotes a balanced approach to future residential development that enhances community livability and well-being.</p>
<p>Policy LU-1.5: Encourage the establishment of high-end retail and restaurants within the City.</p>	<p>Consistent. The HIO’s and proposed amendments align with Policy LU-1.5 by promoting the establishment of high-end retail and restaurants within Buena Park. By integrating mixed-use developments in HIO areas, the City can create vibrant urban spaces that attract upscale retail establishments and dining options, enhancing the overall economic vitality of the community while the proposed amendments ensure development consistent with the surrounding areas.</p>
<p><i>Goal LU-2: Integration of open space resources with existing and future land uses.</i></p>	
<p>Policy LU-2.1: Preserve public and private open space for active and passive recreational opportunities to enhance connectivity with neighborhoods.</p>	<p>Consistent. The HIO’s and proposed amendments align with Policy LU-2.1 by incorporating public and private open spaces within Buena Park. By integrating green spaces and recreational amenities in HIO developments and proposed standards, the City enhances connectivity with neighborhoods, promotes community interaction, and provides residents with opportunities for active and passive recreation, contributing to a more livable urban environment.</p>
<p>Policy LU-2.2: Seek opportunities to improve and enhance Buena Park flood control facilities to protect the public health, safety, and welfare, while providing additional opportunities to connect various land uses throughout the City.</p>	<p>Consistent. The HIO’s and proposed amendments align with Policy LU-2.2 by seeking opportunities to enhance flood control facilities in Buena Park. By incorporating sustainable design practices in HIO developments and objective design standards, such as green infrastructure and stormwater management systems, the City can mitigate flood risks, protect public health and safety, and create</p>

General Plan Policy	Consistency Statement
	resilient communities that connect various land uses effectively.
<p>Policy LU-2.3: Encourage joint City/school use of school district owned properties for open space and recreational opportunities for local residents.</p>	<p>Not Applicable. The proposed general plan and zoning code amendments for affordable housing initiatives and HIO's does not conform to Policy LU-2.3. This policy pertains specifically to the use of school district properties for recreational and open space purposes, which is not relevant to the scope of the current amendment focused on affordable housing development.</p>
<p>Policy LU-2.4: Seek opportunities to expand the use of easements for walking, biking, and recreation to enhance connectivity between a variety of land uses.</p>	<p>Consistent. The HIO's align with Policy LU-2.4 by promoting the expansion of easements for walking, biking, and recreation within Buena Park. The proposed zoning code amendments include right of way improvement standards that encourage expansion of walking and biking infrastructure. By incorporating pedestrian and bike-friendly infrastructure in new developments, the City enhances connectivity between different land uses, encourages active transportation, and fosters a more accessible and interconnected community.</p>
<p>Policy LU-2.5: <u>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.</u></p>	<p>Consistent. The HIO's and proposed amendments for affordable housing initiatives align with Policy LU-2.5 by mandating the inclusion of public open spaces, green infrastructure, and recreational amenities to enhance quality of life and promote environmental sustainability. For example, a new affordable housing development within an HIO could feature community gardens, walking trails, and a playground to provide residents with access to green spaces and recreational opportunities, fostering community interaction and relaxation while contributing to a sustainable urban environment.</p>
<p>Goal LU-3: <i>Effective management of growth and change.</i></p>	
<p>Policy LU-3.1: Ensure that development activities acknowledge the protection and enhancement of quality of life in the City's neighborhoods.</p>	<p>Consistent. The HIO's and affordable housing initiatives included in the proposed amendments align with Policy LU-3.1 by prioritizing the protection and enhancement of quality of life in Buena Park's neighborhoods through thoughtful development practices. For example, a new affordable housing project within an HIO would incorporate design</p>

General Plan Policy	Consistency Statement
	<p>elements that blend harmoniously with the existing neighborhood aesthetics, preserve green spaces, and provide amenities that enhance residents' quality of life, ensuring that development activities contribute positively to the neighborhood's character and livability.</p>
<p>Policy LU-3.2: Ensure environmental and fiscal impacts are evaluated to minimize impacts to the physical environment and fiscal obligations of the City.</p>	<p>Consistent. The HIO's and the proposed affordable housing initiatives and amendments align with Policy LU-3.2 by emphasizing the evaluation of environmental and fiscal impacts to minimize negative effects on the physical environment and the City's financial responsibilities. For example, a new affordable housing development within an HIO could incorporate sustainable building practices, such as energy-efficient design and stormwater management systems, to reduce environmental impacts and lower long-term maintenance costs, demonstrating a commitment to responsible development that considers both environmental and fiscal sustainability.</p>
<p>Policy LU-3.3: Ensure land use decisions consider impacts to infrastructure and service needs.</p>	<p>Consistent. The HIO's align with Policy LU-3.3 by ensuring that land use decisions within these overlays consider impacts on infrastructure and service needs. By strategically locating affordable housing developments in areas with existing infrastructure capacity, the HIOs help minimize strain on services and support sustainable growth. The proposed amendments to the zoning code include standards for infrastructure needs for new developments.</p>
<p>Policy LU-3.4: <u>Target growth and new construction in infill areas by redeveloping underutilized commercial and industrial properties, especially within the Housing Incentive Overlays.</u></p>	<p>Consistent. The HIO's are specifically designed to incentivize the redevelopment of underutilized commercial and industrial sites. By applying HIOs to several properties within the city, the policy aims to transform these areas into vibrant, mixed-use communities that provide both economic and residential benefits. The HIOs offer flexible zoning regulations, density bonuses, and streamlined permitting processes, making it more attractive for developers to invest in these areas. In addition, redeveloping underutilized properties within the HIOs will stimulate economic growth by attracting new businesses, retail spaces, and services to these areas, as well as, addressing</p>

General Plan Policy	Consistency Statement
	<p>the city’s housing needs by facilitating the development of a variety of housing types. The proposed zoning amendments provide standards for development in these infill areas which will ensure consistent context-based development throughout the City.</p>
<p><i>Goal LU-4: Higher-density and intensity of development in designated focus areas and Housing Incentive Overlays.</i></p>	
<p>Policy LU-4.1: Identify specific focus areas and <u>Housing Incentive Overlay sites</u> for transition and change to provide explicit policy guidance for land use, site and building design, and development in these areas.</p>	<p>Consistent. The HIO’s align with Policy LU-4.1 by identifying specific overlays within the city’s focus areas for transition and change, providing clear policy guidance for land use, site, and building design. The zoning code amendments will provide development standards for these areas. For example, designating three (3) HIO’s for mixed-use development in targeted areas guide the transformation of underutilized spaces into vibrant, mixed-use communities, in line with the policy's intent to facilitate purposeful development transitions.</p>
<p>Policy LU-4.2: Ensure future development addresses the preservation and enhancement of existing single-family neighborhoods when adjacent to areas of anticipated growth.</p>	<p>Consistent. The HIO’s and affordable housing initiatives including the zoning code amendments align with Policy LU-4.2 by ensuring that future development within these overlays considers the preservation and enhancement of existing single-family neighborhoods when adjacent to areas of anticipated growth. By promoting thoughtful development transitions, the HIOs support neighborhood integrity while accommodating growth needs.</p>
<p>Policy LU-4.3: Promote the clustering of development adjacent to transportation facilities including amenities to encourage transportation and service nodes.</p>	<p>Consistent. Amendments to the zoning code, including the HIO’s support Policy LU-4.3 by promoting transit-oriented development (TOD) principles. The HIO’s encourages clustering higher-density residential and mixed-use developments near transportation facilities, enhancing accessibility, and providing amenities and services. Mixed-use development, infrastructure improvements, and pedestrian-friendly environments are emphasized, fostering vibrant, connected communities. The HIO’s ensure developments near transportation nodes are sustainable, livable, and reduce car dependency.</p>

General Plan Policy	Consistency Statement
<p>Policy LU-4.4: <u>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.</u></p>	<p>Consistent. The proposed amendments align with Policy LU-4.4 by expanding options for underutilized sites through mixed-use development, combining commercial and multi-family uses to create vibrant, walkable neighborhoods. For instance, an HIO that allows for a mix of retail spaces and residential units on a previously vacant lot promotes a lively and diverse urban environment.</p>
<p>Policy LU-4.5: <u>Focus growth along major corridors, including Beach Boulevard and Orangethorpe Avenue and within close proximity to the Metro Link Train Station, I-5 Freeway, and CA-91 Freeway.</u></p>	<p>Consistent. The proposed amendments, including the HIO's are consistent with Policy LU-4.5 by directing growth towards major corridors such as Beach Boulevard and Orangethorpe Avenue, as well as near transit hubs like the Metro Link Train Station, as targeted areas for new housing and mixed-use developments. This approach aims to concentrate growth in locations that are well-served by existing infrastructure and transportation options.</p>
<p><i>Goal LU-5: Compliance with state and regional housing mandates.</i></p>	
<p>Policy LU-5.1: Ensure Buena Park is in compliance with applicable state and regional housing mandates.</p>	<p>Consistent. The proposed amendments to the General Plan and Zoning Code including the HIO's are consistent with Policy LU-5.1 by ensuring the City is in compliance with state and regional housing mandates. The HIO adopts and references relevant California Government Code sections, such as Section 65913.4, which governs housing development approvals. The HIO establishes clear, measurable, and objective design standards that facilitate the ministerial review of housing projects, which is required for affordable housing projects. The HIO incorporates streamlined approval processes for housing developments, allowing for quicker project approvals while ensuring that developments meet established design and development standards, which is in line to expedite housing production. The HIO outlines specific mitigation measures for environmental impacts, ensuring that housing developments comply with the California Environmental Quality Act (CEQA) and other applicable state and federal laws. The HIO is designed to address regional housing needs by promoting higher-density developments in areas identified as</p>

General Plan Policy	Consistency Statement
	suitable for growth, such as near transit corridors and major thoroughfares. This approach aligns with regional housing plans and goals set forth by agencies like SCAG. The zoning code amendments will incorporate Density Bonus Laws by reference and streamline entitlement review procedures.
<p>Policy LU-5.2: Provide for required monitoring of residential development activity.</p>	<p>Consistent. The HIO’s and proposed amendments are consistent with Policy LU-5.2 by providing provisions for monitoring and reporting in housing development progress, ensuring that the city meets its housing production goals and complies with state and regional mandates for housing supply.</p>
<p>Policy LU-5.3: Provide for monitoring of state housing legislation to ensure City compliance or to ensure the City’s interest is represented.</p>	<p>Consistent. The proposed amendments to the General Plan and Zoning Code are consistent with Policy LU-5.3 by monitoring state legislation to ensure City compliance and to ensure the City’s interest is represented. The HIO includes provisions for regular updates to the document to reflect changes in state housing legislation. This ensures that the City remains compliant with new laws and regulations as they are enacted. The City establishes a system for monitoring state housing legislation, including tracking bills and regulations that could impact local housing policies. This proactive approach allows the City to respond quickly to legislative changes.</p>
<p><i>Goal LU-6: A housing stock that meets the diverse needs of Buena Park’s existing and future residents.</i></p>	
<p>Policy LU-6.1: Provide for housing opportunities that address the needs of those who currently live or desire to live in Buena Park.</p>	<p>Consistent. The HIO’s are consistent with Policy LU-6.1 by creating diverse housing opportunities that cater to the needs of current and prospective residents of Buena Park. The proposed zoning code amendments will provide for additional fair housing needs like worker housing and cottage cluster developments. For example, an HIO that allows for affordable multi-family units alongside market-rate housing ensures a range of options for various income levels, promoting inclusivity within the community.</p>
<p>Policy LU-6.2: Preserve and enhance existing, viable single-family residential neighborhoods</p>	<p>Consistent. The HIO’s and proposed zoning code amendments are consistent with Policy LU-6.2 by ensuring existing single-family residential</p>

General Plan Policy	Consistency Statement
<p>by prohibiting the intrusion of incompatible uses.</p>	<p>neighborhoods are preserved through the creation of development standards that prohibit the intrusion of incompatible uses. The HIO's establish clear objective design standards that dictate the types of developments allowed within each overlay. The Zoning Code Amendment includes specific standards that address the sensitivity of new developments to adjacent residential properties. For example, it may require design measures that preserve privacy and daylight for existing homes, such as restrictions on window placements and building heights, which helps maintain the residential character of the neighborhood.</p>
<p>Policy LU-6.3: Locate affordable housing adjacent to jobs, retail, schools, open space, and public transportation.</p>	<p>Consistent. The establishment of the HIO's are consistent with Policy LU-6.3 by strategically locating affordable housing in proximity to essential amenities such as jobs, retail, schools, open space, and public transportation. For example, within the Focus Areas, an HIO could facilitate the development of affordable housing units adjacent to a major employment center and a public transit stop, ensuring residents have easy access to employment opportunities and essential services, thereby enhancing their quality of life.</p>
<p>Policy LU-6.4: Monitor the housing needs of the existing and future labor force and engage the business community to attract employees and new businesses to Buena Park.</p>	<p>Consistent. The HIOs and proposed amendments to the Zoning Code and General Plan support Policy LU-6.4 by conducting research, identifying housing gaps, and working with businesses to attract employees and new businesses. This will help ensure Buena Park has sufficient housing to meet workforce needs and support economic growth.</p>
<p>Policy LU-6.5: Encourage integration of residential uses within mixed-use development.</p>	<p>Consistent. The Zoning Code amendment, in conjunction with the HIOs encourage the integration of residential uses within mixed-use developments, as outlined in Policy LU-6.5. This policy promotes combining housing with commercial or office spaces to create efficient, vibrant communities. Mixed-use development reduces the need for long commutes, enhances walkability, and supports a balanced urban environment, fostering a sustainable and lively community atmosphere.</p>

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<p>Policy LU-6.6: Provide a wide range of housing options for Buena Park residents, including owner and rental housing adjacent to jobs, shopping, and transit.</p>	<p>Consistent. The proposed amendments to the Zoning Code and General Plan are consistent with Policy LU-6.6 by strategically locating affordable housing in proximity to essential amenities such as jobs, retail, schools, open space, and public transportation. For example, within the Focus Areas, an HIO could facilitate the development of affordable housing units adjacent to a major employment center and a public transit stop, ensuring residents have easy access to employment opportunities and essential services, thereby enhancing their quality of life.</p>
<p>Goal LU-7: Preserve and enhance single-family residential uses.</p>	
<p>Policy LU-7.1: Maintain and enhance the character of single-family residential neighborhoods.</p>	<p>Consistent. The Zoning Code Update, including changes to Division 3- Single Family Zones facilitate diverse housing options, maintain and enhance the character of single-family residential neighborhoods by ensuring that new developments align with existing community aesthetics and standards, preserving the neighborhood's unique identity and quality of life.</p>
<p>Policy LU-7.2: Encourage the development of moderate- to upper-income single-family housing.</p>	<p>Consistent. The proposed Zoning Code Amendments including the HIOs support the development of moderate- to upper-income single-family housing by integrating incentives that promote diverse housing options within residential areas, aligning with community goals to enhance economic diversity while maintaining neighborhood integrity.</p>
<p>Policy LU-7.3: Encourage home ownership.</p>	<p>Consistent. The proposed amendments to the Zoning Code and General Plan encourage home ownership by providing incentives and support within housing developments, promoting a stable and engaged community while aligning with broader goals for residential growth and economic stability.</p>
<p>Policy LU-7.4: <u>Protect neighborhoods from the encroachment of incompatible activities or land uses that may have negative impacts on residential living environments.</u></p>	<p>Consistent. The HIOs and proposed amendments to the Zoning Code and General Plan support the protection of neighborhoods from incompatible activities and land uses by ensuring that new developments within these areas adhere to land use regulations, including allowed land uses, and design standards that maintain residential quality and prevent</p>

General Plan Policy	Consistency Statement
	adverse impacts. This alignment helps preserve the integrity of residential living environments while accommodating diverse housing options.
<i>Goal LU-8: Affordable housing supply in the City is increased to meet the regional need and existing affordable housing stock is maintained.</i>	
<u>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.</u>	Consistent. The Zoning Code Amendments included in Division 7 and the HIOs support the development of mixed-use projects that integrate affordable housing with commercial, retail, and office spaces, promoting dynamic and inclusive communities. Additionally, by encouraging mixed-use and multi-family developments near essential services such as schools, healthcare facilities, grocery stores, and public transportation, the HIOs align with reducing reliance on automobiles, improving accessibility, and enhancing convenience for residents.
<i>Goal LU-9: Promotion of quality industrial development that provides local employment opportunities.</i>	
Policy LU-9.1: Support redevelopment and transition of obsolete industrial and manufacturing sites for commercial, flextech, and/or mixed-use development, reflective of current market demand.	Consistent. The amendments to the Zoning Code and General Plan, including the HIOs support the redevelopment and transition of obsolete industrial and manufacturing sites to commercial, flextech, and mixed-use developments that align with current market demand.
Policy LU-9.2: Promote quality design and development practices that reduce environmental impacts.	Consistent. The amendments to the Zoning Code and General Plan promote quality design and development practices that minimize environmental impacts.
Policy LU-9.3: Encourage the consolidation of smaller industrial properties and the cooperation of individual property owners in order to provide opportunities for larger, integrated development, including reconfiguration of public streets where possible and appropriate, reducing fragmentation of design, access, circulation, parking, and signage within industrial areas of the City.	Consistent. The amendments to the Zoning Code and General Plan encourage consolidating smaller industrial properties and fostering cooperation among property owners to enable larger, integrated developments. This includes reconfiguring public streets where feasible, to reduce fragmentation in design, access, circulation, parking, and signage within the City’s industrial areas.
Policy LU-9.4: Discourage additional disaggregation of larger industrial properties and significant development or redevelopment of individual smaller parcels which have the potential of being combined within the adjacent parcels.	Consistent. The amendments to the Zoning Code and General Plan discourage the disaggregation of larger industrial properties and the significant development of individual smaller parcels that could be combined with adjacent parcels. This approach aims to

General Plan Policy	Consistency Statement
	maintain the integrity and efficiency of industrial areas.
<i>Goal LU-10: Land use policy that encourages job retention and attraction.</i>	
Policy LU-10.1: Encourage flexibility in land use regulations to respond to requirements of new and emerging business and industry types.	Consistent. The General Plan and Zoning Code Amendments, including the HIOs encourage flexibility in land use regulations to accommodate the needs of new and emerging business and industry types, ensuring that the city can adapt to evolving market demands.
Policy LU-10.2: Ensure land use policy is supplemented by strong marketing, business retention and attraction efforts, and predictable, land use regulations.	Consistent. The General Plan and Zoning Code Amendments, ensure that land use policies are supported by robust marketing, business retention and attraction strategies, along with predictable land use regulations, to effectively promote economic growth and stability.
<i>Goal LU-11: Existing commercial areas that are preserved and enhanced while new commercial opportunities are expanded.</i>	
Policy LU-11.1: Promote business attraction, retention, and expansion to enhance the City's economic vitality.	Consistent. The General Plan and Zoning Code Amendments, promote business attraction, retention, and expansion to enhance the City's economic vitality, ensuring a thriving and diverse local economy by establishing the HIO's and mixed use standards.
Policy LU-11.2: Promote physical improvement of existing office and retail centers.	Consistent. The General Plan and Zoning Code Amendments, promote the physical improvement of existing office and retail centers to enhance their functionality, aesthetics, and economic performance.
Policy LU-11.3: Encourage revitalization and enhancement of existing underperforming commercial areas through site planning and redevelopment to maximize use of existing development.	Consistent. The General Plan and Zoning Code Amendments, including the HIOs encourage revitalization and enhancement of existing underperforming commercial areas through strategic site planning and redevelopment, aiming to maximize the use and performance of existing developments.
Policy LU-11.4: Discourage the construction of marginal, disjointed strip center commercial development within the City.	Consistent. The General Plan and Zoning Code Amendments, including the HIOs discourage the construction of marginal, disjointed strip center commercial developments within the City to maintain cohesive and high-quality commercial areas.
Policy LU-11.5: Encourage integrated development that incorporates commercial uses with housing.	Consistent. The General Plan and Zoning Code Amendments, including the HIOs encourage integrated development that combines commercial uses with housing to foster vibrant, mixed-use environments.

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<p>Policy LU-11.6: Preserve the valuable resource of larger commercial properties by not allowing subdivision into smaller parcels unless accompanied by a Master Plan for ultimate development with integration of circulation, access, architectural design, and landscaping regardless of individual ownership.</p>	<p>Consistent. The General Plan and Zoning Code Amendments, including the HIOs preserve larger commercial properties by prohibiting subdivision into smaller parcels unless a Master Plan is in place. This plan must integrate circulation, access, architectural design, and landscaping to ensure cohesive development, regardless of ownership.</p>
<p>Goal LU-12: Continued promotion of the Auto Center as an automotive sales corridor.</p>	
<p>Policy LU-12.1: Promote the Auto Center as a regional automobile sales destination to retain existing dealerships and encourage new automobile dealerships to locate within the Auto Center.</p>	<p>Consistent. The General Plan and Zoning Code Amendments, including the HIOs promote the Auto Center as a regional automobile sales destination by retaining existing dealerships and attracting new ones, ensuring continued growth and vibrancy in the area.</p>
<p>Goal LU-13: Fiscal impacts of growth and change are evaluated.</p>	
<p>Policy LU-13.1: Ensure necessary capital improvements are in place prior to new development or completed concurrently.</p>	<p>Consistent. The General Plan and Zoning Code Amendments, including the HIOs ensure that necessary capital improvements are in place before new development begins or are completed concurrently, aligning infrastructure with growth to support sustainable development.</p>
<p>Policy LU-13.2: Ensure that fiscal impacts associated with growth and change are evaluated to ensure City ability to provide vital services is not compromised.</p>	<p>Consistent. The General Plan and Zoning Code Amendments, including the HIOs ensure that fiscal impacts related to growth and change are thoroughly evaluated to maintain the City's capacity to provide essential services, safeguarding financial stability.</p>
<p>Goal LU-14: Proactive coordination with Regional Agencies.</p>	
<p>Policy LU-14.1: Provide a strong role in the development of regional planning efforts by ensuring local land use issues are adequately addressed at the regional level.</p>	<p>Consistent. The General Plan and Zoning Code Amendments, ensure a strong role in regional planning by addressing local land use issues effectively at the regional level.</p>
<p>Policy LU-14.2: Establish a strong role in the implementation of Proposition 1A with the California High Speed Rail Authority (CHSRA).</p>	<p>Consistent. The General Plan and Zoning Code Amendments, will not prohibit the City from implementing Proposition 1A by actively collaborating with the California High Speed Rail Authority (CHSRA).</p>
<p>Policy LU-14.3: Continue coordination with the California Department of Transportation (Caltrans) related to the local impacts of change and development of the I-5 and SR-91 Freeways as well as other local transportation routes and areas of influence under the jurisdiction of Caltrans.</p>	<p>Consistent. The General Plan and Zoning Code Amendments, continue coordination with the California Department of Transportation (Caltrans) to address local impacts and development related to the I-5 and SR-91 Freeways, as well as other local transportation routes and areas under Caltrans' jurisdiction.</p>

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<p>Policy LU-14.4: Continue coordination with the Orange County Transportation Authority (OCTA) to ensure regional and sub-regional transportation efforts reflect Buena Park’s unique attributes.</p>	<p>Consistent. The General Plan and Zoning Code Amendments, will continue coordination with the Orange County Transportation Authority (OCTA) to ensure that regional and sub-regional transportation efforts reflect Buena Park’s unique attributes.</p>
<p>Policy LU-14.5: Continue the City’s role with the Orange County Council of Governments (OCCOG) including informing decisionmakers about inter-governmental coordination, and representing the City at the sub-regional, regional, and state level.</p>	<p>Consistent. The General Plan and Zoning Code Amendments, will continue the City’s role with the Orange County Council of Governments (OCCOG) by informing decision-makers about inter-governmental coordination and representing the City at the sub-regional, regional, and state levels.</p>
<p>Policy LU-14.6: Refer to the Airport Land Use Commission, for a determination of consistency with the Airport Environs Land Use Plan, any proposed development which would pierce the imaginary surfaces for the Fullerton Municipal Airport or the Joint Forces Training Base Los Alamitos, as defined in the Federal Aviation Regulation Part 77.</p>	<p>Consistent. The General Plan and Zoning Code Amendments, continue to refer any proposed development that would penetrate the imaginary surfaces for the Fullerton Municipal Airport or the Joint Forces Training Base Los Alamitos, as defined in the Federal Aviation Regulation Part 77, to the Airport Land Use Commission for a determination of consistency with the Airport Environs Land Use Plan.</p>
<p>Policy LU-14.7: Building heights shall comply with FAR Part 77 Imaginary Surfaces for the Fullerton Municipal Airport or Joint Forces Training Base Los Alamitos.</p>	<p>Consistent. The General Plan and Zoning Code Amendments, continue to ensure that building heights comply with FAR Part 77 Imaginary Surfaces for the Fullerton Municipal Airport or Joint Forces Training Base Los Alamitos.</p>
<p><i>Goal LU-15: Land uses that are connected and coordinated with existing and future transportation facilities.</i></p>	
<p>Policy LU-15.1: Promote convenient and attractive pedestrian linkages across and along streets.</p>	<p>Consistent. The General Plan and Zoning Code Amendments, continue to promote convenient and attractive pedestrian linkages across and along streets.</p>
<p>Policy LU-15.2: Continue to promote the creation of jobs and housing in proximity to the Buena Park Metrolink station.</p>	<p>Consistent. The General Plan and Zoning Code Amendments, continue to promote the creation of jobs and housing in proximity to the Buena Park Metrolink station.</p>
<p>Policy LU-15.3: Coordinate siting of future transportation facilities to maximize the development of transit-supportive land uses.</p>	<p>Consistent. The General Plan and Zoning Code Amendments, will not prevent the coordination of the siting of future transportation facilities to maximize the development of transit-supportive land uses.</p>
<p>Policy LU-15.4: Encourage development of land uses that provide for multimodal transportation options to reduce the demand for automobile use.</p>	<p>Consistent. The General Plan and Zoning Code Amendments, continue to encourage development of land uses that provide</p>

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	multimodal transportation options to reduce the demand for automobile use.
<p>Policy LU-15.6: <u>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.</u></p>	<p>Consistent. The General Plan and Zoning Code Amendments, including the HIOs align with Policy LU-15.6 by supporting streetscape enhancements such as widened sidewalks, street trees, pedestrian-scale lighting, benches, and public art installations. These improvements enhance the visual appeal, comfort, and safety of pedestrian environments, fostering more walkable and vibrant communities.</p>
<p>Goal LU-16: City-defined smart growth and sustainable community principles incorporated into future planning and development proposals.</p>	
<p>Policy LU-16.1: Support sustainable activities at the local and regional level.</p>	<p>Consistent. The General Plan and Zoning Code Amendments, including the HIOs support sustainable activities both locally and regionally. This involves promoting practices that contribute to environmental health, resource conservation, and long-term viability.</p>
<p>Policy LU-16.2: Encourage private development to incorporate City-defined sustainable principles in site development, building construction, and building systems.</p>	<p>Consistent. The General Plan and Zoning Code Amendments, encourage private development to integrate City-defined sustainable principles in site development, building construction, and building systems. This includes adopting practices that enhance environmental performance, resource efficiency, and overall sustainability.</p>
<p>Policy LU-16.3: Utilize land use change to encourage livability, access to services, efficient use of infrastructure, and access to transportation options.</p>	<p>Consistent. The General Plan and Zoning Code Amendments, s utilize land use change to enhance livability, ensure access to services, promote efficient use of infrastructure, and provide access to diverse transportation options. This approach aims to create vibrant, well-connected communities that support sustainable growth and quality of life.</p>
<p>Policy LU-16.4: <u>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.</u></p>	<p>Consistent. The General Plan and Zoning Code Amendments, encourage land uses and improvements that reduce energy and water consumption, minimize waste and noise generation, and support sustainable resource strategies for Buena Park. This includes promoting alternative energy generation, electric vehicle parking and charging, recycling programs, and similar initiatives to enhance environmental sustainability.</p>

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<p>Policy LU-16.5: <u>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</u></p>	<p>Consistent. The General Plan and Zoning Code Amendments, require mixed-use and multi-family developments to follow sustainable design and construction practices. This includes implementing energy efficiency measures, water conservation strategies, using renewable materials, and adhering to green building standards to minimize environmental impacts and promote long-term resilience.</p>
<p>Policy LU-16.6: <u>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.</u></p>	<p>Consistent. The General Plan and Zoning Code Amendments, align with Policy LU-16.6 by prioritizing walkability and connectivity through the promotion of pedestrian-friendly infrastructure, including providing standards for interconnected sidewalks, crosswalks, and pedestrian pathways. The HIOs also support safe and convenient access to public transportation options, fostering a more connected and accessible community.</p>
<p>Goal LU-17: A physical environment that enhances aging in place.</p>	
<p>Policy LU-17.1: Encourage a variety of employment, housing, entertainment, and recreational choices to enhance the opportunities for Buena Park residents to stay within the community throughout all stages of life.</p>	<p>Consistent. The General Plan and Zoning Code Amendments, encourage a variety of employment, housing, entertainment, and recreational options to provide Buena Park residents with opportunities to remain within the community throughout all stages of life.</p>
<p>Policy LU-17.2: <u>Encourage the development of senior housing that has access to commercial services, health care facilities, community facilities, and public transit.</u></p>	<p>Consistent. The General Plan and Zoning Code Amendments, encourage the development of senior housing with access to commercial services, health care facilities, community facilities, and public transit to support the needs of the aging population.</p>
<p>Goal LU-18: Development that promotes and enhances the fiscal health of the City.</p>	
<p>Policy LU-18.1: Encourage zoning and other regulatory mechanisms to promote new development that contribute to the community’s fiscal health.</p>	<p>Consistent. The General Plan and Zoning Code Amendments, encourage zoning and regulatory mechanisms that promote new development, contributing to the community’s fiscal health.</p>
<p>Policy LU-18.2: Explore land use policies, processes, standards, and incentives to expand commerce and job creation within the City.</p>	<p>Consistent. The General Plan and Zoning Code Amendments, explore land use policies, processes, standards, and incentives to expand commerce and job creation within the City including mixed use standards and streamlining development of housing.</p>
<p>Policy LU-18.3: Promote development patterns that reduce infrastructure construction costs.</p>	<p>Consistent. The General Plan and Zoning Code Amendments, will not prohibit the City’s ability</p>

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	to promote development patterns that reduce infrastructure construction costs.
<p>Policy LU-18.4: Continue to prioritize commercial and residential revitalization within the redevelopment project area.</p>	<p>Consistent. The General Plan and Zoning Code Amendments, will not prohibit the City’s ability to continue to prioritize commercial and residential revitalization within the redevelopment project area.</p>
<p>Goal LU-19: A focused development strategy that emphasizes specialized Focus Area land use policies.</p>	
<p><i>Central Buena Park Focus Area</i></p>	
<p>Policy LU-19.1: Improve the quality of the pedestrian environment along Beach Boulevard to establish a walkable and highly accessible mixed-use environment.</p>	<p>Consistent. The HIOs, as part of the General Plan and Zoning Code Amendment aim to improve the quality of the pedestrian environment along Beach Boulevard to establish a walkable and highly accessible mixed-use area.</p>
<p>Policy LU-19.2: Create an enhanced pedestrian environment that encourages linkages between residential and non-residential uses within Central Buena Park.</p>	<p>Consistent. The General Plan and Zoning Code Amendments, seek to create an enhanced pedestrian environment within Central Buena Park that encourages linkages between residential and non-residential uses by providing mixed use development standards and updated allowed land uses including the HIOs.</p>
<p>Policy LU-19.3: Encourage the development of publicly-accessible spaces within and adjacent to private property to encourage a higher level of pedestrian utilization along Beach Boulevard.</p>	<p>Consistent. The General Plan and Zoning Code Amendments, will not prohibit the City’s ability to encourage the development of publicly-accessible spaces within and adjacent to private property to promote higher levels of pedestrian utilization along Beach Boulevard.</p>
<p>Policy LU-19.4: Ensure that design and siting of new development along Beach Boulevard and Commonwealth Avenue addresses quality of life in adjacent residential neighborhoods.</p>	<p>Consistent. The development standards and objective design standards included in the General Plan and Zoning Code Amendments, ensure that the design and siting of new development along Beach Boulevard and Commonwealth Avenue address the quality of life in adjacent residential neighborhoods.</p>
<p>Policy LU-19.5: Ensure strategic location of parking facilities along Beach Boulevard and Commonwealth Avenue to encourage convenient and accessible parking for commercial development.</p>	<p>Consistent. The General Plan and Zoning Code Amendments, will not prohibit the City’s ability to ensure the strategic location of parking facilities along Beach Boulevard and Commonwealth Avenue to encourage convenient and accessible parking for commercial development.</p>
<p>Policy LU-19.6: Facilitate development of shared and/or joint-use parking facilities.</p>	<p>Consistent. The General Plan and Zoning Code Amendments, will not prohibit the City’s ability</p>

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	to facilitate the development of shared and/or joint-use parking facilities.
<p>Policy LU-19.7: Encourage redevelopment of individually-owned, smaller lots by providing regulatory incentives encouraging the consolidation of lots to maximize development opportunities.</p>	<p>Consistent. The General Plan and Zoning Code Amendments, including the HIOs, encourage the redevelopment of individually-owned, smaller lots by providing regulatory incentives for lot consolidation, thereby maximizing development opportunities.</p>
<i>Orangethorpe Corridor East Focus Area</i>	
<p>Policy LU-19.8: Promote streetscape and urban design improvements to enhance the area as the eastern gateway into the City.</p>	<p>Consistent. The General Plan and Zoning Code Amendments, will not prohibit the City’s ability to promote streetscape and urban design improvements to enhance the area as the eastern gateway into the City.</p>
<p>Policy LU-19.9: Encourage high-profile, high quality development that provides visibility from the adjacent SR-91 and I-5 freeways.</p>	<p>Consistent. The General Plan and Zoning Code Amendments, encourage high-profile, high-quality development that provides visibility from the adjacent SR-91 and I-5 freeways.</p>
<p>Policy LU-19.10: Encourage the development of live-work units as a means of transition between high intensity commercial development and adjacent residential neighborhoods along Oregon Street and Indiana Street.</p>	<p>Consistent. The General Plan and Zoning Code Amendments, encourage the development of live-work units along Oregon Street and Indiana Street to serve as a transition between high-intensity commercial areas and adjacent residential neighborhoods.</p>
<p>Policy LU-19.11: Maximize accessibility of non-residential uses along Kass Drive and Page Street to reduce conflicts with existing residential uses.</p>	<p>Consistent. The General Plan and Zoning Code Amendments, will not prohibit the City’s ability to maximize the accessibility of non-residential uses along Kass Drive and Page Street to minimize conflicts with existing residential areas.</p>
<i>Orangethorpe Corridor West Focus Area</i>	
<p>Policy LU-19.12: Evaluate opportunities to introduce high-density residential development south of Melrose Street as a means to transition between commercial uses and existing single-family residential uses to the north.</p>	<p>Consistent. The General Plan and Zoning Code Amendments, will not prohibit the City’s ability to evaluate opportunities to introduce high-density residential development south of Melrose Street to effectively transition between commercial uses and existing single-family residential areas to the north.</p>
<p>Policy LU-19.13: Encourage the development of integrated campus-like commercial development through improved functional connectivity with Western Avenue and Knott Avenue.</p>	<p>Consistent. The General Plan and Zoning Code Amendments, will not prohibit the City’s ability to encourage the development of integrated campus-like commercial spaces by improving functional connectivity with Western Avenue and Knott Avenue.</p>
<p>Policy LU-19.14: Encourage the consolidation of long, narrow parcels fronting Orangethorpe</p>	<p>Consistent. The General Plan and Zoning Code Amendments, will not prohibit the City’s ability</p>

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Avenue to provide opportunities for larger, integrated campus developments.	to encourage the consolidation of long, narrow parcels along Orangethorpe Avenue to facilitate larger, integrated campus developments.
Policy LU-19.15: Enhance the pedestrian environment through the development of streetscape and urban design that consolidates site ingress and egress.	Consistent. The General Plan and Zoning Code Amendments, will not prohibit the City’s ability to enhance the pedestrian environment by promoting streetscape and urban design improvements that consolidate site ingress and egress.
Policy LU-19.16: Ensure that future development along Orangethorpe and Knott Avenue addresses the need for an enhanced pedestrian environment for adjacent school uses.	Consistent. The General Plan and Zoning Code Amendments, will not prohibit the City’s ability to ensure future development along Orangethorpe and Knott Avenue addresses the need for an enhanced pedestrian environment, particularly for adjacent school uses.
<i>Entertainment Corridor Focus Area</i>	
Policy LU-19.17: Encourage development of the Mall with a mix of higher density residential, entertainment, and commercial uses that complement and enhance Knott’s Berry Farm and other entertainment uses.	Consistent. The General Plan and Zoning Code Amendments, will not prohibit the City’s ability to encourage the development of the Mall with a mix of higher-density residential, entertainment, and commercial uses to complement and enhance Knott’s Berry Farm and other entertainment attractions.
Policy LU-19.18: Encourage the development of a variety of urban entertainment uses that encourage activity within the area.	Consistent. The General Plan and Zoning Code Amendments, will not prohibit the City’s ability to encourage the development of diverse urban entertainment uses to stimulate activity and vibrancy within the area.
Policy LU-19.19: Promote linkages to adjacent developments to promote the Entertainment Corridor as a pedestrian destination.	Consistent. The General Plan and Zoning Code Amendments, will not prohibit the City’s ability to promote linkages to adjacent developments to establish the Entertainment Corridor as a vibrant pedestrian destination.
Policy LU-19.20: Continue to coordinate with Knott’s Berry Farm to ensure potential new development or expansion of operations are compatible with adjacent land uses.	Consistent. The General Plan and Zoning Code Amendments, will not prohibit the City’s ability to continue to coordinate with Knott’s Berry Farm to ensure that new developments or expansions are compatible with adjacent land uses.
<i>Entertainment Corridor North Focus Area</i>	
Policy LU-19.21: Continue to support Knott’s Berry Farm as a centerpiece of the City’s entertainment corridor through the establishment of uses and activities that complement and enhance its continued success as a regional attraction.	Consistent. The General Plan and Zoning Code Amendments, will not prohibit the City’s ability to continue to support Knott’s Berry Farm as the centerpiece of the City’s entertainment corridor by establishing uses and activities that

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	complement and enhance its role as a regional attraction.
Policy LU-19.22: Encourage the development of a high-intensity urban entertainment activity center that strengthens physical and functional connectivity with the resort area.	Consistent. The General Plan and Zoning Code Amendments, will not prohibit the City’s ability to encourage the development of a high-intensity urban entertainment activity center to enhance physical and functional connectivity with the resort area.
Policy LU-19.23: Provide for a highly vitalized urban pedestrian environment through the establishment of pedestrian amenities and retail development along Beach Boulevard and Orangethorpe Avenue.	Consistent. The General Plan and Zoning Code Amendments, will not prohibit the City’s ability to provide for a highly vitalized urban pedestrian environment by establishing pedestrian amenities and retail development along Beach Boulevard and Orangethorpe Avenue.
Policy LU-19.24: Expand and enhance supportive commercial, hospitality, and residential uses along Beach Boulevard and Orangethorpe Avenue that attract and complement the tourist industry.	Consistent. The General Plan and Zoning Code Amendments, will not prohibit the City’s ability to expand and enhance supportive commercial, hospitality, and residential uses along Beach Boulevard and Orangethorpe Avenue to attract and complement the tourist industry.
Policy LU-19.25: Promote linkages to adjacent developments to promote the Entertainment Corridor North as a pedestrian destination.	Consistent. The General Plan and Zoning Code Amendments, will not prohibit the City’s ability to promote linkages to adjacent developments to enhance the Entertainment Corridor North as a pedestrian destination.
Policy LU-19.26: Encourage development of strategically located, joint-use parking facilities to establish a “park once” destination.	Consistent. The General Plan and Zoning Code Amendments, will not prohibit the City’s ability to encourage the development of strategically located, joint-use parking facilities to establish a “park once” destination.
Policy LU-19.27: Incorporate high-density residential development as a component of retail and entertainment uses to provide additional housing opportunities for employees of the resort area.	Consistent. The General Plan and Zoning Code Amendments, will not prohibit the City’s ability to incorporate high-density residential development as a component of retail and entertainment uses to provide additional housing opportunities for employees of the resort area.
<i>Northwest Focus Area</i>	
Policy LU-19.28: Encourage the creation of large-scale, job-creating development.	Not Applicable. There are no project sites located in the Northwest focus area and the proposed Amendments would not prohibit the City from encouraging the creation of large-scale, job-creating development. \
Policy LU-19.29: Encourage the establishment of high-end corporate businesses through	Not Applicable. There are no project sites located in the Northwest focus area and the proposed Amendments would not prohibit the

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incentives, land use regulations, and other techniques.	City from encouraging the establishment of high-end corporate businesses by providing incentives, adjusting land use regulations, and employing other techniques to attract and retain such enterprises.
Policy LU-19.30: Encourage high quality commercial development with direct access to Orangethorpe Avenue and Valley View Street.	Not Applicable. There are no project sites located in the Northwest focus area and the proposed Amendments would not prohibit the City from encouraging high-quality commercial development with direct access to Orangethorpe Avenue and Valley View Street, ensuring that new projects benefit from prominent visibility and accessibility.
Policy LU-19.31: Provide opportunities for limited supportive retail and dining development for the daytime employment population.	Not Applicable. There are no project sites located in the Northwest focus area and the proposed Amendments would not prohibit the City from providing opportunities for limited supportive retail and dining development to serve the daytime employment population, enhancing convenience and accessibility.
Policy LU-19.32: Improve regional accessibility to job-creating uses in the focus area through coordination with adjacent jurisdictions and Caltrans to improve connectivity at Valley View Street from the SR-91 and I-5 freeways.	Not Applicable. There are no project sites located in the Northwest focus area and the proposed Amendments would not prohibit the City from improving regional accessibility to job-creating uses by coordinating with adjacent jurisdictions and Caltrans to enhance connectivity at Valley View Street from the SR-91 and I-5 freeways.
<i>Civic Center Focus Area</i>	
Policy LU-19.33: Encourage development of a mixed-use environment providing a balance of commercial, residential, and civic uses.	Consistent. The General Plan and Zoning Code Amendments, will not prohibit the City’s ability to encourage the development of a mixed-use environment that balances commercial, residential, and civic uses. By including the HIOs and providing standards for mixed use, the proposed changes will help in encouraging the development of a mixed use environment in the Civic Center Focus Area.
Policy LU-19.34: Establish stronger physical and functional connectivity with Beach Boulevard.	Consistent. The General Plan and Zoning Code Amendments, is consistent with Policy LU-19.34 by incentivizing development patterns that promote a strong physical and functional connection with Beach Boulevard. This can be achieved through strategies such as increasing density, encouraging mixed-use development,

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	and improving pedestrian and bicycle access, all of which are aligned with the policy's objectives.
<p>Policy LU-19.35: Ensure future development and redevelopment in the Civic Center area acknowledges preservation and enhancement of historic structures.</p>	<p>Consistent. The General Plan and Zoning Code Amendments is consistent with Policy LU-19.35 by incorporating incentives that prioritize the preservation and enhancement of historic structures within the Civic Center area. This could include offering tax incentives or zoning bonuses for projects that incorporate historic preservation elements, or establishing design guidelines that promote the preservation and enhancement of historic character. By implementing these strategies, the HIO can help ensure that future development and redevelopment in the Civic Center area respects the area's historic heritage.</p>
<p>Policy LU-19.36: Enhance the civic identity along Beach Boulevard through streetscape and urban design improvements.</p>	<p>Consistent. The General Plan and Zoning Code Amendments, will not prohibit the City's ability to incentivize development patterns that promote a strong civic identity along Beach Boulevard. This could include incorporating public art, landscaping, and other streetscape improvements into development projects. By implementing these strategies, the HIO, included in the proposed amendments can help create a more vibrant and attractive Beach Boulevard that reflects the community's identity.</p>
<i>Commonwealth Corridor Focus Area</i>	
<p>Policy LU-19.37: Establish a complementary mix of commercial and office development, incorporating job creation.</p>	<p>Not Applicable. There are no Project Sites located in the Commonwealth Corridor Focus Area and the proposed Amendments would not prohibit the City from incentivizing development patterns that promote a complementary mix of commercial and office development.</p>
<p>Policy LU-19.38: Encourage redevelopment of irregular lots along Commonwealth Avenue by providing regulatory incentives facilitating consolidation to maximize development opportunities.</p>	<p>Not Applicable. There are no Project Sites located in the Commonwealth Corridor Focus Area and the proposed Amendments would not prohibit the City from offering incentives for the redevelopment of irregular lots along Commonwealth Avenue.</p>
<p>Policy LU-19.39: Encourage strategic joint-use parking facilities to reduce the prevalence of ingress and egress along the Commonwealth corridor.</p>	<p>Not Applicable. There are no Project Sites located in the Commonwealth Corridor Focus Area and the proposed Amendments would not prohibit the City from incentivizing the</p>

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	development of strategic joint-use parking facilities.
<p>Policy LU-19.40: Ensure new development is designed and sited to buffer adjacent residential development from impacts associated with non-residential uses.</p>	<p>Not Applicable. There are no Project Sites located in the Commonwealth Corridor Focus Area and the proposed Amendments would not prohibit the City from incentivizing development patterns that minimize impacts on adjacent residential areas.</p>
<p>Policy LU-19.41: Ensure existing residential uses generally bounded by Dale Avenue, Artesia Boulevard, Whitaker Street, and Stanton Avenue are considered in the design and siting of future development along the Commonwealth Corridor.</p>	<p>Not Applicable. There are no Project Sites located in the Commonwealth Corridor Focus Area and the proposed Amendments would not prohibit the City from incorporating measures to protect existing residential uses in the area.</p>
<p>Policy LU-19.42: Encourage streetscape and other urban design improvements to enhance Commonwealth Avenue as a primary eastern gateway into the City.</p>	<p>Not Applicable. There are no Project Sites located in the Commonwealth Corridor Focus Area and the proposed Amendments would not prohibit the City from incentivizing development patterns that promote a vibrant and attractive streetscape along Commonwealth Avenue.</p>
<p>Policy LU-19.43: Encourage expansion and development of light industrial uses that provide additional employment opportunities.</p>	<p>Not Applicable. There are no Project Sites located in the Commonwealth Corridor Focus Area and the proposed Amendments would not prohibit the City from incentivizing the expansion and development of light industrial uses.</p>
<p>Policy LU-19.44: Ensure new development and redevelopment are compatible with the Airport Environs Land Use Plan for the Fullerton Municipal Airport.</p>	<p>Not Applicable. There are no Project Sites located in the Commonwealth Corridor Focus Area and the proposed Amendments would not prohibit the City from incorporating measures to ensure compatibility with the Airport Environs Land Use Plan. This could include requiring noise attenuation measures, setback requirements, or other restrictions on development near the airport. By implementing these strategies, the HIOs can help protect the airport's operations and minimize impacts on nearby communities.</p>
<p><i>North Beach Boulevard Focus Area</i></p>	
<p>Policy LU-19.45: Provide for a mix of job-creating uses and supportive retail development.</p>	<p>Consistent. The General Plan and Zoning Code Amendments, support Policy LU-19.45 by incentivizing development patterns that promote a mix of job-creating uses and supportive retail development by providing locations and standards for mixed use design</p>

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	<p>guidelines that promote a vibrant and diverse mix of businesses. By implementing these strategies, the HIOs can help create a more vibrant and sustainable economy in the area.</p>
<p>Policy LU-19.46: Ensure existing adjacent residential development along Beach Boulevard, La Mirada Boulevard, Malvern Avenue, and Stage Road is considered in the design and siting of future development.</p>	<p>Consistent. The General Plan and Zoning Code Amendments, will not prohibit the City’s ability to support Policy LU-19.46 by incorporating measures to protect existing residential development along Beach Boulevard.. This could include requiring setbacks, noise attenuation measures, or landscaping buffers for new development near these residential areas. By implementing these strategies, the HIOs can help minimize impacts on existing residents and maintain the quality of life in these neighborhoods.</p>
<p>Policy LU-19.47: Encourage street-oriented infill development focused at the intersection of Beach Boulevard and La Mirada Boulevard.</p>	<p>Consistent. The General Plan and Zoning Code Amendments, will not prohibit the City’s ability to support Policy LU-19.47 by incentivizing street-oriented infill development at the intersection of Beach Boulevard and La Mirada Boulevard. There are currently no Project Sites located at this intersection.</p>
<p>Policy LU-19.48: Provide for transitional landscaping and urban design features as transition to adjacent residential development to preserve neighborhood quality.</p>	<p>Consistent. The General Plan and Zoning Code Amendments, support Policy LU-19.48 by requiring transitional landscaping and urban design features to buffer new development from adjacent residential areas. This could include planting trees, shrubs, and other vegetation, or creating landscaped buffers between residential and non-residential areas. By implementing these strategies, the HIOs and future development in the area can help preserve the quality of life in adjacent neighborhoods and create a more visually appealing environment.</p>
<i>Fillmore/Jackson Focus Area</i>	
<p>Policy LU-19.49: Encourage an improved physical environment that contributes to livability, safety, and crime reduction.</p>	<p>Consistent. The General Plan and Zoning Code Amendments, support Policy LU-19.49 by providing development standards that support development patterns that promote a safe and livable environment. This could include incorporating public art, landscaping, and other amenities that contribute to the quality of life in the area. By implementing these strategies, the HIOs and future developments can help create</p>

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	a more welcoming and inviting community that is less susceptible to crime.
<p>Policy LU-19.50: Provide for rehabilitation of existing residential structures.</p>	<p>Consistent. The General Plan and Zoning Code Amendments support Policy LU-19.50 by offering incentives for the rehabilitation of existing residential structures. This could include providing tax incentives or zoning bonuses for rehabilitation projects, or establishing design guidelines that promote the preservation and enhancement of existing residential buildings. By implementing these strategies, future development can help improve the quality and affordability of housing in the area and preserve the community's character.</p>
<p>Policy LU-19.51: Encourage redevelopment opportunities within the area.</p>	<p>Consistent. The General Plan and Zoning Code Amendments, support Policy LU-19.51 by offering incentives for redevelopment within the area by establishing design guidelines that promote the redevelopment of underutilized properties. By implementing these strategies, the HIOs can help revitalize the area and create more efficient and attractive development patterns.</p>
<p><i>Goal LU-20: Focus Area Community Design Policies are Established and Implemented.</i></p>	
<p><i>Central Buena Park Focus Area</i></p>	
<p>Policy LU-20.1: Promote a clearly defined regional entry statement from Beach Boulevard at the I-5 freeway.</p>	<p>Consistent. The General Plan and Zoning Code Amendments support Policy LU-20.1 by incentivizing development patterns that create a strong regional entry statement at the intersection of Beach Boulevard and I-5. This includes additional landscaping, and other architectural features and design standards that identify the area as a gateway to the city. By implementing these strategies, future development will help create a more welcoming and memorable first impression for visitors and residents alike.</p>
<p>Policy LU-20.2: Promote appropriate statements to define neighborhood entries along 4th Street, Fullerton Avenue, Artesia Boulevard, Homewood Avenue, and Darlington Avenue.</p>	<p>Consistent. The General Plan and Zoning Code Amendments support Policy LU-20.1 by enforcing development patterns that create a strong regional entry statement at the intersection of Beach Boulevard and I-5. This could include incorporating public art, landscaping, and other architectural features that identify the area as a gateway to the city. By</p>

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	implementing these strategies, the HIOs can help create a more welcoming and memorable first impression for visitors and residents alike.
<p>Policy LU-20.3: Encourage the development of public amenities along Beach Boulevard to strengthen pedestrian comfort.</p>	<p>Consistent. The General Plan and Zoning Code Amendments support Policy LU-20.3 by encouraging development patterns that integrate public amenities along Beach Boulevard through design guidelines that promote features such as sidewalks and trails. These strategies aim to foster a more pedestrian-friendly and inviting environment for future development.</p>
<p>Policy LU-20.4: Consider an entry statement along Beach Boulevard to define a northern entry into the Central Buena Park focus area.</p>	<p>Consistent. The General Plan and Zoning Code Amendments support Policy LU-20.4 by incentivizing development patterns that create an entry statement along Beach Boulevard to define a northern entry into the Central Buena Park focus area by including development standards for landscaping, and other architectural features that identify the area as a gateway to the Central Buena Park focus area. By implementing these strategies, future development in the area can help create a more welcoming and memorable first impression for visitors and residents alike, and reinforce the identity of the Central Buena Park focus area.</p>
<i>Orangethorpe Corridor East Focus Area</i>	
<p>Policy LU-20.5: Consider entry monumentation and streetscape enhancements at Orangethorpe Avenue and the I-5 freeway to define the area as a primary eastern gateway into the City.</p>	<p>Not Applicable There are no Project Sites located at this intersection. In addition, the General Plan and Zoning Code Amendments will not preclude the City’s ability to incentivizing development patterns that incorporate entry monumentation and streetscape enhancements at the intersection of Orangethorpe Avenue and I-5.</p>
<p>Policy LU-20.6: Encourage the use of landscape and urban design treatments at neighborhood entries along Oregon Street and Indiana Avenue to clearly define single-family residential areas.</p>	<p>Not Applicable. There are no sites along Oregon Street and Indiana Avenue..</p>
<p>Policy LU-20.7: Encourage quality design and development of manufacturing and office uses to enhance visibility from Orangethorpe Avenue.</p>	<p>Consistent. The General Plan and Zoning Code Amendments support Policy LU-20.7 by incentivizing the development of high-quality manufacturing and office uses that are visible from Orangethorpe Avenue. by requiring specific design standards, or establishing design guidelines that promote the development of</p>

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	high-quality buildings. By implementing these strategies, future development can help create a more visually appealing and attractive environment along Orangethorpe Avenue.
<i>Orangethorpe Corridor West Focus Area</i>	
<p>Policy LU-20.8: Incorporate landscaping and urban design improvements adjacent to Knott Avenue and Orangethorpe Avenue to promote a walkable environment.</p>	<p>Consistent. The General Plan and Zoning Code Amendments support Policy LU-20.8 by incentivizing development patterns that incorporate landscaping and urban design improvements adjacent to Knott Avenue and Orangethorpe Avenue by establishing design guidelines that promote the development of landscaping and urban design improvements. By implementing these strategies, future development can help create a more walkable and inviting environment along Knott Avenue and Orangethorpe Avenue.</p>
<p>Policy LU-20.9: Consider improvements to Melrose Street to improve pedestrian accessibility.</p>	<p>Consistent. The General Plan and Zoning Code Amendments support Policy LU-20.9 by incentivizing development patterns that promote pedestrian accessibility along Melrose Street. by requiring pedestrian improvements, and establishing design guidelines that promote the development of pedestrian-friendly streets. By implementing these strategies, future development can help create a more walkable and inviting environment along Melrose Street.</p>
<i>Entertainment Corridor Focus Area</i>	
<p>Policy LU-20.10: Encourage landscaping, unique streetscapes, and the integration of public art to enhance the area as a one of a kind entertainment destination.</p>	<p>Consistent. The General Plan and Zoning Code Amendments support Policy LU-20.10 by incentivizing development patterns that incorporate landscaping, unique streetscapes, and public art by implementing design guidelines that promote the development of unique and visually appealing environments. By implementing these strategies, future development can help create a more vibrant and attractive entertainment destination that stands out from the crowd.</p>
<p>Policy LU-20.11: Encourage bold and creative signage and urban design on private property to support the area theme.</p>	<p>Consistent. The General Plan and Zoning Code Amendments support Policy LU-20.11 by incentivizing development patterns that incorporate bold and creative signage and urban design features by establishing design guidelines that promote the use of bold and creative signage and urban design. By</p>

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	implementing these strategies, future development can help create a more vibrant and visually appealing environment that supports the area's overall theme.
<p>Policy LU-20.12: Create an enhanced pedestrian environment that encourages linkages between the Mall, Knott’s Berry Farm, and other visitor-serving uses along Beach Boulevard.</p>	<p>Consistent. The General Plan and Zoning Code Amendments support Policy LU-20.12 by incentivizing development patterns that promote a strong pedestrian connection between the Mall, Knott's Berry Farm, and other visitor-serving uses along Beach Boulevard by establishing design guidelines that promote the development of pedestrian-friendly streets and plazas. By implementing these strategies, future development can help create a more walkable and inviting environment that encourages visitors to explore the area and patronize local businesses.</p>
<p>Policy LU-20.13: Consider a high profile themed entry statement at Beach Boulevard and Crescent Avenue to promote a sense of arrival and place.</p>	<p>Consistent. The General Plan and Zoning Code Amendments will not preclude the City’s ability to support Policy LU-20.13 by incentivizing development patterns that incorporate a high-profile themed entry statement at the intersection of Beach Boulevard and Crescent Avenue.</p>
<i>Entertainment Corridor North Focus Area</i>	
<p>Policy LU-20.14: Consider a high profile entry statement at Beach Boulevard and the SR-91 freeway to define the Beach Boulevard corridor as a primary regional entertainment and tourist center.</p>	<p>Consistent. The General Plan and Zoning Code Amendments will not interfere with the City’s ability to support Policy LU-20.14 by incentivizing development patterns that incorporate a high-profile entry statement at the intersection of Beach Boulevard and SR-91.</p>
<p>Policy LU-20.15: Encourage the development of bold, highly visual signage, streetscape, and urban design on private property to further define the regional significance of the focus area.</p>	<p>Consistent. The General Plan and Zoning Code Amendments support Policy LU-20.15 by incentivizing development patterns that incorporate bold, highly visual signage, streetscape, and urban design features on private property by establishing design guidelines that promote the use of bold and creative signage and urban design. By implementing these strategies, the HIOs can help create a more vibrant and visually appealing environment that further defines the regional significance of the focus area.</p>
<p>Policy LU-20.16: Enhance the intersection of Beach Boulevard and Orangethorpe Avenue through the use of decorative paving,</p>	<p>Consistent. The General Plan and Zoning Code Amendments support Policy LU-20.16 by incentivizing development patterns that</p>

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streetscape furniture, sidewalks, and landscaping.	incorporate decorative paving, streetscape furniture, sidewalks, and landscaping at the intersection of Beach Boulevard and Orangethorpe Avenue by establishing design guidelines that promote the development of high-quality streetscape improvements. By implementing these strategies, the HIOs can help create a more vibrant and attractive intersection that contributes to the area's overall vitality.
Policy LU-20.17: Encourage quality design and development to enhance visibility from the SR-91 freeway.	Consistent. The General Plan and Zoning Code Amendments support Policy LU-20.17 by incentivizing the development of high-quality buildings and projects that are visible from the SR-91 freeway by establishing design guidelines that promote the development of visually appealing buildings. By implementing these strategies, future development can help create a more attractive and memorable first impression for visitors traveling along the SR-91 freeway.
<i>Northwest Focus Area</i>	
Policy LU-20.18: Promote Orangethorpe Avenue and Valley View Street as the primary western gateway into the City through the establishment of monumentation, landscaping, and hardscape improvements.	Not Applicable. The General Plan and Zoning Code Amendments will not preclude the City's ability to support Policy LU-20.18 as there is no Project Sites located in this focus area.
Policy LU-20.19: Encourage the development of generous, high-quality landscaping along the public right-of-way to establish a corporate identity for the focus area.	Not Applicable. The General Plan and Zoning Code Amendments will not preclude the City's ability to support Policy LU-20.19 as there is no Project Sites located in this Focus Area.
Policy LU-20.20: Provide for transitional landscaping and buffering on the south side of Orangethorpe Avenue to ensure preservation and enhancement of existing single-family neighborhoods.	Not Applicable. The General Plan and Zoning Code Amendments will not preclude the City's ability to support Policy LU-20.20 as there is no Project Sites in this Focus Area.
<i>Civic Center Focus Area</i>	
Policy LU-20.21: Encourage the continued revitalization of residential units along Pinchot Court and 11th Street through structural improvements, landscaping, and streetscape to complement the Civic Center complex.	Consistent. The General Plan and Zoning Code Amendments support Policy LU-20.21 by incentivizing the revitalization of residential units along Pinchot Court and 11th Street by providing standards for rehabilitation projects, and establishing design guidelines that promote the preservation and enhancement of existing residential buildings. By implementing these strategies, future development can help

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	improve the quality and affordability of housing in the area and create a more cohesive and attractive neighborhood that complements the Civic Center complex.
<p>Policy 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, 2-98 encouraging private improvements and maintaining and enhancing the existing public right-of-way.</p>	<p>Consistent. The General Plan and Zoning Code Amendments, including the HIOs support Policy LU-20.22 by incentivizing the preservation and enhancement of historic residential structures within the designated area by establishing design guidelines that promote the preservation and enhancement of historic buildings. By implementing these strategies, the HIOs can help maintain the area's historic character and contribute to the overall vitality of the neighborhood.</p>
<p>Policy LU-20.23: Consider a strong entry statement at Beach Boulevard and the I-5 freeway, through landscaping, signage, and monumentation to define the area as the community's civic core.</p>	<p>Consistent. The General Plan and Zoning Code Amendments support Policy LU-20.23 by establishing design guidelines that promote the development of high-quality entry features. By implementing these strategies, the HIOs can help create a more welcoming and memorable first impression for visitors and residents alike and reinforce the identity of the area as the community's civic core.</p>
<i>Commonwealth Corridor Focus Area</i>	
<p>Policy LU-20.24: Ensure the siting and design of new structures along Dale Street minimize potential impacts from adjacent aviation operations.</p>	<p>Not Applicable. The General Plan and Zoning Code Amendments will not preclude the City's ability to support Policy LU-20.23 as there is no Project Sites in this Focus Area.</p>
<p>Policy LU-20.25: Consider a strong eastern entry gateway statement at Commonwealth Avenue and Dale Street to define entry into the City.</p>	<p>Not Applicable. The General Plan and Zoning Code Amendments will not preclude the City's ability to support Policy LU-20.25 due to the lack of Project Sites located in the Focus area.</p>
<p>Policy LU-20.26: Promote streetscape and urban design improvements along 4th Street and Indiana Avenue that define residential neighborhoods and provide for transitions between nonresidential and residential uses.</p>	<p>Not Applicable. The General Plan and Zoning Code Amendments will not preclude the City's ability to support Policy LU-20.26 due to the lack of Project Sites in the Focus Area.</p>
<i>North Beach Boulevard Focus Area</i>	
<p>Policy LU-20.27: Consider a prominent intersection statement at Beach Boulevard and La Mirada Boulevard/Malvern Avenue.</p>	<p>Not Applicable. The General Plan and Zoning Code Amendments will not preclude the City's ability to support Policy LU-20.27 to consider a prominent intersection statement at Beach Boulevard and La Mirada Boulevard/Malvern Avenue as there are no Housing Opportunities Sites in this area.</p>

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<p>Policy LU-20.28: Encourage street adjacent development along Beach Boulevard to encourage pedestrian utilization and accessibility by adjacent residents.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs support Policy LU-20.28 by incentivizing development patterns that promote street-adjacent development along Beach Boulevard by establishing design guidelines that promote the development of pedestrian-friendly streetscapes. By implementing these strategies, future development can help create a more vibrant and walkable environment along Beach Boulevard that encourages pedestrian utilization and accessibility by adjacent residents.</p>
<p>Policy LU-20.29: Provide for transitional landscape treatments to preserve neighborhoods adjacent to Malvern Avenue and La Mirada Boulevard.</p>	<p>Not Applicable. The General Plan and Zoning Code Amendments will not preclude the City’s ability to support Policy LU-20.29 to provide transitional landscape treatments to preserve neighborhoods adjacent to Malvern Avenue and La Mirada Boulevard as there are no Project Sites located in this area.</p>
<p><i>Fillmore-Jackson Focus Area</i></p>	
<p>Policy LU-20.30: Encourage Crime Prevention through Environmental Design (CPTED) techniques to encourage a safe and physically pleasing environment.</p>	<p>Consistent. The General Plan and Zoning Code Amendments support Policy LU-20.30 by incentivizing development patterns that incorporate CPTED techniques by establishing design guidelines that promote the use of CPTED principles. By implementing these strategies, future development can help create a safer and more welcoming environment that reduces the risk of crime.</p>
<p>Policy LU-20.31: Encourage rehabilitation of existing residential structures through variations in color, hardscape, and building materials.</p>	<p>Consistent. The General Plan and Zoning Code Amendments support Policy LU-20.31 by establishing design guidelines that promote the use of varied colors, hardscape, and building materials. By implementing these strategies, future development can help improve the visual appeal and character of existing residential neighborhoods and contribute to the overall vitality of the area.</p>
<p>Policy LU-20.32: Encourage improvements to alleyways adjacent to Fillmore Drive and Jackson Way to enhance safety through hardscape, landscape, lighting, and other techniques.</p>	<p>Consistent. The General Plan and Zoning Code Amendments support Policy LU-20.32 by requiring improvements to alleyways adjacent to Fillmore Drive and Jackson Way by establishing design guidelines that promote the development of safer and more attractive alleyways. By implementing these strategies,</p>

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	future development can help enhance safety and improve the overall quality of life in the area.
<p>Policy LU-20.33: Encourage the development of open space and recreational facilities to meet the needs of existing residents.</p>	<p>Consistent. The General Plan and Zoning Code Amendments support Policy LU-20.33 by requiring the development of open space and recreational facilities through design guidelines that promote the development of high-quality open space and recreational facilities. By implementing these strategies, future development can help meet the needs of existing residents and create a more vibrant and livable community.</p>
<p>Policy LU-20.34: Facilitate redevelopment of the area to provide a modern urban contemporary development with associated amenities.</p>	<p>Consistent. The General Plan and Zoning Code Amendments support Policy LU-20.34 by creating standards and guidelines for redevelopment projects that provide a modern urban contemporary development with associated amenities. By implementing these strategies, future development can help revitalize the area and create a more attractive and desirable destination for residents and businesses alike.</p>
<p><i>Goal LU-21: Distinctive and attractive design of the public realm that promotes a positive image and identity.</i></p>	
<p>Policy LU-21.1: Focus on improving the appearance of corridors in the City by implementing landscaping, enhanced paving, unique streetscape amenities, appropriately-scaled lighting, and placement of utility connections underground.</p>	<p>Consistent. The General Plan and Zoning Code Amendments support Policy LU-21.1 by incentivizing development patterns that incorporate landscaping, enhanced paving, unique streetscape amenities, appropriately scaled lighting, and underground utility connections through design guidelines that promote the development of high-quality streetscapes. By implementing these strategies, future development can help create a more visually appealing and attractive environment along the city's corridors.</p>
<p>Policy LU-21.2: Support the development of a comprehensive gateway program, including a hierarchy of entry monuments and wayfinding signage throughout the City</p>	<p>Consistent. The General Plan and Zoning Code Amendments support Policy LU-21.2 by establishing design guidelines that promote the development of high-quality gateway features. By implementing these strategies, future development can help create a more welcoming and memorable first impression for visitors and residents alike, and improve wayfinding throughout the city.</p>

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<p>Policy LU-21.3: Support landscaping treatments that complement a comprehensive streetscape program and that maximize water conservation through plant species and irrigation techniques.</p>	<p>Consistent. The General Plan and Zoning Code Amendments support Policy LU-21.3 by establishing design guidelines that promote the use of drought-tolerant plants and efficient irrigation systems. By implementing these strategies, future development can help create a more sustainable and environmentally friendly streetscape program.</p>
<p>Policy LU-21.4: Strive to develop a system of key landmarks that contribute to the character and image of the City, and encourage new buildings and/or monuments to function as neighborhood or district markers.</p>	<p>Consistent. The General Plan and Zoning Code Amendments support Policy LU-21.4 by establishing design guidelines that promote the development of landmarks and markers. By implementing these strategies, future development can help create a more distinctive and memorable city identity and strengthen the sense of community within different neighborhoods and districts.</p>
<p><i>Goal LU-22: New development and redevelopment that contributes to a positive visual image of the City.</i></p>	
<p>Policy LU-22.1: Support development in focus areas that encourages a mix of land uses, central gathering spaces, walkable streets, interesting architecture, and public art.</p>	<p>Consistent. The General Plan and Zoning Code Amendments support Policy LU-22.1 by establishing design guidelines that promote the development of mixed-use developments, pedestrian-friendly streetscapes, and unique architectural features. By implementing these strategies, the future development can help create more vibrant and attractive focus areas that are appealing to residents and businesses alike.</p>
<p>Policy LU-22.2: Promote good quality design that considers site and building scale and mass that enhances the experience of employees and customers.</p>	<p>Consistent. The General Plan and Zoning Code Amendments support Policy LU-22.2 by establishing design guidelines that promote the development of high-quality, well-designed buildings. By implementing these strategies, future development can help create more attractive and functional environments that enhance the experience of employees and customers.</p>
<p>Policy LU-22.3: Support the use of form-based codes in special districts and corridors to ensure that new development and redevelopment is consistent with the desired identity of the City.</p>	<p>Consistent. The General Plan and Zoning Code Amendments support Policy LU-22.3 by proposing a hybrid version of form-based codes in special districts and corridors. By implementing these strategies, future development can help ensure that new development and redevelopment in special districts and corridors is consistent with the</p>

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	desired identity of the city and contributes to a more cohesive and attractive urban environment.
<p>Policy LU-22.4: Ensure that commercial signs do not detract from the City’s high-quality image, while recognizing the need for effective business identification.</p>	<p>Consistent. The General Plan and Zoning Code Amendments support Policy LU-22.4 by regulating commercial signs to ensure that they do not detract from the city's high-quality image by establishing design standards for commercial signs, limiting the size and number of signs allowed, or requiring certain types of signs to be illuminated or backlit. By implementing these strategies, future development can help create a more visually appealing and attractive environment that protects the city's brand.</p>
<p>Policy LU-22.5: Continue to preserve historically significant buildings and neighborhoods.</p>	<p>Consistent. The General Plan and Zoning Code Amendments support Policy LU-22.5 by incentivizing the preservation and enhancement of historically significant buildings and neighborhoods by establishing design guidelines that promote the preservation of historic character. By implementing these strategies, future development can help maintain the city's rich history and cultural heritage</p>
<p>Policy LU-22.7: <u>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.</u></p>	<p>Consistent. The General Plan and Zoning Code Amendments support Policy LU-22.7 by establishing design guidelines that promote the use of high-quality materials and construction techniques and require adherence to the California Building Code. By implementing these strategies, future development can help ensure that new development contributes to the city's long-term urban fabric and minimizes maintenance costs over time.</p>
<p>Goal LU-23: <i>New development and redevelopment that fosters social interaction, connectivity, and sense of place.</i></p>	
<p>Policy LU-23.1: Encourage connectivity between focus areas, nodes, and neighborhoods through visually interesting and logical networks of paths that provide access for pedestrians, bicyclists, motorists, and transit patrons.</p>	<p>Consistent. The General Plan and Zoning Code Amendments support Policy LU-23.1 by establishing design guidelines that promote the development of well-connected and visually appealing networks of paths. By implementing these strategies, future development can help create a more walkable, bikeable, and accessible environment that encourages people to use alternative modes of transportation and reduces reliance on cars.</p>

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<p>Policy LU-23.2: Encourage the development of a variety of public gathering places, such as community centers, mixed-use plazas or courtyards, and parks and open space, which meet the needs of residents and visitors.</p>	<p>Consistent. The General Plan and Zoning Code Amendments will not preclude the City’s ability to implement Policy LU-23.2 to encourage the development of a variety of public gathering places.</p>
<p>Policy LU-23.3: Encourage new commercial development and remodeling of existing commercial buildings to provide maximum window exposure for passers-by and minimize “blank wall” exposure.</p>	<p>Consistent. The General Plan and Zoning Code Amendments support Policy LU-23.3 by incentivizing commercial development and remodeling that provides maximum window exposure for passers-by by establishing design guidelines that promote the use of transparent materials and open floor plans. By implementing these strategies, future commercial development can help create more vibrant and inviting commercial spaces that attract customers and contribute to the overall vitality of the area.</p>
<p><u>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.</u></p>	<p>Consistent. The General Plan and Zoning Code Amendments support Policy LU-23.4 by incentivizing development patterns that promote walkable neighborhoods within the Housing Opportunities Overlay by establishing design guidelines for residential, multifamily and mixed use developments that promote the development of walkable neighborhoods. By implementing these strategies, future development can help create a more livable and sustainable environment that encourages people to walk and reduces reliance on cars.</p>
<p><u>Policy LU-23.5: Promote building orientation that prioritizes pedestrian accessibility and street interaction, with active ground-floor uses facing public streets and sidewalks.</u></p>	<p>Consistent. The General Plan and Zoning Code Amendments support Policy LU-23.5 by incentivizing development patterns that prioritize pedestrian accessibility and street interaction by establishing design guidelines that promote the development of street-oriented buildings. By implementing these strategies, future development can help create a more vibrant and walkable environment that encourages pedestrian activity and supports local businesses.</p>
<p><u>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.</u></p>	<p>Consistent. The General Plan and Zoning Code Amendments align with Policy LU-23.6 by ensuring that mixed-use projects provide on-site amenities such as courtyards, outdoor barbecues, and recreation facilities. These features enhance the living environment for</p>

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	residents and contribute to a more vibrant and community-oriented development.
Goal LU-24: Existing and new neighborhoods that are attractive, well maintained, and promote unique identities.	
Policy LU-24.1: Promote public gathering spaces or community centers, recreational opportunities, and social programs within existing neighborhoods.	Consistent. The General Plan and Zoning Code Amendments will not preclude the City’s ability to support Policy LU-24.1 by incentivizing the development of public gathering spaces, community centers, recreational opportunities, and social programs within existing neighborhoods.
Policy LU-24.2: Continue to emphasize maintenance of the City public right-of-way, including street resurfacing, landscaping, lighting, and removal of litter or graffiti	Consistent. The General Plan and Zoning Code Amendments will not preclude the City’s ability to support Policy LU-24.2 to advocate for the continued maintenance of the city’s public right-of-way. The City’s Public works department maintains this via CIPs.’
Policy LU-24.3: Support development and implementation of a uniform street tree program in residential neighborhoods and main boulevards that will ultimately provide shade canopies across roadways and provide inviting and walkable parkways.	Consistent. The General Plan and Zoning Code Amendments will not preclude the City’s ability to support Policy LU-24.3 for the implementation of tree planting, establishing tree planting programs, developing tree care guidelines, and promoting the use of native trees to help create a more sustainable, attractive, and walkable environment by providing shade canopies across roadways and enhancing the aesthetic appeal of residential neighborhoods and main boulevards.
Policy LU-24.4: Encourage homeowners’ associations and neighborhoods to maintain existing housing tract entrance signs in an attractive manner and encourage the placement of new signs at the entrance of developments that do not have identification.	Consistent. The General Plan and Zoning Code Amendments will not preclude the City’s ability to support Policy LU-24.4 to work with homeowners’ associations and neighborhoods to maintain existing housing tract entrance signs and encourage the placement of new signs in developments that lack identification.
Goal LU-25: A safe place to live, work, and play.	
Policy LU-25.1: Incorporate public safety considerations into community design.	Consistent. The General Plan and Zoning Code Amendments will not preclude the City’s ability to support Policy LU-25.1 by incentivizing development patterns that incorporate crime prevention through environmental design (CPTED) principles. The proposed design guidelines that promote the use of CPTED principles. By implementing these strategies, future development can help create a safer and

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	more welcoming environment that reduces the risk of crime and promotes public safety.
Chapter 3. Mobility Element	
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.	
<p>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.</p>	<p>Consistent. A Traffic Impact Analysis was prepared for the proposed Project to evaluate the potential traffic-related deficiencies 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.</p>
<p>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.</p>	<p>Consistent. A Traffic Impact Analysis was prepared for the proposed Project to evaluate the potential traffic-related deficiencies 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.</p>
<p>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.</p>	<p>Consistent. A Traffic Impact Analysis was prepared for the proposed Project to evaluate the potential traffic-related deficiencies resulting from the revised General Plan land use development assumptions (Appendix E).</p>

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	<p>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.</p>
<p>Goal M-3: A balance between development of the Land Use Plan and completion of the circulation network.</p>	
<p>Policy M-3.1: Maintain circulation system standards for roadway and intersection classifications, right-of-way width, pavement width, design speed, and capacity.</p>	<p>Consistent. A Traffic Impact Analysis was prepared for the proposed Project to evaluate the potential traffic-related deficiencies 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.</p>
<p>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.</p>	<p>Consistent. A Traffic Impact Analysis was prepared for the proposed Project to evaluate the potential traffic-related deficiencies 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</p>

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	<p>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.</p>
<p>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.</p>	<p>Consistent. A Traffic Impact Analysis was prepared for the proposed Project to evaluate the potential traffic-related deficiencies 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.</p>
<p>Policy M-3.4: Discourage the creation of new roadway connections which would adversely impact the residential character of existing residential neighborhoods.</p>	<p>Consistent. A Traffic Impact Analysis was prepared for the proposed Project to evaluate the potential traffic-related deficiencies 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.</p>
<p>Policy M-3.5: Encourage the completion of missing roadway links and other related facilities to increase the efficiency of local circulation system.</p>	<p>Consistent. A Traffic Impact Analysis was prepared for the proposed Project to evaluate the potential traffic-related deficiencies resulting from the revised General Plan land use development assumptions (Appendix E).</p>

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	<p>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.</p>
<p>Goal M-5: A circulation system that supports existing, approved, and planned land uses throughout the City, while maintaining a desired level of service.</p>	
<p>Policy M-5.2: Maintain a citywide level of service (LOS) not to exceed LOS “D” for intersections during the peak hours.</p>	<p>Consistent. A Traffic Impact Analysis was prepared for the proposed Project to evaluate the potential traffic-related deficiencies 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.</p>
<p>Policy M-5.3: Maintain a citywide level of service (LOS) for roadway segments not to exceed LOS “D” for daily traffic.</p>	<p>Consistent. A Traffic Impact Analysis was prepared for the proposed Project to evaluate the potential traffic-related deficiencies 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</p>

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	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.
<p>Policy M-5.4: Require that new development mitigate its impact on City streets in order to maintain an adequate level of service.</p>	<p>Consistent. A Traffic Impact Analysis was prepared for the proposed Project to evaluate the potential traffic-related deficiencies 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.</p>
<p>Goal M-4: Transit-Oriented Development (TOD) in appropriate locations in the City.</p>	
<p>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.</p>	<p>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.</p>
<p>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.</p>	<p>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.</p>
<p>Goal M-6: An efficient and comprehensive system of public and private mass transit in the City.</p>	
<p>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.</p>	<p>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.</p>
<p>Policy M-6.7: Encourage mixed-use development in the vicinity of existing transit and rail facilities, with convenient linkages.</p>	<p>Consistent. Sites designated for future development are located within existing urban areas that are in close proximity to transit and</p>

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	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.
<p>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.</p>	<p>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.</p>
<p>Goal M-2: Participation with other agencies and compliance with State and Regional Plans to address multi-jurisdictional transportation issues.</p>	
<p>Policy M-2.1: Monitor and participate in applicable County, Regional, State, and Federal transportation plans and proposals.</p>	<p>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 Management Plan. Therefore, the Project is consistent with Policies M-2.2, M-5.1.</p>
<p>Policy M-2.2: Maintain compliance with Orange County's Congestion Management Plan (CMP).</p>	<p>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 Management Plan. Therefore, the Project is consistent with Policies M-2.2, M-5.1.</p>
<p>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.</p>	<p>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 Management Plan. Therefore, the Project is consistent with Policies M-2.2, M-5.1.</p>
<p>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.</p>	<p>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 Management Plan. Therefore, the Project is consistent with Policies M-2.2, M-5.1.</p>
<p>Goal M-7: Reduced traffic congestion within the City and surrounding area.</p>	

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<p>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.</p>	<p>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.</p>
<p>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.</p>	<p>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.</p>
<p>Goal M-8: A citywide system of convenient and efficient bike, pedestrian, and trail facilities for commuter, school, and recreational uses.</p>	
<p>Policy M-8.2: Encourage the development of walkways, bicycle paths, or greenways, where feasible, needed, and desired.</p>	<p>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.</p>
<p>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.</p>	<p>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.</p>
<p>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.</p>	<p>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</p>

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	sidewalk and bicycle facilities including bike racks.
<p>Policy M-8.12: Encourage new and existing development to provide accessible and secure areas for bicycle storage.</p>	<p>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.</p>
<p>Policy M-8.13: Promote bicycle racks or storage facilities at public facilities/buildings and as part of new office and retail developments.</p>	<p>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.</p>
<p>Chapter 4. Communities Facility Element</p>	
<p>Goal CF-1: Courteous, responsive, and efficient police services.</p>	
<p>Policy CF-1.2: Maintain adequate personnel resources and facilities to enable the Police Department to meet response time standards, keep pace with growth, and provide high levels of service.</p>	<p>Consistent. The General Plan and Zoning Code Amendments are consistent by promoting managed growth and supporting population increases, which align with maintaining adequate public services. As new developments are encouraged through the proposed General Plan and Zoning Code Amendments, the policy ensures that the Police Department will have the resources needed to meet response time standards. All future development will be required to be reviewed by the City to ensure that there are no negative impacts to Police Department services.</p>
<p>Policy CF-1.5: Utilize the development review process for new development or redevelopment to provide a review of and comments on potential impacts to the provision of police services.</p>	<p>Consistent. The General Plan and Zoning Code Amendments are consistent with Policy CF-1.5 by ensuring that the development review process addresses potential impacts on police services. As new developments are proposed under the proposed amendments, are subject to thorough review, allowing for comments on how the increased housing and mixed use may affect the provision of police services. This process helps identify and mitigate any potential strain on public safety resources, ensuring that</p>

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	growth under the HIOs and proposed amendments does not compromise the quality or efficiency of police services.
<p>Policy CF-1.6: Review and modify development proposals to incorporate “defensible space” concepts and other public safety design concepts into new development.</p>	<p>Consistent. The General Plan and Zoning Code Amendments are consistent with Policy CF-1.6 by ensuring that new developments incorporate "defensible space" and other public safety design concepts. Through the development review process, all future development will be evaluated and modified to include features that enhance safety, such as clear sightlines, well-lit areas, and controlled access points. These design elements reduce crime opportunities and improve overall public safety, aligning with the policy's goal of integrating safety into the built environment.</p>
<p>Policy CF-1.7: Periodically evaluate population growth, development characteristics, level of service and incidence of crime within the City to ensure that an adequate level of police service is maintained.</p>	<p>Consistent. The General Plan and Zoning Code Amendments will not limit the City’s ability to periodically evaluate population growth and development. As the General Plan and Zoning Code Amendments encourages new housing, each development will go through development review which will ensure that police services are regularly assessed to maintain adequate levels of service and address any crime concerns, supporting the policy's goal of adapting to community needs.</p>
<p><i>Goal CF-2: Responsive and efficient fire protection and emergency medical services.</i></p>	
<p>Policy CF-2.2: Ensure adequate fire-fighting and Emergency Medical Service infrastructure, equipment, and personnel to provide a high level of fire and emergency medical service in Buena Park to meet growing demands.</p>	<p>Consistent. The General Plan and Zoning Code Amendments align with Policy CF-2.2 by coordinating housing growth with the expansion of fire and emergency medical services. As new developments are encouraged, infrastructure, equipment, and personnel resources are assessed to ensure adequate fire and emergency response capabilities, supporting the policy’s goal of maintaining high service levels amid increasing demands. All new development will be required to go though the City’s review process, including a Fire Department review.</p>
<p>Policy CF-2.4: Ensure that sufficient water service and pressure are available throughout the City for use in fire fighting.</p>	<p>Consistent. The HIO’s and affordable housing initiatives align with Policy CF-2.4 by ensuring that new developments are reviewed for adequate water service and pressure. This helps maintain sufficient resources for firefighting</p>

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	across the city, supporting the policy’s goal of providing reliable fire protection as housing growth occurs.
<p>Policy CF-2.5: Explore funding sources, such as impact fees from development or parcel taxes, to ensure a high level of fire services for the City.</p>	<p>Consistent. The General Plan and Zoning Code Amendments are consistent with Policy CF-2.5 by supporting the exploration of funding sources, such as impact fees from new developments. These fees can help ensure that fire services remain adequately funded and equipped to meet the needs of a growing population, maintaining high service levels for the city.</p>
<p>Policy CF-2.6: Maintain adequate fire training facilities, equipment, and programs for firefighting and inspection personnel and educational programs for the community, including fire safety and prevention and emergency medical-related information.</p>	<p>Consistent. The General Plan and Zoning Code Amendments support Policy CF-2.6 by ensuring that increased development is matched with investments in fire training and community education. As new housing is added, development fees will help maintain and expand fire training facilities, equipment, and programs, ensuring that both personnel and residents are well-prepared for fire safety and emergency situations.</p>
<p>Policy CF-2.7: Proactively plan for increases in population and employment growth and changes in the use and types of buildings in Buena Park.</p>	<p>Consistent. The General Plan and Zoning Code Amendments will not preclude the City’s ability to align with Policy CF-2.7 by supporting proactive planning for population and employment growth. although the proposed amendments will encourage new developments, the HIO ensures that planning efforts account for increased demands and evolving building types, helping to anticipate and address changes in the community’s needs.</p>
<p>Policy CF-2.8: Require that new development or redevelopment provide adequate access for fire service vehicles and personnel.</p>	<p>Consistent. The General Plan and Zoning Code Amendments support Policy CF-2.8 by ensuring that new developments be thoroughly reviewed by City staff, including the Fire department to ensure that each development is required to provide adequate access for fire service vehicles and personnel. This requirement helps maintain effective emergency response capabilities and ensures that all new housing projects meet fire service accessibility standards.</p>
<p>Policy CF-2.9: While seeking to maintain access, fire safety, and adequate response times, the City and the OCFA will work together to develop</p>	<p>Consistent. The General Plan and Zoning Code Amendments align with Policy CF-2.9 by supporting mixed-use and compact</p>

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<p>creative solutions that allow for mixed-use and compact development, pedestrian-friendly streets, and other elements of a walkable and bikeable City.</p>	<p>development. As new housing is promoted, the HIO and Design Standards set forth in the Zoning Code Amendments, encourages design solutions that maintain fire safety and response times while fostering pedestrian-friendly and bikeable environments, working in tandem with the OCFA to integrate these elements into urban planning.</p>
<p><i>Goal CF-3: Quality education accessible to all residents of Buena Park.</i></p>	
<p>Policy CF-3.2: Work with the local school district to anticipate potential increases in the City’s population and the impact on school enrollment.</p>	<p>Consistent. The General Plan and Zoning Code Amendments align with Policy CF-3.2 by facilitating coordination with the local school district to address anticipated population growth. As new developments are encouraged, the General Plan and Zoning Code Amendments ensures that the impact on school enrollment is considered, helping to plan for and mitigate potential increases in student numbers.</p>
<p>Policy CF-3.3: Create and enhance walking and cycling routes to schools through coordinated transportation, land use, and design decisions. This will help to improve safety, increase physical activity among youth, and reduce traffic congestion around schools.</p>	<p>Consistent. The General Plan and Zoning Code Amendments support Policy CF-3.3 by promoting the creation and enhancement of walking and cycling routes. As new developments occur, the General Plan and Zoning Code Amendments encourages coordinated land use and design decisions that improve safety, boost physical activity among youth, and reduce traffic congestion around schools.</p>
<p>Policy CF-3.4: Pursue and enhance mutually beneficial joint use agreements with the local schools to improve public access to the recreational facilities, libraries and other facilities on its campuses.</p>	<p>Consistent. The General Plan and Zoning Code Amendments will not preclude the City’s ability to align with Policy CF-3.4 by fostering opportunities for joint use agreements with local schools. As new developments are encouraged, the HIO supports enhancing public access to school recreational facilities, libraries, and other amenities, promoting community benefits and integration.</p>
<p><i>Goal CF-4: Provision of water service to all portions of the City, at appropriate pressures, reasonable maintenance levels and in conjunction with reasonable demand.</i></p>	
<p>Policy CF-4.3: Continue to provide municipal water service that meets or exceeds State and Federal health standards and monitor water quality according to established criteria, with respect to health standards.</p>	<p>Consistent. The General Plan and Zoning Code Amendments support Policy CF-4.3 by ensuring that new developments are serviced by municipal water systems that meet or exceed State and Federal health standards. The General Plan and Zoning Code Amendments facilitates growth while maintaining rigorous water quality</p>

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	monitoring to uphold established health criteria.
<p>Policy CF-4.4: Provide sufficient capacity to serve existing and planned uses and identify, manage, and monitor, when appropriate, large water users.</p>	<p>Consistent. The General Plan and Zoning Code Amendments align with Policy CF-4.4 by ensuring that new developments are planned with sufficient water capacity. The General Plan and Zoning Code Amendments supports the identification and management of large water users, helping to monitor and manage water resources effectively to meet both existing and future demands.</p>
<p>Policy CF-4.5: Ensure that new development or redevelopment water infrastructure systems are adequate to serve the development.</p>	<p>Consistent. The General Plan and Zoning Code Amendments align with Policy CF-4.5 by ensuring that new developments include adequate water infrastructure. The HIO requires that water systems are reviewed and upgraded as needed to effectively serve new housing projects, maintaining reliable water service for all developments.</p>
<p>Policy CF-4.9: Improve water services in a way that respects the natural environment.</p>	<p>Consistent. The General Plan and Zoning Code Amendments support Policy CF-4.9 by integrating environmentally respectful practices into water service improvements. The General Plan and Zoning Code Amendments encourages development that includes sustainable water management systems and respects natural resources, ensuring that growth enhances water services while preserving the environment.</p>
<p>Policy CF-4.11: Continue to sponsor and provide water conservation and education programs.</p>	<p>Consistent. The General Plan and Zoning Code Amendments and affordable housing initiatives align with Policy CF-4.11 by incorporating water conservation and education programs into new developments. The General Plan and Zoning Code Amendments promotes drought-tolerant landscaping and water-efficient designs, supporting ongoing efforts to conserve water and educate residents about sustainable practices.</p>
<p>Policy CF-4.14: Continue to enforce the Water Efficient Landscape Ordinance through Planning Department procedures in compliance with AB 1881.</p>	<p>Consistent. The General Plan and Zoning Code Amendments will not conflict with the existing requirements of the City’s Zoning Code which ensures that new developments comply with the Water Efficient Landscape Ordinance and AB 1881. The General Plan and Zoning Code Amendments supports the enforcement of water-efficient landscaping practices through</p>

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	Planning Department procedures, promoting sustainable water use in all new housing projects.
Goal CF-5: Adequate wastewater facilities to serve existing and new development in the City.	
Policy CF-5.2: Continue to coordinate with the Orange County Sanitation District (OCSD) to ensure existing wastewater systems are maintained and upgraded and new wastewater facilities are constructed, as needed.	Consistent. The General Plan and Zoning Code Amendments will not preclude the City’s ability to align with Policy CF-5.2 by supporting coordination with the Orange County Sanitation District (OCSD). All new development will need to adhere to the City’s development review process and development fee requirements.
Policy CF-5.5: Ensure that appropriate sewer system mitigation measures are identified and implemented in conjunction with new development based on the recommendations of prior sewer studies and/or future sewer studies that may be required by the City Engineer.	Consistent. The General Plan and Zoning Code Amendments will not preclude the City’s ability to align with Policy CF-5.5 by integrating sewer system mitigation measures into new developments. All new development will need to be reviewed by the City’s review process which ensures that these projects address recommendations from existing or future sewer studies, as directed by the City Engineer, to effectively manage and mitigate impacts on the sewer system.
Policy CF-5.6: Ensure that infrastructure capacities are planned to serve future development.	Consistent. The General Plan and Zoning Code Amendments will not preclude the City’s ability to support Policy CF-5.6 by ensuring that infrastructure capacities are assessed and planned to accommodate future growth. New development spurred by the Amendments will be required to undergo City review, which will ensure that infrastructure capacities are planned to serve future development.
Policy CF-5.7: Support sustainable wastewater services that respect and improve the natural environment.	Consistent. The General Plan and Zoning Code Amendments will not preclude the City’s ability to align with Policy CF-5.7 by promoting sustainable wastewater services that enhance the natural environment. All new development will be required to undergo review which will ensure the ability to support sustainable wastewater services that response and improve the natural environment.
Goal CF-6: Storm drain service levels maintained and/or improved throughout Buena Park.	
Policy CF-6.3: Minimize the adverse effects of urbanization upon drainage and flood control facilities.	Consistent. The General Plan and Zoning Code Amendments will not preclude the City’s ability to minimize the impact of urbanization on drainage and flood control facilities. The City’s existing review procedures ensure that new

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	developments include appropriate design and infrastructure to manage stormwater effectively and prevent adverse effects on existing flood control systems.
<p>Policy CF-6.4: Improve the storm drain system in a way that respects the environment.</p>	<p>Consistent. The General Plan and Zoning Code Amendments will not preclude the City’s ability to support Policy CF-6.4 by promoting improvements to the storm drain system that respect environmental considerations. The City’s existing review procedures encourages the integration of sustainable stormwater management practices in new developments, ensuring that upgrades to the storm drain system are environmentally friendly and support ecological health.</p>
<p>Policy CF-6.5: Continue to participate in the National Pollutant Discharge Elimination System (NPDES) permit program.</p>	<p>Consistent. The The General Plan and Zoning Code Amendments will not preclude the City’s ability to maintain consistency with Policy CF-6.5 by supporting continued participation in the National Pollutant Discharge Elimination System (NPDES) permit program. The City’s existing review procedures ensure that new developments adhere to NPDES requirements, helping to manage and reduce pollutants in stormwater runoff and maintain compliance with environmental standards.</p>
<p>Policy CF-6.6: Require new development or redevelopment projects to provide a Water Quality Management Plan in compliance with the Regional Water Quality Control Board requirements.</p>	<p>Consistent. The General Plan and Zoning Code Amendments will not preclude the City’s ability to s align with Policy CF-6.6 by mandating that new developments include a Water Quality Management Plan. The City’s existing review procedures ensures that these projects comply with Regional Water Quality Control Board requirements, promoting effective water quality management and protecting local water resources.</p>
<p>Policy CF-6.7: Include in the flood control system natural features such as bioswales, detention basins, wildlife ponds, and wetlands for flood control and water quality treatment, when feasible.</p>	<p>Consistent. The General Plan and Zoning Code Amendments will not preclude the City’s ability to support Policy CF-6.7 by incorporating natural features like bioswales, detention basins, wildlife ponds, and wetlands into flood control systems. The City’s existing review procedures and Water Quality Management Plan requirements encourages the use of these sustainable elements in new developments to</p>

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	enhance flood control and water quality treatment, whenever feasible.
<p>Policy CF-6.11: Minimize the amount of impervious surfaces in conjunction with new development or redevelopment.</p>	<p>Consistent. The General Plan and Zoning Code Amendments will not preclude the City’s ability to align with Policy CF-6.11 by promoting the reduction of impervious surfaces in new developments. The Amendments provide development standards that encourages design practices that incorporate permeable materials and green infrastructure, helping to minimize runoff and enhance stormwater management.</p>
<p>Goal CF-7: Improved water quality resulting from storm and urban runoff of existing and future development.</p>	
<p>Policy CF-7.1: Cooperate in regional programs to implement the National Pollutant Discharge Elimination System (NPDES) program.</p>	<p>Consistent. The General Plan and Zoning Code Amendments will not preclude the City’s ability to support Policy CF-7.1 by encouraging participation in regional programs for implementing the National Pollutant Discharge Elimination System (NPDES). The City’s existing review procedures ensures that new developments adhere to NPDES requirements, contributing to regional efforts to manage and reduce water pollution effectively.</p>
<p>Policy CF-7.6: Require new development and significant redevelopment to utilize site preparation, grading and best management practices that provide erosion and sediment control to prevent construction-related contaminants from leaving the site and polluting waterways.</p>	<p>Consistent. The General Plan and Zoning Code Amendments will not preclude the City’s ability to align with Policy CF-7.6 by ensuring that new developments use best management practices for site preparation, grading, and erosion control. The City’s existing review procedures mandates that these projects implement measures to prevent construction-related contaminants from leaving the site and polluting waterways, promoting environmental protection and water quality.</p>
<p>Policy CF-7.7: Coordinate with appropriate Federal, State, and County resource agencies on development projects and construction activities affecting waterways and drainages.</p>	<p>Consistent. The General Plan and Zoning Code Amendments will not preclude the City’s ability to align with Policy CF-7.7 by facilitating coordination with Federal, State, and County resource agencies for development projects. New Development will be required to comply with the existing review procedures which ensures that new developments work closely with these agencies to address impacts on waterways and drainages, promoting comprehensive environmental management.</p>

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<p>Policy CF-7.9: Where feasible, new infill development should integrate “green technology” aspects of Low Impact Development (LID) that include, but are not limited to, on-site microscale distribution systems.</p>	<p>Consistent. The General Plan and Zoning Code Amendments will not preclude the City’s ability to support Policy CF-7.9 by encouraging new infill development to incorporate "green technology" and Low Impact Development (LID) features. All new developments will be required to undergo review by the City prior to development permits being issued. The review procedure promotes the integration of on-site microscale distribution systems and other sustainable practices, enhancing environmental performance and managing stormwater effectively.</p>
<p>Chapter 5. Conservation and Sustainability Element</p>	
<p>Goal CS-1: Preservation of culturally and historically significant buildings and sites.</p>	
<p>Policy CS-1.1: Encourage the preservation of buildings that have historic and architectural merit.</p>	<p>Consistent. The General Plan and Zoning Code Amendments will not preclude the City’s ability to align with Policy CS-1.1 by supporting the preservation of buildings with historic and architectural value. The HIO encourages integrating these historic structures into new development plans, ensuring that they are preserved and enhanced while accommodating growth.</p>
<p>Policy 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.</p>	<p>Consistent. The General Plan and Zoning Code Amendments will not preclude the City’s ability to be consistent with Policy CS-1.4 by including guidelines that review new developments near historic resources. The HIO ensures that land use and construction proposals are evaluated to preserve the architectural characteristics and environmental setting of historic properties, preventing any negative impact.</p>
<p>Goal CS-3: Protection of important archaeological and paleontological resources.</p>	
<p>Policy CS-3.1: Preserve and protect significant archaeological and paleontological resources.</p>	<p>Consistent. The General Plan and Zoning Code Amendments will not preclude the City’s ability to align with Policy CS-3.1 by integrating measures to preserve and protect significant archaeological and paleontological resources. The HIO includes requirements for assessing and mitigating impacts on these resources during development, ensuring their protection while accommodating growth.</p>
<p>Goal CS-4: Natural resources and features within the City are enhanced and preserved.</p>	
<p>Policy CS-4.1: Support enhancement of potential areas of natural resources.</p>	<p>Consistent. The General Plan and Zoning Code Amendments will not preclude the City’s ability</p>

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	to support Policy CS-4.1 by promoting the enhancement of areas with potential natural resources. The HIO encourages incorporating green spaces and environmental features into new developments, which helps to protect and improve natural resource areas while accommodating growth.
<p>Policy CS-4.2: Support the preservation and enhancement of native and non-native plants in order to achieve biological diversity.</p>	<p>Consistent. The General Plan and Zoning Code Amendments will not preclude the City’s ability to align with Policy CS-4.2 by supporting the preservation and enhancement of both native and non-native plants. The HIO and Zoning Code encourages incorporating diverse plant species in landscaping and green spaces within new developments, contributing to biological diversity and ecological health.</p>
<p>Policy CS-4.3: Preserve and protect any rare or endangered plants or wildlife that may be found in the City in the future.</p>	<p>Consistent. The General Plan and Zoning Code Amendments will not preclude the City’s ability to are consistent with Policy CS-4.3 by including provisions to protect rare or endangered plants and wildlife. The HIO mandates environmental assessments and mitigation measures in new developments to safeguard any identified rare or endangered species, ensuring their preservation as the city grows.</p>
<p>Policy CS-4.4: Encourage property owners to landscape their property with native plants, including native and/or ornamental trees.</p>	<p>Consistent. The General Plan and Zoning Code Amendments will not preclude the City’s ability to with Policy CS-4.4 by promoting the use of native plants and ornamental trees in landscaping for new developments. The HIO and Zoning Code Amendment encourages property owners to incorporate these plants, enhancing local biodiversity and supporting environmental sustainability.</p>
<p>Policy CS-4.5: Encourage citizen awareness of the City’s natural resources and the significance of such resources.</p>	<p>Consistent. The General Plan and Zoning Code Amendments will not preclude the City’s ability to support Policy CS-4.5 by fostering community engagement with the city’s natural resources. The HIO promotes educational programs and public awareness campaigns within new developments, helping residents understand and appreciate the significance of local natural resources.</p>
<p>Policy CS-4.6: Incorporate natural drainage systems into developments, where appropriate and feasible.</p>	<p>Consistent. The General Plan and Zoning Code Amendments will not preclude the City’s ability to align with Policy CS-4.6 by encouraging the</p>

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	integration of natural drainage systems in new developments. Future development will be required to undergo City review which supports the use of features like bioswales and permeable surfaces to manage stormwater sustainably, enhancing environmental quality and efficiency.
<p>Policy CS-4.7: Substantial alterations or channelization of floodways should be limited to:</p> <ul style="list-style-type: none"> • Alterations necessary for the protection of public health and safety only after all other options are exhausted; • Alterations essential to public service projects where no other feasible construction method or alternative project location exists; and/or • Projects where the primary function is the improvement of fish and wildlife habitats. 	<p>Consistent. The General Plan and Zoning Code Amendments will not preclude the City’s ability to be consistent with Policy CS-4.7 by limiting substantial alterations or channelization of floodways to necessary situations. Future development will be required to undergo review by the City prior to development which ensures that such modifications are reserved for protecting public health and safety, essential public service projects with no feasible alternatives, or projects aimed at enhancing fish and wildlife habitats.</p>
<p>Policy CS-4.8: Design new development and redevelopment projects in a manner that avoids adverse environmental effects to the maximum extent feasible, considering the following environmental factors:</p> <ul style="list-style-type: none"> • Natural topography • Wildlife habitat and linkages • Erosion protection and sedimentation • Drainage patterns • Groundwater recharge capability 	<p>Consistent. The General Plan and Zoning Code Amendments will not preclude the City’s ability to support Policy CS-4.8 by requiring that new development and redevelopment projects are designed to minimize adverse environmental effects. The City’s existing review procedures ensures that factors such as natural topography, wildlife habitat, erosion control, drainage patterns, and groundwater recharge capabilities are considered and integrated into project designs to protect the environment.</p>
<p>Policy CS-4.9: Continue to enforce the Permanent, Year Round Water Conservation Measures and Prohibitions against Water Waste established by the Water Conservation and Emergency Water Shortage Supply Ordinance (Policy CF-4.12).</p>	<p>Consistent. The General Plan and Zoning Code Amendments will not preclude the City’s ability to align with Policy CS-4.9 by supporting the enforcement of Permanent, Year-Round Water Conservation Measures. The City’s existing review procedures ensures that new developments adhere to water conservation standards set by the Water Conservation and Emergency Water Shortage Supply Ordinance, promoting sustainable water use and reducing waste.</p>
<p>Policy CS-4.10: Continue to enforce enacted Phases 1-4 established by the City Council under the Water Conservation and Emergency Water Shortage Supply Ordinance (Policy CF-4.13).</p>	<p>Consistent. The General Plan and Zoning Code Amendments will not preclude the City’s ability to support Policy CS-4.10 by ensuring compliance with Phases 1-4 of the Water Conservation and Emergency Water Shortage</p>

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	Supply Ordinance. The existing review procedures requires that new developments follow these water conservation phases, reinforcing the city’s commitment to managing water resources effectively during shortages.
<p>Policy CS-4.11: Continue to enforce the Water Efficient Landscape Ordinance through Planning Department procedures in compliance with AB 1881 (Policy CF-4.14).</p>	<p>Consistent. The General Plan and Zoning Code Amendments will not preclude the City’s ability to be consistent with Policy CS-4.11 by mandating compliance with the Water Efficient Landscape Ordinance and AB 1881. The existing development review process ensures that new developments adhere to these standards through Planning Department procedures, promoting water-efficient landscaping and conservation practices.</p>
<p>Policy CS-4.12: The City will participate in the Coyote Creek Watershed Management Plan including restoration of the existing softbottom sections of the creeks, stepped gabion walls for erosion control, creation of walking trails and pocket parks adjacent to the creeks, and other restoration components.</p>	<p>Consistent. The General Plan and Zoning Code Amendments will not preclude the City’s ability to support Policy CS-4.12 by integrating participation in the Coyote Creek Watershed Management Plan. The HIO encourages new developments to align with restoration efforts, including the enhancement of soft-bottom creek sections, erosion control measures, and the creation of walking trails and pocket parks, thereby supporting overall watershed health and community access.</p>
<p><i>Goal CS-7: Use of green techniques in new buildings, new building sites, and building remodels and retrofits.</i></p>	
<p>Policy CS-7.1: Consider incentives such as expedited permitting process or reduced fees for new development or redevelopment projects that incorporate green building practices, Build it Green, and Leadership in Energy and Environmental Design (LEED) certified buildings.</p>	<p>Consistent. The General Plan and Zoning Code Amendments will not preclude the City’s ability to support Policy CS-7.1 by considering incentives like expedited permitting and reduced fees for projects that incorporate green building practices and achieve Build It Green or LEED certification. All new development will be subject to the policies and procedures for development set forth by the City.</p>
<p><i>Goal CS-8: Use of environmentally preferable products for new and existing developments.</i></p>	
<p>Policy CS-8.1: Encourage green building efforts in single-family homes as well as in municipal, commercial, mixed-use, or multifamily residential projects.</p>	<p>Consistent. The General Plan and Zoning Code Amendments will not preclude the City’s ability to align with Policy CS-8.1 by promoting green building efforts across various project types. New Development will be required to adhere to the California Building Code which encourages sustainable practices in single-family homes, as</p>

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	well as municipal, commercial, mixed-use, and multifamily residential developments.
<p>Policy CS-8.2: Consider advertising and/or providing incentives for green building techniques in existing building retrofits as well as new buildings.</p>	<p>Consistent. The General Plan and Zoning Code Amendments will not preclude the City’s ability to support Policy CS-8.2 by considering advertising and providing incentives for green building techniques in both new developments and existing building retrofits.</p>
<p><i>Goal CS-9: Maximized use of “green” streets and/or parking lots with trees and other landscaping in order to improve visual appearance and to minimize negative effects on the environment.</i></p>	
<p>Policy CS-9.1: Encourage the development of green streets and parking lots throughout the City with trees and other landscaping in order to minimize the negative effects of the environment.</p>	<p>Consistent. The General Plan and Zoning Code Amendments align with Policy CS-9.1 by encouraging the development of green streets and parking lots. The HIO and zoning code amendments promotes incorporating trees and landscaping in new projects by providing design standards and design requirements in order to mitigate environmental impacts and enhance urban green spaces, contributing to a healthier and more sustainable city environment.</p>
<p>Policy CS-9.3: Require landscaping when parking lots front public streets, which will serve as a buffer between the parking lot and the public right-of-way.</p>	<p>Consistent. The General Plan and Zoning Code Amendments support Policy CS-9.3 by mandating landscaping for parking lots that front public streets. The Amendments ensure that new developments include landscaping buffers to improve aesthetics, provide visual screening, and enhance the transition between parking areas and public rights-of-way by the use of design standards.</p>
<p>Policy CS-9.4: Require new development and redevelopment projects to plant trees and other landscaping in and around parking lots as part of the project.</p>	<p>Consistent. The General Plan and Zoning Code Amendments align with Policy CS-9.4 by requiring new developments and redevelopments to include tree planting and landscaping around parking lots through the establishment of design standards. These design standards ensure that these green elements are integrated into projects, enhancing environmental quality and providing shade and aesthetic benefits.</p>
<p>Policy CS-9.5: Encourage edible landscaping and community gardens where appropriate.</p>	<p>Consistent. The General Plan and Zoning Code Amendments will not preclude the City’s ability to support Policy CS-9.5 by encouraging the incorporation of edible landscaping and community gardens in new developments. The future development will be reviewed by the City prior to development, these elements can be</p>

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	promoted, where feasible, enhancing community access to fresh produce and fostering local engagement with green spaces.
Goal CS-10: Reduction in total waste diverted to treatment or disposal at the waste source and through re-use and recycling.	
Policy CS-10.2: Continue to implement and improve the Construction and Demolition Waste Recovery Ordinance, requiring building projects to recycle or reuse a minimum of 50 percent of unused or leftover building materials.	Consistent. The General Plan and Zoning Code Amendments will not preclude the City’s ability to align with Policy CS-10.2 by enforcing the Construction and Demolition Waste Recovery Ordinance. New development projects created by the General Plan and Zoning Code Amendments are required to comply with the California Building Code, including the Construction and Demolition Waste Recovery Ordinance .
Policy CS-10.3: Encourage business material reuse through waste exchange.	Consistent. The General Plan and Zoning Code Amendments will not preclude the City’s ability to support Policy CS-10.3 by encouraging business material reuse through waste exchange programs. The City’s existing review procedures promotes the integration of waste exchange practices in new developments, facilitating the reuse of materials and supporting sustainable business operations.
Policy CS-10.4: Encourage the use of materials with minimal impacts to the environment for new development or redevelopment projects in the City.	Consistent. The General Plan and Zoning Code Amendments will not preclude the City’s ability to align with Policy CS-10.4 by promoting the use of environmentally friendly materials in new development and redevelopment projects. The Zoning Code Amendment encourages selecting materials with minimal environmental impact, supporting sustainable construction practices and reducing the ecological footprint of new projects.
Policy CS-10.5: Encourage materials recycling during renovation or demolition of old buildings.	Consistent. The General Plan and Zoning Code Amendments will not preclude the City’s ability to support Policy CS-10.5 by promoting materials recycling during the renovation or demolition of existing buildings. The City’s existing review procedures encourages incorporating recycling practices in these projects, ensuring that materials are reused or repurposed to reduce waste and environmental impact.
Policy CS-10.6: Encourage the use of recycled or rapidly renewable materials, and building reuse	Consistent. The General Plan and Zoning Code Amendments align with Policy CS-10.6 by

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and renovation over new construction, where feasible.	encouraging the use of recycled or rapidly renewable materials and prioritizing building reuse and renovation over new construction. The General Plan and Zoning Code Amendments supports these sustainable practices where feasible, promoting environmental benefits and resource efficiency in development projects.
<i>Goal CS-13: Reduction of per-capita nonrenewable energy usage and citywide peak electricity demand through energy efficiency and conservation.</i>	
Policy CS-13.1: Consider adopting renewable energy building standards. The standards would incorporate technically and financially feasible renewable energy requirements into development and building standards.	Consistent. The General Plan and Zoning Code Amendments will not preclude the City’s ability to support Policy CS-13.1 to consider the adoption of renewable energy building standards. The General Plan and Zoning Code Amendments, including the HIOs encourages integrating technically and financially feasible renewable energy requirements into development projects, promoting sustainable energy practices and reducing the environmental impact of new buildings.
Policy CS-13.2: Explore methods to facilitate renewable technologies through streamlined planning and development rules, codes, processing, and other incentives.	Consistent. The General Plan and Zoning Code Amendments align with Policy CS-13.2 by exploring and implementing methods to facilitate renewable technologies. The General Plan and Zoning Code Amendments supports streamlined planning and development processes, codes, and incentives to encourage the integration of renewable technologies into new projects, enhancing their sustainability and efficiency.
Policy CS-13.3: Explore and, if appropriate, adopt energy efficiency standards for existing residential and commercial buildings upon substantial remodel. Consider requiring energy efficiency inspections, disclosure, and retrofits at change of ownership based on cost-effective and commercially available energy efficiency measures.	Consistent. The General Plan and Zoning Code Amendments support Policy CS-13.3 by exploring and potentially adopting energy efficiency standards for substantial remodels of existing residential and commercial buildings. The HIO promotes energy efficiency inspections, disclosure, and retrofits at change of ownership, ensuring that cost-effective measures are considered to improve building performance.
Policy CS-13.4: Encourage new developments, redevelopments, and retrofit buildings to have solar energy panels, co-generation energy systems, and/or other energy efficient systems installed to reduce the unnecessary consumption of energy.	Consistent. The HIO’s and affordable housing initiatives align with Policy CS-13.4 by encouraging the installation of solar energy panels, co-generation systems, and other energy-efficient technologies in new developments, redevelopments, and retrofits. The HIO promotes these systems to reduce

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	energy consumption and enhance overall sustainability.
<p>Policy CS-13.5: Encourage the installation of energy efficient appliances in new development and redevelopment projects.</p>	<p>Consistent. The General Plan and Zoning Code Amendments support Policy CS-13.5 by encouraging the installation of energy-efficient appliances in new and redevelopment projects. All developments will be subject to the California Building Code, which promotes the use of these appliances to improve energy efficiency and reduce operational costs in residential and commercial developments.</p>
<p>Policy CS-13.6: Encourage new developments and redevelopments to layout or organize buildings to maximize the potential for passive solar panels.</p>	<p>Consistent. The General Plan and Zoning Code Amendments align with Policy CS-13.6 by encouraging the design and layout of new developments and redevelopments to maximize the potential for passive solar panels. The General Plan and Zoning Code Amendments supports building orientations and designs that enhance solar energy capture and efficiency.</p>
<p>Policy CS-13.8: Encourage the use of natural daylight instead of artificial lighting in the design of buildings to minimize electricity use.</p>	<p>Consistent. The General Plan and Zoning Code Amendments support Policy CS-13.8 by promoting the use of natural daylight in building designs. The HIO encourages incorporating design elements that maximize natural light, reducing reliance on artificial lighting and minimizing electricity consumption in new developments and redevelopments.</p>
<p>Policy CS-13.9: Encourage the use of roof materials that reflect sun light rather than absorb sun light in order to reduce the need for using mechanical air conditioning systems.</p>	<p>Consistent. The HIO's and affordable housing initiatives align with Policy CS-13.9 by encouraging the use of "cool roof" materials and or light and off-white color surfaces. The new development created by the General Plan and Zoning Code amendments will be required to comply with the California Building code which promotes roofing options that reduce heat absorption, thereby decreasing the need for mechanical air conditioning systems and improving overall energy efficiency in new developments and redevelopments.</p>
<p>Policy CS-13.10: Encourage the use of shading devices and awnings on window fronts in order to reduce the need for mechanical air conditioning systems.</p>	<p>Consistent. The General Plan and Zoning Code Amendments support Policy CS-13.10 by promoting the installation of shading devices and awnings on window fronts. The General Plan and Zoning Code Amendments encourages these features in new developments and redevelopments by establishing design</p>

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	guidelines to reduce heat gain and the reliance on mechanical air conditioning systems, enhancing energy efficiency.
<p>Policy CS-13.11: Encourage the use of operable windows and skylights for commercial and retail uses in order to reduce the need for mechanical air conditioning systems.</p>	<p>Consistent. The General Plan and Zoning Code Amendments align with Policy CS-13.11 by encouraging the use of operable windows and skylights in commercial and retail developments. The HIO and General Plan and Zoning Code Amendments supports these features to enhance natural ventilation and daylight, thereby reducing the need for mechanical air conditioning systems and improving energy efficiency.</p>
<p>Policy CS-13.12: Encourage use of low or no Volatile Organic Compounds (VOC) paints in interior spaces of new development and redevelopment projects.</p>	<p>Consistent. The General Plan and Zoning Code Amendments support Policy CS-13.12 by encouraging the use of low or no Volatile Organic Compounds (VOC) paints in interior spaces. The General Plan and Zoning Code Amendments promotes these environmentally friendly options in new and redevelopment projects to improve indoor air quality and reduce harmful emissions.</p>
<p>Goal CS-14: Effective reduction of emissions during construction activities.</p>	
<p>Policy CS-14.1: Ensure that construction activities follow current South Coast Air Quality Management District (SCAQMD) rules, regulations, and thresholds.</p>	<p>Consistent. The General Plan and Zoning Code Amendments will not conflict with the City’s ability to support Policy CS-14.1 by ensuring that construction activities adhere to South Coast Air Quality Management District (SCAQMD) rules, regulations, and thresholds. All new development will be required to comply with all of the City’s standards including compliance with these air quality standards to minimize emissions and protect environmental and public health.</p>
<p>Policy CS-14.2: Ensure all applicable best management practices are used in accordance with the SCAQMD to reduce emitting criteria pollutants during construction.</p>	<p>Consistent. The General Plan and Zoning Code Amendments align with Policy CS-14.2 by mandating the use of best management practices in accordance with SCAQMD guidelines during construction. Existing City review procedures will ensure that these practices are implemented to minimize criteria pollutant emissions and safeguard air quality.</p>
<p>Policy CS-14.3: Require all construction equipment for public and private projects comply with CARB’s vehicle standards. For projects that may exceed daily construction</p>	<p>Consistent. The General Plan and Zoning Code Amendment, including the HIO’s and affordable housing initiatives support Policy CS-14.3 by requiring construction equipment to meet</p>

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<p>emissions established by the SCAQMD, Best Available Control Measures will be incorporated to reduce construction 5-22 emissions to below daily emission standards established by the SCAQMD.</p>	<p>CARB's vehicle standards. For projects exceeding daily construction emissions set by SCAQMD, the HIO mandates the incorporation of Best Available Control Measures to reduce emissions below these thresholds, ensuring compliance with air quality regulations.</p>
<p>Policy CS-14.4: Require project proponents to prepare and implement a Construction Management Plan, which will include Best Available Control Measures among others. Appropriate control measures will be determined on a project by project basis, and should be specific to the pollutant for which the daily threshold is exceeded. Such control measures may include but not be limited to:</p> <ul style="list-style-type: none"> • Minimizing simultaneous operation of multiple construction equipment units. • Implementation of SCAQMD Rule 403, Fugitive Dust Control Measures. • Watering the construction area to minimize fugitive dust. • Require that off-road diesel powered vehicles used for construction shall be new low emission vehicles, or use retrofit emission control devices, such as diesel oxidation catalysts and diesel particulate filters verified by CARB. • Minimizing idling time by construction vehicles. 	<p>Consistent. The General Plan and Zoning Code Amendments align with Policy CS-14.4 by requiring project proponents to develop and implement a Construction Management Plan. The HIO ensures that Best Available Control Measures are included, such as minimizing equipment operation overlap, adhering to SCAQMD Rule 403, using low-emission or retrofitted diesel vehicles, and reducing vehicle idling. These measures are tailored to each project's specific pollutant concerns, promoting effective emission control.</p>
<p><i>Goal CS-15: Minimized stationary source pollution (point source and area source) throughout the City through existing regulations and new technology.</i></p>	
<p>Policy CS-15.1: Ensure industrial and commercial land uses are meeting existing SCAQMD air quality thresholds by adhering to established rules and regulations.</p>	<p>Consistent. The General Plan and Zoning Code Amendments will not interfere with the City's ability to support Policy CS-15.1 by requiring that industrial and commercial land uses comply with SCAQMD air quality thresholds. The City's review procedures enforces adherence to established air quality rules and regulations, ensuring that new and existing developments meet air quality standards and contribute to improved environmental health. All development projects that occur as a result of the proposed Amendments will be subject to the City's review procedures.</p>

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<p>Policy CS-15.2: Encourage the use of new technology to neutralize harmful criteria pollutants from stationary sources.</p>	<p>Consistent. The General Plan and Zoning Code Amendments will not prevent the City from aligning with Policy CS-15.2 by promoting the adoption of new technologies to neutralize harmful criteria pollutants from stationary sources. The City encourages the integration of advanced pollution control technologies in new developments and existing facilities to enhance air quality and reduce environmental impact.</p>
<p>Policy CS-15.3: Reduce exposure of the City’s sensitive receptors to poor air quality nodes through smart land use decisions.</p>	<p>Consistent. The General Plan and Zoning Code Amendments support Policy CS-15.3 by integrating smart land use decisions that minimize exposure of sensitive receptors to poor air quality areas. The General Plan and Zoning Code Amendments promotes strategic planning and development to protect vulnerable populations from adverse air quality impacts, ensuring healthier living environments.</p>
<p><i>Goal CS-16: Improved traffic circulation on local roadways to reduce emissions produced by vehicles and ultimately improve the general air quality within the City.</i></p>	
<p>Policy CS-16.1: Strive to relieve traffic congestion and improve the efficiency of the City’s transportation and circulation network in an effort to improve air quality.</p>	<p>Consistent. The General Plan and Zoning Code Amendments will not prevent the City from aligning with Policy CS-16.1 strive to relieve traffic congestion and improve transportation efficiency. All new development in the City is required to prepare a traffic memorandum that meets the City’s most recent standards which will provide a review of potential intersection operational deficiencies to improve emissions and traffic queueing.</p>
<p>Policy CS-16.2: Improve signal coordination at major intersections and deficient intersections to reduce emissions and traffic queuing.</p>	<p>Consistent. A Traffic Impact Analysis was prepared for the proposed Project to evaluate the potential traffic-related deficiencies 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 to improve emissions and traffic queueing. .</p>

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<i>Goal CS-17: Development of transportation and transit-based measures to reduce trips and vehicle miles traveled, consistent with South Coast Air Quality Management District (SCAQMD) and Congestion Management Plan (CMP) requirements.</i>	
<p>Policy CS-17.1: Continue to support programs which are designed to reduce air pollution within Buena Park and those sources of pollution located outside its planning boundaries which adversely affect the City.</p>	<p>Consistent. The General Plan and Zoning Code Amendments, including the HIO's and affordable housing initiatives align with Policy CS-17.1 by supporting programs aimed at reducing air pollution both within Buena Park and from external sources impacting the City. All new development is required to participate in and comply with air quality improvement programs to protect and enhance local air quality.</p>
<p>Policy CS-17.3: Encourage the development of transportation nodes in mixed-use commercial areas with stops in residential and outlying areas to encourage the use of public transportation.</p>	<p>Consistent. The General Plan and Zoning Code Amendments, support Policy CS-17.3 by promoting the development of mixed-use commercial areas by establishing development standards for mixed uses. The HIO encourages projects that integrate public transportation stops within residential and outlying areas, enhancing accessibility and encouraging the use of public transit.</p>
<p>Policy CS-17.5: Monitor the progress of, and implement the actions related to SCAQMD Rule 2301 - Control of Emissions from New or Redevelopment Projects which is designed to mitigate emission growth from new residential, commercial, industrial, and institutional development, and redevelopment projects.</p>	<p>Consistent. The General Plan and Zoning Code Amendments, support Policy CS-17.5 by ensuring compliance with SCAQMD Rule 2301. The HIO includes measures to monitor and implement actions aimed at mitigating emission growth from new and redevelopment projects, ensuring that development activities align with air quality improvement goals.</p>
<i>Goal CS-18: Increased transit ridership and reduced automobile usage.</i>	
<p>Policy CS-18.1: Utilize public and private transit to encourage ridesharing in order to minimize the reliance on the private automobile and single-occupancy ridership.</p>	<p>Consistent. The General Plan and Zoning Code Amendments, support Policy CS-18.1 by promoting the integration of public and private transit options in new developments. The HIO encourages designs and amenities that facilitate ridesharing and reduce reliance on private automobiles, helping to lower single-occupancy vehicle use and improve transportation efficiency.</p>
<p>Policy CS-18.4: Work with the Orange County Transportation Authority (OCTA) to minimize vehicle miles traveled and encourage the use of public transit, such as MetroLink or Bus Rapid Transit.</p>	<p>Consistent. The General Plan and Zoning Code Amendments, align with Policy CS-18.4 by collaborating with the Orange County Transportation Authority (OCTA) to reduce vehicle miles traveled. The HIO supports the integration of public transit options like</p>

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	MetroLink and Bus Rapid Transit in new developments to promote transit use and enhance transportation efficiency.
<p>Policy CS-18.5: Evaluate and improve existing transit hubs throughout the City. Potential improvements include additional parking for commuters, providing secure bicycle racks, increasing transit stops, and introducing new transit routes.</p>	<p>Consistent. The General Plan and Zoning Code Amendments, will not prevent the City from supporting Policy CS-18.5 by encouraging the evaluation and enhancement of existing transit hubs. The HIO promotes improvements such as additional commuter parking, secure bicycle racks, increased transit stops, and new transit routes to enhance accessibility and convenience for public transportation users. The development standards created in the Zoning Code Amendment include Bike and EV parking standards.</p>
<p>Goal CS-19: Reduction of trips within high activity areas in the City.</p>	
<p>Policy CS-19.1: Continue to address high activity areas, such as the Entertainment Corridor, to assist in developing programs designed to encourage visitors to use transit instead of private automobiles.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIO's and affordable housing initiatives align with Policy CS-19.1 by supporting programs that promote transit use in high-activity areas like the Entertainment Corridor. The HIO encourages development strategies and amenities that facilitate transit access and reduce reliance on private automobiles, enhancing visitor transportation options.</p>
<p>Policy CS-19.4: Encourage the use of alternative transportation within the high activity areas such as walking, bicycling, and using public transit.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIO's and affordable housing initiatives support Policy CS-19.4 by promoting alternative transportation options in high-activity areas. The HIO encourages the design and development of pedestrian-friendly environments, bicycle infrastructure, and public transit access to support walking, cycling, and transit use.</p>
<p>Goal CS-20: Encouragement of alternative modes of travel and fuel sources.</p>	
<p>Policy CS-20.1: Reduce air emission contributions through the use of alternate vehicular travel and alternative fuels, whenever possible.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIO's and affordable housing initiatives support Policy CS-20.1 by promoting the use of alternative travel options and fuels in new developments. The HIO encourages infrastructure and incentives for alternative vehicles and fuels to reduce air emissions and support sustainable transportation practices.</p>

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<p>Policy CS-20.7: Encourage developments and street systems that support the use of Neighborhood Electric Vehicles (NEV).</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives align with Policy CS-20.7 by promoting the integration of Neighborhood Electric Vehicles (NEVs) in new developments and street systems. The HIO supports designing infrastructure that accommodates NEVs, in line with Chapter 15.71 of the Buena Park Zoning Ordinance, which facilitates electric vehicle charging stations. This enhances NEV accessibility, encouraging their use to reduce overall vehicle emissions.</p>
<p>Goal CS-21: GHG emissions inventories established for all sectors within the City.</p>	
<p>Policy CS-21.1: The City will establish a baseline inventory of GHG emissions including municipal emissions, and emissions from all business sectors and the community.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIO's and affordable housing initiatives will not interfere with the City's ability to support Policy CS-21.1 by contributing to the establishment of a baseline inventory of greenhouse gas (GHG) emissions. The HIO encourages developments to align with emissions tracking and reduction goals, helping to assess and manage GHG emissions from municipal, business, and community sources. All new developments will be subject to review and approval of the City and where applicable, will be required to submit project specific GHG emissions studies.</p>
<p>Policy CS-21.2: The City will use methods approved by, or are consistent with guidance from, the CARB.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIO's and affordable housing initiatives support Policy CS-21.2 by ensuring that GHG emissions assessments and reduction strategies align with methods approved by, or consistent with guidance from, the California Air Resources Board (CARB). The City promotes compliance with CARB guidelines to effectively manage and reduce emissions.</p>
<p>Policy CS-21.3: The City will update inventories every four years to incorporate improved methods, better data, and more accurate tools and methods, in order to assess progress.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIO's and affordable housing initiatives will not prevent the City from supporting Policy CS-21.3 by ensuring that GHG emissions inventories are updated every four years. The HIO includes provisions for incorporating improved methods, data, and tools to accurately assess progress and refine strategies for emissions reduction.</p>

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<i>Goal CS-22: An action plan established to reduce or encourage reductions in GHG emissions from all sectors within the City.</i>	
Policy CS-22.3: Cooperate with the State and SCAG to promote implementation of SB 375, in particular utilizing its incentives for transit-oriented development.	Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives will not prevent the City from supporting Policy CS-22.3 by cooperating with the State and SCAG to promote SB 375. The HIO and Zoning Code Amendment aligns with SB 375's goals by encouraging mixed-use and affordable housing developments near transit, leveraging the bill's incentives for transit-oriented development. This approach improves public transportation access, reduces reliance on cars, and supports sustainable community growth.
<i>Goal CS-23: Incentives aimed at reducing unnecessary energy and water consumption are implemented.</i>	
Policy CS-23.1: Encourage exceeding the California Title 24 energy efficiency measures, using alternative energy sources such as solar panels, providing alternative transportation vehicles with fueling stations such as electrical fueling stations, and easy access to existing public transportation nodes in future developments.	Consistent. The General Plan and Zoning Code Amendments including the HIO's and affordable housing initiatives align with Policy CS-23.1 by promoting energy efficiency measures beyond California Title 24 standards. The Zoning Code Amendments as well as the HIO encourages the use of alternative energy sources, such as solar panels, the installation of electric vehicle charging stations, and proximity to public transportation nodes in future developments to enhance sustainability and energy efficiency.
Policy CS-23.2: Encourage green building techniques efforts in single family homes as well as in municipal, commercial, mixed use, or multi-family residential projects	Consistent. The General Plan and Zoning Code Amendments including the HIO's and affordable housing initiatives support Policy CS-23.2 by promoting green building techniques across various development types. The HIO and proposed changes to Division 1, 3, 4 and 7 encourages the application of sustainable practices in single-family homes, municipal buildings, commercial spaces, mixed-use developments, and multi-family residential projects to enhance environmental performance and sustainability.
Policy CS-23.3: Encourage and create incentives for green building techniques in existing building retrofits as well as new buildings.	Consistent. The General Plan and Zoning Code Amendments including the HIO's and affordable housing initiatives support Policy CS-23.3 by providing incentives for green building techniques in both new developments and existing building retrofits. The HIO encourages

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	the adoption of sustainable practices to improve environmental performance across all types of buildings. In addition, all new development will be required to adhere to the California Building Code which encourages the use of green building techniques.
<p>Policy CS-23.4: Emphasize design for water conservation as part of a project’s green building efforts.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIO’s and affordable housing initiatives align with Policy CS-23.4 by emphasizing water conservation in green building design. The HIO promotes incorporating water-efficient practices and technologies into new developments to enhance sustainability and reduce water consumption.</p>
<p>Policy CS-23.5: Utilize Low Impact Design (LID) features, including infiltration of stormwater. The Use of LID should not interfere with the City’s goals of infill development and appropriate densities.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIO’s and affordable housing initiatives support Policy CS-23.5 by integrating Low Impact Design (LID) features, such as stormwater infiltration, into new developments. The City’s Zoning Code, as well as the HIO ensures that LID practices are applied in a way that complements infill development and maintains appropriate densities without hindering the City’s growth goals.</p>
<p>Policy CS-23.6: Encourage development to address “heat island” effects by including cool roofs, cool pavements, and strategically placed shade trees.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIO’s and affordable housing initiatives support Policy CS-23.6 by promoting the use of cool roofs, cool pavements, and strategically placed shade trees in new developments. The HIO encourages designs that mitigate heat island effects, enhancing environmental comfort and sustainability.</p>
<p>Policy CS-23.8: Require new development to incorporate measures that reduce energy use through solar orientation by taking advantage of shade, prevailing winds, landscaping, and sun screens.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIO’s and affordable housing initiatives support Policy CS-23.8 by including design standards for landscaping and shade structures in order to incorporate energy-reducing measures such as optimal solar orientation, shade utilization, strategic landscaping, and sun screens. The HIO promotes design strategies that enhance energy efficiency and sustainability in new projects.</p>
<p>Policy CS-23.9: Provide expedited permit processing for new construction or substantial</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIO’s and affordable</p>

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remodels that exceed Title 24 requirements by at least 20 percent.	housing initiatives align with Policy CS-23.9 by offering expedited permit processing for new construction or substantial remodels that exceed California Title 24 energy efficiency requirements by at least 20 percent. The HIO encourages higher energy standards and facilitates faster approvals for projects that achieve significant energy savings.
Chapter 6. Open Space and Recreation Element	
Goal OSR-1: Availability of and access to open space resources.	
Policy OSR-1.1: Preserve public and private open space lands for active and passive recreational opportunities.	Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives are consistent with Policy OSR-1.1 by promoting thoughtful land use that integrates open space preservation with residential development. By incorporating open spaces within housing projects or adjacent areas, these initiatives provide residents with access to recreational opportunities, supporting both active and passive uses. This balance helps meet housing needs while ensuring that public and private open spaces are preserved and accessible for community enjoyment.
Policy OSR-1.4: Conserve Buena Park’s flood control facilities, as appropriate, to protect the public health, safety, and welfare of the community.	Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives are consistent with Policy OSR-1.4 by ensuring that development is planned in a manner that respects and conserves Buena Park’s flood control facilities. These initiatives incorporate appropriate safety measures, site design, and infrastructure improvements to protect public health and safety while meeting housing needs. By integrating sustainable practices and flood control considerations, the initiatives contribute to the welfare of the community.
Policy 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.	Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives are consistent with Policy OSR-1.6 by ensuring that new residential developments include adequate, usable private open space. These initiatives promote well-designed projects that incorporate open space for residents while also supporting long-term maintenance. By preserving these areas in perpetuity, the initiatives align with the policy’s

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	goal to enhance livability and provide recreational opportunities within affordable housing developments.
<p>Policy OSR-1.7: Promote visually pleasing landscaped corridors and a sense of spaciousness throughout the community.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives are consistent with Policy OSR-1.7 by encouraging developments that include visually appealing, landscaped corridors. These initiatives emphasize thoughtful urban design that integrates green spaces, enhances the aesthetic quality of neighborhoods, and fosters a sense of spaciousness. By promoting landscaping and open areas in new developments, these programs contribute to the overall beauty and livability of the community, in line with the policy's objectives.</p>
<p>Policy OSR-1.8: Reinforce a sense of form and positive civic image by preserving older trees where possible, by requiring integrated landscaping plans within areas of newer development, and by providing bicycle and walking trails that link cultural, educational, civic, and recreational uses.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives are consistent with Policy OSR-1.8 by promoting the preservation of older trees and requiring integrated landscaping plans in new developments. These initiatives support the creation of bicycle and walking trails that connect cultural, educational, civic, and recreational areas, reinforcing a positive civic image and enhancing community form. By integrating these elements, the programs contribute to a cohesive and attractive urban environment, aligning with the policy's goals.</p>
<p>Policy OSR-1.9: Pursue innovative ways to provide parks and open space, including developing green roofs on buildings, reclaiming previously developed land, targeting vacant lots for use as passive parks or community gardens, or other strategies</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives align with Policy OSR-1.9 by encouraging innovative approaches to incorporate open space in urban developments. These initiatives may include the integration of green roofs, the reclamation of previously developed land, and the conversion of vacant lots into passive parks or community gardens. By utilizing these strategies, the HIOs support the creation of sustainable and accessible open spaces, enhancing both residential living environments and the overall quality of life in the community.</p>
<p>Goal OSR-2: Active and passive parkland areas that meet a variety of recreational needs in the City.</p>	

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<p>Policy OSR-2.1: Look for opportunities to acquire parkland through land donations and/or joint-use agreements.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives are consistent with Policy OSR-2.1 by facilitating the acquisition of parkland through land donations and joint-use agreements. These initiatives encourage developers to collaborate on parkland contributions or integrate shared recreational spaces within housing projects. By leveraging these opportunities, the initiatives help expand and enhance parkland availability, supporting community access to recreational areas.</p>
<p>Policy 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.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives are consistent with Policy OSR-2.2 by adhering to the City's park standards, which require new developments to provide park-in-lieu fees or land to meet the ratio of 3 acres of parkland per 1,000 residents. These initiatives ensure that as new housing is developed, adequate recreational opportunities are provided, either through direct parkland contributions or financial contributions that support park development, thereby enhancing community access to open spaces.</p>
<p>Policy OSR-2.3: Upgrade and maintain existing City parks and facilities to properly meet the needs of the community.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives support Policy OSR-2.3 by contributing to the enhancement and maintenance of existing City parks and facilities. As new developments are integrated, these initiatives help fund and prioritize upgrades to park infrastructure, ensuring that existing recreational spaces continue to meet community needs. By including park improvements as part of development projects or through associated fees, the initiatives bolster the overall quality and accessibility of city parks.</p>
<p><i>Goal OSR-3: Recreational facilities and programs that meet the needs of the community.</i></p>	
<p>Policy 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.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives align with Policy OSR-3.3 by supporting the preservation of existing recreational facilities and the development of new parks and programs. These initiatives</p>

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	<p>incorporate parkland requirements and contributions from new developments, ensuring that both existing and new facilities are maintained and enhanced. By addressing the need for an adequate level of service and diverse recreational programs, these initiatives help to sustain and expand the city’s recreational infrastructure.</p>
<p>Policy OSR-3.5: Conduct ongoing needs assessments and evaluations of demands for recreational activities and public meeting facilities and modify programs where necessary to meet these demands, subject to availability of adequate funding.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives support Policy OSR-3.5 by providing resources through park-in-lieu fees and other contributions, which aid in the ongoing assessment and evaluation of recreational needs. By integrating these funds into the city’s budgeting for park improvements and program development, the initiatives ensure that modifications to recreational activities and public meeting facilities can be made to meet evolving community demands, as long as adequate funding is available.</p>
<p><i>Goal OSR-4: Recreational programming meets the community needs through City collaboration with community groups, service organizations, employers, and others.</i></p>	
<p>Policy 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.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives are consistent with Policy OSR-4.3 by fostering collaboration with public agencies, including parks and recreation departments and school districts. These initiatives often include provisions for joint-use agreements and cooperative programs that integrate park and recreational facilities with local schools and other agencies. By promoting shared use and coordination, the initiatives help expand and enhance recreational services and facilities across different public entities.</p>
<p>Policy 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).</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives align with Policy OSR-4.6 by incorporating flexible and innovative approaches to address facility deficiencies. These initiatives may support mobile programs, street events, and other non-traditional methods to enhance recreational services and provide supplementary programs. By leveraging development contributions and creative</p>

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	<p>solutions, the initiatives help bridge gaps in facility availability and improve access to recreational opportunities throughout the community.</p>
<p>Policy OSR-4.7: Allow for additional uses at the Los Coyotes Country Club including hospitality hotel, spa, golf course-oriented residential dwelling units, and other golf-related amenities.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives are consistent with Policy OSR-4.7 by potentially supporting the development of additional uses at the Los Coyotes Country Club. By integrating residential dwelling units and other amenities into new developments, these initiatives can complement the expansion of hospitality, spa, and golf-related facilities. This approach helps enhance the overall recreational and residential offerings at the country club while meeting community needs and improving local amenities.</p>
<p>Chapter 7. Safety Element</p>	
<p>Goal SAF-1: Decrease in the potential risk of seismic and geologic hazards to the community.</p>	
<p>Policy SAF-1.1: Seek to avoid or minimize seismic risk by appropriately designating land uses and adhering to current building codes.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives are consistent with Policy SAF-1.1 by ensuring that new developments adhere to up-to-date building codes and design standards. These initiatives incorporate land use planning that considers seismic risk mitigation, thereby promoting safer construction practices and reducing vulnerability to seismic hazards. By aligning with current safety regulations and integrating seismic risk considerations, the initiatives contribute to minimizing potential impacts from earthquakes.</p>
<p>Policy SAF-1.2: Enforce the requirements of current building codes relative to seismic design for all new development or redevelopment.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives are consistent with Policy SAF-1.2 by enforcing current building codes that address seismic design for all new developments and redevelopments. These initiatives ensure that construction projects meet rigorous seismic safety standards, enhancing resilience and minimizing risks associated with earthquakes. By adhering to updated building codes, the initiatives support safe and secure development practices throughout the community.</p>

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<p>Policy SAF-1.3: Require geologic and soils reports for all new development or redevelopment, especially in identified areas of the Norwalk Fault Zone and areas with high liquefaction potential.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives are consistent with Policy SAF-1.3 by requiring geologic and soils reports for all new developments and redevelopments, particularly in areas identified as high-risk zones such as the Norwalk Fault Zone or regions with high liquefaction potential. This requirement ensures that potential geological and soil-related risks are thoroughly assessed and mitigated, promoting safer construction practices and reducing vulnerability to seismic hazards.</p>
<p>Policy SAF-1.4: Require appropriate mitigation measures and/or conditions of approval relative to terrain, soils, slope stability, and erosion for new development or redevelopment in order to reduce hazards.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives are consistent with Policy SAF-1.4 by incorporating appropriate mitigation measures and conditions of approval to address terrain, soils, slope stability, and erosion for new developments and redevelopments. These measures ensure that potential hazards are identified and mitigated effectively, reducing risks associated with unstable soils and slopes and contributing to safer and more resilient construction practices.</p>
<p><i>Goal SAF-2: Provision of adequate flood protection to protect the community.</i></p>	
<p>Policy SAF-2.1: Seek to provide adequate flood protection from 100-year, or other State-defined scenario, flood frequency storms.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives align with Policy SAF-2.1 by ensuring that new developments incorporate adequate flood protection measures to guard against 100-year flood events or other significant flood scenarios as defined by state guidelines. This includes integrating flood control infrastructure and design features that mitigate flood risk, thereby enhancing the resilience of affordable housing projects and contributing to overall community safety.</p>
<p>Policy SAF-2.2: Improve defensive measures against 100-year, or other State-defined scenario, flood conditions through land use and design, such as increased pervious surfaces, on-site water capture and re-use, minimized building footprints, etc.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives support Policy SAF-2.2 by promoting design and land use strategies that enhance flood resilience. This includes incorporating increased pervious surfaces, on-site water capture and reuse systems, and minimizing building footprints within new</p>

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	<p>developments. These measures help to mitigate flood risks and improve defensive capabilities against 100-year or state-defined flood scenarios, ensuring that affordable housing projects are better protected and more sustainable.</p>
<p>Policy SAF-2.3: Require that new development or redevelopment located within areas identified within the 100-year flood plain meet the requirements of the current building code and the National Flood Insurance Protection Program.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives are consistent with Policy SAF-2.3 by ensuring that all new and redeveloped properties within the 100-year flood plain adhere to the latest building codes and National Flood Insurance Program standards. These initiatives help integrate flood mitigation measures into affordable housing projects, safeguarding them against flood risks and ensuring compliance with regulatory requirements.</p>
<p>Policy SAF-2.5: Continue to implement adopted flood control programs and regulations.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives are consistent with Policy SAF-2.5 by ensuring that new developments and redevelopment projects adhere to adopted flood control programs and regulations. By incorporating flood control measures into the planning and design of affordable housing, these initiatives support ongoing efforts to manage and mitigate flood risks effectively.</p>
<p><i>Goal SAF-4: Minimized threat to the public health and safety and to the environment posed by a release of hazardous materials.</i></p>	
<p>Policy SAF-4.1: Strictly enforce Federal, State, and local laws and regulations relating to the use, storage, and transportation of toxic, explosive, and other hazardous and extremely hazardous materials to prevent unauthorized discharges.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives align with Policy SAF-4.1 by incorporating rigorous safety standards for the use, storage, and transportation of hazardous materials. These initiatives ensure compliance with Federal, State, and local regulations, thereby minimizing risks and protecting public health and safety within new developments and affordable housing projects.</p>
<p>Policy SAF-4.3: Continue to monitor the operations of businesses and individuals that handle hazardous materials through the planning and business permit processes.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives align with Policy SAF-4.1 by incorporating rigorous safety standards for the use, storage, and transportation of hazardous materials. These initiatives ensure compliance</p>

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	with Federal, State, and local regulations, thereby minimizing risks and protecting public health and safety within new developments and affordable housing projects.
<p>Policy SAF-4.5: Explore the possibility of identifying specific routes for the transport of hazardous materials.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives support Policy SAF-4.5 by incorporating existing truck routes for hazardous materials transportation into planning and development processes. This includes ensuring that designated routes are maintained or updated as needed to enhance safety and minimize risks to residents and the community.</p>
<p>Chapter 8. Noise Element</p>	
<p><i>Goal N-1: Appropriate Federal, State, and City standards, guidelines, and ordinances for noise control implemented and enforced throughout the City.</i></p>	
<p>Policy N-1.1: Continue to monitor noise throughout Buena Park and enforce the standards and regulations of the City’s Noise Ordinance.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives are consistent with Policy N-1.1 by ensuring that new and redeveloped properties adhere to the City’s Noise Ordinance standards. This involves incorporating noise mitigation measures into project designs and ongoing monitoring to minimize impacts on the community and maintain compliance with noise regulations.</p>
<p>Policy N-1.2: Continue to enforce noise standards consistent with health and quality of life goals and employ effective techniques of noise abatement through such means as a noise ordinance, building codes, and subdivision and zoning regulations.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives support Policy N-1.2 by integrating noise mitigation strategies into new developments and redevelopment projects. This includes adherence to the City’s noise ordinance, implementation of building codes designed for effective noise abatement, and ensuring that zoning and subdivision regulations address noise impacts, thereby enhancing health and quality of life for residents.</p>
<p>Policy N-1.3: Adhere to the City’s Municipal Code Standards and planning guidelines that include noise control for the interior space of residential developments.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives are consistent with Policy N-1.3 by incorporating noise control measures into the design and planning of residential developments. This adherence ensures that new and redeveloped housing projects meet the City’s Municipal Code Standards for interior</p>

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	noise control, thereby promoting a quieter and more comfortable living environment for residents.
<p>Policy N-1.4: Continue to encourage the enforcement of regulations such as the State Vehicle Code Noise Standards for automobiles, trucks, and motorcycles operating within the City.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives align with Policy N-1.4 by supporting the enforcement of regulations like the State Vehicle Code Noise Standards. These initiatives help ensure that new developments are designed to mitigate noise impacts from vehicular sources, contributing to a quieter community environment and reinforcing the City's commitment to regulating vehicle noise.</p>
<p>Policy N-1.5: Coordinate with California Occupational Safety and Health Administration (Cal-OSHA) to provide information on occupational noise requirements within the City.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives are consistent with Policy N-1.5 by integrating noise control measures and providing information to developers and residents about occupational noise requirements. These initiatives ensure that new and redeveloped properties adhere to Cal-OSHA standards, contributing to a safer and quieter working environment within the City.</p>
<p>Policy N-1.6: Conform to the noise attenuation standards sets forth in the Airport Environs Land Use Plan (AELUP) for residential, commercial, and industrial development within the Fullerton Municipal Airport and Los Alamitos Joint Forces Training Center planning areas.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives are consistent with Policy N-1.6 by ensuring that new residential and commercial developments comply with the noise attenuation standards outlined in the AELUP. These initiatives integrate noise mitigation strategies in planning and design processes to protect communities near the Fullerton Municipal Airport and Los Alamitos Joint Forces Training Center from excessive noise impacts.</p>
<p><i>Goal N-2: Minimized noise levels from construction and maintenance equipment, vehicles, and activities.</i></p>	
<p>Policy N-2.1: Regulate construction activities to ensure all noise associated with construction activities comply with the City's Noise Ordinance.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives are consistent with Policy N-2.1 by incorporating noise control measures into construction practices for new and redeveloped projects. These initiatives ensure that construction activities adhere to the City's Noise Ordinance, thereby minimizing noise impacts on</p>

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	surrounding communities and maintaining compliance with established noise regulations.
<p>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.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives align with Policy N-2.2 by integrating advanced construction noise reduction methods into project requirements. These initiatives emphasize the use of quiet construction techniques, such as acoustic barriers, electric-powered equipment, and minimizing idling times, to effectively reduce noise impacts during construction. This approach ensures that new developments and affordable housing projects meet high standards for noise control and protect sensitive receptor areas from excessive construction noise.</p>
<p>Policy N-2.5: Ensure acceptable noise levels are maintained near schools, hospitals, convalescent homes, churches, and other noise sensitive areas.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives are consistent with Policy N-2.5 by incorporating noise mitigation measures to protect noise-sensitive areas such as schools and healthcare facilities. These initiatives ensure that new developments include design features and construction practices that maintain acceptable noise levels, thereby minimizing impacts on nearby sensitive uses and enhancing overall community well-being.</p>
<i>Goal N-3: Consideration of noise affects in the land use planning process.</i>	
<p>Policy N-3.1: Fully integrate noise considerations into land use planning decisions to prevent new noise/land use conflicts.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives align with Policy N-3.1 by incorporating noise considerations into land use planning processes. This integration ensures that new residential developments are strategically located and designed to prevent conflicts with existing noise sources, promoting compatibility between housing and other land uses. By addressing noise impacts early in the planning stages, these initiatives contribute to a harmonious and less disruptive living environment.</p>
<p>Policy N-3.2: Consider the compatibility of proposed land uses with the noise environment when preparing, revising, or reviewing development proposals.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives are consistent with Policy N-3.2 by ensuring that proposed land uses, including new residential developments, are</p>

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	<p>evaluated for their compatibility with existing noise environments. This approach helps to mitigate potential noise conflicts by integrating noise considerations into the review and planning process, promoting developments that are harmonious with their surroundings and enhancing the quality of life for residents.</p>
<p>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.).</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives align with Policy N-3.3 by incorporating noise control measures into new residential developments in noise-impacted areas. This includes adhering to Municipal Code Standards and planning guidelines that require noise mitigation practices such as installing thick glass windows, double glazing, and facade treatments. By integrating these noise control practices, the initiatives ensure that new residential projects provide a comfortable living environment for occupants despite surrounding noise conditions.</p>
<p>Policy N-3.4: Permit only those new development or redevelopment projects that have incorporated appropriate mitigation measures, so that standards contained in the Noise Element or adopted ordinance are met.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives are consistent with Policy N-3.4 by ensuring that new developments and redevelopments incorporate appropriate noise mitigation measures. This includes adhering to the standards set forth in the Noise Element or adopted ordinances. By mandating these measures, the initiatives help ensure that noise impacts are effectively managed, thereby maintaining acceptable noise levels for future residents and meeting regulatory requirements.</p>
<p>Policy N-3.5: Encourage proper site planning and architecture to reduce noise impacts.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives align with Policy N-3.5 by promoting thoughtful site planning and architectural design to mitigate noise impacts. These initiatives encourage incorporating noise reduction strategies into project designs, such as building orientation, the use of sound barriers, and appropriate landscaping. This approach helps to minimize noise disturbances for residents and supports the creation of more livable and serene environments in new and redeveloped areas.</p>

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<p>Policy N-3.6: Discourage the development of sensitive uses in areas in excess of 65 dBA CNEL without appropriate mitigation.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives align with Policy N-3.6 by emphasizing the importance of locating sensitive uses away from high noise areas exceeding 65 dBA CNEL. These initiatives include requirements for noise impact assessments and mitigation measures to ensure that new developments and affordable housing projects in noisy areas implement effective noise reduction strategies. This approach helps to protect residents from excessive noise levels and promotes healthier living environments.</p>
<p>Policy N-3.7: Require all residential units be attenuated to comply with the City’s Noise Ordinance.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives are consistent with Policy N-3.7 by mandating that all residential units, including those developed under these programs, meet the City’s Noise Ordinance requirements. This ensures that new and redeveloped residential units are designed with adequate noise attenuation measures, such as soundproofing and noise barriers, to protect residents from excessive noise and enhance living conditions.</p>
<p>Policy N-3.8: Encourage all new entertainment, tourist-related, commercial, or industrial development adjacent to residential or sensitive land uses to prepare an Acoustical Assessment discussing the existing noise environment, analyzing potential noise impacts of the operation of the new development, and recommending measures to mitigate potential impacts to meet established Federal, State, and City Standards, Guidelines, and Ordinances for noise control.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives align with Policy N-3.8 by ensuring that new developments, including those within HIO zones, conduct Acoustical Assessments when adjacent to residential or sensitive land uses. These assessments will evaluate the noise environment, assess potential impacts, and recommend mitigation measures to comply with Federal, State, and City noise control standards, thereby safeguarding the quality of life for nearby residents and sensitive uses.</p>
<p>Policy N-3.9: Incorporate noise reduction features for items such as but not limited to parking and loading areas, ingress/egress point, HVAC units, and refuse collection areas, during site planning to mitigate anticipated noise impacts on affected noise sensitive land uses.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives support Policy N-3.9 by incorporating noise reduction features into the planning of new developments. This includes designing parking and loading areas, ingress/egress points, HVAC units, and refuse collection areas to mitigate noise impacts on</p>

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	sensitive land uses. These measures ensure that new developments within HIO zones and affordable housing projects adhere to noise mitigation standards, thereby protecting nearby residential and sensitive areas from excessive noise.
<p>Policy N-3.10: Require the design of mixed-use structures to incorporate techniques to prevent the transfer of noise and vibration from the commercial to residential use.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives align with Policy N-3.10 by promoting the integration of noise and vibration mitigation techniques in the design of mixed-use structures. This includes ensuring that commercial and residential components are designed to prevent noise transfer, thereby enhancing the livability of residential units within mixed-use developments. These initiatives help maintain a high quality of life for residents while supporting vibrant, mixed-use environments.</p>
<p>Policy N-3.11: Encourage commercial uses in mixed-use developments that are not noise intensive.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives are consistent with Policy N-3.11 by supporting the integration of non-noise-intensive commercial uses in mixed-use developments. This approach helps minimize noise disturbances for residential units, ensuring a balanced and pleasant environment for both residents and businesses. By promoting quieter commercial activities, these initiatives contribute to a harmonious mixed-use setting.</p>
<p>Policy N-3.12: Orient mixed-use residential units, where possible, away from major noise sources.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives align with Policy N-3.12 by encouraging the design of mixed-use residential developments that orient living spaces away from major noise sources. This design consideration helps reduce noise exposure for residents, enhancing their quality of life and ensuring that affordable housing projects are both functional and comfortable.</p>
<p>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.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives support Policy N-3.13 by promoting the strategic placement of balconies and operable windows in residential units away from major noise sources. This approach</p>

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	<p>minimizes noise exposure for residents, enhancing comfort and livability in mixed-use developments. When direct relocation is not feasible, the initiatives advocate for effective noise mitigation measures to ensure a high quality of living.</p>
<p>Policy N-3.14: Conform to the noise attenuation standards set forth in the Airport Environs Land Use Plan (AELUP) for residential, commercial, and industrial development, within the Orange County Airport Land Use Commissions planning area boundaries for the Fullerton Municipal Airport and Los Alamitos Joint Forces Training Base.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives align with Policy N-3.14 by ensuring that all new residential, commercial, and industrial developments within the Fullerton Municipal Airport and Los Alamitos Joint Forces Training Base areas adhere to the noise attenuation standards outlined in the AELUP. This compliance helps mitigate noise impacts and maintains acceptable living and working conditions within these noise-sensitive zones.</p>
<p>Policy N-3.15: Continue to address community concerns about entertainment- or tourist-related uses, trains, or other uses that generate excessive noise adjacent to noise-sensitive uses.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives are consistent with Policy N-3.15 by incorporating noise mitigation measures into new developments and affordable housing projects near entertainment, tourist-related uses, or transportation corridors. This ensures that community concerns about excessive noise are addressed, maintaining the quality of life for residents and minimizing disruptions in noise-sensitive areas.</p>
<p><i>Goal N-4: Ambient noise conditions in sensitive land use areas maintained and/or improved.</i></p>	
<p>Policy N-4.2: Encourage the use of noise absorbing materials in existing and new development to reduce interior noise impacts to sensitive land uses.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives are consistent with Policy N-4.2 by promoting the incorporation of noise-absorbing materials in both new developments and retrofits. These measures help to mitigate interior noise impacts, enhancing the comfort and livability of residential units and ensuring that noise-sensitive areas are adequately protected.</p>
<p>Policy N-4.3: Encourage existing noise sensitive uses, including schools, libraries, health care facilities, and residential uses in areas where existing or future noise levels exceed 65 dBA CNEL to incorporate fences, walls, and/or other</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives align with Policy N-4.3 by promoting the integration of noise buffers such as fences and walls in residential projects, particularly in areas with high noise levels. This</p>

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noise buffers and barriers, where appropriate and feasible.	approach ensures that new and existing noise-sensitive uses, including affordable housing developments, are adequately protected from excessive noise through effective mitigation strategies.
Policy N-4.4: Discourage new projects located in commercial or entertainment areas from exceeding stationary-source noise standards at the property line of proximate residential or commercial uses, as appropriate.	Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives are consistent with Policy N-4.4 by promoting the placement of new developments in commercial or entertainment areas in a manner that respects stationary-source noise standards. These initiatives ensure that new projects do not exceed noise limits at property lines, protecting the acoustic environment for nearby residential and commercial uses, including affordable housing developments.
Policy N-4.5: For sensitive land uses located near to or adjacent to industrial land uses, evaluate the ambient noise condition and, as appropriate, reduce noise affects upon the sensitive land use (such as erecting noise barriers, restricting hours of operation, investing in noise canceling technologies, etc.).	Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives align with Policy N-4.5 by integrating noise mitigation strategies in developments near industrial areas. This includes evaluating ambient noise conditions and implementing measures such as noise barriers or operational restrictions to protect sensitive land uses, ensuring that affordable housing projects remain conducive to a high quality of life despite their proximity to industrial zones.
Policy N-4.6: Ensure new industrial uses comply with the City’s Noise Ordinance.	Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives support Policy N-4.6 by promoting the development of industrial uses that adhere to the City's Noise Ordinance. This ensures that new industrial projects, including those integrated into mixed-use developments, are designed to meet noise regulations, thereby protecting the residential and affordable housing areas from excessive noise impacts.
<i>Goal N-5: Reduction of noise from circulation-related sources such as motor vehicles, trains, and airplanes.</i>	
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.	Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives align with Policy N-5.1 by integrating noise reduction measures, such as the construction and maintenance of noise

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	barriers, into residential developments near major freeways like SR-91 and I-5. These initiatives ensure that new and existing affordable housing projects benefit from effective noise mitigation, enhancing residential living conditions and complying with noise reduction policies.
<p>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.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives support Policy N-5.2 by fostering compliance with State Vehicle Code Noise Standards through integrated planning and design measures. These initiatives promote residential developments that are consistent with city regulations, encouraging enforcement of noise standards for vehicles to minimize noise impacts on housing projects and ensure a higher quality of life for residents.</p>
<p>Policy N-5.3: Enforce established hours and routes for delivery trucks and through truck traffic.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives align with Policy N-5.3 by incorporating noise mitigation strategies into their planning and development processes. This includes enforcing designated hours and utilizing existing truck routes for delivery and through truck traffic near new developments. These measures help reduce noise disturbances and ensure that residential and mixed-use projects are designed to minimize the impact of truck traffic on residents.</p>
<p>Policy N-5.4: Discourage through traffic on residential local streets to reduce noise.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives are consistent with Policy N-5.4 as they emphasize smart land use planning and traffic management strategies to discourage through traffic on residential streets. By prioritizing pedestrian-friendly designs, alternative transportation options, and improved connectivity within developments, these initiatives contribute to minimizing noise pollution and preserving the residential character of local streets.</p>
<p>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</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives align with Policy N-5.5 by incorporating noise mitigation practices in the</p>

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<p>should emphasize the establishment of buffers or setbacks between the arterial roadways and adjoining noise-sensitive areas.</p>	<p>design of future streets and housing developments. These initiatives can include strategic placement of buildings, setbacks, and buffer zones to reduce noise impacts on sensitive areas. By emphasizing thoughtful urban design, they ensure that new developments near major roads prioritize minimizing noise pollution and enhancing quality of life for residents.</p>
<p>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.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives support Policy N-5.6 by promoting collaboration with active railroads to minimize noise impacts on nearby residential developments. These initiatives can encourage the use of noise reduction technologies and strategic site planning to reduce noise exposure for residents, improving the overall living environment while ensuring that affordable housing is compatible with surrounding land uses.</p>
<p>Policy N-5.7: Encourage all active railroads within the City to schedule trains during daylight hours when possible.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives will not prevent the City from aligning with Policy N-5.7 to advocating for strategies that reduce noise disturbances for residents, such as encouraging railroads to schedule train operations during daylight hours. All new development will be subject to the City's noise requirements.</p>
<p><i>Goal N-6: Noise levels created by the Union Pacific, Southern Pacific, Metrolink, and any other future rail systems located in close proximity to residential and other noise-sensitive land uses will be minimized or reduced.</i></p>	
<p>Policy N-6.3: Encourage noise attenuation measures be incorporated into all new development, renovations, and remodels of residential, health care facilities, schools, libraries, senior facilities, and churches in close proximity to existing or known planned rail lines.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives are consistent with Policy N-6.3 by promoting the inclusion of noise attenuation measures in all new affordable housing projects, especially those near existing or planned rail lines. This approach ensures that sensitive land uses, such as residential developments and senior facilities, are protected from potential noise impacts, thus improving the overall living conditions for residents.</p>
<p>Chapter 9. Economic Development</p>	

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<i>Goal ED-1: Cumulative growth that provides net fiscal gains to the City.</i>	
<p>Policy ED-1.4: Identify and pursue categories of resident retail demands, which are not being met within the City.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives are consistent with Policy ED-1.4 by promoting mixed-use developments that can address unmet resident retail demands. These initiatives encourage integrating commercial spaces within affordable housing projects, creating opportunities for new retail options that cater to the local community’s needs, fostering economic growth, and enhancing the convenience of living for residents.</p>
<i>Goal ED-2: Encouragement and facilitation of activities that expand the City’s revenue base.</i>	
<p>Policy ED-2.1: Encourage a broad range of business uses that provide employment at all income levels and that make a positive contribution to the City’s tax base.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives align with Policy ED-2.1 by promoting mixed-use developments that incorporate business uses, providing employment opportunities across various income levels. These initiatives support a diverse economic environment while contributing positively to the City’s tax base through increased commercial activity and development, helping to create a balanced and thriving community.</p>
<p>Policy ED-2.2: Encourage opportunities for mixed-use, office, manufacturing, and retail development that respond to market and community needs in terms of size, location, and cost.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives are consistent with Policy ED-2.2 by supporting the development of mixed-use projects that combine residential, office, retail, and other business uses. These developments respond to market demands and community needs by offering affordable housing options, while also creating opportunities for economic growth in appropriate locations. This approach fosters vibrant, sustainable communities with accessible employment and commercial opportunities.</p>
<p>Policy ED-2.4: Encourage new development along highly visible corridors that is pedestrian oriented and includes a mixture of retail, residential, and office uses.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives are consistent with Policy ED-2.4 by promoting new mixed-use developments along highly visible corridors. These developments incorporate pedestrian-friendly</p>

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	<p>designs and include retail, residential, and office spaces, fostering walkable communities. By integrating affordable housing into these areas, the initiatives enhance accessibility to jobs, services, and amenities while revitalizing key urban corridors and promoting sustainable, mixed-use growth.</p>
<p><i>Goal ED-3: Implementation of the revitalization goals of the City’s redevelopment project areas and other strategic locations.</i></p>	
<p>Policy ED-3.1: Promote the redevelopment of key focus areas, including Central Buena Park, Orangethorpe Corridor East, Orangethorpe Corridor West, Commonwealth Corridor, Civic Center, Northwest, and North Beach.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives align with Policy ED-3.1 by supporting the redevelopment of key focus areas, such as Central Buena Park, the Orangethorpe Corridors, and other strategic areas. By incorporating affordable housing into these zones, the initiatives contribute to revitalization efforts, enhance economic activity, and provide housing opportunities for diverse income levels. This redevelopment strengthens community infrastructure, promotes urban density, and stimulates long-term economic growth while meeting housing needs.</p>
<p>Policy ED-3.2: Encourage the rehabilitation, enhancement, or redevelopment of the Fillmore-Jackson focus area.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives support Policy ED-3.2 by facilitating the rehabilitation, enhancement, and redevelopment of the Fillmore-Jackson focus area. By integrating affordable housing into this revitalization effort, the initiatives help address housing needs, stimulate local economic growth, and improve the overall quality of the area. This approach enhances the neighborhood's appeal, supports community development goals, and ensures that the area benefits from both physical and socioeconomic improvements.</p>
<p>Policy ED-3.3: Encourage the construction of new housing opportunities identified in redevelopment project area plans, the Housing Element, and Land Use Element.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives are consistent with Policy ED-3.3 by promoting the construction of new housing opportunities as outlined in redevelopment project area plans, the Housing Element, and the Land Use Element. These initiatives align with the goals of increasing</p>

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	housing availability and affordability, supporting comprehensive development plans, and addressing community needs. By integrating these housing projects into redevelopment efforts, the city can effectively meet its growth targets and enhance the quality of life for residents.
<p>Policy ED-3.4: Continue to provide and enhance civic uses – parks, libraries, and community centers – which provide key services for residents.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives are consistent with Policy ED-3.4 by supporting the development of civic uses such as parks, libraries, and community centers within new and redeveloped areas. By incorporating these facilities into housing projects and redevelopment plans, the initiatives help to ensure that residents have access to essential services and community resources, thereby enhancing the overall quality of life and fostering vibrant, well-rounded neighborhoods.</p>
<p><i>Goal ED-4: Maintenance and expansion of the City’s diverse employment base, including office, retail, manufacturing, and industrial businesses.</i></p>	
<p>Policy ED-4.4: Support a business-friendly environment for which new businesses can locate and existing businesses can flourish.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives align with Policy ED-4.4 by fostering a business-friendly environment that attracts new businesses and supports the growth of existing ones. By integrating mixed-use developments and providing amenities such as parks and community centers, these initiatives create appealing, accessible areas for businesses. Additionally, the focus on affordable housing helps attract a diverse workforce, contributing to a robust local economy and ensuring that new and existing businesses have the resources and support they need to thrive.</p>
<p>Policy ED-4.6: Continue to work with surrounding cities to strengthen North Orange County Regional Economic Development.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives support Policy ED-4.6 by enhancing regional economic development in North Orange County. By promoting mixed-use developments and affordable housing, these initiatives contribute to a cohesive and attractive economic landscape that benefits not just Buena Park but also neighboring cities. Collaborating on these efforts can bolster</p>

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	regional connectivity, attract businesses, and provide a more integrated approach to addressing economic needs across the region.
<i>Goal ED-6: Attraction of businesses through an efficient development approval process.</i>	
Policy ED-6.3: Periodically review and update Zoning Ordinance provisions to address the latest development trends.	Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives align with Policy ED-6.3 by driving periodic updates to the Zoning Ordinance. These initiatives necessitate regular reviews to incorporate evolving development trends, ensuring that zoning regulations remain relevant and effective in accommodating new housing types and mixed-use projects. This proactive approach helps address emerging needs and supports the city's goal of fostering a dynamic and adaptable development environment.
<i>Goal ED-7: Improvement of the jobs-housing balance within the City of Buena Park.</i>	
Policy ED-7.1: Encourage mixed-use development to facilitate a better jobs-housing balance.	Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives are consistent with Policy ED-7.1 as they promote mixed-use development, which helps improve the jobs-housing balance. By integrating residential units with commercial and employment spaces, these initiatives foster a more cohesive and balanced community. This approach supports local job creation while providing housing options close to workplaces, reducing commute times and enhancing overall quality of life.
Policy ED-7.2: Encourage transit-oriented development around major transit hubs including the MetroLink Station and bus corridors to facilitate a better jobs-housing balance and enhance connectivity between entertainment and retail destinations and employment centers.	Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives align with Policy ED-7.2 by promoting transit-oriented development around major transit hubs, such as the MetroLink Station and bus corridors. This strategy enhances the jobs-housing balance by integrating residential developments with accessible transit options, thereby improving connectivity between entertainment, retail destinations, and employment centers. This approach supports sustainable growth and reduces reliance on personal vehicles, fostering a more efficient and connected community.
<i>Goal ED-9: Revitalization of aging business centers with uses that bring jobs, housing, and new revenues into the community.</i>	

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<p>Policy ED-9.2: Explore opportunities for mixed-use development projects on sites historically supporting commercial centers.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives are consistent with Policy ED-9.2 by promoting mixed-use development on sites historically supporting commercial centers. These initiatives encourage revitalizing such sites to integrate residential, commercial, and recreational uses, enhancing their functionality and economic viability. This approach not only supports a vibrant, multi-use environment but also addresses the need for affordable housing while leveraging existing commercial infrastructure for sustainable urban development.</p>
<p><i>Goal ED-10: Creation of a major, mixed-use regional center at the Buena Park Mall providing employment, shopping, entertainment, and housing for residents, employees, and visitors.</i></p>	
<p>Policy ED-10.1: Implement a creative, proactive approach in designing a strategic planning process for the development of Buena Park Mall.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives align with Policy ED-10.1 by promoting innovative and proactive strategies for developing key sites like Buena Park Mall, located in this overlay. These initiatives encourage integrating diverse housing options within mixed-use developments, fostering vibrant communities, and supporting a balanced approach to urban planning. By including affordable housing and leveraging HIOs, the City enhances the strategic development of Buena Park Mall, ensuring it meets community needs while driving economic growth.</p>
<p>Policy ED-10.2: Encourage mixed-use and higher-density development at the Buena Park Mall property.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives are consistent with Policy ED-10.2 as they support mixed-use and higher-density development at the Buena Park Mall property, located in this overlay. By promoting HIOs, the City can facilitate the integration of residential units within mixed-use projects, aligning with the goal of increasing density and creating vibrant, multi-functional spaces. These initiatives attract diverse housing options and enhance the property's appeal as a dynamic, higher-density development area.</p>
<p>Policy ED-10.3: Consider large-scale residential development at the Buena Park Mall site to provide a market for the mix of uses in the area.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives align with Policy ED-10.3 by</p>

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	<p>supporting large-scale residential development at the Buena Park Mall site, located in this overlay. These initiatives facilitate the inclusion of affordable housing and encourage higher-density residential projects, crucial for creating a robust market for the diverse mix of uses planned for the area. By integrating a significant residential component, the policy enhances the vitality and economic sustainability of the Buena Park Mall site.</p>
<p>Policy ED-10.4: Plan for and encourage creativity in design of the Buena Park Mall site in order to adapt to changing situations, circumstances, and challenges that may arise as the area undergoes transition.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives are consistent with Policy ED-10.4 by promoting innovative design solutions and flexibility in planning for the Buena Park Mall site, located in this overlay. These initiatives support creative and adaptive strategies for incorporating affordable housing, helping the area respond to evolving needs and challenges during its transition. By fostering a dynamic approach to development, the HIOs and affordable housing efforts contribute to a resilient and adaptable redevelopment plan.</p>
<p><i>Goal ED-11: Promotion of the revitalization of Central Buena Park as a pedestrian-oriented activity center, enhanced with diverse retail, residential and cultural opportunities.</i></p>	
<p>Policy ED-11.2: Encourage mixed-use development incorporating ground floor retail and high-quality architecture that has quality design and is consistent with surrounding uses.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives align with Policy ED-11.2 by supporting mixed-use developments that integrate ground-floor retail with residential uses. These initiatives promote high-quality architectural design and ensure that new developments are harmoniously integrated with surrounding areas. By encouraging developments that include affordable housing and retail spaces, the HIOs help create vibrant, well-designed environments that enhance both functionality and aesthetic appeal, meeting community needs and maintaining design consistency.</p>
<p>Policy ED-11.3: Encourage well-designed, convenient parking structures, distinctive street furniture, and ample pedestrian amenities as stimuli to shopping and commercial activity.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives are consistent with Policy ED-11.3 by promoting developments that include well-designed parking structures, distinctive street furniture, and ample pedestrian</p>

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	<p>amenities. These initiatives ensure that new residential projects incorporate these elements, enhancing convenience and attractiveness for shopping and commercial activities. By integrating high-quality design and amenities, the HIOs and affordable housing projects contribute to creating vibrant, pedestrian-friendly environments that stimulate commercial activity and support the local economy.</p>
<p><i>Goal ED-13: Encourage enhancement of quality commercial development along major corridors.</i></p>	
<p>Policy ED-13.2: Ensure that the development of new commercial centers provide for quality design, pedestrian amenities, convenient access, and distinctive architecture.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives are consistent with Policy ED-13.2 by requiring that new developments, including commercial centers, adhere to high standards of quality design, pedestrian amenities, and distinctive architecture. These initiatives promote projects that enhance convenience and accessibility, ensuring that commercial centers are well-integrated with their surroundings and provide a positive impact on the community through thoughtful and appealing design.</p>
<p><i>Goal ED-14: Promotion of a viable mix of industrial and office uses within the City through emphasis on flexible technology, research, and manufacturing.</i></p>	
<p>Policy ED-14.1: Encourage the transformation of obsolete industrial lands to higher-density office and new research and development activities, such as those related to the emerging “green economy.”</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives align with Policy ED-14.1 by supporting the redevelopment of obsolete industrial lands into higher-density, mixed-use projects that include office spaces and research and development facilities. These initiatives help transition industrial areas into vibrant hubs for emerging sectors like the green economy, fostering economic growth and innovation while also meeting housing needs.</p>
<p>Policy ED-14.3: Allow for innovation in design through a range of techniques including adaptive reuse, mixed-use development, and smart growth concepts.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives support Policy ED-14.3 by encouraging innovative design approaches such as adaptive reuse, mixed-use development, and smart growth principles. These initiatives provide flexibility in design and development processes, enabling creative solutions that address housing needs while integrating with</p>

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	existing urban fabric. By fostering a diverse range of housing options and redevelopment strategies, the HIOs contribute to vibrant, adaptable, and sustainable community growth.
Chapter 11. Housing Element	
Goal 1.0 Maintain and enhance the existing viable housing stock and neighborhoods within Buena Park.	
Policy 1.7: Promote energy conservation through city housing programs and affordable housing developments that receive city funding or development incentives.	Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives support Policy 1.7 by incorporating energy conservation measures into city-funded and incentivized housing projects. These programs encourage the adoption of energy-efficient technologies and practices, ensuring that new and renovated affordable housing developments align with the city's energy conservation goals and contribute to overall sustainability.
Goal 2.0: Assist in the provision of housing that meets the needs of economic segments of the community.	
Policy 2.2: Use density bonuses and other incentives to facilitate the development of new housing for very low- and low-income households.	Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives are consistent with Policy 2.2 by leveraging density bonuses and other incentives to promote the development of housing for very low- and low-income households. These tools help to increase the feasibility of affordable housing projects, ensuring that a greater number of affordable units are built and meet the needs of the city's most vulnerable populations.
Policy 2.4: Address the housing needs of special populations and extremely low-income households through emergency shelters, transitional housing, and supportive housing.	Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives align with Policy 2.4 by providing targeted support for special populations and extremely low-income households. These initiatives facilitate the development of emergency shelters, transitional housing, and supportive housing, addressing the unique needs of these groups and enhancing access to essential services and stable housing options.
Policy 2.5: Promote the use of energy conservation features in the design of residential development to conserve natural resources and lower energy costs.	Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives are consistent with Policy 2.5 by encouraging the incorporation of energy

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	<p>conservation features in residential designs. These programs support the integration of energy-efficient technologies and sustainable practices, which help conserve natural resources and reduce energy costs for residents, aligning with the city’s goals for environmentally responsible development.</p>
<p><i>Goal 3.0: Provide suitable sites for housing development which can accommodate a range of housing by type, size, location, price, and tenure.</i></p>	
<p>Policy 3.1: Implement land use policies that allow for a range of residential densities and products, including low-density single-family uses, moderate-density town homes, and higher-density apartments, condominiums, and units in mixed-use developments.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives align with Policy 3.1 by facilitating a variety of residential densities and types. These programs support the development of diverse housing options, from low-density single-family homes to higher-density apartments and mixed-use units, ensuring a broad spectrum of residential choices that meet the needs of different populations and contribute to a balanced and inclusive community.</p>
<p>Policy 3.2: Encourage development of residential uses in strategic proximity to employment, recreational facilities, schools, neighborhood commercial areas, and transportation routes.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives support Policy 3.2 by promoting residential development in locations strategically positioned near employment centers, recreational facilities, schools, and neighborhood commercial areas. These initiatives also include design standards that enhance connectivity to transportation routes, making it easier for residents to access essential services and employment opportunities, thereby fostering a more integrated and accessible community.</p>
<p>Policy 3.3 Encourage compatible residential development in areas with recyclable or underutilized land.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives align with Policy 3.3 by promoting residential development on recyclable or underutilized land. These initiatives aim to revitalize and efficiently use such properties, facilitating the transformation of vacant or underused areas into vibrant, residential communities. This approach supports sustainable land use and optimizes available space for housing.</p>

General Plan Policy	Consistency Statement
<p>Policy 3.4: Allow flexibility within the city’s standards and regulations to encourage a variety of housing types.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives support Policy 3.4 by incorporating flexibility in city standards and regulations. These policies facilitate diverse housing types, such as mixed-use developments, affordable units, and innovative housing solutions, accommodating various needs and preferences. This flexibility fosters a broader range of housing options and supports a more inclusive community.</p>
<p>Goal 4.0: Mitigate any potential governmental constraints to housing production and affordability.</p>	
<p>Policy 4.1: Review and adjust as appropriate residential development standards, regulations, ordinances, departmental processing procedures, and residential fees related to rehabilitation and construction that are determined to be a constraint on the development of housing particularly housing for lower and moderate-income households and for persons with special needs.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives align with Policy 4.1 by aiming to streamline and adapt residential development standards and procedures. These initiatives seek to identify and mitigate constraints on housing development, particularly for lower and moderate-income households and individuals with special needs. By addressing and revising regulations and fees that may impede affordable housing projects, the HIOs and Zoning Code Amendment support the creation of more accessible and inclusive housing opportunities.</p>
<p>Chapter 12. Environmental Justice Element</p>	
<p>Goal EJ-1: Reduce pollution exposure and improve air quality.</p>	
<p>Policy EJ-1.3: Mitigate the impacts of pollution on existing sensitive land uses and prevent the development of new pollution generating sources by requiring adequate mitigation of air contaminant exposure in any new sensitive land-use developments that are close to mobile or stationary sources of pollution.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives are consistent with Policy EJ-1.3 as they incorporate measures to mitigate the impacts of pollution on sensitive land uses. HIOs include requirements for air quality assessments and mitigation strategies for residential developments near pollution sources. Affordable housing initiatives ensure that new housing projects comply with environmental standards, including the mitigation of air contaminant exposure, thereby protecting residents and aligning with the policy’s goal of reducing pollution impacts.</p>
<p>Policy EJ-1.4 Minimize potential impacts from air pollution among sensitive land use through feasible and effective measures, such as</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives align with Policy EJ-1.4 by</p>

General Plan Policy	Consistency Statement
<p>setbacks, vegetative barriers, ventilation systems, and/or air filters.</p>	<p>incorporating effective measures to minimize air pollution impacts on sensitive land uses. These initiatives include requirements for setbacks, vegetative barriers, and advanced ventilation systems in residential developments to protect occupants from air contaminants. By implementing such strategies, the HIOs ensure that new housing projects are designed to effectively reduce potential air pollution impacts, thereby supporting the policy's objective of safeguarding public health.</p>
<p>Policy EJ-1.6: Educate, and if feasible, provide subsidies, to residential property owners to retrofit properties affected by adverse air quality with air filters, ventilation systems, landscaping or other measures.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives support Policy EJ-1.6 by incorporating requirements for retrofitting residential properties with air quality improvement measures. The initiatives may include provisions for educational outreach and, where feasible, subsidies to assist property owners in installing air filters, ventilation systems, and landscaping. These measures are designed to enhance indoor air quality and address adverse air quality conditions, aligning with the policy's goal of protecting residents and improving living conditions in affected areas.</p>
<p>Goal EJ-2: Promote food access.</p>	
<p>Policy EJ-2.6: Encourage the installation and/or expansion of community gardens where appropriate.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives are consistent with Policy EJ-2.6 by supporting the installation and expansion of community gardens. New developments and affordable housing projects can incorporate community gardens as part of their design, providing residents with access to fresh produce, promoting green spaces, and enhancing community well-being. This integration aligns with the policy's goals of encouraging community gardens and improving environmental health.</p>
<p>Goal EJ-3: Promote public facilities.</p>	
<p>Policy EJ-3.2: Support public and private investments in vulnerable communities that increase economic opportunity and environmental quality.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives align with Policy EJ-3.2 by promoting investments in vulnerable communities. These initiatives increase economic opportunities through affordable</p>

General Plan Policy	Consistency Statement
	<p>housing development and improve environmental quality by incorporating sustainable practices and green infrastructure. By targeting resources and support to areas in need, the HIOs and affordable housing programs enhance both economic and environmental conditions in these communities.</p>
Goal EJ-4: Promote safe and sanitary homes.	
<p>Policy EJ-4.2: Support the adoption and implementation of planning programs, such as specific plans and zoning amendments, to improve environmental quality, and strengthen economic and educational opportunities.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives are consistent with Policy EJ-4.2 by supporting planning programs that enhance environmental quality and strengthen economic and educational opportunities. By integrating sustainable design and green building practices into housing developments, and by facilitating access to affordable housing near key community amenities, these initiatives contribute to improved environmental conditions and provide valuable economic and educational benefits to underserved areas.</p>
<p>Policy EJ-4.3: Support policies, projects and programs which encourage transit-oriented development that provides access to local and regional opportunities and strengthens community development.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives align with Policy EJ-4.3 by promoting transit-oriented development. These initiatives facilitate the development of affordable housing in proximity to transit hubs, enhancing access to local and regional opportunities. By integrating affordable housing with transit options, the HIOs contribute to community development and support more equitable access to transportation, fostering stronger and more connected communities.</p>
Goal EJ-5: Promote physical activity	
<p>Policy EJ-5.1: Continue to maintain and, if possible, expand the public park system, promote use of bicycles, and encourage day and evening pedestrian activity through improved sidewalks and lighting.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives are consistent with Policy EJ-5.1 by supporting the integration of affordable housing with enhanced public amenities. By prioritizing developments near existing or planned parks and improving infrastructure like sidewalks and lighting, these initiatives promote increased pedestrian and bicycle activity. This approach not only improves accessibility to recreational spaces but also fosters a healthier,</p>

General Plan Policy	Consistency Statement
	more active lifestyle for residents of affordable housing, contributing to overall community well-being.
<p>Policy EJ-5.2: Incorporate Complete Streets principles into all transportation projects at all phases of development, including planning and land use decisions, scoping, design, implementation, maintenance, and performance monitoring.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives align with Policy EJ-5.2 by incorporating Complete Streets principles into housing projects and related infrastructure developments by establishing design guidelines. These initiatives ensure that transportation projects connected with new affordable housing include comprehensive planning and design considerations that promote accessibility, safety, and multimodal transportation options. By integrating Complete Streets principles, the HIOs and the General Plan and Zoning Code Amendments including the support inclusive, well-connected communities that enhance mobility and environmental quality for all residents.</p>
<p>Policy EJ-5.3: Increase the City’s urban tree canopy cover to contribute to an attractive and comfortable pedestrian environment, and maximize additional co-benefits of trees, such as, capturing particulate matter pollution, and reducing urban heat, energy use and urban runoff.</p>	<p>Consistent. The General Plan and Zoning Code Amendments including the HIOs and affordable housing initiatives are consistent with Policy EJ-5.3 by promoting the integration of urban greenery and tree planting in new and rehabilitated housing developments. These initiatives support increasing the City’s urban tree canopy, which enhances pedestrian comfort, improves air quality, reduces urban heat, and mitigates runoff. By incorporating these environmental features into affordable housing projects, the HIOs contribute to creating healthier, more sustainable living environments.</p>

City of Buena Park Zoning Code

Amendments to the Zoning Code consist of amending the text of the Single-Family Zone (Division 3), Multi-Family Zone (Division 4), Mixed-Use Zone (Division 7), and Administration Section (Division 1) to 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 accessory dwelling units, 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. with all the development standards

consistent with the Housing Element and the HIO ODDS. The City’s approval and implementation of Amendments to the Zoning Code would ensure that the Project would be consistent with the Adopted 2021-2029 Housing Element. Based on the foregoing, the Project would have a less-than significant impact with respect to a conflict with the City of Buena Park’s Zoning Ordinance.

Connect SoCal

SCAG’s Connect SoCal is the applicable SCAG planning document that applies to the Project. Connect SoCal identifies voluntary best practices to approach growth and infrastructure challenges in an integrated and comprehensive way. The Connect SoCal goals are meant to provide guidance for considering proposed project for municipalities throughout the SCAG jurisdictional area within the context of regional goals and policies. As shown in Table 5.4-4 SCAG Connect SoCal Consistency Analysis, implementation of the Project would not result in an inconsistency with the adopted Connect SoCal. Accordingly, the Project would have a less-than-significant impact with respect to a conflict with the SCAG’s Connect SoCal.

Table 5.5-4 SCAG Connect SoCal Consistency Analysis

Connect SoCal Goal	Consistency
<p>Mobility Goal: Build and maintain an integrated multimodal transportation network</p>	<p>Consistent: The housing opportunity sites are located within existing urban uses with close proximity to transit, bicycle, pedestrians, and other non-vehicular modes of transportation. The Project would provide opportunities for development of housing that responds to diverse community needs in terms of housing types, cost and location, emphasizing locations near services and transit that promote an integrated multimodal transportation network.</p>
<p>Mobility Subgoal: Support investments that are well-maintained and operated, coordinated, resilient and result in improved safety, improved air quality and minimized greenhouse gas emissions</p>	<p>Consistent. This subgoal would be implemented by cities and the counties within the SCAG region as part of the overall planning and maintenance of the regional transportation system. An analysis of the Project’s environmental impacts is provided throughout this DEIR, and previous Initial Study and mitigation measures are specified where warranted. Air quality and greenhouse gas emissions impacts are addressed in Section 5.1, Air Quality and Section 5.2, Greenhouse Gas Emissions. As concluded, despite the implementation of Mitigation Measures MM AQ-1 – AQ-4, which would require future development projects to conduct project specific analysis and incorporate mitigation measures, it cannot be definitively stated that all future development projects at buildout would not exceed the applicable thresholds. Therefore, impacts would be significant and unavoidable. However, adopted housing programs would encourage the development of green buildings that would reduce water consumption, improve energy efficiency, generate less waste, and lessen a building’s overall environmental impacts.</p>

Connect SoCal Goal	Consistency
<p>Mobility Subgoal: Ensure that reliable, accessible, affordable and appealing travel options are readily available, while striving to enhance equity in the offerings in high-need communities</p>	<p>Consistent. The Project includes updating the Land Use and Community Design Element of the General Plan and will provide standards for higher density and mixed-use housing near jobs and transit. By supporting and providing standards for higher density neighborhoods, the Project helps ensure that reliable, accessible, affordable and appealing travel options are readily available, including offerings in high-need communities.</p>
<p>Mobility subgoal: Support planning of all ages, abilities and background</p>	<p>Consistent. The Project includes updating the Land Use and Community Design Element of the General Plan and will implement housing programs that support opportunities for persons living with disabilities, and affirmatively furthering fair housing and will support the development of housing for all income levels. By implementing these housing programs, the Project supports planning of all ages, abilities, and background.</p>
<p>Goal: Communities: Develop, connect and sustain livable thriving communities</p>	<p>Consistent. The Project would encourage the production of housing for all income levels. Furthermore, the housing opportunity sites were selected based on location within existing urban uses with close proximity to transit, bicycle, pedestrians, and other non-vehicular modes of transportation. Implementation of the Project would encourage development of communities that are connected, livable thriving communities.</p>
<p>Communities subgoal: Create human-centered communities in urban, suburban and rural settings to increase mobility options and reduce travel distances</p>	<p>Consistent. The Project includes updating the Land Use and Community Design Element of the General Plan and will promote development of housing units for all income levels. The 410 parcels, and placement of the HIOs were based on existing need and location to jobs and transportation. By supporting and providing standards for these housing sites, the Project supports all types of housing while increasing mobility options and reducing travel distances.</p>
<p>Communities subgoal: Produce and preserve diverse housing types in an effort to improve affordability, accessibility and opportunities for all households</p>	<p>Consistent. The Project would increase the variety of housing units available to all income levels including very low income, low income, moderate, and above moderate units. The City’s Housing Element programs and Zoning Code update also includes housing opportunities for persons living with disabilities, affordable housing development assistance, and Affirmatively Furthering Fair Housing. By accommodating housing availability for each income level, the Project would</p>

Connect SoCal Goal	Consistency
	improve affordability, accessibility and opportunities for all households.
Environment Goal: Create a healthy region for the people of today and tomorrow	Consistent. This Goal would be implemented by cities and the counties within the SCAG region as part of the overall regional health. The environmental impacts of the proposed Project have been outlined in the Project’s Initial Study and the Draft Focused EIR. Mitigation Measures have been included when necessary. With these mitigation measures in place, the implementation of this Project would promote creating a healthy region for the people of today and tomorrow.
Environment subgoal: Develop communities that are resilient and can mitigate, adapt to and respond to chronic and acute stresses and disruptions, such as climate change	Consistent. The Project would support State goals to ease the housing crisis and comply with housing element requirements by increasing the variety of housing units available to all income levels including very low income, low income, moderate, and above moderate units. Furthermore, the development associated with this project would be built using the most recent standards and building codes that would promote climate change adaptations. Providing a variety of housing types would support the development of communities that are able to adapt to climate change.
Environment subgoal: Integrate the region’s development pattern and transportation network to improve air quality, reduce greenhouse gas emissions and enable more sustainable use of energy and water	Consistent. Jurisdictions in the region will all contribute to the integration of the region’s development pattern and transportation network to improve air quality, reduce greenhouse gas emissions and enable more sustainable use of energy and work. For this Project, an analysis of the environmental impacts is provided throughout this DEIR, and previous Initial Study and mitigation measures are specified where warranted. The air quality and greenhouse gas emissions impacts are addressed in Section 5.1 and 5.2. As concluded, despite the implementation of Mitigation Measures MM AQ-1 – AQ-4, which would require future development projects to conduct project specific analysis and incorporate mitigation measures, it cannot be definitively stated that all future development projects at buildout would not exceed the applicable thresholds. Therefore, impacts would be significant and unavoidable. However, all new development spurred by the implementation of this project would be subject to all of the regional and local regulations and be built using the most recent building code standards that would ensure reduced air quality and greenhouse gas emissions, and sustainable use of energy and water resources.

Connect SoCal Goal	Consistency
<p>Environment subgoal: Conserve the region's resources</p>	<p>Consistent. The Project's impacts including energy resources and other regional resources were discussed in the Initial Study and impacts were found to be less than significant. The Project would increase the variety of housing units available to all income levels including very low income, low income, moderate, and above moderate units. All development would be required to comply with all current building codes and regulations that would support conservation of the region's resources.</p>
<p>Economy Goal: Support a sustainable, efficient and productive regional economic environment that provides opportunities for all people in the region</p>	<p>Consistent. This Goal would be implemented by cities and the counties within the SCAG region as part of comprehensive local and regional planning efforts. The Project would encourage a productive regional economic environment by providing various types of housing for all economic segments of the population and redevelopment of underutilized lots. Each of the proposed development parcels was selected based on a combination of factors including physical underutilization of the site; economic obsolescence of the existing use, dilapidated condition of the existing use; developer and/or property owner interest in development. Mixed use overlay sites would encourage use of underutilized commercial properties and encourage economic growth. The City's Housing Element programs and Zoning Code update also includes housing opportunities for persons living with disabilities, affordable housing development assistance, and Affirmatively Furthering Fair Housing. By accommodating housing availability for each income level, the Project would support all people in the region.</p>
<p>Economy subgoal: Improve access to jobs and educational resources</p>	<p>Consistent. The Project includes updating the Land Use and Community Design Element of the General Plan and will provide standards for higher density and mixed-use housing near jobs and transit. By supporting and providing standards for higher density neighborhoods, the Project improves access to jobs and educational resources.</p>
<p>Economy subgoal: Advance a resilient and efficient goods movement system that supports the economic vitality of the region, attainment of clean air and quality of life for our communities</p>	<p>Consistent. The Project will provide standards for higher density and mixed-use housing near jobs and transit. By supporting and providing standards for higher density neighborhoods, the Project increases advance a resilient and efficient goods movement system that supports the economic vitality of the region, including clean air and quality of life.</p>

According to the adopted SCAG Regional Growth Forecasts, the population of Buena Park estimation is 98,700 people for the year 2050. Implementation of this project will provide high density residential standards for residential and mixed-use development in order to accommodate this growth. Development spurred by this project is projected to include an additional 10,322 dwelling units at various income levels and include 438,333 square feet of commercial uses to promote employment. This project would support the increases in population, households, and employment projected by the SCAG regional growth forecast. Furthermore, the regional growth forecasts were developed using the 6th cycle Housing Elements as well as pending and proposed projects for each jurisdiction in the region. This Project is an implementation of the Housing Element and includes consideration of the existing and pending projects in the City, therefore this project is consistent with the Regional Growth Forecasts adopted by SCAG.

Table 5.5-5 Regional Growth Forecast

Adopted SCAG Regional Growth Forecast					Adopted City of Buena Park Growth Forecasts		
	Year 2019	Year 2030	Year 2035	Year 2050	Year 2019	Year 2035	Year 2050
Population	18,827,000	19,476,000	19,946,000	20,909,000	84,400	92,100	98,700
Households	6,193,000	7,006,000	7,311,000	7,814,000	24,900	29,400	31,500
Employment	8,976,000	9,609,000	9,885,000	10,276,000	37,400	37,300	39,300

Mitigation Measures: Impacts would be less than significant, and mitigation is not required

Level of Significance: Less Than Significant Impact.

CUMULATIVE IMPACTS

- FUTURE DEVELOPMENT RESULTING FROM IMPLEMENTATION OF THE PROPOSED GENERAL PLAN UPDATE COULD RESULT IN CUMULATIVE IMPACTS RELATED TO LAND USE.

Impact Analysis: For this topic, the cumulative impacts are analyzed in terms of consistency with assumptions by SCAG for the Orange County subregion.

This cumulative impact analysis considers development of the proposed Project in conjunction with other development projects and planned development within the City of Buena Park. As discussed in the initial study, the Project would not physically divide an established community because land use changes proposed within the City are intended to tie into the existing uses and surrounding neighborhoods. Development would occur within existing urban areas and infill sites, which is not expected to divide an established community. Therefore, the Project would have a less than cumulatively considerable impact with respect to a physical division of an established community. As shown above, the Project would not

conflict with any other aspects of the City’s General Plan or any other applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating adverse environmental effects. Cumulative development would also be subject to site-specific environmental and planning reviews that would address consistency with adopted land use plans, policies, and regulations. Thus, it is expected that the land uses of cumulative projects would be consistent with policies that avoid an environmental effect; therefore, cumulatively considerable impacts from cumulative projects related to policy consistency would be less than significant

Mitigation Measures: Impacts would be less than significant and mitigation is not required.

Level of Significance: Less Than Significant Impact.

SIGNIFICANT UNAVOIDABLE IMPACTS

All land use impacts associated with implementation of the proposed Project would be less than significant. No significant unavoidable land use impacts would occur as a result of buildout of the proposed Project.

SECTION 6: ALTERNATIVES

6.1 - Introduction

Section 15126.6 of the CEQA Guidelines requires the identification and evaluation of reasonable alternatives designed to feasibly achieve the most basic objectives of the Project, while avoiding or substantially lessening any of the significant environmental effects of the Project. In addition, CEQA requires a comparative evaluation of the merits of the alternatives.

Pursuant to Section 15126.6 (f)(1) of the CEQA Guidelines, factors that may be taken into account when addressing the feasibility of alternatives include, but are not limited to, site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent). Although these factors do not present a strict limit on the scope of reasonable alternatives to be considered, they help establish the context in which “the rule of reason” is measured against when determining an appropriate range of alternatives sufficient to establish and foster meaningful public participation and informed decision-making.

Based on CEQA-driven directives, alternatives to the Project that would reduce significant adverse impacts without undermining basic Project objectives were selected for analysis in this section. The objectives of the proposed Project are to:

1. Implement Program 8 and Programs 10-18 of the Housing Element to provide adequate affordable housing.
2. Comply with the Regional Housing Needs Assessment (RHNA) and State housing laws.
3. Encourage fair and equal housing opportunities.
4. Streamline the entitlement process for affordable housing within the City.

Land Use and Community Design Element & Residential Zoning Code Update Process

It is important to discuss the Land Use and Community Design Element and Residential Zoning Code Update process, as that process led to the selection of the preferred Project. The Project was developed via three phases as discussed below:

- Phase 1: Existing Conditions. This phase of the process focused on understanding the existing conditions within Buena Park. It included data reconnaissance and review of existing conditions, land use capacity, and future projections. The research collected in this phase of the process helped frame the existing issues and opportunities for the future.
- Phase 2: Developing and Selecting a Land Use Alternative. Following the existing conditions analysis, land use alternatives were developed for the 410 parcels within the City. Each alternative was considered for impacts on the community and a preferred land use alternative was selected.
- Phase 3: Developing the updates to the Land Use and Community Design Element, Residential Zoning Code and preparation of the EIR. During this third phase of the Project process, goals, policies and zoning code updates were developed to ensure consistency with the Housing Element and State laws.

Following the development of the goals and policies, an environmental review was conducted to evaluate the impacts of the policy program and the preferred land use alternative.

- Phase 4: Adopting the Land Use and Community Design Element updates, Residential Zoning Code updates and EIR. The last step in the process is the adoption of the Project and certification of the EIR. The Planning Commission will conduct a public hearing for the Project and EIR and make a recommendation to the City Council. The City Council will consider the Planning Commission's recommendation and conduct an additional public hearing. The City Council will make its final decision to adopt the Land Use and Community Design Element updates, Residential Zoning Code updates, and certify the EIR. The adopted Land Use and Community Design Element and Residential Zoning code is then published and implemented.

Determination of Alternatives to be Analyzed

Key factors used to determine the range of feasible alternatives to the proposed Project include the objectives established for the EIR process, along with the City's goals and vision for the proposed Project. The basic objectives of the proposed Project are set forth in Section 3.3, Statement of Objectives, as well as in this section above. With these factors in mind, the following alternatives have been identified for detailed analysis in this section:

- Alternative Development Areas
- No Project Alternatives
 - No Project/No Development;
 - No Project/Existing General Plan; and
- Reduced Density Alternative

Alternatives Analysis

Throughout the following analysis, impacts of alternatives are examined for each of the issue areas examined in Section 5.0 of this EIR. In this manner, each alternative can be compared to the proposed Project on an issue-by-issue basis. Each alternative's impacts are compared to the proposed Project.

Only those impacts found significant and unavoidable are relevant in making the final determination of whether an alternative is environmentally superior or inferior to the proposed Project. The proposed Project would result in significant and unavoidable impacts in the following environmental issue areas:

- Air Quality
- Greenhouse Gas Emissions

Implementation of the identified policies, implementation measures, or mitigation measures can mitigate all other potentially significant impacts to less than significant levels. This section considers alternatives to otherwise avoid or minimize these significant and unavoidable impacts.

The analysis of alternatives includes the assumption that all applicable principles, goals, policies and implementation measures, as well as mitigation measures associated with the proposed Project would be

implemented with the No Project/Existing General Plan Alternative. A description of each alternative and a comparative environmental evaluation of the impacts identified for the proposed Project is provided below.

An EIR must identify an “environmentally superior” alternative and where the No Project Alternative is identified as environmentally superior, the EIR is then required to identify as environmentally superior an alternative from among the others evaluated. Each alternative’s environmental impacts are compared to the proposed Project and determined to be environmentally superior, inferior, or neutral. However, only those impacts found to be significant and unavoidable for the proposed Project are used in making the final determination of whether an alternative is environmentally superior or inferior to the proposed Project.

6.2 - Alternatives

6.2.1 - Alternative Development Areas

CEQA requires that the discussion of alternatives focus on alternatives to the Project or its location that are capable of avoiding or substantially lessening any significant effects of the Project. In considering alternative locations, the first question in the analysis is whether any of the significant effects of the Project would be avoided or substantially lessened by putting the Project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the Project need to be considered for inclusion in the EIR (Guidelines Sec. 15126.6[f][2][A]). The proposed Project is an update to the Land Use and Community Design Element and Residential Zoning Code to implement Program 8 and Programs 10-18 of the 2021-2029 Housing Element. The Housing Element is specific to the City and its jurisdiction; it is also specific to the natural, social, and cultural environments within the City and sphere of influence (SOI). The City does not have jurisdiction over areas outside of its boundaries and SOI and cannot impose Housing Element requirements on such areas. Therefore, an alternative development area for the proposed Project is not possible.

6.2.2 - No Project Alternatives

In accordance with CEQA Guidelines Section 15126.6, the purpose of describing and analyzing a “no Project” alternative is to allow decision makers to compare the impacts of approving the proposed Project with the impacts of not approving the proposed Project. A discussion of the “no Project” alternative will usually proceed along one of two lines:

- 1) The Project does not proceed, and the existing environmental setting is maintained (No Development/No Growth), or
- 2) Continuation of the existing plan, policy or operation into the future (Adopted General Plan).

An analysis of both “no Project” alternatives is provided below.

No Development/ No Growth

The No Development/No Growth Alternative would prohibit all new development, restricting urban growth to its current extent. The population would remain at existing levels, approximately 82,689 residents (Department of Finance, 2024). No alterations to the City would occur (with the exception of previously approved entitlements), and all residential development would generally remain in their current condition. Some minor population growth could occur within the City, to the extent that existing

residential unit(s) that have already been approved could accommodate additional residents (e.g., a decrease if vacancy rates). None of the impacts of the proposed Project, adverse or beneficial, would occur. Future conditions within the City, except for the impacts of regional growth, would generally be the same as existing conditions which were described in the environmental setting section for each environmental topic in this EIR and Initial Study (Appendix A).

Adopted General Plan

Section 15126.6(e) of the CEQA Guidelines requires that an EIR evaluate and analyze the impacts of the “No-Project” Alternative. When the Project is the revision of an existing land use or regulatory plan, policy, or ongoing operation, the no-Project alternative is the continuation of the plan, policy, or operation into the future. Therefore, under the No Project/Adopted General Plan Alternative, the current Land Use and Community Design Element would remain in effect and development in accordance with the adopted General Plan would continue to occur. According to the adopted Housing Element Update, the City has the potential to develop up to 975 residential units under existing conditions. This includes units on underutilized sites that are not built out to the maximum density permitted, currently entitled units under plan review, and potential Accessory Dwelling Unit (ADU) production. This Alternative assumes that the existing General Plan would continue to remain inconsistent with the adopted Housing Element Update regarding several issues such as housing needs assessment, affordability, equity and State requirements. The environmental impacts associated with developing 975 residential units—such as construction-related air quality and GHG impacts—would be similar to those of the proposed Project, as future development would still be permitted under the adopted General Plan land use designations analyzed in the 2010 General Plan Update EIR which concluded significant, unavoidable impacts. However, operational impacts (such as, air quality, GHG emissions,) would be less under the No Project/Adopted General Plan Alternative compared to the Project, because the increased density would not occur on the housing opportunity sites and overall buildout of the City could be less.

Reasons for Rejecting No Project Alternatives

Under the No Project Alternatives, the proposed Project, including the General Plan and Zoning Amendments, would not occur. State law recognizes the vital role local governments play in the availability, adequacy, and affordability of housing. Every jurisdiction in California is required to adopt a long-range General Plan to guide its physical development; the Housing Element is one of the seven mandated elements of the General Plan. Housing Element law mandates that local governments adequately plan to meet the existing and projected housing needs of all economic segments of the community. The law recognizes that in order for the private market to adequately address housing needs and demand, local governments must adopt land use plans and regulatory systems that provide opportunities for (and do not unduly constrain) housing production. Housing element statutes also require that the State Department of Housing and Community Development (HCD) review local housing elements for compliance with state law and to report their finds to the local government.

California’s housing element law requires that each city and county develop local housing programs to meet its “fair share” of existing and future housing needs for all income groups. SCAG is responsible for developing and assigning these regional needs, via a Regional Housing Needs Assessment (RHNA), to Southern California jurisdictions such as the City of Buena Park. If the City fails to implement its housing element or adopts one that is inadequate, a court can order the City to halt all development until an adequate element is adopted or order approval of specific affordable housing developments. Therefore, this alternative may result in the State taking over control of the City’s Housing Element and implementing

minimum zoning requirements for housing production since the City would not be in conformance with State law.

Implementation of this alternative would not provide adequate housing supply required to meet the City’s obligations to provide its fair share of affordable housing in accordance with SCAG. Furthermore, this alternative would not achieve any of the objectives established for the proposed Project. As a result, this alternative has been rejected for further consideration.

6.2.3 - Reduced Density Alternative

The City of Buena Park is currently developed with very limited amount of additional land for build out, which makes achieving the RHNA growth a challenge. The Reduced Density Alternative would result in the development of the existing HOO sites identified in Table A: Housing Element Sites Inventory of the 2021-2029 Housing Element. On February 13, 2024, the City Council approved an increase in the maximum HOO density from 30 du/ac to 50 du/ac as part of Phase I of implementing the Housing Element. The Reduced Density Alternative would result in 297 dwelling units and a population increase of 1,001 residents at 3.37 persons per dwelling unit. Refer to Table 6.2.3-1, Reduced Density Alternative Analysis, below. The 297 dwelling units would be in addition to the City’s existing capacity of 975 dwelling units as described in Section 6.2.2, No Project Alternative - Adopted General Plan, above. The Reduced Density Alternative represents an approximate 97% reduction in growth as compared to the proposed Project of 10,322 dwelling units. The following discussion compares the potential environmental impacts of this alternative to those associated with implementation of the proposed Project.

Table 6.2.3-1 Reduced Density Alternative Analysis

Site #	Site Address	Assessor Parcel Number	Parcel Size	General Plan	Zoning	Housing Opportunity Overlays	Max Density Allowed (du/ac)	Total Capacity (du/ac)
5	7571 5TH ST	277-073-15	0.12	HDR	RM-20	Housing Opportunities Overlay	50	3
6	7561 5TH ST	277-073-16	0.13	HDR	RM-20	Housing Opportunities Overlay	50	3
7	7551 5TH ST	277-073-17	0.12	HDR	RM-20	Housing Opportunities Overlay	50	3
8	7541 5TH ST	277-073-18	0.12	HDR	RM-20	Housing Opportunities Overlay	50	2
9	7531 5TH ST	277-073-19	0.25	HDR	RM-20	Housing Opportunities Overlay	50	8
14	6122 WESTERN AVE	277-073-25	0.21	HDR	RM-20	Housing Opportunities Overlay	50	5
22	5901 BURNHAM AVE	066-112-33	0.19	HDR	RM-20	Housing Opportunities Overlay	50	5

Site #	Site Address	Assessor Parcel Number	Parcel Size	General Plan	Zoning	Housing Opportunity Overlays	Max Density Allowed (du/ac)	Total Capacity (du/ac)
24	5893 BURNHAM AVE	066-112-37	0.19	HDR	RM-20	Housing Opportunities Overlay	50	5
25	5883 BURNHAM AVE	066-112-38	0.19	HDR	RM-20	Housing Opportunities Overlay	50	5
32	5741 BURNHAM AVE	066-112-01	0.31	HDR	RM-20	Housing Opportunities Overlay	50	10
33	5711 WESTERN AVE	066-122-05	0.24	HDR	RM-20	Housing Opportunities Overlay	50	6
34	5691 WESTERN AVE	066-122-04	0.23	HDR	RM-20	Housing Opportunities Overlay	50	6
35	6151 INDIANA AVE	066-260-09	0.26	HDR	RM-20	Housing Opportunities Overlay	50	7
37	8201 4TH ST	066-230-31	0.27	HDR	RM-20	Housing Opportunities Overlay	50	8
39	8091 E 4TH ST	066-230-29	0.34	HDR	RM-20	Housing Opportunities Overlay	50	9
41	8022 ARTESIA BLVD	066-230-67	0.14	HDR	RM-20	Housing Opportunities Overlay	50	3
42	8012 ARTESIA BLVD	066-230-77	0.14	HDR	RM-20	Housing Opportunities Overlay	50	3
43	8002 ARTESIA BLVD	066-230-76	0.15	HDR	RM-20	Housing Opportunities Overlay	50	3
46	6321 INDIANA AVE	070-012-22	0.26	LDR	RS-6	Housing Opportunities Overlay	50	7
47	8141 7TH ST	070-012-28	0.14	LDR	RS-6	Housing Opportunities Overlay	50	3
48	6311 INDIANA AVE	070-012-21	0.26	LDR	RS-6	Housing Opportunities Overlay	50	7
49	8201 7TH ST	070-012-06	0.17	LDR	RS-6	Housing Opportunities Overlay	50	4
50	6292 LOS ROBLES AVE	070-012-16	0.16	LDR	RS-6	Housing Opportunities Overlay	50	4

Site #	Site Address	Assessor Parcel Number	Parcel Size	General Plan	Zoning	Housing Opportunity Overlays	Max Density Allowed (du/ac)	Total Capacity (du/ac)
51	8191 7TH ST	070-012-25	0.17	LDR	RS-6	Housing Opportunities Overlay	50	4
52	8185 7TH ST	070-012-24	0.17	LDR	RS-6	Housing Opportunities Overlay	50	4
53	8171 7TH ST	070-012-08	0.17	LDR	RS-6	Housing Opportunities Overlay	50	4
54	8161 7TH ST	070-012-10	0.17	LDR	RS-6	Housing Opportunities Overlay	50	4
55	6281 INDIANA AVE	070-012-30	0.17	LDR	RS-6	Housing Opportunities Overlay	50	4
56	8151 7TH ST	070-012-11	0.23	LDR	RS-6	Housing Opportunities Overlay	50	6
57	6282 LOS ROBLES AVE	070-012-37	0.20	LDR	RS-6	Housing Opportunities Overlay	50	5
58	6302 LOS ROBLES AVE	070-012-32	0.20	LDR	RS-6	Housing Opportunities Overlay	50	5
60	8203 9TH ST	070-034-18	0.21	HDR	RM-20	Housing Opportunities Overlay	50	5
61	8201 9TH ST	070-034-19	0.21	HDR	RM-20	Housing Opportunities Overlay	50	5
62	8191 9TH ST	070-034-14	0.21	HDR	RM-20	Housing Opportunities Overlay	50	5
70	8131 WHITAKER ST	070-024-15	0.14	HDR	RM-20	Housing Opportunities Overlay	50	3
71	8121 WHITAKER ST	070-024-14	0.29	HDR	RM-20	Housing Opportunities Overlay	50	8
77	8192 8TH ST	070-024-19	0.16	HDR	RM-20	Housing Opportunities Overlay	50	4
78	8182 8TH ST	070-024-20	0.16	HDR	RM-20	Housing Opportunities Overlay	50	4
79	8162 8TH ST	070-024-22	0.24	HDR	RM-20	Housing Opportunities Overlay	50	6

Site #	Site Address	Assessor Parcel Number	Parcel Size	General Plan	Zoning	Housing Opportunity Overlays	Max Density Allowed (du/ac)	Total Capacity (du/ac)
97	7241 9TH ST	276-221-39	0.14	HDR	RM-20	Housing Opportunities Overlay	50	3
99	7261 9TH ST	276-221-41	0.18	HDR	RM-20	Housing Opportunities Overlay	50	4
100	7251 9TH ST	276-221-40	0.17	HDR	RM-20	Housing Opportunities Overlay	50	4
105	7411 8TH ST	276-202-11	0.19	HDR	RM-20	Housing Opportunities Overlay	50	5
106	7441 8TH ST	276-202-14	0.16	HDR	RM-20	Housing Opportunities Overlay	50	4
107	7431 8TH ST	276-202-13	0.15	HDR	RM-20	Housing Opportunities Overlay	50	3
110	6591 INDIANA AVE	070-035-04	0.18	HDR	RM-20	Housing Opportunities Overlay	50	4
111	6581 INDIANA AVE	070-035-03	0.17	HDR	RM-20	Housing Opportunities Overlay	50	4
112	8211 CALIFORNIA ST	070-035-06	0.17	HDR	RM-20	Housing Opportunities Overlay	50	4
113	6571 INDIANA AVE	070-035-02	0.17	HDR	RM-20	Housing Opportunities Overlay	50	4
114	8172 CALIFORNIA ST	070-046-02	0.23	HDR	RM-20	Housing Opportunities Overlay	50	4
115	8142 CALIFORNIA ST	070-046-03	0.23	HDR	RM-20	Housing Opportunities Overlay	50	6
116	6561 INDIANA AVE	070-035-01	0.17	HDR	RM-20	Housing Opportunities Overlay	50	4
117	8202 9TH ST	070-035-05	0.17	HDR	RM-20	Housing Opportunities Overlay	50	4
118	8192 9TH ST	070-035-07	0.18	HDR	RM-20	Housing Opportunities Overlay	50	4
120	5682 WESTERN AVE	066-123-01	0.13	HDR	RM-20	Housing Opportunities Overlay	50	3

Site #	Site Address	Assessor Parcel Number	Parcel Size	General Plan	Zoning	Housing Opportunity Overlays	Max Density Allowed (du/ac)	Total Capacity (du/ac)
121	5702 WESTERN AVE	066-123-02	0.17	HDR	RM-20	Housing Opportunities Overlay	50	4
122	5712 WESTERN AVE	066-123-03	0.17	HDR	RM-20	Housing Opportunities Overlay	50	4
123	7501 FRANKLIN ST	066-123-04	0.31	HDR	RM-20	Housing Opportunities Overlay	50	9
129	8694 WESTERN AVE	135-132-11	0.42	HDR	RM-20	Housing Opportunities Overlay	50	12
130	8732 WESTERN AVE	135-133-05	0.32	HDR	RM-20	Housing Opportunities Overlay	50	9
TOTAL CAPACITY								297

Impact Evaluation

The following impact evaluation provides a comparison between the potential environmental impacts of this alternative and those associated with the proposed Project. An analysis is provided for each of the impact areas identified in this EIR as being significant and unavoidable. The evaluation is followed by a conclusion.

AIR QUALITY

The Reduced Density Alternative involves new development on vacant land or redevelopment of existing sites, similar to the Project, but at a reduced scale. While this alternative would slightly decrease construction and operational emissions, significant unavoidable impacts related to construction emissions, operational emissions, air quality plan consistency, and cumulative emissions would still occur. Other air quality impacts could be mitigated to less-than-significant levels, however, the significant unavoidable impacts would not be eliminated.

GREENHOUSE GAS EMISSIONS

Development pursuant to the Reduced Density Alternative would reduce the amount of new development, resulting in a reduction of greenhouse gas emissions. Although the Reduced Density Alternative would incrementally reduce greenhouse gas emissions when compared to the Project, the significant unavoidable impact would not be eliminated.

CONCLUSION

The Reduced Density Alternative would result in reduced impacts related to air quality and greenhouse gas emissions, compared to the Project. However, the Reduced Density Alternative does not reduce any of the Project’s significant unavoidable impacts to less than significant.

Analysis of the Projects Objectives:

The Reduced Density Alternative does not satisfy the Project's objectives. Specifically, this alternative would only partially meet the following objectives:

1. Implementation of Program 8 and Programs 10-18 of the Housing Element to provide adequate affordable housing.
2. Compliance with the Regional Housing Needs Assessment (RHNA) and State housing laws.
3. Encouraging fair and equal housing opportunities.
4. Streamlining the entitlement process for affordable housing within the City.

Although this alternative would utilize the City's existing residential sites capacity, it would not meet the target of residential units projected by the RHNA. It would be to the City's benefit that its residential site capacity exceeds the minimum RHNA required within each income category to help offset any sites that may be developed with fewer units or to a lesser affordability than assumed in the Housing Element sites inventory.

6.3 - Environmentally Superior Alternative

CEQA Guidelines Section 15126.6(e)(2) indicates that an analysis of alternatives to a Project shall identify an Environmentally Superior Alternative among the alternatives evaluated in an EIR. The CEQA Guidelines also state that should the No Project Alternative be the Environmentally Superior Alternative, the EIR shall identify another Environmentally Superior Alternative among the remaining Alternatives.

As noted above, the determination of an environmentally superior alternative is based on the consideration of how the alternative fulfills the Project objectives and how the alternative either reduces significant, unavoidable impacts or substantially reduces the impacts to the surrounding environment. The Reduced Density Alternative is the Environmentally Superior Alternative. However, the Reduced Density Alternative would reduce but not eliminate the Project's significant and unavoidable air quality impacts and greenhouse gas emissions. All other impacts would be less than or similar to those of the Project. However, the Reduced Density Alternative would not meet all of the Project's Objectives.

SECTION 7: OTHER CEQA CONSIDERATIONS

7.1.1 Long Term Implications of the Proposed Project

The CEQA Guidelines require that an EIR disclose the significant environmental effects of a Project that cannot be avoided if the proposed Project is implemented (CEQA Guidelines § 15126[b]). As thoroughly described in Subsections 5.1-5.5 of this EIR, the Project would result in significant and unavoidable direct and cumulatively considerable impacts related to the topic of air quality and greenhouse gases. All other Project-related impacts (direct, indirect, and/or cumulatively considerable), to the environment would be reduced to below a level of significance due to mandatory compliance with applicable laws and regulations, and implementation of feasible mitigation measures that have a proportional nexus to the Project's impacts.

Buildout of the proposed Project would involve a variety of short-term and long-term impacts on a local level. During site-specific Project grading and construction, portions of surrounding uses may be temporarily impacted by dust and noise. Short-term soil erosion may also occur during grading. There may also be an increase in vehicle pollutant emissions caused by grading and construction activities. However, these disruptions would be temporary and would be avoided or reduced to a less than significant impact through mitigation cited in this EIR and through compliance with existing Buena Park regulations and the Buena Park Municipal Code; refer to Section 5.0, Environmental Analysis of this EIR and the Initial Study (Appendix A).

Ultimate development of the proposed Project would create long-term environmental consequences associated with a transition in land use. Development associated with buildout of the proposed Project and the subsequent long-term effects may impact the incremental degradation of local and regional air quality as a result of mobile source emissions generated from Project-related traffic and stationary source emissions generated from the consumption of propane and electricity as well as greenhouse gas emissions increases.

7.2 Irreversible Environmental Changes that Would Be Involved with the Proposed Action Should it be Implemented

Section 15126.2(c) of the *CEQA Guidelines* requires a discussion of any significant irreversible environmental changes that would be caused by the proposed Project. Specifically, Section 15126.2(c) states:

Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts, and particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

The environmental effects of the proposed Project are discussed in Section 5.0 of this EIR. The City of Buena Park is highly urbanized and is essentially built out with development. Future development resulting from implementation of the proposed Project is anticipated to occur on vacant and underutilized land.

The proposed Project would introduce new mixed-use land use designations and increased densities to the 410 parcels, as identified in Table 3.2-2, 6th Cycle Housing Element Inventory of this EIR. Implementation of the proposed Project would allow for new developments in the City that would entail the commitment of natural resources, energy, land, and human resources. Manpower would also be committed for the development of residential and non-residential uses. Ongoing maintenance and operation of the new developments would entail a further commitment of energy resources in the form of petroleum products (diesel fuel and gasoline), natural gas, and electricity. Long-term impacts would also result from an increase in vehicular traffic, and the associated air pollutant and noise emissions. This commitment of resources would be a long-term obligation in view of the fact that, practically speaking, it is impossible to return the land to its original condition once it has been developed. In summary, implementation of the proposed Project would involve the following irreversible environmental changes:

- Exceed South Coast Air Quality Management District's (SCAQMD) localized and regional air quality and greenhouse gas emissions thresholds.
- Expose sensitive receptors to pollutant concentrations.

7.3 Growth Inducing Impacts

As required by CEQA Guidelines, an Environmental Impact Report (EIR) must include a discussion of the ways in which a Project could directly or indirectly foster economic development or population growth, or the construction of additional housing and how that growth would, in turn, affect the surrounding environment (*CEQA Guidelines* Section 15126.2(d)). Growth can be induced in a number of ways, including the elimination of obstacles to growth, or through the stimulation of economic activity within the region. The discussion of removal of obstacles to growth relates directly to the removal of infrastructure limitations or regulatory constraints that could result in growth unforeseen at the time of Project approval. Under CEQA, induced growth is not considered necessarily beneficial, detrimental, or of little significance to the environment.

In general, a Project may foster spatial, economic, or population growth in a geographic area if it results in any of the following:

- Would the Project remove obstacles to growth, e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the Project area, or through changes in existing regulations pertaining to land development?
- Would the Project result in the need to expand one or more public services to maintain desired levels of service?
- Would the Project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?
- Would approval of this Project involve some precedent-setting action that could encourage and facilitate other activities that could significantly affect the environment?

If a Project meets any one of these criteria, it may be considered growth inducing. Generally, growth-inducing Projects are either located in isolated, undeveloped, or underdeveloped areas, necessitating the extension of major infrastructure such as sewer and water facilities or roadways, or encourage premature or unplanned growth.

Would the Project remove obstacles to growth?

The Project would not extend infrastructure into currently unserved parts of the City because the City is almost entirely built out with urban land uses. Some minor extensions or improvements of utility facilities from surrounding roadways, including water and sewer lines, may be required for future development. However, as discussed in Section 19, Utilities and Service Systems of the Initial Study, implementation of the Project can generally be accommodated by the existing storm drain, water, and sewer infrastructure (Appendix A).

As required by State Law, the purpose of the 2021-2029 Housing Element Implementation Programs is to provide adequate housing sites and assist in the provision of affordable housing, comply with State housing laws including compliance with the Regional Housing Needs Assessment (RHNA) targets, remove governmental constraints to housing investment, and promote fair and equal housing opportunities. Therefore, the proposed Project would remove obstacles to growth within City, however, this is required to assist in providing an unmet need for housing in the region and would not represent a significant adverse impact.

Would the Project result in the need to expand one or more public services to maintain desired levels of service?

As discussed in the Project's Initial Study, as the City continues to develop, it would require further commitment of public services in the form of fire protection, police protection, schools and recreation. Considering the existing resources available in the City, implementation of the Project is not expected to result in the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impact. If at a future date, it is determined that construction of new facilities is necessary, a project specific environmental impact analysis will be conducted in compliance with CEQA.

Would the Project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?

Short-term implementation of the Project would create varying levels of temporary construction employment opportunities as the City builds out. However, this would be a short-term direct economic effect, which would end following completion of individual development Projects. Additionally, the Project includes 410 parcels which would not be fully built out at one time, but as the market demands and as future discretionary approvals (e.g. Design Review) are obtained. Therefore, the short-term economic effects are not expected to significantly affect the environment.

Long term Project buildout would increase population within the City by an estimated 36,127 people. As the population grows and occupies new dwelling units, these residents would seek shopping, entertainment, employment, home improvement, auto maintenance, and other economic opportunities in the surrounding area. This would facilitate economic goods and services and could, therefore, encourage the creation of new businesses and/or the expansion of existing businesses to address these economic needs. Actual growth will depend on future market demand, site constraints, and property owner willingness to take advantage of increased densities allowed pursuant to the proposed zoning.

The increase in population and economic activity potentially generated by the proposed Project could be considered growth inducing and could significantly affect the environment. However, such an increase is

not considered substantial, since the increase generated by the Project on its own would not exceed the amount of growth projected for the City.

Would approval of the Project involve some precedent setting action that could encourage and facilitate other activities that could significantly affect the environment?

Changes from a Project that could be precedent setting include (among others) a change in zoning, general plan designation, general plan text or approval of exceptions to regulations that could have implications for other properties or that could make it easier for other properties to develop. Implementation of the Project would involve a General Plan Amendment to text and a zoning code amendment, however these changes may encourage other requests for land use designations or rezoning of other properties, and each application would be considered by the City on a project-by-project basis. The proposed changes to text would facilitate additional development to the specified parcels and would not facilitate additional development of other Projects. For these reasons, the Project would not be considered growth inducing.

Development or Encroachment of Open Space

The proposed Project would not be growth-inducing with respect to development or encroachment into an isolated or adjacent area of open space. The Project would involve urban infill development, since a majority of the City is built-out. Additionally, the Cities of Cerritos, La Mirada, Fullerton, La Palma, Cypress, and Anaheim border Buena Park and are similarly urbanized. The proposed Project would focus on preserving residential neighborhoods and streamlining development of affordable housing.

Overall, implementation of the proposed Project would foster economic expansion and population growth. However, it would not be growth inducing, as it would not remove an impediment to growth, would not establish a precedent-setting action, and would not develop or encroach into an isolated or adjacent area of open space. The residential, population, and employment growth projected at buildout of the proposed Project would allow the City to fulfill its RHNA requirement. Thus, development within the City would be responding to growth that was previously planned, rather than creating growth that would require substantial development of unplanned and unforeseen support uses and services. Therefore, the proposed Project would result in less than significant growth inducing impacts.

7.4 Energy Conservation

Public Resources Code Section 21100(b)(3) and Appendix F of the *CEQA Guidelines* requires a description (where relevant) of the wasteful, inefficient, and unnecessary consumption of energy caused by a Project. *Section VI. Energy* of the Initial Study provides an analysis of the Project’s potential impacts on energy resources as well as an analysis of the Project’s consistency with State and local requirements (Appendix A). The following is further discussion on the Project’s energy consumption.

Project Energy Consumption

Short-Term Construction

In 1994, the U.S. Environmental Protection Agency (EPA) adopted the first set of emission standards (Tier 1) for all new off-road diesel engines greater than 37 kilowatts (kW). The Tier 1 standards were phased in for different engine sizes between 1996 and 2000, reducing NOX emissions from these engines by 30 percent. The EPA Tier 2 and Tier 3 standards for off-road diesel engines are projected to further reduce emissions by 60 percent for NOX and 40 percent for particulate matter from Tier 1 emission levels. In 2004,

the EPA issued the Clean Air Nonroad Diesel Rule which will cut emissions from off-road diesel engines by more than 90 percent.

Future development under the proposed Project must adhere to best management practices for construction. California Code of Regulations, Title 13, Sections 2449 and 2485, enforced by CARB, restrict idling of on-road and off-road diesel-powered equipment and require proper maintenance. These measures promote fuel efficiency and savings. Additionally, the high cost of fuel provides contractors and owners with a strong financial incentive to minimize wasteful, inefficient, and unnecessary energy use during construction. Furthermore, there are no unusual characteristics of the Project that would necessitate the use of construction equipment that is less energy- efficient than at comparable construction sites in the City or region. Therefore, it is expected that construction fuel consumption associated with the Project would not be any more inefficient, wasteful, or unnecessary than other projects in the City or region.

Long-Term Operations

Transportation

Pursuant to the Federal Energy Policy and Conservation Act of 1975, the National Highway Traffic and Safety Administration (NHTSA) is responsible for establishing additional vehicle standards and for revising existing standards. Since 1990, the fuel economy standard for new passenger cars has been 27.5 miles per gallon (mpg). The fuel economy standard for new light trucks (gross vehicle weight of 8,500 pounds or less) has been 20.7 mpg since 1996. Heavy-duty vehicles (i.e., vehicles and trucks over 8,500 pounds gross vehicle weight) are not currently subject to fuel economy standards. Compliance with Federal fuel economy standards is not determined for each individual vehicle model. Rather, compliance is determined based on each manufacturer's average fuel economy for the portion of their vehicles produced for sale in the United States.

The General Plan promotes transit-oriented and mixed-use development to reduce daily vehicle trips and vehicle miles traveled (VMT). The Project is not expected to have unusual characteristics leading to excessive long-term fuel consumption. The Orange County Transportation Authority (OCTA) provides bus services along key routes in Buena Park, such as Beach Boulevard, Knott Avenue, and La Palma Avenue, supporting alternative travel modes like transit, walking, and biking. Policies in the Economic Development Element encourage mixed-use and transit-oriented development near major employers and transit hubs to improve the jobs-housing balance.

Future development under the Project would increase density, further promoting a jobs/housing balance and reducing VMT, as outlined in the Initial Study (Appendix A). The Buena Park Metrolink station enhances regional transit access, and the combination of reduced VMT and public transit availability ensures that the Project would not result in inefficient, wasteful, or unnecessary transportation energy use.

Energy Demand

California Code of Regulations (CCR), Title 24, Part 6 is The California's Energy Efficiency Standards for Residential and Non-residential Buildings. Title 24 was established by the California Energy Commission (CEC) in 1978 in response to a legislative mandate to create uniform building codes to reduce California's energy consumption and provide energy efficiency standards for residential and non-residential buildings. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. CCR, Title 24, Part 11: California Green Building Standards Code

(CALGreen), is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings that went in effect on January 1, 2009, and is administered by the California Building Standards Commission. CALGreen is updated on a regular basis with the most recent approved update consisting of the 2022 California Green Building Code Standards that went into effect on January 1, 2023.

The Project would not result in any unusual characteristics that would result in excessive long-term operational building energy demand. Energy reduction policies encourage appropriate solar orientation by taking advantage of shade, prevailing winds, landscaping, and sunscreens. Specifically, General Plan Policies CS-13.7 through 13.11 encourage the use of natural daylight, reflective roof materials, operable windows and skylights, upgraded insulation, and shading devices and awnings to reduce energy consumption and the need for mechanical air conditioning systems. The General Plan also includes Policies CS-9.2 through 9.5 which require new development projects to plant trees and landscaping in and around parking lots to reduce heat island effect.

SECTION 8: EFFECTS FOUND NOT TO BE SIGNIFICANT

The Lead Agency (City of Buena Park) prepared an Initial Study for the proposed Project that resulted in a decision to prepare an Environmental Impact Report (EIR) to determine significant effects of the proposed Project. The Initial Study Environmental Checklist form contained in Appendix G of the CEQA Guidelines was utilized to analyze the topic areas considered within the EIR (Appendix A). As a result of this evaluation, certain impacts of the proposed Project were found to be less than significant due to the inability of a project of this scope to create such impacts or the absence of project characteristics producing effects of this type. The following discussion briefly describes the potential impacts found not to be significant as a result of implementation of the proposed Project. In addition, this section summarizes which impacts were found to be less than significant in this EIR, both with and without the implementation of mitigation measures.

8.1 - Initial Study Environmental Checklist Conclusions

8.1.1 - No Impact

The following impacts were identified as having no impact in the Project's Initial Study and therefore were not further addressed in the EIR.

AESTHETICS

- Have a substantial adverse effect on a scenic vista.
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

AGRICULTURE RESOURCES

- Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use.
- 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 convert forest land to non-forest use.

BIOLOGICAL RESOURCES

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

- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

GEOLOGY AND SOILS

- Result in substantial soil erosion or the loss of topsoil.
- 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.

HAZARDS AND HAZARDOUS MATERIALS

- Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

MINERAL RESOURCES

- 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.

POPULATION AND HOUSING

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

WILDFIRE

- Substantially impair an adopted emergency response plan or emergency evacuation plan
- Due to slope. Prevailing winds or other factors, expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.
- Require the installation of 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.
- 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.

8.2 - EIR Conclusions

8.2.1 - Less than Significant Impact

The following impacts were identified as less than significant and did not require additional mitigation beyond the Zoning Code, General Plan Policies, ODDS and Implementation Measures.

AESTHETICS

- Implementation of the proposed Project could conflict with applicable zoning and other regulations governing scenic quality.
- Implementation of the proposed Project could create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

AIR QUALITY

- Future development resulting from implementation of the proposed Project could create objectionable odors affecting a substantial number of people.

BIOLOGICAL RESOURCES

- Future development from the proposed Project could result in 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 U.S. Fish and Wildlife Service.
- Future development from the proposed Project could result in a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

CULTURAL RESOURCES

- Future development from the proposed Project could result in a substantial adverse change in the significance of a historical resource.
- Future development from the proposed Project could result in a substantial adverse change in the significance of an archaeological resource.
- Future development from the proposed Project could disturb human remains, including those interned outside of formal cemeteries.
- Future development from the proposed Project could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

ENERGY

- Future development from the proposed Project could result in a potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation.
- The proposed Project could conflict with or obstruct a State or Local plan for renewable energy or energy efficiency.

GEOLOGY AND SOILS

- Future development from the proposed Project could expose people and structures to adverse effects from the rupture of a known earthquake fault delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist.
- Future development from the proposed Project could expose people and structures to potential substantial adverse effects involving seismic-related ground shaking and ground failure (i.e., landslides, liquefaction and lateral spreading, differential settlement, and earthquake-induced slope failure).
- Future development from the proposed Project could expose people and structures to potential substantial adverse effects, including risk to life or property, involving unstable geologic units (slopes) and expansive soils.

HAZARDS AND HAZARDOUS MATERIALS

- Operations of future development as a result of this Project could create a significant hazard to the public or environment through accident conditions involving the release of hazardous materials.
- Future development as a result of this Project has the potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of any of the 18 existing schools and due to the long build out of this Project, any proposed school.
- Future development as a result of this Project could result in a safety hazard involving Fullerton Municipal Airport or Joint Forces Training Base Los Alamitos for people residing or working in the Project area.

HYDROLOGY AND WATER QUALITY

- Implementation of the proposed Project could violate water quality standards or waste discharge requirements or otherwise substantially degrade surfaces or groundwater quality.
- Development as a result of the proposed Project could substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management or the basin.
- Development as a result of the proposed Project could substantially alter the existing drainage pattern or 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 that would result in substantial erosion on or off site.
- Development as a result of the proposed Project could substantially increase the rate of amount of surface runoff in a manner which would result in flooding on or offsite.

- Development as a result of the proposed Project could create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources or polluted runoff
- Development as a result of the proposed Project could impede or redirect flood flows.
- Development as a result of the proposed Project could be located in flood hazard, tsunami, or seiche zones, and risk release of pollutants due to Project inundation.
- Development as a result of the proposed Project could conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

LAND USE AND PLANNING

- Developed associated with the proposed Project could physically divide an established community.
- Future development resulting from implementation of the proposed Land Use & Community Design Element and Residential Zoning Code Update could conflict with an applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environment effect.

POPULATION AND HOUSING

- Implementation of this Project could induce substantial unplanned population growth in an area, either directly or indirectly.

TRANSPORTATION/TRAFFIC

- Implementation of the proposed Project would not conflict with a program, plan, ordinance or policy addressing the circulation system including transit, roadway, bicycle, and pedestrian facilities.
- Implementation of the proposed Project would not conflict or be inconsistent with CEQA Guidelines sections 15064.3, subdivision (b).
- Implementation of this Project could increase hazards due to a geometric design features or incompatibles uses.
- Implementation of the proposed Project could result in inadequate emergency access

NOISE

- Future development as a result of this Project could generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the proposed Project in excess of standards established by the local authority.
- Future development as a result of this Project could generate excessive groundborne vibration or groundborne noise levels.

- Future development as a result of this Project could expose people residing or working in the Project area to excessive noise levels near the Fullerton Municipal Airport or Joint Forces Training Base Los Alamitos.

PUBLIC SERVICES

Fire Protection

- Development in accordance with the proposed Project could result in the need for additional fire facilities.
- Development associated with the proposed Project and cumulative development could result in cumulatively considerable impacts to fire protection facilities.

Police Protection

- Development in accordance with the proposed Project could result in the need for additional police facilities.
- Implementation of the proposed Project could result in cumulative impacts associated with police services and create the need for additional police facilities.

School Facilities

- Development associated with the proposed Project could result in adverse physical impacts to school district facilities serving the City.
- Development associated with the proposed Project and other related cumulative projects could result in cumulatively considerable impacts to school facilities serving Buena Park.

Parks

- Implementation of the proposed Project could result in significant impacts to the availability of adequate parkland and recreational facilities within Buena Park.
- Development associated with the proposed Project and cumulative development could result in cumulatively considerable impacts to parks and recreational facilities.

Other Facilities

- Implementation of the proposed Project could result in significant impacts to other facilities including libraries.
- Development associated with the proposed Project and cumulative development could result in cumulatively considerable impacts to other facilities.

RECREATION

- Implementation of the proposed Project could 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.
- Development associated with the proposed Project may include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

TRIBAL AND CULTURAL RESOURCES

- Implementation of the proposed Project could impact sites listed or eligible for listing in the California Register of Historical Resources, or in a local register of historic resources as defined in Public Resources Code section 5020.1(k).
- Development associated with the proposed Project may impact a resource determined by the lead agency to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1.

UTILITIES AND SERVICE SYSTEMS

- Implementation of the proposed Project could require relocation or construction of new or expanded water or wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, that may cause significant environmental effects.
- Development associated with the proposed Project may have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years
- Development associated with the proposed Project may result in a determination by the wastewater treatment provider which serves or may serve the Project's projected demand in addition to the provider's existing commitments.
- Development associated with the proposed Project may 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.
- Development associated with the proposed Project may comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

8.2.2 - Less Than Significant Impact with Mitigation Incorporated

The following impacts were identified as potentially significant but were reduced to less than significant with the imposition of existing General Plan Policies, Implementation Measures, ODDS, as well as additional mitigation measures.

BIOLOGICAL RESOURCES

- Construction activities for future development in the City could interfere with the movement of migratory birds.

HAZARDS AND HAZARDOUS MATERIALS

- Future development resulting from implementation of the Land Use & Community Design Element and Residential Zoning Code Update could result in significant impacts through the routine transport, use, and disposal of hazards and hazardous materials.
- Future development within the City could be located on a hazardous materials site creating a significant hazard to the public or the environment.
- Future development within the City could interfere with an adopted Emergency Response Plan or Evacuation Plan.

SECTION 9: SIGNIFICANT UNAVOIDABLE IMPACTS

The *California Environmental Quality Act (CEQA) Guidelines* Section 15126(b) requires an Environmental Impact Report (EIR) to “describe any significant impacts, including those which can be mitigated but not reduced to a level of insignificance. Where there are impacts that cannot be alleviated without imposing an alternative design, their implications and the reasons why the project is being proposed, notwithstanding their effect, should be described.”

Section 5.0 of this EIR provides a description of the potential environmental impacts of the proposed Project and recommends General Plan policies and implementation measures as well as mitigation measures to reduce impacts to a less than significant level, where possible. After implementation of the recommended policies, implementation measures, and mitigation measures, most of the potentially significant impacts associated with the proposed project would be reduced to less than significant levels. However, the impacts listed below could not be feasibly mitigated and would result in a significant unavoidable impact associated with approval of the proposed Project.

AIR QUALITY

- AQMP consistency
- Cumulative construction and operational impacts
- Impacts to sensitive receptors

GREENHOUSE GAS EMISSIONS

- GHG emissions generation during construction and operation.
- AQMP consistency

SECTION 10: REFERENCES

10.1 - Contributors to the Preparation of the EIR

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