



AGENDA
CITY COUNCIL/SUCCESSOR AGENCY/STANTON HOUSING AUTHORITY
JOINT REGULAR MEETING
STANTON CITY HALL, 7800 KATELLA AVENUE, STANTON, CA
TUESDAY, JANUARY 26, 2021 - 6:30 P.M.

SAFETY ALERT – NOTICE REGARDING COVID-19

The President, Governor, and the City of Stanton have declared a State of Emergency as a result of the threat of COVID-19 (aka the “Coronavirus”). The Governor also issued Executive Order N-25-20 that directs Californians to follow public health directives including cancelling all large gatherings. Governor Newsom also issued Executive Order N-29-20 which lifts the strict adherence to the Brown Act regarding teleconferencing requirements and allows local legislative bodies to hold their meetings without complying with the normal requirements of in-person public participation. Pursuant to the provisions of the Governor’s Executive Orders N-25-20 and N-29-20 the January 26, 2021, Joint Regular City Council Meeting will be held telephonically.

The health and well-being of our residents is the top priority for the City of Stanton, and you are urged to take all appropriate health safety precautions. To that end, out of an abundance of caution the City of Stanton is eliminating in-person public participation. Members of the public wishing to access the meeting will be able to do so telephonically.

In order to join the meeting via telephone please follow the steps below:

1. Dial the following phone number +1 (669) 900-9128 US (San Jose).
2. Dial in the following **Meeting ID: (822 2103 0950)** to be connected to the meeting.

ANY MEMBER OF THE PUBLIC WISHING TO PROVIDE PUBLIC COMMENT FOR ANY ITEM ON THE AGENDA MAY DO SO AS FOLLOWS:

E-Mail your comments to pvazquez@ci.stanton.ca.us with the subject line “PUBLIC COMMENT ITEM #” (*insert the item number relevant to your comment*). Comments received no later than 5:00 p.m. before the meeting (*Tuesday, January 26, 2021*) will be compiled, provided to the City Council, and made available to the public before the start of the meeting. Staff will not read e-mailed comments at the meeting. However, the official record will include all e-mailed comments received until the close of the meeting.

The Stanton City Council and staff thank you for your continued patience and cooperation during these unprecedented times. Should you have any questions related to participation in the City Council Meeting, please contact the City Clerk’s Office at (714) 890-4245.

In compliance with the Americans With Disabilities Act, if you need special assistance to participate in this meeting, please contact the Office of the City Clerk at (714) 890-4245. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to assure accessibility to this meeting.

The City Council agenda and supporting documentation is made available for public review and inspection during normal business hours in the Office of the City Clerk, 7800 Katella Avenue, Stanton California 90680 immediately following distribution of the agenda packet to a majority of the City Council. Packet delivery typically takes place on Thursday afternoons prior to the regularly scheduled meeting on Tuesday. The agenda packet is also available for review and inspection on the city's website at www.ci.stanton.ca.us.

1. CLOSED SESSION (6:00 PM)

- 2. ROLL CALL** Council / Agency / Authority Member Ramirez
Council / Agency / Authority Member Van
Council / Agency / Authority Member Warren
Mayor Pro Tem / Vice Chairman Taylor
Mayor / Chairman Shawver

3. PUBLIC COMMENT ON CLOSED SESSION ITEMS

Closed Session may convene to consider matters of purchase / sale of real property (G.C. §54956.8), pending litigation (G.C. §54956.9(a)), potential litigation (G.C. §54956.9(b)) or personnel items (G.C. §54957.6). Records not available for public inspection.

4. CLOSED SESSION

**4A. CONFERENCE WITH REAL PROPERTY NEGOTIATOR
(Pursuant to Government Code Section 54956.8)**

Property: 8160 Lampson Avenue, Stanton, CA (APN 131-491-09 and 131-491-17)

Agency Negotiators: Jarad L. Hildenbrand, City Manager, City of Stanton
Jennifer A. Lilley, Community & Economic Development Director

Negotiating Parties: City of Stanton
Son Dinh Nguyen

Under Negotiation: Price and terms of payment.

4B. CONFERENCE WITH LEGAL COUNSEL- ANTICIPATED LITIGATION

Significant exposure to litigation pursuant to Government Code section 54956.9(d)(2)

Number of potential cases: 1

**4C. CONFERENCE WITH REAL PROPERTY NEGOTIATOR
(Pursuant to Government Code Section 54956.8)**

Property: 8830 Tina Way, Anaheim, CA (APN 126-481-01)
8840 Tina Way, Anaheim, CA (APN 126-481-02)
8850 Tina Way, Anaheim, CA (APN 126-481-03)
8860 Tina Way, Anaheim, CA (APN 126-481-04)
8870 Tina Way, Anaheim, CA (APN 126-481-05)
8880 Tina Way, Anaheim, CA (APN 126-481-06)
8890 Tina Way, Anaheim, CA (APN 126-481-07)
8900 Tina Way, Anaheim, CA (APN 126-481-08)
8910 Tina Way, Anaheim, CA (APN 126-481-09)
8920 Tina Way, Anaheim, CA (APN 126-481-10)
8930 Tina Way, Anaheim, CA (APN 126-481-11)
8940 Tina Way, Anaheim, CA (APN 126-481-12)
8950 Tina Way, Anaheim, CA (APN 126-481-13)
8960 Tina Way, Anaheim, CA (APN 126-481-14)
8970 Tina Way, Anaheim, CA (APN 126-481-15)
8841 Pacific Avenue, Anaheim, CA (APN 126-481-29)
8851 Pacific Avenue, Anaheim, CA (APN 126-481-28)
8861 Pacific Avenue, Anaheim, CA (APN 126-481-27)
8870 Pacific Avenue, Anaheim, CA (APN 126-482-05)
8871 Pacific Avenue, Anaheim, CA (APN 126-481-26)
8880 Pacific Avenue, Anaheim, CA (APN 126-482-06)
8881 Pacific Avenue, Anaheim, CA (APN 126-481-25)
8890 Pacific Avenue, Anaheim, CA (APN 126-482-07)
8891 Pacific Avenue, Anaheim, CA (APN 126-481-24)
8900 Pacific Avenue, Anaheim, CA (APN 126-482-08)
8901 Pacific Avenue, Anaheim, CA (APN 126-481-23)
8910 Pacific Avenue, Anaheim, CA (APN 126-482-09)
8911 Pacific Avenue, Anaheim, CA (APN 126-481-22)
8920 Pacific Avenue, Anaheim, CA (APN 126-482-10)
8921 Pacific Avenue, Anaheim, CA (APN 126-481-21)
8930 Pacific Avenue, Anaheim, CA (APN 126-482-11)
8931 Pacific Avenue, Anaheim, CA (APN 126-481-20)
8940 Pacific Avenue, Anaheim, CA (APN 126-482-12)
8941 Pacific Avenue, Anaheim, CA (APN 126-481-19)
8950 Pacific Avenue, Anaheim, CA (APN 126-482-13)
8951 Pacific Avenue, Anaheim, CA (APN 126-481-18)
8960 Pacific Avenue, Anaheim, CA (APN 126-482-14)
8961 Pacific Avenue, Anaheim, CA (APN 126-481-17)

8970 Pacific Avenue, Anaheim, CA (APN 126-482-15)
8971 Pacific Avenue, Anaheim, CA (APN 126-481-16)

Negotiating Parties: Jarad L. Hildenbrand, City Manager, City of Stanton
Jarad L. Hildenbrand, Executive Director, Housing Authority
Jarad L. Hildenbrand, Executive Director, Successor Agency
Trachy Family Trust, Owner
Steven W. Reiss Trust, Owner
Jennie Trust, Owner
Trang Trust, Owner
Triple Star Company, LLC, Owner
Sky Nguyen / SN Living Trust, Owner
Steven W. Reiss Trust, Owner
Ngoc Trieu and Andy Pham, Owner
David M. Cook and Daphne Chakran, Owner

Under Negotiation: Instruction to negotiator will concern price and terms of payment

5. CALL TO ORDER / SUCCESSOR AGENCY / STANTON HOUSING AUTHORITY MEETING

6. ROLL CALL Council / Agency / Authority Member Ramirez
Council / Agency / Authority Member Van
Council / Agency / Authority Member Warren
Mayor Pro Tem / Vice Chairman Taylor
Mayor / Chairman Shawver

7. PLEDGE OF ALLEGIANCE

8. SPECIAL PRESENTATIONS AND AWARDS **None.**

9. CONSENT CALENDAR

All items on the Consent Calendar may be acted on simultaneously, unless a Council/Board Member requests separate discussion and/or action.

CONSENT CALENDAR

- 9A. MOTION TO APPROVE THE READING BY TITLE OF ALL ORDINANCES AND RESOLUTIONS. SAID ORDINANCES AND RESOLUTIONS THAT APPEAR ON THE PUBLIC AGENDA SHALL BE READ BY TITLE ONLY AND FURTHER READING WAIVED**

RECOMMENDED ACTION:

City Council/Agency Board/Authority Board waive reading of Ordinances and Resolutions.

- 9B. APPROVAL OF WARRANTS**

City Council approve demand warrants dated January 1, 2021 – January 14, 2021, in the amount of \$3,816,146.33.

- 9C. APPROVAL OF MINUTES**

1. City Council approve Minutes of Special Meeting – December 8, 2020; and
2. City Council/Agency/Authority Board approve Minutes of Regular Joint Meeting – December 8, 2020; and
3. City Council approve Minutes of Special Meeting – December 21, 2020; and
4. City Council/Agency/Authority Board approve Minutes of Regular Joint Meeting – January 12, 2021; and
5. City Council approve Minutes of Special Meeting – January 15, 2021; and
6. City Council approve Minutes of Special Meeting – January 20, 2021.

9D. FISCAL YEAR 2021-2022 COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) RESOLUTION

On December 9, 2020, the Orange County Community Resources Department released a Request for Proposals (RFP) for Fiscal Year 2021-2022 Community Development Block Grant projects related to public facilities and improvements (PF&I). In response to the RFP, staff is proposing the Stanton Family Resource Center Improvement Project. As part of the application process, the City Council must review and authorize Resolution No. 2021-03 authorizing the City Manager to execute the agreement, contract and other documents.

RECOMMENDED ACTION:

1. City Council declare that this project is not subject to the California Environmental Quality Act (CEQA) because it is not a "project" as defined by CEQA; and
2. Approve Resolution No. 2021-03 authorizing the City Manager to execute the agreement, contract and other documents required by the Orange County Community Resources Department for participation in the CDBG program on behalf of the City Council, entitled:

"A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF STANTON, CALIFORNIA TO APPROVE THE CITY'S PARTICIPATION IN THE FISCAL YEAR 2021-2022 COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM (CDBG) WITH THE COUNTY OF ORANGE."

9E. REQUEST FROM BEACH LOAN SERVICES TO OPERATE AS PAWNSHOP BROKER / SECONDHAND DEALER OPERATOR (EXCLUDING THE SALE OF FIREARMS) LOCATED AT 10551 BEACH BOULEVARD, STANTON, CALIFORNIA 90680

Beach Loan Services has applied for Pawnshop Broker/Secondhand Dealer status within the city limits. Chapter 5 of the Stanton Municipal Code requires Pawnbrokers to comply with the laws of the State of California and be within the Commercial General Zone. In addition, in order to conduct pawnshop/ secondhand store activities City Council approval must be obtained.

RECOMMENDED ACTION:

1. City Council find that this item is not subject to California Environmental Quality Act ("CEQA") pursuant to Section 15378(b)(5) (Organizational or administrative activities of governments that will not result in direct or indirect physical changes in the environment); and
2. Approve the application of Beach Loan Services for a pawnshop/secondhand store status excluding the sale of firearms and authorize the issuance of a business license permit.

9F. AWARD OF CONTRACT FOR ON-CALL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES TO INTERWEST FOR THE FY 20/21 SEWER REPLACEMENT PROJECT BY THE CITY COUNCIL OF THE CITY OF STANTON, CALIFORNIA

Staff solicited proposals to provide Construction Inspection Services for the FY 20/21 Citywide Street Improvement Project. Due to the success done by Interwest in this project, staff recommends awarding the Construction Inspection Services for the FY 20/21 Sewer Replacement Project contract to Interwest. The cost for completing these services is a maximum of \$30,000.

RECOMMENDED ACTION:

1. City Council declare this project to be categorically exempt under the California Environmental Quality Act, Class 1, Section 15301 (c); and
2. Award a contract for professional construction inspection services to Interwest to provide construction inspection services for a maximum contract amount of \$30,000; and
3. Authorize the City Manager to bind the City of Stanton and Interwest in a contract to provide professional construction inspection services.

9G. REVISED APPROVAL TO PURCHASE TWO DIESEL TRUCKS FOR PUBLIC WORKS BY THE CITY COUNCIL OF THE CITY OF STANTON, CALIFORNIA

Two of the trucks utilized by Public Works have become inoperable and need to be either repaired or replaced. As the recent and needed repairs are quite expensive, it seems time to replace them. On January 12, 2021 the Council authorized the purchase of two Chevrolet trucks which are no longer available for purchase. Staff is requesting to purchase equivalent Ford trucks at essentially the same price.

RECOMMENDED ACTION:

1. City Council declare this action is not a project per the California Environmental Quality Act; and
2. Approve the purchase of two diesel trucks.

9H. APPROVAL TO LEASE AN ADDITIONAL 26 AUTOMATIC LICENSE PLATE RECOGNITION CAMERAS FROM FLOCK SAFETY AND APPROPRIATION OF FUNDS

Automatic License Plate Reading cameras are a very effective tool for law enforcement agencies. On February 11, 2020 the Council authorized the lease of 10 cameras from Flock Safety. Due to their success, an additional 26 cameras are being requested to “virtually gate” the City on all major streets.

RECOMMENDED ACTION:

1. City Council declare this action is not a project per CEQA; and
2. Amend the contract with Flock Safety to lease an additional 26 Automatic License Plate Readings cameras; and
3. Approve an appropriation of \$79,300 from the available balance from the Supplemental Law Enforcement Grants Fund (#242).

9I. DECLARATION OF SURPLUS PROPERTY

From time to time equipment purchased by the City has outlived its useful life and needs to be sold or otherwise disposed of. In compliance with the purchasing policy, staff is required to petition the Council to declare the property surplus, obsolete, or unusable.

RECOMMENDED ACTION:

1. City Council declare that this action is not a project per the California Environmental Quality Act; and
2. Declare the equipment listed on Attachment 1 as surplus; and
3. Direct staff to sell or salvage equipment according to the Administrative Policy IV-4-12: Purchasing Policy and Procedures.

END OF CONSENT CALENDAR

10. PUBLIC HEARINGS **None.**

11. UNFINISHED BUSINESS **None.**

12. NEW BUSINESS

12A. ACTIVE TRANSPORTATION PLAN FINAL REPORT

The 2020 Active Transportation Plan (ATP) establishes a long-term vision to improve walking and biking conditions in the City of Stanton. The Plan provides guiding principles, tools, and implementation steps for improvements to the transportation systems creating opportunities for convenient, safe, healthy, affordable and accessible alternatives for recreation and transportation serving all residents and the business community. This community-based Plan offers direction to reduce collisions, improve public health, reduce environmental impacts, create transportation equity, provide economic benefits, and improve the quality of life in Stanton.

RECOMMENDED ACTION:

1. City Council declare that the Active Transportation Plan is exempt from the California Environmental Quality Act (CEQA) as it meets the definition of a Feasibility or Planning Study under CEQA Guidelines, Section 15262; and
2. Adopt Resolution No. 2021-02 approving The City of Stanton Active Transportation Plan, entitled:

**“A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF STANTON
ADOPTING THE CITY OF STANTON ACTION TRANSPORTATION
PLAN.”**

13. ORAL COMMUNICATIONS - PUBLIC

At this time members of the public may address the City Council/Successor Agency/Stanton Housing Authority regarding any items within the subject matter jurisdiction of the City Council/Successor Agency/Stanton Housing Authority, provided that NO action may be taken on non-agenda items.

- Members of the public wishing to address the Council/Agency/Authority during Oral Communications or on a particular item may do so by submitting their comments via E-Mail to pvazquez@ci.stanton.ca.us with the subject line “PUBLIC COMMENT ITEM #” (*insert the item number relevant to your comment*) or “PUBLIC COMMENT NON-AGENDA ITEM #”. Comments received by 5:00 p.m. will be compiled, provided to the City Council, and made available to the public before the start of the meeting. Staff will not read e-mailed comments at the meeting. However, the official record will include all e-mailed comments received until the close of the meeting.

14. WRITTEN COMMUNICATIONS None.

15. MAYOR/CHAIRMAN COUNCIL/AGENCY/AUTHORITY INITIATED BUSINESS

15A. COMMITTEE REPORTS/ COUNCIL/AGENCY/AUTHORITY ANNOUNCEMENTS

At this time Council/Agency/Authority Members may report on items not specifically described on the agenda which are of interest to the community provided no discussion or action may be taken except to provide staff direction to report back or to place the item on a future agenda.

15B. COUNCIL/AGENCY/AUTHORITY INITIATED ITEMS FOR A FUTURE MEETING

At this time Council/Agency/Authority Members may place an item on a future agenda.

15C. COUNCIL/AGENCY/AUTHORITY INITIATED ITEMS FOR A FUTURE STUDY SESSION

At this time Council/Agency/Authority Members may place an item on a future study session agenda.

Currently Scheduled: February 23, 2021 - Discussion regarding the City's participation in the Community Choice Aggregation or Energy program.

16. ITEMS FROM CITY ATTORNEY/AGENCY COUNSEL/AUTHORITY COUNSEL

17. ITEMS FROM CITY MANAGER/EXECUTIVE DIRECTOR

17A. ORANGE COUNTY SHERIFF'S DEPARTMENT

At this time the Orange County Sheriff's Department will provide the City Council with an update on their current operations.

18. ADJOURNMENT

I hereby certify under penalty of perjury under the laws of the State of California, the foregoing agenda was posted at the Post Office, Stanton Community Services Center and City Hall, not less than 72 hours prior to the meeting. Dated this 21st day of January, 2021.

s/ Patricia A. Vazquez, City Clerk/Secretary

Item: 9B

CITY OF STANTON ACCOUNTS PAYABLE REGISTER

January 1, 2021 - January 14, 2021

Electronic Transaction Nos.	1292 - 1298	\$	1,012,761.01
Check Nos.	133227 - 133303	\$	2,803,385.32

TOTAL	\$	3,816,146.33
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** = Check numbers 133080 through 133095 were used for alignment purposes.
Check number 133098 was voided and reissued with check number 133185.

**Demands listed on the attached registers
conform to the City of Stanton Annual
Budget as approved by the City Council.**



City Manager

**Demands listed on the attached
registers are accurate and funds
are available for payment thereof.**



Finance Director

Accounts Payable

Checks by Date - Detail by Check Number

User: mbannigan
Printed: 1/19/2021 1:37 PM



Check No	Vendor No Invoice No	Vendor Name Description	Check Date Reference	Void Checks	Check Amount
1292	INT1569	INTERNAL REVENUE SERVICE	01/11/2021		
	1/2/2021	(ME) Medicare-City Share			2,004.01
	1/2/2021	(FD) Federal Tax Withholding			14,682.42
	1/2/2021	(MC) Medicare-Employee Share			2,004.01
Total for Check Number 1292:				0.00	18,690.44
1293	EDD1067	EDD	01/12/2021		
	1/2/2021	State Tax Withholding PPE 1/2/21			4,742.80
	1/2/2021	State Unemployment PPE 1/2/21			5,784.44
Total for Check Number 1293:				0.00	10,527.24
1294	EDD1067	EDD	01/12/2021		
	12/1/2020	Penalty Fee fo Payment in Q4			815.82
Total for Check Number 1294:				0.00	815.82
1295	CAS680	CA ST PERS 103	01/13/2021		
	PPE 1/2/2021	PERS-City's Share Classic T2 PPE 1/2/2021			2,411.88
	PPE 1/2/2021	PERS-Employee New T3 PPE 1/2/2021			4,729.89
	PPE 1/2/2021	PERS-Survivor Classic T2 PPE 1/2/2021			5.58
	PPE 1/2/2021	PERS-City's Share New T3 PPE 1/2/2021			5,417.98
	PPE 1/2/2021	PERS-(Pers Buy Back) T1 PPE 1/2/2021			162.67
	PPE 1/2/2021	PERS-Employee's Share T1 PPE 1/2/2021			1,827.06
	PPE 1/2/2021	PERS-Employee Classic T2 PPE 1/2/2021			1,919.86
	PPE 1/2/2021	PERS-Survivor New T3 PPE 1/2/2021			24.18
	PPE 1/2/2021	PERS-Survivor (Employee) T1 PPE 1/2/2021			9.30
	PPE 1/2/2021	PERS-City's Share T1 PPE 1/2/2021			2,879.18
Total for Check Number 1295:				0.00	19,387.58
1296	OCA2137	COUNTY OF ORANGE TREASURER- T	01/19/2021		
	SH 58240	Sheriff Contract Services Jan-2021			515,646.75
	SH 58240	.25% Early Payment Discount			-2,407.05
	SH 58240	Sheriff Contract Services Jan-2021			424,299.84
	SH 58240	PSTF Community Enhancement Deputy			22,872.50
Total for Check Number 1296:				0.00	960,412.04
1297	SED15718	SEDGWICK CLAIMS MANAGEMENT S	01/13/2021		
	SF-9238-2021-00	Claims Funding for Payments Issued			368.58
Total for Check Number 1297:				0.00	368.58
1298	LOT14650	LOT318	01/13/2021		
	12312020-6	City of Placentia-Focus Area #1- Dec 2020			2,559.31
Total for Check Number 1298:				0.00	2,559.31
133227	HEN15877	HENSEL DIVERSIFIED CONSTRUCTIO	01/07/2021		

Check No	Vendor No Invoice No	Vendor Name Description	Check Date Reference	Void Checks	Check Amount
	#1-Gray	Housing Rehab-Contractor/Gray/12101 Dale St,			15,000.00
		Total for Check Number 133227:		0.00	15,000.00
133228	HUR15855 12/09/20	HURLEY AIR CONDITIONING & HEAT Housing Rehab-Contractor/Wong/11281 Santa R	01/07/2021		4,620.00
		Total for Check Number 133228:		0.00	4,620.00
133229	KMR15856 2912	KRM INDUSTRIES INCORPORATED Housing Rehab-Contractor/Martinez/7321 Kent	01/07/2021		7,070.00
		Total for Check Number 133229:		0.00	7,070.00
133230	LJR15746 296 325	L R J CONSTRUCTION INC Housing Rehab-Contractor/Wong/11281 Santa R Housing Rehab-Contractor/Wong/11281 Santa R	01/07/2021		7,200.00 3,180.00
		Total for Check Number 133230:		0.00	10,380.00
133231	MAN15885 1236	4801 MANAGEMENT CORPORTION Cannabis Application Deposit Refund for 4801 M	01/14/2021		100,000.00
		Total for Check Number 133231:		0.00	100,000.00
133232	ACE13161 9240	ACE LASER PRINTER SERVICE COVID-19/(4) Printer/Scanners and toners for st	01/14/2021		1,917.95
		Total for Check Number 133232:		0.00	1,917.95
133233	AFL187 634583 634583 634583	AFLAC-FLEX ONE December 20 Employee (Aflac) December 20 Employee (Disability Ins) December 20 Life Ins-Employee Share	01/14/2021		266.90 91.11 38.00
		Total for Check Number 133233:		0.00	396.01
133234	ALL228 68603 68721	ALL CITY MANAGEMENT SVCS, INC. School Crossing Guard Services - Nov School Crossing Guard Services - 11/29/2020-12	01/14/2021		678.90 1,357.80
		Total for Check Number 133234:		0.00	2,036.70
133235	AME15118 141163	AMERICAN RENTALS, INC Scissor Lift rental to install Christmas tree	01/14/2021		797.50
		Total for Check Number 133235:		0.00	797.50
133236	AMG15897 1524	AMG WORLD CORPORATION Cannabis Application Deposit Refund for AMG	01/14/2021		100,000.00
		Total for Check Number 133236:		0.00	100,000.00
133237	ATT377 1/11/2021 1/11/2021 1/4/2021 1/4/2021 1/4/2021	AT&T Cerritos/Dale-Dec 714-826-1129 Cerritos/Knott-Dec 714-236-0402 DMV Access Line-Dec 335-253-0761 Cerritos/Magnolia-Dec 714-826-1762 Cerritos Intercon-Dec 335-253-1318	01/14/2021		22.98 22.98 54.95 0.72 198.94
		Total for Check Number 133237:		0.00	300.57
133238	AUT14715	AUTOMATED GATE SERVICES, INC	01/14/2021		

Check No	Vendor No Invoice No	Vendor Name Description	Check Date Reference	Void Checks	Check Amount
	201107	Repairs to SCP Gate			251.00
		Total for Check Number 133238:		0.00	251.00
133239	BAN15486	MICHELLE BANNIGAN	01/14/2021		
	114-2452153-685	BUS EXP/Duster for computer equipment			16.18
	114-8364326-134	BUS EXP/Finance Department Office Supplies			41.22
		Total for Check Number 133239:		0.00	57.40
133240	BEL15886	SHAWN BELSCHNER	01/14/2021		
	1455	Cannabis Application Deposit Refund for 18440			100,000.00
		Total for Check Number 133240:		0.00	100,000.00
133241	BES12575	BEST BEST & KRIEGER LLP	01/14/2021		
	893557	General Fees thru 11-30-2020			14,462.10
	893570	Code Enforcement Fees thru 11-30-2020			3,979.81
	893574	SHA Fees thru 11-30-2020			8,694.00
	893578	DFN 20-0101 Fees thru 11-30-2020 (Habitat for			2,154.50
	893580	Labor & Unemployment thru 11-30-2020			248.40
	893582	General Fees thru 11-30-2020			27.60
	893585	General Fees thru 11-30-2020			260.00
	893585	Brookfield Fees thru 11-30-2020			1,032.00
	893585	DFN 17-0100 Fees thru 11-30-2020 (Frontier)			2,728.00
	893585	DFN 19-0111 Fees thru 11-30-2020 (KB Homes)			252.00
	893588	DFN 19-0114 Fees thru 11-30-2020 (Bonanni-TI			216.00
	893590	DFN 19-0121 Fees thru 11-30-2020 (Tina/Pacifi			2,125.20
		Total for Check Number 133241:		0.00	36,179.61
133242	BOY500	BOYS & GIRLS CLUB OF STANTON	01/14/2021		
	202029	Stanton-Focus Area #1 Oct-Dec 2020			5,200.00
		Total for Check Number 133242:		0.00	5,200.00
133243	CAA556	CA AUTO & BRAKE INC	01/14/2021		
	026400	Oil change and repair drive door handle to Unit 2			337.02
	026422	Oil change and throttle body repair on unit #20			915.36
		Total for Check Number 133243:		0.00	1,252.38
133244	CAC563	CA CONSERVATION DEPT	01/14/2021		
	SMIPOct-Dec2020	SMIP Fee Q4 CY 2020 Less 5%			2,077.75
		Total for Check Number 133244:		0.00	2,077.75
133245	CAL12690	CALIFORNIA BUILDING STANDARDS	01/14/2021		
	CBSC FY20-21 Q4	CBSC SB1473 Fee 2020Q4 Less 10% Local Go			401.40
		Total for Check Number 133245:		0.00	401.40
133246	CAL15892	CALIFORNIA ERUDITE VENTURES	01/14/2021		
	1112542374	Cannabis Application Deposit Refund for Califor			100,000.00
		Total for Check Number 133246:		0.00	100,000.00
133247	CAL15894	CALMA WEHO	01/14/2021		
	2101	Cannabis Application Deposit Refund for Calma			100,000.00
		Total for Check Number 133247:		0.00	100,000.00

Check No	Vendor No Invoice No	Vendor Name Description	Check Date Reference	Void Checks	Check Amount
133248	THE15888 1003443947	CHETAN ABROL AND MIA ABROL Cannabis Application Deposit Refund for The Cl	01/14/2021		200,000.00
		Total for Check Number 133248:		0.00	200,000.00
133249	CLI14334 957006031	CLIMATEC, LLC Service call for SCP gate	01/14/2021		550.00
		Total for Check Number 133249:		0.00	550.00
133250	COM15900 522	COMMERCIAL GROW SUPPLY LLC Cannabis Application Deposit Refund for Comm	01/14/2021		80,000.00
		Total for Check Number 133250:		0.00	80,000.00
133251	DER15899 1746	EMIL DEROHANIAN Cannabis Application Deposit Refund for Emil I	01/14/2021		20,000.00
		Total for Check Number 133251:		0.00	20,000.00
133252	DIV13216 CASp CY20 Q4 CASp CY20 Q4	DIVISION OF THE STATE ARCHITECT SB1186: Amount due to State Architect-30% AB1379: Amount due to State Architect-10%	01/14/2021		0.30 414.60
		Total for Check Number 133252:		0.00	414.90
133253	DIV15887 7242512248	ROBERT DIVITO Cannabis Application Deposit Refund for Robert	01/14/2021		100,000.00
		Total for Check Number 133253:		0.00	100,000.00
133254	DTE15868 807058	DTEN INC COVID-19/(6) Mobile Stands for Video Confere	01/14/2021		7,877.86
		Total for Check Number 133254:		0.00	7,877.86
133255	ECO1064 2020.6	ECONOMICS, INC. Provide solid waste and recycling consulting for	01/14/2021		807.59
		Total for Check Number 133255:		0.00	807.59
133256	EDG15878 3426	EDGEWATER PLATINUM INVESTMEN Cannabis Application Deposit Refund for Edgew	01/14/2021		100,000.00
		Total for Check Number 133256:		0.00	100,000.00
133257	EMP1089 Progress Pay 3	EMPIRE PIPE CLEANING AND EQUIP Catch Basin Cleaning and Hotspot cleaning	01/14/2021		19,309.11
		Total for Check Number 133257:		0.00	19,309.11
133258	FIR1182 6896-3410281	FIRST CARE INDU MEDICINE CENT DEC2020/Bermudez	01/14/2021		155.00
		Total for Check Number 133258:		0.00	155.00
133259	FRO13927 1/11/21 12/22/20	FRONTIER City Hall frame relay port Jan City Hall frame relay port Nov & Dec	01/14/2021		70.39 149.30
		Total for Check Number 133259:		0.00	219.69
133260	GAR1275	CITY OF GARDEN GROVE	01/14/2021		

Check No	Vendor No Invoice No	Vendor Name Description	Check Date Reference	Void Checks	Check Amount
	101-20-X	VOID/REISSUE/WR#131315/Traffic Signal ma			842.70
	101-20-X	VOID/REISSUE/WR#131315/Traffic Signal ma			663.94
	AR000154	VOID/REISSUE/WR#132784/Traffic Signal ma			660.55
		Total for Check Number 133260:		0.00	2,167.19
133261	GRI15884 2050	GRIGOR GRIGORYAN Cannabis Application Deposit Refund for Grigor	01/14/2021		33,333.00
		Total for Check Number 133261:		0.00	33,333.00
133262	HAL15901 9883	HALLADAY HEALING GROUP INC Cannabis Application Deposit Refund for Hallad	01/14/2021		100,000.00
		Total for Check Number 133262:		0.00	100,000.00
133263	HIT15889 101	HITHOS LLC Cannabis Application Deposit Refund for Hithos	01/14/2021		300,000.00
		Total for Check Number 133263:		0.00	300,000.00
133264	HOM1491 2020525 5090248 5162759 7170553 7172256	HOME DEPOT CREDIT SERVICES Supplies for repairs at the Sheriff's station Misc Cleaning Supplies/Public Safety Stump remover and supplies for weed abatement Fleet cleaning supplies Bal Due/Misc Cleaning Supplies/Public Safety	01/14/2021		196.25 165.22 21.29 222.14 21.24
		Total for Check Number 133264:		0.00	626.14
133265	ICM1540 PPE 1/2/2021 PPE 12/19/2020	ICMA RETIREMENT TRUST #302393 PPE 1/2/21-ICMA #302393 PPE 12/19/20-ICMA #302393	01/14/2021		4,135.00 3,285.00
		Total for Check Number 133265:		0.00	7,420.00
133266	IND15890 314	INDO CALI OPERATIONS Cannabis Application Deposit Refund for Indo C	01/14/2021		100,000.00
		Total for Check Number 133266:		0.00	100,000.00
133267	INF1555 2020120015	IRC, INC Backgrounds/Casica/Gonzalez/Bermudez	01/14/2021		418.86
		Total for Check Number 133267:		0.00	418.86
133268	HUN12150 STA1MS412011	JOHN L. HUNTER & ASSOCIATES, INC NPDES-Nov 2020	01/14/2021		2,219.50
		Total for Check Number 133268:		0.00	2,219.50
133269	KAR15902 874	NABEEL KARDASHEH Cannabis Application Deposit Refund for Nabec	01/14/2021		100,000.00
		Total for Check Number 133269:		0.00	100,000.00
133270	KTG15871 0153875 0154380 0155085	KTGY GROUP, INC Prep/2020 Town Center Specific Plan/15 Aug-11 Prep/2020 Town Center Specific Plan/12 Sep-16 Prep/2020 Town Center Specific Plan/17 Oct-13	01/14/2021		3,828.17 15,494.38 6,872.50
		Total for Check Number 133270:		0.00	26,195.05

Check No	Vendor No Invoice No	Vendor Name Description	Check Date Reference	Void Checks	Check Amount
133271	LEE15881 169	MICHAEL LEE Cannabis Application Deposit Refund for Micha	01/14/2021		100,000.00
		Total for Check Number 133271:		0.00	100,000.00
133272	LON15449 38902 38930	LONG BEACH BMW MOTORCYCLES Repairs to motorcycle-batteries Repairs to motorcycle-brake, 2 tire, emitter	01/14/2021		216.09 1,834.35
		Total for Check Number 133272:		0.00	2,050.44
133273	MAM15896 705	YIZHAK MAMAN Cannabis Application Deposit Refund for Yizhak	01/14/2021		100,000.00
		Total for Check Number 133273:		0.00	100,000.00
133274	MED15904 ST331509	MELISSA MEDICI Initial review found: Citation Dismissed	01/14/2021		41.00
		Total for Check Number 133274:		0.00	41.00
133275	MER12502 609930 609983 611786 611786 611787	MERCHANTS BUILDING MAINTENAN COVID 19 mitigation-Disinfect and sanitation o COVID 19 mitigation-Disinfect and sanitation o Janitorial Services at City Hall for Jan 2021 Janitorial Services at FRC for Jan 2021 Janitorial Services at Sheriff for Jan 2021	01/14/2021		900.00 400.00 1,482.22 303.59 898.01
		Total for Check Number 133275:		0.00	3,983.82
133276	NAT2050 31345	NATIONWIDE ENVIRONMENTAL SVC Sweeper Services for Jan 2021	01/14/2021		11,424.93
		Total for Check Number 133276:		0.00	11,424.93
133277	OCS2185 Dec-20	O C SANITATION DISTRICT OC San Dist-December 2020 Connection Fees	01/14/2021		2,751.49
		Total for Check Number 133277:		0.00	2,751.49
133278	ONW15891 0020581887	ONWARD STAR LLC Cannabis Application Deposit Refund for Onwar	01/14/2021		100,000.00
		Total for Check Number 133278:		0.00	100,000.00
133279	PET14941 13610680	PETS BEST Pet Insurance December 2020	01/14/2021		124.92
		Total for Check Number 133279:		0.00	124.92
133280	PSI11874 26694	PSI (2) 5-gal container of Taginator	01/14/2021		630.73
		Total for Check Number 133280:		0.00	630.73
133281	MAI13147 N8646557	QUADIENT LEASING USA, INC Postage Meter Lease 10/30/20-01/29/21	01/14/2021		936.59
		Total for Check Number 133281:		0.00	936.59
133282	QUA2413 2020-427	QUALITY CODE PUBLISHING Supplement Svcs No. 24/Muni. Code	01/14/2021		1,781.75

Check No	Vendor No Invoice No	Vendor Name Description	Check Date Reference	Void Checks	Check Amount
			Total for Check Number 133282:	0.00	1,781.75
133283	QUA15782 2020-12PR 2021-01	QUALITY MANAGEMENT GROUP, INC Salaries for Management for Tina Pacific Develc Property Management for Tina Pacific Developn	01/14/2021		8,016.66 6,136.36
			Total for Check Number 133283:	0.00	14,153.02
133284	SER15072 R2101704 R2101704	SERVICE FIRST Maintenance on SCP splash pad-Dec Maintenance on Dotson splash pad-Jan	01/14/2021		925.00 925.00
			Total for Check Number 133284:	0.00	1,850.00
133285	SGI15879 5263	SGI RETAIL, LLC Cannabis Application Deposit Refund for SGI R	01/14/2021		100,000.00
			Total for Check Number 133285:	0.00	100,000.00
133286	SHI15883 1537	RAYMOND SHIRVANYAN Cannabis Application Deposit Refund for Raym	01/14/2021		33,334.00
			Total for Check Number 133286:	0.00	33,334.00
133287	SIM15882 100	DARON SIMOUNIAN Cannabis Application Deposit Refund for Daron	01/14/2021		33,333.00
			Total for Check Number 133287:	0.00	33,333.00
133288	SKY15895 1088 1089	SKYBOX HOLDINGS 81 Cannabis Application Deposit Refund for Skybo Cannabis Application Deposit Refund for Skybo	01/14/2021		100,000.00 100,000.00
			Total for Check Number 133288:	0.00	200,000.00
133289	SOC2734 01/04/21 01/04/21 01/04/21 01/04/21 01/07/21 01/07/21 01/11/2021 01/11/21 01/11/21 1/4/2021	SO CAL EDISON Electric Service-Parks Dec Electric Service-Medians Dec Stanton District-Light Dec Electric Service-Signals Dec Electric Service-SCP Dec Stanton District Light Dec Electric Svc/Tina Pacific 12/08/20-01/09/21 Stanton District Light Dec Electric Service-Building Dec Electricity Services-Sheriff Station Dec	01/14/2021		576.66 253.40 33.74 855.49 2,065.59 4,306.83 431.42 7,174.47 14,560.63 1,573.50
			Total for Check Number 133289:	0.00	31,831.73
133290	SOC12606 474662	SO CAL INDUSTRIES Fence Rental @ 10562 Bell Street for Jan	01/14/2021		59.11
			Total for Check Number 133290:	0.00	59.11
133291	GAS1282 1/4/2021 1/4/2021	SOCALGAS Gas Service-Corp Yard Dec Gas Service-City Hall Dec	01/14/2021		41.57 495.86
			Total for Check Number 133291:	0.00	537.43
133292	SOU15769	SOUTH COAST ROOF	01/14/2021		

Check No	Vendor No Invoice No	Vendor Name Description	Check Date Reference	Void Checks	Check Amount
	2020-650	FY20/21 C&D Deposit Refund for 8372-8380 K			543.00
		Total for Check Number 133292:		0.00	543.00
133293	SPA15432 4096775 010121	SPARKLETTS Dec-20/Breakroom Water Delivery	01/14/2021		79.84
		Total for Check Number 133293:		0.00	79.84
133294	SPE15087 32002	SPECTRUM SPECIALTIES & AWARDS Stanton Special Dept-Public Safety Equipment 1	01/14/2021		1,988.50
		Total for Check Number 133294:		0.00	1,988.50
133295	STA2817	STAPLES BUSINESS CREDIT	01/14/2021		
	1631988083	Office Supplies/City Manager's Office			96.81
	1631988083	Office Supplies/HR			19.56
	1631988083	Office Supplies/City Clerk's Office			28.93
	1631988083	Supplies/SCP			86.60
	1631988083	Restock Copy Paper/Non-Dept Supplies			465.56
	1631988083	Office Supplies/P&R			154.06
	1631988083	COVID-19(9) Touchless electric hole punchers/			5,617.38
	1631988083	Supplies/Building Maintenance			232.81
		Total for Check Number 133295:		0.00	6,701.71
133296	TAN15019	TANKO LIGHTING	01/14/2021		
	63542	Retrofit City-owned street lights			5,614.68
	63549	Retrofit City-owned street lights			1,717.20
		Total for Check Number 133296:		0.00	7,331.88
133297	THO13835	THOMSON INC	01/14/2021		
	12561988	Quarterly HVAC maintenance at City Yard			495.00
	12562761	Quarterly HVAC maintenance at SCSC			335.23
	12563639	Quarterly HVAC maintenance at City Hall			1,260.86
	12564172	Quarterly HVAC maintenance at SCP			210.00
	12564404	Quarterly HVAC maintenance at Sheriff			740.97
		Total for Check Number 133297:		0.00	3,042.06
133298	TOW14437 16709	TOWNSEND PUBLIC AFFAIRS, INC JAN-20/Advocacy/Consulting Svcs	01/14/2021		4,000.00
		Total for Check Number 133298:		0.00	4,000.00
133299	VEN13764	VENCO WESTERN INC	01/14/2021		
	0154754-IN	Park landscape maintenance-Dec			4,685.00
	0154754-IN	Street landscape maintenance-Dec			1,490.00
	0154754-IN	Median landscape maintenance-Dec			7,939.00
	0154754-IN	Stanton Central Park-Nov			4,592.00
	0154754-IN	Building landscape maintenance-Dec			1,298.00
	0154754-IN	Norm Ross baseball field-Dec			900.00
		Total for Check Number 133299:		0.00	20,904.00
133300	VIS3077	VISTA PAINT CORP	01/14/2021		
	2020-747610-00	Graffiti Supplies for Nov			12.66
	2020-765417-00	Graffiti Supplies for Dec			627.05
	2020-774020-00	Graffiti Supplies for Dec			100.37
	2020-783410-00	Graffiti Supplies for Dec			273.13

Check No	Vendor No Invoice No	Vendor Name Description	Check Date Reference	Void Checks	Check Amount
			Total for Check Number 133300:	0.00	1,013.21
133301	WIL15880	MICHAEL WILLIAMS	01/14/2021		
	6300903589	Cannabis Application Deposit Refund for Micha			50,000.00
	6300903590	Cannabis Application Deposit Refund for Micha			50,000.00
			Total for Check Number 133301:	0.00	100,000.00
133302	WYA15893	WYATT HAHN LIN	01/14/2021		
	129	Cannabis Application Deposit Refund for Wyatt			100,000.00
			Total for Check Number 133302:	0.00	100,000.00
133303	KMR15856	KRM INDUSTRIES INCORPORATED	01/14/2021		
	2913	Housing Rehab-Contractor/Campos/8566 Chapn			9,050.00
	2919	Housing Rehab-Contractor/Soto/7901 Hopi Rd			20,255.00
			Total for Check Number 133303:	0.00	29,305.00
			Report Total (84 checks):	0.00	3,816,146.33

MINUTES OF THE CITY COUNCIL OF THE CITY OF STANTON
SPECIAL MEETING DECEMBER 8, 2020

1. **CALL TO ORDER**

The meeting was called to order at 5:00 p.m. by Mayor Shawver.

2. **PLEDGE OF ALLEGIANCE**

Led by Council Member Rigoberto A. Ramirez.

3. **ROLL CALL**

Present: Council Member Ramirez, Council Member Taylor, Council Member Van, Mayor Pro Tem Warren, and Mayor Shawver.

Absent: None.

Excused: None.

4. **CLOSED SESSION**

5. **PUBLIC COMMENT ON CLOSED SESSION ITEMS** None.

6. **CLOSED SESSION**

The members of the Stanton City Council of the City of Stanton proceeded to closed session at 5:03 p.m. for discussion regarding:

6A. **CONFERENCE WITH LEGAL COUNSEL- ANTICIPATED LITIGATION**

Significant exposure to litigation pursuant to Government Code section 54956.9(b)

Number of potential cases: 1

6B. **CONFERENCE WITH LEGAL COUNSEL- EXISTING LITIGATION**

Existing litigation pursuant to Government Code section 54956.9(d)(1)

Number of potential cases: 1

Mars Olsen, Duane Denny Elizondo and Douglas Dionne vs. City of Stanton, Orange County Superior Court Case Number: 30-2020-01169774-CU-CR-CXC

6C. **CONFERENCE WITH LEGAL COUNSEL- EXISTING LITIGATION**

Existing litigation pursuant to Government Code section 54956.9(d)(1)

Number of potential cases: 1

Mohammed Awwad Yasin vs. City of Stanton, Orange County Superior Court Case Number: 30-2020-01162489-CU-PO-CJC

DRAFT

7. CALL TO ORDER / SPECIAL CITY COUNCIL MEETING

The meeting was called to order at 6:00 p.m. by Mayor Shawver.

The City Council reconvened in open session at 6:00 p.m.

The City Clerk Ms. Patricia A. Vazquez reported that the Stanton City Council met in closed session from 5:03 to 6:00 p.m.

The City Attorney Ms. HongDao Nguyen reported that there was no reportable action.

8. ADJOURNMENT Motion/Second: Shawver/ Motion carried at 6:00 p.m.

MAYOR

ATTEST:

CITY CLERK

DRAFT

MINUTES OF THE CITY COUNCIL / SUCCESSOR AGENCY / HOUSING AUTHORITY OF THE CITY OF STANTON JOINT REGULAR MEETING DECEMBER 8, 2020

1. CALL TO ORDER / CLOSED SESSION

The City Council / Successor Agency / Housing Authority meeting was called to order at 6:00 p.m. by Mayor / Chairman Shawver.

2. ROLL CALL

Present: Council/Agency/Authority Member Ramirez, Council/Agency/Authority Member Taylor, Council/Agency/Authority Member Van, Mayor Pro Tem/Vice Chairperson Warren, and Mayor/Chairman Shawver.

Absent: None.

Excused: None.

3. PUBLIC COMMENT ON CLOSED SESSION ITEMS None.

4. CLOSED SESSION

The members of the Stanton City Council/Stanton Housing Authority of the City of Stanton proceeded to closed session at 6:02 p.m. for discussion regarding:

4A. CONFERENCE WITH LEGAL COUNSEL- ANTICIPATED LITIGATION

Significant exposure to litigation pursuant to Government Code section 54956.9(b)

Number of potential cases: 1

4B. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION

Existing litigation pursuant to Government Code section 54956.9(d)(1)

Number of cases: 1

Mars Olsen, Duane Denny Elizondo and Douglas Dionne vs. City of Stanton, Orange County Superior Court Case Number: 30-2020-01169774-CU-CR-CXC

4C. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION

Existing litigation pursuant to Government Code section 54956.9(d)(1)

Number of cases: 1

Mohammed Awwad Yasin vs. City of Stanton, Orange County Superior Court Case Number: 30-2020-01162489-CU-PO-CJC

DRAFT

5. CALL TO ORDER / SUCCESSOR AGENCY / STANTON HOUSING AUTHORITY MEETING

The meetings were called to order at 6:30 p.m. by Mayor / Chairman Shawver.

The City Attorney / Agency Counsel reported that the Stanton City Council / Successor Agency / Housing Authority met in closed session from 6:02 to 6:30 p.m.

The City Attorney / Agency Counsel reported that there was no reportable action.

6. ROLL CALL

Present: Council/Agency/Authority Member Ramirez, Council/Agency/Authority Member Taylor, Council/Agency/Authority Member Van, Mayor Pro Tem/Vice Chairperson Warren, and Mayor/Chairman Shawver.

Absent: None.

Excused: None.

7. PLEDGE OF ALLEGIANCE

Led by Council Member Rigoberto A. Ramirez.

8. SPECIAL PRESENTATIONS AND AWARDS None.

9. CONSENT CALENDAR

Motion/Second: Ramirez/Taylor

ROLL CALL VOTE:	Council/Agency/Authority Member Ramirez	AYE
	Council/Agency/Authority Member Taylor	AYE
	Council/Agency/Authority Member Van	AYE
	Mayor Pro Tem/Vice Chairperson Warren	AYE
	Mayor/Chairman Shawver	AYE

Motion unanimously carried:

DRAFT

CONSENT CALENDAR

9A. MOTION TO APPROVE THE READING BY TITLE OF ALL ORDINANCES AND RESOLUTIONS. SAID ORDINANCES AND RESOLUTIONS THAT APPEAR ON THE PUBLIC AGENDA SHALL BE READ BY TITLE ONLY AND FURTHER READING WAIVED

The City Council/Agency Board/Authority Board waived reading of Ordinances and Resolutions.

9B. APPROVAL OF WARRANTS

The City Council approved demand warrants dated November 6, 2020 – November 19, 2020, in the amount of \$2,367,824.19.

9C. APPROVAL OF MINUTES

The City Council/Agency/Authority Board approved Minutes of Regular Joint Meeting – November 24, 2020.

9D. ANNUAL FINANCIAL REPORT OF DEVELOPMENT IMPACT FEES PURSUANT TO GOVERNMENT CODE SECTION 66006 (AB 1600)

The Annual Financial Report of Development Impact Fees for the fiscal year ended June 30, 2020, is provided to City Council in Attachment A as required by California Government Code Section 66006, which was enacted by Assembly Bill No. 1600 (AB 1600). All development impact fees that have been collected, including interest earned on the fees, have been spent or have been earmarked for spending as of June 30, 2020. Consequently, there are no funds that are required by California Government Code Section 66006 to be refunded to property owners.

In addition, staff has prepared the annual reports for the previous five fiscal years as well, which are included in Attachments B through F. In compliance with California Government Code Section 65940.1, Attachments A through F will be posted on the City's website after City Council approval.

1. The City Council finds that this item is not subject to California Environmental Quality Act ("CEQA") pursuant to Section 15378(b)(5) (Organizational or administrative activities of governments that will not result in direct or indirect physical changes in the environment); and
2. Approved the attached Annual Financial Reports of Development Impact Fees and make the findings contained herein.

DRAFT

9E. OCTOBER 2020 INVESTMENT REPORT

The Investment Report as of October 31, 2020, has been prepared in accordance with the City's Investment Policy and California Government Code Section 53646.

1. The City Council finds that this item is not subject to California Environmental Quality Act ("CEQA") pursuant to Sections 15378(b)(5) (Organizational or administrative activities of governments that will not result in direct or indirect physical changes in the environment); and
2. Received and filed the Investment Report for the month of October 2020.

9F. OCTOBER 2020 INVESTMENT REPORT (SUCCESSOR AGENCY)

The Investment Report as of October 31, 2020, has been prepared in accordance with the City's Investment Policy and California Government Code Section 53646.

1. The Successor Agency finds that this item is not subject to California Environmental Quality Act ("CEQA") pursuant to Sections 15378(b)(5) (Organizational or administrative activities of governments that will not result in direct or indirect physical changes in the environment); and
2. Received and filed the Investment Report for the month of October 2020.

9G. OCTOBER 2020 GENERAL FUND REVENUE AND EXPENDITURE REPORT

The monthly General Fund Revenue and Expenditure Report for the month ended October 30, 2020, has been provided to the City Manager in accordance with Stanton Municipal Code Section 2.20.080 (D) and is being provided to City Council.

1. The City Council finds that this item is not subject to California Environmental Quality Act ("CEQA") pursuant to Sections 15378(b)(5) (Organizational or administrative activities of governments that will not result in direct or indirect physical changes in the environment); and
2. Received and filed the General Fund Revenue and Expenditure Report for the month ended October 31, 2020.

DRAFT

9H. RESOLUTION CLASSIFYING AND FIXING COMPENSATION RANGES FOR POSITIONS IN THE CITY SERVICE

The attached Resolution makes changes to the Position Classification Manual by modifying the salary range for the position of Intern, Park Ranger, and Recreation Leader.

1. The City Council declared that this project is exempt from the California Environmental Quality Act ("CEQA") under Section 15378(b)(2) – continuing administrative or maintenance activities, such as purchases for supplies, personnel-related actions, general policy or procedure making; and
2. Adopted Resolution No. 2020-49 amending the Salary Schedule for all City classifications, entitled:

"A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF STANTON, CALIFORNIA, CLASSIFYING AND FIXING COMPENSATION RANGES FOR POSITIONS IN THE CITY SERVICE."

9I. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF STANTON, CALIFORNIA, RECITING THE FACT OF THE GENERAL MUNICIPAL ELECTION HELD IN CITY ELECTORAL DISTRICTS 2 AND 4 ON NOVEMBER 3, 2020 DECLARING THE RESULT AND SUCH OTHER MATTERS AS PROVIDED BY LAW

1. The City Council finds that this item is not subject to California Environmental Quality Act ("CEQA") pursuant to Sections 15378(b)(5) (Organizational or administrative activities of governments that will not result in direct or indirect physical changes in the environment); and
2. Approves Resolution No. 2020-50, entitled:

"A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF STANTON, CALIFORNIA, RECITING THE FACT OF THE GENERAL MUNICIPAL ELECTION HELD IN THE CITY ELECTORAL DISTRICTS 2 AND 4 ON NOVEMBER 3, 2020 DECLARING THE RESULT AND SUCH OTHER MATTERS AS PROVIDED BY LAW."

DRAFT

9J. AWARD OF CONTRACT TO DEMOLISH THE BUILDING AT 8881 PACIFIC AVENUE BY THE CITY COUNCIL OF THE CITY OF STANTON, CALIFORNIA AND APPROPRIATION OF FUNDS REPORT

The building located at 8881 Pacific Avenue is in in severe disrepair and is no longer viable. Bids to demolish this building were opened on December 2, 2020. Based on post bid analysis of the two (2) bids received, staff recommends that the bid submitted by Interior Demolition, Inc. to be the lowest responsible bid. The cost for completing these services is a maximum of \$91,800.00.

1. The City Council declared the work proposed under this scope increase to be categorically exempt under the California Environmental Quality Act, Class 1, Section 153011 (3); and
2. Awarded a construction contract for the FY 20/21 City Building Abatement and Demolition Project to the lowest responsible bidder Interior Demolition, Inc. for the amount \$91,800.00; and
3. Authorized the Mayor to bind the City of Stanton with Interior Demolition, Inc. in a contract for the completion of the FY 20/21 City Building Abatement and Demolition Project; and
4. Authorized the City Manager to approve contract changes, not to exceed 10%.

9K. ACCEPTANCE OF THE FY20/21 CITYWIDE STREET RESURFACING PROJECT BY THE CITY COUNCIL OF THE CITY OF STANTON, CALIFORNIA

The FY 20/21 Citywide Street Resurfacing Project has been completed in accordance with the plans and specifications. The final construction cost for the project was \$641,136.49. The original construction contract cost for the FY 20/21 Citywide Street Resurfacing Project was for \$674,990.00. The City Engineer, in his judgment, certifies that the work was satisfactorily completed as of December 8, 2020 and recommends that the City Council accepts the completed work performed on this project.

1. The City Council declared this project categorically exempt under the California Environmental Quality Act ("CEQA") under Section 15378(b)(2) – Continuing administrative or maintenance activities, such as purchases for supplies, personnel-related actions, general policy and procedure making; and
2. Accepted the completion of improvements for the FY 20/21 Citywide Street Resurfacing Project, as certified by the City Engineer, and affixed the date of December 8, 2020 as the date of completion of all work on this project; and
3. Approved the final construction contract amount of \$641,136.49 with R.J. Noble Company; and

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4. Directed the City Clerk within ten (10) days from the date of acceptance to file the Notice of Completion with the County Recorder of the County of Orange; and
5. Directed City staff, upon expiration of Directs City staff, upon expiration of the thirty-five (35) days from the filing of the "Notice of Completion," to make the retention payment to R.J. Noble Company in the amount of \$32,056.82.

9L. ACCEPTANCE OF THE FY20/21 CITYWIDE SLURRY SEAL PROJECT BY THE CITY COUNCIL OF THE CITY OF STANTON, CALIFORNIA

The FY 20/21 Citywide Slurry Seal Project has been completed in accordance with the plans and specifications. The final construction cost for the project was \$474,307.89. The City Engineer, in his judgment, certifies that the work was satisfactorily completed as of December 8, 2020 and recommends that the City Council accepts the completed work performed on this project.

The original construction contract cost for the FY 20/21 Citywide Slurry Seal Project was for \$512,450.84.

1. The City Council declared this project categorically exempt under the California Environmental Quality Act ("CEQA") under Section 15378(b)(2) – Continuing administrative or maintenance activities, such as purchases for supplies, personnel-related actions, general policy and procedure making; and
2. Accepted the completion of improvements for the FY 20/21 Citywide Slurry Seal Project, as certified by the City Engineer, and affixed the date of December 8, 2020 as the date of completion of all work on this project; and
3. Approved the final construction contract amount of \$474,307.89 with Roy Allan Slurry Seal, Inc.; and
4. Directed the City Clerk within ten (10) days from the date of acceptance to file the Notice of Completion with the County Recorder of the County of Orange; and
5. Directed City staff, upon expiration of Directs City staff, upon expiration of the thirty-five (35) days from the filing of the "Notice of Completion," to make the retention payment to Roy Allan Slurry Seal, Inc. in the amount of \$23,715.39.

DRAFT

9M. HOUSING AUTHORITY ANNUAL PROGRESS REPORT (HOUSING AUTHORITY)

The attached Housing Authority Report for Fiscal Year 2019-2020 is being presented for consideration as required by State Law.

1. The Authority Board declared that the project is exempt from the California Environmental Quality Act ("CEQA") under Section 15061(b)(3) as the activity is covered by the general rule that CEQA applies only to projects which have the potential for causing significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA; and
2. Received and filed the Annual Progress Report.

END OF CONSENT CALENDAR

10. PUBLIC HEARINGS

10A. CONSIDERATION OF ORDINANCE NO. 1107 AMENDING STANTON CODE TITLE 5, BUSINESS LICENSES AND REGULATIONS, CHAPTER 5.16, MESSAGE ESTABLISHMENTS, TO UPDATE THE CITY'S MESSAGE REGULATIONS

As part of a periodic review of the Stanton Municipal Code, a series of updates are recommended to address various issues throughout the city. The issues addressed in Ordinance No. 1107 include updates to the City's Massage Regulations.

Staff report by Mr. James J. Wren, Public Safety Services Director.

The public hearing was opened.

No one appearing to speak, the public hearing was closed.

Motion/Second: Warren/Van

ROLL CALL VOTE:	Council Member Ramirez	AYE
	Council Member Taylor	AYE
	Council Member Van	AYE
	Mayor Pro Tem Warren	AYE
	Mayor Shawver	AYE

Motion unanimously carried:

DRAFT

1. The City Council conducted a public hearing; and
2. Declared that the project is not subject to CEQA in accordance with Section 15061(b)(3) as the activity is covered by the general rule that CEQA applies only to projects which have the potential for causing significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA; and
3. Introduced Ordinance No. 1107 entitled:

“AN ORDINANCE NO. 1107 AMENDING STANTON CODE TITLE 5, BUSINESS LICENSES AND REGULATIONS, CHAPTER 5.16, MESSAGE ESTABLISHMENTS, TO UPDATE THE CITY’S MESSAGE REGULATIONS”; and

4. Set said Ordinance for adoption at the January 12, 2021 regularly scheduled City Council meeting.

11. UNFINISHED BUSINESS

11A. REVIEW OF PROPOSED CHANGES TO CR&R SERVICES/CHARGES AND APPROVAL OF A PROPOSITION 218 NOTICE

On May 26, 2020 the City Council reviewed proposed changes to the services provided for by CR&R in Stanton and the associated fees. The Council reviewed the proposals and formed a subcommittee of Councilmembers Van and Ramirez to further study the issues and negotiate with CR&R.

After six months of negotiations and multiple meetings, the subcommittee and CR&R have come to a consensus on services and rates. Residential cart service will be changed from a two-cart system to a three-cart system (adding a third cart for recyclables). The additional fee for this service change and to charge for processing organics at the Anaerobic Digestion facility is \$3.40 monthly. The fees for commercial bin services will be reduced from 10% to 15% depending on the type of service. Finally, the rates for commercial recyclable and organics services will be set at 75% of the rates charged for bins used for trash.

These changes are required to be approved through the Proposition 218 process. The attached Proposition 218 Notice (Notice) is a requirement of the process. Staff is asking for the Council’s review/approval of the changes to the services and rates and of the Notice. The revised fees would become effective April 1, 2021 which is when the new residential carts would be delivered.

Staff report by Mr. Allan Rigg, Public Works Director / City Engineer.

DRAFT

The City Council questioned staff regarding if the reduced overall rates are comparable to the surrounding Orange County cities, status of the evergreen clause within the City's contract, requirement of recyclable / organic services for commercial businesses, implementation of a blue bin, oversight to ensure that the blue bin is utilized properly, if there is going to be a consequence for misuse, compliance with the current green bins within the City, and the intake and outtake within the current transfer facilities.

Motion/Second: Ramirez/Taylor

ROLL CALL VOTE:	Council Member Ramirez	AYE
	Council Member Taylor	AYE
	Council Member Van	AYE
	Mayor Pro Tem Warren	AYE
	Mayor Shawver	AYE

Motion unanimously carried:

1. The City Council declared that the project is categorically exempt from the California Environmental Quality Act ("CEQA") under Section 15308 – Action by regulatory agencies for protection of the environment; and
2. Reviewed the proposed rates for Commercial Organics and Recyclables Collection, proposed rates for Residential Collection, and proposed rates for Commercial Refuse Collection; and
3. Reviewed said rates changes and determined that they are appropriate; and
4. Directed staff to proceed with the Notice and the Proposition 218 process.

12. NEW BUSINESS None.

13. ORAL COMMUNICATIONS – PUBLIC None.

14. WRITTEN COMMUNICATIONS None.

15. MAYOR/CHAIRMAN/COUNCIL/AGENCY/AUTHORITY INITIATED BUSINESS

15A. COMMITTEE REPORTS/COUNCIL/AGENCY/AUTHORITY ANNOUNCEMENTS

- Mayor Shawver reported on the health access to free COVID-19 testing sites within the City of Stanton.
- Mayor Shawver reported on the success and accessibility of the City's food distribution program.

DRAFT

15B. COUNCIL/AGENCY/AUTHORITY INITIATED ITEMS FOR A FUTURE COUNCIL MEETING

None.

15C. COUNCIL/AGENCY/AUTHORITY INITIATED ITEMS FOR A FUTURE STUDY SESSION

Currently Scheduled: February 23, 2021: Discussion regarding the City's participation in the Community Choice Aggregation or Energy program.

15D. SEATING OF NEW CITY COUNCIL MEMBERS

The Orange County Registrar of Voters and the Stanton City Council has declared and determined that as a result of the General Municipal Election held on November 3, 2020:

- Ms. Hong Alyce Van was elected as Member of the City Council to represent Electoral District 2 for the full term of four years; and
- Ms. Carol Warren was elected as Member of the City Council to represent Electoral District 4 for the full term of four years.

Presentation by Ms. Patricia A. Vazquez, City Clerk.

The City Council expressed their congratulations to both Ms. Van and Ms. Warren on a successful election season.

15E. RECOGNITION OF OUTGOING MAYOR PRO TEM CAROL WARREN

Presentation of certificate recognition by the City Council.

Presentation by Ms. Patricia A. Vazquez, City Clerk.

The City Council expressed their gratitude to Mayor Pro Tem Warren on a successful year served as Mayor Pro Tem.

DRAFT

15F. REORGANIZATION OF CITY COUNCIL

Annually, the City Council elects a Mayor Pro Tem.

The City Clerk opened nominations for Mayor Pro Tem.

Council Member Van nominated Council Member Gary Taylor for the office of Mayor Pro Tem.

The City Clerk closed nominations for Mayor Pro Tem.

Motion/Second: Van/Warren

ROLL CALL VOTE:	Council Member Ramirez	AYE
	Council Member Taylor	AYE
	Council Member Van	AYE
	Mayor Pro Tem Warren	AYE
	Mayor Shawver	AYE

Motion unanimously carried:

Council Member Gary Taylor was unanimously elected Mayor Pro Tem.

16. ITEMS FROM CITY ATTORNEY/AGENCY COUNSEL/AUTHORITY COUNSEL

None.

17. ITEMS FROM CITY MANAGER/EXECUTIVE DIRECTOR

None.

~~17A. ORANGE COUNTY FIRE AUTHORITY~~

~~At this time the Orange County Fire Authority will provide the City Council with an update on their current operations.~~

Item 17A was tabled for reporting at the January 12, 2021 regularly scheduled City Council meeting.

DRAFT

The City Council recessed back into closed session at 7:12 p.m.

The City Council reconvened in open session at 8:29 p.m.

The City Attorney reported that the City Council met in closed session from 7:12 to 8:29 p.m.

The City Attorney reported that there was no reportable action.

SWEARING IN/SEATING NEW COUNCIL MEMBERS

Ms. Patricia A. Vazquez, City Clerk administered the Oath of Office to:

- Ms. Hong Alyce Van who was elected as Member of the City Council to represent Electoral District 2 for the full term of four years*; and
- Ms. Carol Warren who was elected as Member of the City Council to represent Electoral District 4 for the full term of four years*.

*Assemblywoman Sharon Quirk-Silva, District 65 ceremonially administered the Oath of Office to both Ms. Hong Alyce Van and Ms. Carol Warren which was documented for the City's historical files and for public consumption via the City's social media platforms.

- 18. ADJOURNMENT** Motion/Second: Shawver/
Motion carried at 8:34 p.m.

MAYOR/CHAIRMAN

ATTEST:

CITY CLERK/SECRETARY

DRAFT

MINUTES OF THE CITY COUNCIL OF THE CITY OF STANTON SPECIAL MEETING DECEMBER 21, 2020

1. CALL TO ORDER

The meeting was called to order at 1:03 p.m. by Mayor Shawver.

2. PLEDGE OF ALLEGIANCE

Led by Mayor Pro Tem Gary Taylor.

3. ROLL CALL

Present: Council Member Van, Council Member Warren, Mayor Pro Tem Taylor, and Mayor Shawver.

Absent: Council Member Ramirez.

Excused: None.

4. CLOSED SESSION

5. PUBLIC COMMENT ON CLOSED SESSION ITEMS None.

6. CLOSED SESSION

The members of the Stanton City Council of the City of Stanton proceeded to closed session at 1:06 p.m. for discussion regarding:

Council Member Ramirez arrived at 1:09 p.m.

6A. CONFERENCE WITH LEGAL COUNSEL- ANTICIPATED LITIGATION

Significant exposure to litigation pursuant to Government Code section 54956.9(d)(2)

Number of potential cases: 1

7. CALL TO ORDER / SPECIAL CITY COUNCIL MEETING

The meeting was called to order at 1:44 p.m. by Mayor Shawver.

The City Council reconvened in open session at 1:44 p.m.

The City Clerk Ms. Patricia A. Vazquez reported that the Stanton City Council met in closed session from 1:03 to 1:44 p.m.

DRAFT

The City Attorney Ms. HongDao Nguyen reported that the City Council unanimously approved an action to join the City of Newport Beach's amicus brief in support of Don Barnes, in his official capacity as Sheriff of Orange County, in the case, Barnes v. Superior Court, to be filed in the Court of Appeal of the State of California, Fourth Appellate District, Division Three, in an appeal from an Order on Writ of Habeas Corpus and Writ of Mandate, Orange County Superior Case No. 30-2020-01141117-CU-WM-CXC.

8. **ADJOURNMENT** Motion/Second: Shawver/
Motion carried at 1:48 p.m.

MAYOR

ATTEST:

CITY CLERK

DRAFT

MINUTES OF THE CITY COUNCIL / SUCCESSOR AGENCY / HOUSING AUTHORITY OF THE CITY OF STANTON JOINT REGULAR MEETING JANUARY 12, 2021

1. CALL TO ORDER / CLOSED SESSION

The City Council / Successor Agency / Housing Authority meeting was called to order at 6:00 p.m. by Mayor / Chairman Shawver.

2. ROLL CALL

Present: Council/Agency/Authority Member Ramirez, Council/Agency/Authority Member Taylor, Council/Agency/Authority Member Van, Mayor Pro Tem/Vice Chairperson Warren, and Mayor/Chairman Shawver.

Absent: None.

Excused: None.

3. PUBLIC COMMENT ON CLOSED SESSION ITEMS None.

4. CLOSED SESSION

The members of the Stanton City Council/Stanton Housing Authority of the City of Stanton proceeded to closed session at 6:02 p.m. for discussion regarding:

4A. CONFERENCE WITH LEGAL COUNSEL- ANTICIPATED LITIGATION

Significant exposure to litigation pursuant to Government Code section 54956.9(b)

Number of potential cases: 1

5. CALL TO ORDER / SUCCESSOR AGENCY / STANTON HOUSING AUTHORITY MEETING

The meetings were called to order at 6:33 p.m. by Mayor / Chairman Shawver.

The City Attorney / Agency Counsel reported that the Stanton City Council / Successor Agency / Housing Authority met in closed session from 6:02 to 6:33 p.m.

The City Attorney / Agency Counsel reported that there was no reportable action.

DRAFT

6. ROLL CALL

Present: Council/Agency/Authority Member Ramirez, Council/Agency/Authority Member Taylor, Council/Agency/Authority Member Van, Mayor Pro Tem/Vice Chairperson Warren, and Mayor/Chairman Shawver.

Absent: None.

Excused: None.

7. PLEDGE OF ALLEGIANCE

Led by Ms. Patricia A. Vazquez, City Clerk.

8. SPECIAL PRESENTATIONS AND AWARDS

None.

9. CONSENT CALENDAR

Mayor Shawver pulled item 9B, item 9G, item 9H, and item 9J from the Consent Calendar for separate discussion.

Motion/Second: Shawver/Ramirez

ROLL CALL VOTE:	Council/Agency/Authority Member Ramirez	AYE
	Council/Agency/Authority Member Van	AYE
	Council/Agency/Authority Member Warren	AYE
	Mayor Pro Tem/Vice Chairman Taylor	AYE
	Mayor/Chairman Shawver	AYE

Motion unanimously carried:

CONSENT CALENDAR

9A. MOTION TO APPROVE THE READING BY TITLE OF ALL ORDINANCES AND RESOLUTIONS. SAID ORDINANCES AND RESOLUTIONS THAT APPEAR ON THE PUBLIC AGENDA SHALL BE READ BY TITLE ONLY AND FURTHER READING WAIVED

The City Council/Agency Board/Authority Board waived reading of Ordinances and Resolutions.

DRAFT

9C. NOVEMBER 2020 INVESTMENT REPORT

The Investment Report as of November 30, 2020, has been prepared in accordance with the City's Investment Policy and California Government Code Section 53646.

1. The City Council finds that this item is not subject to California Environmental Quality Act ("CEQA") pursuant to Sections 15378(b)(5) (Organizational or administrative activities of governments that will not result in direct or indirect physical changes in the environment); and
2. Received and filed the Investment Report for the month of November 2020.

9D. NOVEMBER 2020 INVESTMENT REPORT (SUCCESSOR AGENCY)

The Investment Report as of November 30, 2020, has been prepared in accordance with the City's Investment Policy and California Government Code Section 53646.

1. The Successor Agency finds that this item is not subject to California Environmental Quality Act ("CEQA") pursuant to Sections 15378(b)(5) (Organizational or administrative activities of governments that will not result in direct or indirect physical changes in the environment); and
2. Received and filed the Investment Report for the month of November 2020.

9E. AMENDMENT NO. 1 FOR INDEPENDENT AUDITING SERVICES (CLIFTON LARSON ALLEN LLP)

On April 11, 2017, the City entered into an agreement with White Nelson Diehl Evans LLP (WNDE) to audit the City's financial statements for fiscal years ended June 30, 2017 through June 30, 2019, with the option to audit the City's financial statements for fiscal years ended June 30, 2020 and 2021 (Attachment B). On November 1, 2020, WNDE was acquired by Clifton Larson Allen LLP (CLA), the eight largest public accounting firm in the United States of America. WNDE is currently completing the City's financial statement audit for the fiscal year ended June 30, 2020. Staff recommends City Council approve Amendment No. 1 to the consulting agreement to assign the agreement to CLA and exercise the option year for CLA to complete the financial statement audit for the fiscal year ending June 30, 2021 (Attachment A).

1. The City Council finds that this item is not subject to California Environmental Quality Act ("CEQA") pursuant to Section 15378(b)(5) (Organizational or administrative activities of governments that will not result in direct or indirect physical changes in the environment); and
2. Approved the agreement with Clifton Larson Allen LLP, formerly White Nelson Diehl Evans, LLP; and

DRAFT

3. Authorized the City Manager to execute the agreement with Clifton Larson Allen LLP, formerly White Nelson Diehl Evans, LLP for the preparation of an overhead cost allocation plan and a comprehensive user fee study.

9F. AGREEMENT FOR CONSULTING SERVICES WITH WILLDAN FINANCIAL SERVICES FOR THE PREPARATION OF AN OVERHEAD COST ALLOCATION PLAN AND COMPREHENSIVE USER FEE STUDY

On October 5, 2020, the Finance Department invited qualified firms to submit proposals to assist the City in preparing an overhead cost allocation plan and to conduct a comprehensive user fee study. Staff requests the City Council authority the City Manager to enter into an agreement for consulting services with Willdan Financial Services ("Willdan") in an amount not to exceed \$34,680 (Attachment A).

1. The City Council finds that this item is not subject to California Environmental Quality Act ("CEQA") pursuant to Section 15378(b)(5) (Organizational or administrative activities of governments that will not result in direct or indirect physical changes in the environment); and
2. Approved the agreement with Willdan Financial Services; and
3. Authorized the City Manager to execute the agreement with Willdan Financial Services for the preparation of an overhead cost allocation plan and a comprehensive user fee study.

9I. APPROVAL TO PURCHASE TWO CHEVROLET SILVERADO TRUCKS FOR PUBLIC WORKS BY THE CITY COUNCIL OF THE CITY OF STANTON, CALIFORNIA

Two of the trucks utilized by Pubic Works have become inoperable and need to be either repaired or replaced. As the recent and needed repairs are quite expensive, it seems time to replace them. On October 27, 2020 the City Council directed staff to proceed with the purchase of two new trucks.

1. The City Council declared this action is not a project per the California Environmental Quality Act; and
2. Approved the purchase of two new Chevrolet Silverado diesel trucks; and
3. Approved the allocation of \$101,000 from the Fleet Maintenance Fund for the purchase.

END OF CONSENT CALENDAR

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9B. APPROVAL OF WARRANTS

City Council approve demand warrants dated November 20, 2020 – December 31, 2020, in the amount of \$4,547,773.22.

Motion/Second: Shawver/Taylor

ROLL CALL VOTE:	Council Member Ramirez	AYE
	Council Member Van	AYE
	Council Member Warren	AYE
	Mayor Pro Tem Taylor	AYE
	Mayor Shawver	AYE

Motion unanimously carried:

The City Council approved demand warrants dated November 20, 2020 – December 31, 2020, in the amount of \$4,547,773.22.

9G. NOVEMBER 2020 GENERAL FUND REVENUE AND EXPENDITURE REPORT AND STATUS OF CAPITAL IMPROVEMENT PROGRAM

The monthly General Fund Revenue and Expenditure Report for the month ended November 30, 2020, has been provided to the City Manager in accordance with Stanton Municipal Code Section 2.20.080 (D) and is being provided to City Council. In addition, staff has provided a status of the City's Capital Improvement Projects (CIP) as of November 30, 2020.

Mayor Shawver requested that the City review and perform a complete analysis of the City's Capital Improvement Projects.

Motion/Second: Shawver/Van

ROLL CALL VOTE:	Council Member Ramirez	AYE
	Council Member Van	AYE
	Council Member Warren	AYE
	Mayor Pro Tem Taylor	AYE
	Mayor Shawver	AYE

Motion unanimously carried:

DRAFT

1. The City Council finds that this item is not subject to California Environmental Quality Act ("CEQA") pursuant to Sections 15378(b)(5) (Organizational or administrative activities of governments that will not result in direct or indirect physical changes in the environment); and
2. Received and filed the General Fund Revenue and Expenditure Report and Status of Capital Improvement Projects for the month ended November 30, 2020.

9H. HOUSING AUTHORITY ANNUAL AUDITED FINANCIAL STATEMENTS AND RELATED AUDIT REPORTS FOR FISCAL YEAR 2019-20

The Stanton Housing Authority's (Authority) auditors, CliftonLarsonAllen LLP, have completed their audit of the Housing Authority's annual financial statements for the fiscal year ended June 30, 2020 (Attachment A). The audit firm's opinion on the Authority's audited financial statements reflects an unmodified ("clean") opinion.

Motion/Second: Shawver/Taylor

ROLL CALL VOTE:	Council Member Ramirez	AYE
	Council Member Van	AYE
	Council Member Warren	AYE
	Mayor Pro Tem Taylor	AYE
	Mayor Shawver	AYE

Motion unanimously carried:

1. The City Council finds that this item is not subject to California Environmental Quality Act ("CEQA") pursuant to Sections 15378(b)(5) (Organizational or administrative activities of governments that will not result in direct or indirect physical changes in the environment); and
2. Received and filed the Authority's Fiscal Year 2019-20 audit reports.

DRAFT

9J. MEETING DATES FOR THE STANTON CITY COUNCIL, STANTON PARKS, RECREATION AND COMMUNITY SERVICES COMMISSION, STANTON PLANNING COMMISSION, STANTON COMMUNITY FOUNDATION, AND STANTON PUBLIC SAFETY COMMITTEE

City Council review the attached 2021 meeting dates for the Stanton City Council, Stanton Parks, Recreation and Community Services Commission, Stanton Planning Commission, Stanton Community Foundation, and Stanton Public Safety Committee meeting.

Motion/Second: Shawver/Van

ROLL CALL VOTE:	Council Member Ramirez	AYE
	Council Member Van	AYE
	Council Member Warren	AYE
	Mayor Pro Tem Taylor	AYE
	Mayor Shawver	AYE

Motion unanimously carried:

1. The City Council finds that this item is not subject to California Environmental Quality Act ("CEQA") pursuant to Sections 15378(b)(5) (Organizational or administrative activities of governments that will not result in direct or indirect physical changes in the environment); and
2. Received and filed the Stanton City Council, Stanton Parks, Recreation and Community Services Commission, Stanton Planning Commission, Stanton Community Foundation, and Stanton Public Safety Committee meeting dates for the year 2021 as amended with the removal of the meeting dates for the Stanton Community Foundation.

10. PUBLIC HEARINGS None.

DRAFT

11. UNFINISHED BUSINESS

11A. APPROVAL OF ORDINANCE NO. 1107

This Ordinance was introduced at the regular City Council meeting of December 8, 2020.

Staff report by Ms. Patricia A. Vazquez, City Clerk.

Motion/Second: Taylor/Warren

ROLL CALL VOTE:	Council Member Ramirez	AYE
	Council Member Van	AYE
	Council Member Warren	AYE
	Mayor Pro Tem Taylor	AYE
	Mayor Shawver	AYE

Motion unanimously carried:

1. The City Clerk read the title of Ordinance No. 1107, entitled:

“AN ORDINANCE NO. 1107 AMENDING STANTON CODE TITLE 5, BUSINESS LICENSES AND REGULATIONS, CHAPTER 5.16, MESSAGE ESTABLISHMENTS, TO UPDATE THE CITY’S MESSAGE REGULATIONS”; and

2. The City Council adopted Ordinance No. 1107.

12. NEW BUSINESS

12A. CYPRESS COLLEGE FOUNDATION ANNUAL AMERICANA AWARDS

City Council consider participation through a sponsorship contribution for the 46th Annual Cypress College Foundation Americana Awards Live Stream Gala scheduled for Saturday, February 27, 2021. This gala is used as a fundraiser for the Cypress College Foundation with all proceeds benefiting Cypress College students and programs and also honors the Citizen of the Year from surrounding communities.

Staff report by Ms. Patricia A. Vazquez, City Clerk.

Presentation by Mr. Howard Kummerman, Executive Director of Cypress College Foundation.

DRAFT

The City Council questioned staff regarding which sponsorship package is being requested by the Foundation, if the City is supporting other Stanton community based non-profits, if the funding supports Stanton students, and if the funding has more of an impact since there is no physical event taking place.

Motion/Second: Shawver/Ramirez

ROLL CALL VOTE:	Council Member Ramirez	AYE
	Council Member Van	AYE
	Council Member Warren	AYE
	Mayor Pro Tem Taylor	AYE
	Mayor Shawver	AYE

Motion unanimously carried:

1. The City Council finds that this item is not subject to California Environmental Quality Act ("CEQA") pursuant to Sections 15378(b)(5)(Organizational or administrative activities of governments that will not result in direct or indirect physical changes in the environment); and
2. Discussed the City's participation through a sponsorship contribution for the 46th Annual Cypress College Foundation Americana Awards; and
3. Directed staff to proceed with the purchase of the Benefactor Sponsorship contribution package for the 46th Annual Cypress College Foundation Americana Awards.

12B. MAYOR'S APPOINTMENTS OF COUNCIL MEMBERS AS REPRESENTATIVES TO VARIOUS BOARDS, COMMISSIONS, COMMITTEES AND AGENCIES

Traditionally, Council Members have been appointed by the Mayor to serve on numerous outside committees, boards, commissions and agencies. Each appointee is responsible for representing the City and voting on behalf of the City Council. The Mayor conducts a review and selects appointees, as detailed in Attachment A, with the exception of the Orange County Fire Authority ("OCFA") appointment, which is required to be made by City Council Resolution, the Mayor may otherwise make appointments to each committee, board, commission or agency by nomination and Minute Order confirmation. In addition, the Fair Political Practices Commission ("FPPC") regulations require the adoption and posting of Form 806, Agency Report of Public Official Appointments, in order for individual Council Members to participate in a City Council vote that would result in him or her serving in a position that provides compensation of \$250 or more in any 12-month period.

Staff report by Ms. Patricia A. Vazquez, City Clerk.

DRAFT

Motion/Second: Warren/Taylor

ROLL CALL VOTE:	Council Member Ramirez	AYE
	Council Member Van	AYE
	Council Member Warren	AYE
	Mayor Pro Tem Taylor	AYE
	Mayor Shawver	AYE

Motion unanimously carried:

1. The City Council finds that this item is not subject to California Environmental Quality Act ("CEQA") pursuant to Sections 15378(b)(5) (Organizational or administrative activities of governments that will not result in direct or indirect physical changes in the environment); and
2. The City Council discussed and confirmed the Mayor's appointments as amended; and
3. Approved the Fair Political Practices Commission Form 806 and authorized the City Clerk to post the form on the City's website.

13. ORAL COMMUNICATIONS – PUBLIC None.

14. WRITTEN COMMUNICATIONS None.

15. MAYOR/CHAIRMAN/COUNCIL/AGENCY/AUTHORITY INITIATED BUSINESS

15A. COMMITTEE REPORTS/COUNCIL/AGENCY/AUTHORITY ANNOUNCEMENTS

- Mayor Shawver expressed his gratitude to city staff for their outstanding services in serving our senior community meals via food distribution such as pantry boxes, grab'n'go meals, and delivered meals.
- Mayor Shawver reported on the Orange County Vaccine Distribution Super POD sites within Orange County.
- Mayor Shawver reported on the City's annual Santa's Siren Express event and expressed his gratitude to the volunteers who did a phenomenal job creating a special holiday experience for our community.

15B. COUNCIL/AGENCY/AUTHORITY INITIATED ITEMS FOR A FUTURE COUNCIL MEETING

None.

DRAFT

15C. COUNCIL/AGENCY/AUTHORITY INITIATED ITEMS FOR A FUTURE STUDY SESSION

Currently Scheduled: February 23, 2021: Discussion regarding the City's participation in the Community Choice Aggregation or Energy program.

Mayor Shawver reported that the Association of California Cities-Orange County is hosting an online roundtable discussion about Community Choice Aggregation, which is scheduled to be held on January 27, 2021.

16. ITEMS FROM CITY ATTORNEY/AGENCY COUNSEL/AUTHORITY COUNSEL

None.

17. ITEMS FROM CITY MANAGER/EXECUTIVE DIRECTOR

None.

~~17A. ORANGE COUNTY FIRE AUTHORITY~~

~~At this time the Orange County Fire Authority will provide the City Council with an update on their current operations.~~

Item 17A was tabled for reporting at the February 9, 2021 regularly scheduled City Council meeting.

18. ADJOURNMENT Motion/Second: Shawver/ Motion carried at 7:49 p.m.

MAYOR/CHAIRMAN

ATTEST:

CITY CLERK/SECRETARY

DRAFT

MINUTES OF THE CITY COUNCIL OF THE CITY OF STANTON SPECIAL MEETING JANUARY 15, 2021

1. CALL TO ORDER

The meeting was called to order at 1:00 p.m. by Mayor Shawver.

2. PLEDGE OF ALLEGIANCE

Led by Council Member Carol Warren.

3. ROLL CALL

Present: Council Member Ramirez, Council Member Van, Council Member Warren, Mayor Pro Tem Taylor, and Mayor Shawver.

Absent: None.

Excused: None.

4. CLOSED SESSION

5. PUBLIC COMMENT ON CLOSED SESSION ITEMS None.

6. CLOSED SESSION

The members of the Stanton City Council of the City of Stanton proceeded to closed session at 1:02 p.m. for discussion regarding:

6A. CONFERENCE WITH REAL PROPERTY NEGOTIATOR (Pursuant to Government Code Section 54956.8)

Property: 8160 Lampson Avenue, Stanton, CA (APN 131-491-09 and 131-491-17)

Agency Negotiators: Jarad L. Hildenbrand, City Manager, City of Stanton
Jennifer A. Lilley, Community & Economic Development Director

Negotiating Parties: City of Stanton
Son Dinh Nguyen

Under Negotiation: Price and terms of payment.

DRAFT

6B. CONFERENCE WITH LEGAL COUNSEL- ANTICIPATED LITIGATION

Significant exposure to litigation pursuant to Government Code section 54956.9(d)(2)

Number of potential cases: 1

7. CALL TO ORDER / SPECIAL CITY COUNCIL MEETING

The meeting was called to order at 2:05 p.m. by Mayor Shawver.

The City Council reconvened in open session at 2:05 p.m.

The City Clerk Ms. Patricia A. Vazquez reported that the Stanton City Council met in closed session from 1:02 to 2:05 p.m.

The City Attorney Ms. HongDao Nguyen reported that there was no reportable action.

8. ADJOURNMENT Motion/Second: Shawver/
Motion carried at 2:06 p.m.

MAYOR

ATTEST:

CITY CLERK

DRAFT

MINUTES OF THE CITY COUNCIL OF THE CITY OF STANTON SPECIAL MEETING JANUARY 20, 2021

1. CALL TO ORDER

The meeting was called to order at 3:00 p.m. by Mayor Shawver.

2. PLEDGE OF ALLEGIANCE

Led by Ms. Jennifer A. Lilley, Community & Economic Development Director.

3. ROLL CALL

Present: Council Member Ramirez, Council Member Van, Council Member Warren, Mayor Pro Tem Taylor, and Mayor Shawver.

Absent: None.

Excused: None.

4. CLOSED SESSION

5. PUBLIC COMMENT ON CLOSED SESSION ITEMS None.

6. CLOSED SESSION

The members of the Stanton City Council of the City of Stanton proceeded to closed session at 3:02 p.m. for discussion regarding:

6A. CONFERENCE WITH REAL PROPERTY NEGOTIATOR (Pursuant to Government Code Section 54956.8)

Property: 8160 Lampson Avenue, Stanton, CA (APN 131-491-09 and 131-491-17)

Agency Negotiators: Jarad L. Hildenbrand, City Manager, City of Stanton
Jennifer A. Lilley, Community & Economic Development Director

Negotiating Parties: City of Stanton
Son Dinh Nguyen

Under Negotiation: Price and terms of payment.

DRAFT

6B. CONFERENCE WITH LEGAL COUNSEL- ANTICIPATED LITIGATION

Significant exposure to litigation pursuant to Government Code section 54956.9(d)(2)

Number of potential cases: 1

7. CALL TO ORDER / SPECIAL CITY COUNCIL MEETING

The meeting was called to order at 3:52 p.m. by Mayor Shawver.

The City Council reconvened in open session at 3:52 p.m.

The City Clerk Ms. Patricia A. Vazquez reported that the Stanton City Council met in closed session from 3:02 to 3:52 p.m.

The City Attorney Ms. HongDao Nguyen reported that there was no reportable action.

8. ADJOURNMENT Motion/Second: Shawver/
Motion carried at 3:53 p.m.

MAYOR

ATTEST:

CITY CLERK

CITY OF STANTON

REPORT TO CITY COUNCIL

TO: Honorable Mayor and Members of the City Council

DATE: January 26, 2021

SUBJECT: FISCAL YEAR 2021-2022 COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) RESOLUTION

REPORT IN BRIEF:

On December 9, 2020, the Orange County Community Resources Department released a Request for Proposals (RFP) for Fiscal Year 2021-2022 Community Development Block Grant projects related to public facilities and improvements (PF&I). In response to the RFP, staff is proposing the Stanton Family Resource Center Improvement Project. As part of the application process, the City Council must review and authorize Resolution No. 2021-03 authorizing the City Manager to execute the agreement, contract and other documents.

RECOMMENDED ACTION:

1. City Council declare that this project is not subject to the California Environmental Quality Act (CEQA) because it is not a "project" as defined by CEQA; and
2. Approve Resolution No. 2021-03 authorizing the City Manager to execute the agreement, contract and other documents required by the Orange County Community Resources Department for participation in the CDBG program on behalf of the City Council, entitled:

"A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF STANTON, CALIFORNIA TO APPROVE THE CITY'S PARTICIPATION IN THE FISCAL YEAR 2021-2022 COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM (CDBG) WITH THE COUNTY OF ORANGE."

BACKGROUND:

Each year the County of Orange receives funding from the U.S. Department of Housing and Urban Development (HUD) for assistance to low and moderate income households through the CDBG program. The County distributes these funds to non-entitlement cities with populations of less than 50,000 residents. The funds are to be used for physical improvements to those areas of the City where at least 43 percent of the population qualify for low and moderate income assistance and support programs. The County of Orange only accepts one PF&I application from each of the twelve participating jurisdictions and the

County. It is up to the discretion of the local jurisdiction (City/County) as to what application is submitted from that jurisdiction. City Council review and approval is a required part of the process and a copy of the approved resolution (Resolution No. 2021-03) must be forwarded to the Orange County Community Resources Department.

Fiscal Year 2021-2022 CDBG funding may increase or decrease based on HUD's final allocation of CDBG funds to the Urban County/OC Community Services. The County of Orange Community Services Department is estimating \$1,135,942 available for PF&I projects for fiscal year 2021-2022. As such, each city may only submit one application and receive a maximum of \$350,000.00 with 20% leveraging of other funds. The proposed fiscal year 2021-2022 CDBG project application requests \$350,000.00 in CDBG funds.

ANALYSIS/JUSTIFICATION:

Staff is recommending that the City Council review and approve the proposed project and funding for the Stanton Family Resource Center Improvement Project. The proposed project requests \$350,000.00 in CDBG funds, to be leveraged with \$70,000.00 from Park In Lieu Fees (please see Fiscal Impact section).

The following provides additional details regarding the proposed project.

- Stanton Family Resource Center Improvement Project
The City will use CDBG funds to complete a comprehensive improvement to the Stanton Family Resource Center facility. The project includes upgrades to safety, energy efficiency, enhanced outdoor recreation, and remodeling of the building's interior. The project is in a high priority neighborhood facility, serving an area with 73.95% of persons meeting the LMI Benefit National Objective. The project would serve all visitors, the immediate neighborhood adjacent, and a target population including children, families, seniors, anyone experiencing or at-risk of homelessness, persons with disabilities, and Veterans.

Staff has submitted the application package in accordance with CDBG regulations. Proposals will be judged and awarded funding based on goals and objectives outlined in the County's five-year Consolidated Plan with priority given to those projects which assist low and moderate income families and households, the elderly and disabled. Public works projects that focus on preserving neighborhoods will also be considered a priority. The goal of the proposed project is to upgrade living conditions, enhance community safety, and help encourage a sense of community pride and public involvement. The proposed project would also satisfy goals and action items contained within the City of Stanton's General Plan by addressing deficiencies in the City's infrastructure.

FISCAL IMPACT:

The City is requesting \$350,000.00 in CDBG funds. As part of the proposed application, the City would commit to expending \$70,000.00 from Park in Lieu Fees (Fund 310).

ENVIRONMENTAL IMPACT:

In accordance with the requirements of the California Environmental Quality Act (CEQA) the project has been determined to be categorically exempt under Section 15301, Class 1 and Section 15332 Class 32.

PUBLIC NOTIFICATION:

Public notice for this item was made through the regular agenda process and posted in three public places.

Prepared by:



Zenia Bobadilla
Community Services Director

Approved by:

/s/ Jarad L. Hildenbrand

Jarad L. Hildenbrand
City Manager

Attachments:

1. Resolution No. 2021-03

Attachment: A

RESOLUTION NO. 2021-03

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF STANTON, CALIFORNIA TO APPROVE THE CITY'S PARTICIPATION IN THE FISCAL YEAR 2021-2022 COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM (CDBG) WITH THE COUNTY OF ORANGE

WHEREAS, The City of Stanton submitted an application under FY 2021-22 FOR PUBLIC FACILITIES & IMPROVEMENTS REQUEST FOR PROPOSAL BID NO. 012-202301; and

WHEREAS, the CDBG Program is a federally funded program administered by the Housing and Urban Development Department (HUD) through grants to forty-nine States; and

WHEREAS, the CDBG Program is designed to assist local jurisdictions with projects such as the construction or reconstruction of streets, sewer and storm drain, neighborhood centers, recreation facilities, and with the rehabilitation of public and private buildings; and

WHEREAS, The City of Stanton desires to accept the award of CDBG funds and authorizes the execution of the necessary agreements, contracts and amendments and other corresponding documentation to accept the CDBG funds.

NOW, THEREFORE, THE CITY OF STANTON, HEREBY, RESOLVES, AND ORDERS AS FOLLOWS:

1. The City of Stanton hereby accepts the award of CDBG funds through the County's Urban Counties Program, which will be used to support the City of Stanton's Public Facilities & Improvements Stanton Family Resource Center Improvement Project under Bid No. 012-202301.
2. The City of Stanton authorizes the City Manager or his/her designee to execute, for and on behalf of the City of Stanton, the necessary agreements(s) and/or any other documents or instruments required by the County and/or the United States Department of Housing and Urban Development for participation in the Urban Counties Program and/or for acceptance of the CDBG funds under Bid No. 012-202301.

ADOPTED, SIGNED AND APPROVED this 26th day of January, 2021.

DAVID J. SHAWVER, MAYOR

APPROVED AS TO FORM:

HONGDAO NGUYEN, CITY ATTORNEY

ATTEST:

I, PATRICIA A. VAZQUEZ, City Clerk of the City of Stanton, California DO HEREBY CERTIFY that the foregoing Resolution, being Resolution No. 2021-03 has been duly signed by the Mayor and attested by the City Clerk, all at a regular meeting of the Stanton City Council, held on January 26, 2021 and that the same was adopted, signed and approved by the following vote to wit:

AYES: _____

NOES: _____

ABSENT: _____

ABSTAIN: _____

PATRICIA A. VAZQUEZ, CITY CLERK

CITY OF STANTON

REPORT TO THE CITY COUNCIL

TO: Honorable Mayor and Members of the City Council

DATE: January 26, 2021

SUBJECT: REQUEST FROM BEACH LOAN SERVICES TO OPERATE AS PAWNSHOP BROKER / SECONDHAND DEALER OPERATOR (EXCLUDING THE SALE OF FIREARMS) LOCATED AT 10551 BEACH BOULEVARD, STANTON, CALIFORNIA 90680

REPORT IN BRIEF:

Beach Loan Services has applied for Pawnshop Broker/Secondhand Dealer status within the city limits. Chapter 5 of the Stanton Municipal Code requires Pawnbrokers to comply with the laws of the State of California and be within the Commercial General Zone. In addition, in order to conduct pawnshop/ secondhand store activities City Council approval must be obtained.

RECOMMENDED ACTION:

1. City Council find that this item is not subject to California Environmental Quality Act ("CEQA") pursuant to Section 15378(b)(5) (Organizational or administrative activities of governments that will not result in direct or indirect physical changes in the environment); and
2. Approve the application of Beach Loan Services for a pawnshop/secondhand store status excluding the sale of firearms and authorize the issuance of a business license permit.

BACKGROUND:

Section 5.04.420 of the Stanton Municipal Code requires certain businesses to obtain approval from the City Council to operate within the City. This requirement applies to the proposed Pawnshop Broker/Secondhand Dealer Operator service business. Beach Loan Services has made a request to operate as a pawnshop/secondhand store status which excludes the sale of firearms and has submitted documentation in support of their pawnshop/secondhand position.

ANALYSIS/JUSTIFICATION:

The organization has submitted proper documentation as required per Sections 5.04.760 and 5.04.420 of the Stanton Municipal Code, including a business license application. The Planning Department has verified 10551 Beach Boulevard to be within the Commercial General Zone which is a permitted land use.

The business license application has met the requirements from the Orange County Sheriff's Department and has submitted their findings from the State of California, Office of the Attorney General, Department of Justice, endorsement for Beach Loan Services to engage in the business of pawnshop broker and secondhand dealer located at 10551 Beach Boulevard in accordance with the provision of Division 8 of the Financial Code.

FISCAL IMPACT:

None.

ENVIRONMENTAL IMPACT:

This item is not subject to California Environmental Quality Act ("CEQA") pursuant to Section 15378(b)(5) (Organizational or administrative activities of governments that will not result in direct or indirect physical changes in the environment).

LEGAL REVIEW:

None.

PUBLIC NOTIFICATION:

Through the regular agenda posting process.

STRATEGIC PLAN OBJECTIVE ADDRESSED:

4. Ensure Fiscal Stability and Efficiency in Government

Prepared By:

Reviewed by:

Approved by:

/s/ Florence Ruiz

/s/ Michelle Bannigan

/s/ Jarad L. Hildenbrand

Florence Ruiz
Administrative Services
Supervisor

Michelle Bannigan, CPA
Finance Director

Jarad L. Hildenbrand
City Manager

Attachment: Business License Application



CITY OF STANTON

APPLICATION FOR A BUSINESS CERTIFICATE

7800 Kabella Ave., Stanton, CA 90680

(714) 890-4200 • Fax (714) 890-1443 • Website www.ci.stanton.ca.us

Business Name Beach Loan Services

Business Owner EZ Jewelry & Loan, LLC

Business Address 10537 Beach Blvd. Stanton CA 90680

(If different from Business Address)

Mailing Address _____

Business Phone 714-827-9796 Home Phone _____

Fax _____ Email _____

Service of Process Address _____

(If different from Business Mailing Address)

Home Address _____

(If different from Business Address)

Ownership Type ☐ Corporation ☒ Partnership ☐ Sole Proprietor ☐ Other _____

If Corporation, List Officers and Titles Mark Herda, Tony DeMarco, Mike Herda

Federal/State Employer ID No. _____ State Sales Tax No. _____

State License No. _____ Class _____

Owner's Drivers License No. _____ SSN/TIN _____

Opening Date at This Location _____ SSN/TIN (Partnership) _____

☐ New Business ☒ New Owner (List Previous Owner) _____

☐ Business Name Change (List Previous Name) _____

☐ Address Change (List Previous Address) _____

☐ Legal Status Change _____ ☐ Other _____

I declare under the penalties of perjury that this application and any attachments thereto, have been examined by me and to the best of my knowledge and belief represent a true, correct and complete statement of facts.

☒ Under penalty of perjury, I declare that this business entity or ownership has not been convicted of any criminal offense which directly relates to the operation of the same type of business as desired in Stanton. I understand any violation in the last three years shall be grounds for denial or revocation.

Applicant's Signature Tony DeMarco Date _____

FOR OFFICE USE ONLY

Bus. No.	Chair(s)	Employee(s)	B/L Fee
Lic. Type	Bus. Type	AB-1379 \$4 IFC Fee \$50	App. Review \$110
Additional Approval by	Home Occ.	Other	
Remarks		Total:	

Copy of

- ☐ Fict. Business Statement (DBA)
- ☐ Sellers Permit
- ☐ Articles of _____
- ☐ Statement of Info.
- ☐ Medical License
- ☐ Authorization Letter (Notarized)
- ☐ Other _____

INVESTIGATION FOR COMPLIANCE

CUP? _____ Zoning _____ Comments _____

Planning Approval _____ Date _____

☐ Hold for Tenant Improvements

☐ FOG Approval
(If applicable)

☐ Building Approval
(If applicable)

Date _____

Date _____



**STATE OF CALIFORNIA
LABOR AND WORKFORCE DEVELOPMENT AGENCY
WORKERS' COMPENSATION DECLARATION**

The State of California passed AB 3251 in September 1992, with an effective date of January 1, 1993. The bill requires every employer who applies for or RENEWS a business license must provide proof of valid workers' compensation insurance or proof of compliance with self-insurance provisions.

Please complete the form below and return it with your license forms and payment. Your cooperation is appreciated. If you have any questions, please contact the Labor and Workforce Development Agency at (916) 653-9900.

AB 3251 SEC. 2 SECTION 371.1 of the Labor Code is amended to read:

371.1 (a) Every employer who applies for any license or for renewal of any license for a business issued to pursuant to Section 37101 of the Government Code or Section 7284 of the Revenue and Taxation Code shall complete and sign a declaration that states the following:

WORKERS' COMPENSATION DECLARATION

I hereby affirm, under penalty of perjury, one of the following declarations:

☐

I have and will maintain a certificate of consent to self-insure for workers' compensation, as provided by Section 3700, for the duration of any business activities conducted for which the license is issued.

☒

I have and will maintain workers' compensation insurance, as required by Section 3700 for the duration of any business activities conducted for which this license is issued.

My workers' compensation insurance carrier and policy number are:

Carrier

Wexler Insurance Agency Inc / Berkeley Asset Protection

Policy Number

Expiration Date

☒

I certify that in the performance of any business activities for which this license is issued I shall not employ any person in any manner so as to become subject to the workers' compensation laws of California, and agree that if I should become subject to the workers' provisions of Section 3700 of the Labor Code, I shall forthwith comply with the provisions of Section 3700.

Applicant Signature

[Signature]

Date

WARNING: FAILURE TO SECURE WORKERS' COMPENSATION COVERAGE IS UNLAWFUL AND SHALL SUBJECT AN EMPLOYER TO CRIMINAL PENALTIES AND CIVIC FINES UP TO \$100,000 IN ADDITION TO THE COST OF COMPENSATION, DAMAGES, INTEREST AND ATTORNEY'S FEES AS PROVIDED FOR IN SECTION 3706 OF THE LABOR CODE.

Business Name

Beach Loan Services

Business Owner

Tony DeMarco

Phone

Business Address

10551 Beach Bl Stanton CA 90680

Business Narrative

Beach Loan Services: 10551 Beach Blvd, Stanton CA

Beach Loan Services has been at its present location for over 15 years. I represent a partnership that is purchasing all company assets from Mr. Joseph Bussey's business. Beach Loan Services is a highly successful pawnshop, secondhand and jewelry store in the City of Stanton located at 10551 Beach Blvd. This location has serviced the nearby residents of Stanton and neighboring communities. A pawn shop gives regulated collateral loans on items of value to people in need of money. The average loan takes about 5-10 minutes. These small dollar loans are non-recourse loans and do not need to be paid back. Instead, if clients cannot pay the item off in the statutorily contract time period (four months) the items put up for collateral are forfeited to the store in order to recoup the money loaned to the client. The client also has the option to extend the loan if needed. This rarely occurs at Beach Loan Services. In fact, the State average for loan forfeitures is less than 10%. Pawn shops are also secondhand stores and provide the local municipality with sales tax revenue. As a highly regulated, State licensed business in California, Beach Loan Services, and all CA Pawnshops, adhere to high regulatory standards. All loans fees and interest rates are regulated by California's Financial Code.

The partnership purchasing Beach Loan Services is EZ Jewelry & Loan, LLC of Westminster CA. This business was opened in 1996 and has served the City of Westminster for nearly 25 years. I have two other partners that, combined, have over 47 years' experience in the pawn shop operations. All the partners grew up in the City of Downey and live locally. Two of the partners own two additional pawn stores in Bellflower and East Los Angeles. In addition, myself and Mike Herda sit on the executive board of the California Pawnbrokers Association (CAPA) and we are involved with the education and legislation of pawnbrokers in our State.

During this time of decreased sales and activity from Covid 19, all businesses are struggling. I have been negotiating with Mr. Bussey since January of this year on a possible merger. Since Covid, his need to retire and our need to reduce operating costs became an opportunity for both sides. We plan on purchasing Beach Loan Services and combining our Westminster store into one store. We feel this is an ideal time due to the economic downturn we have seen in our Industry.

EZ Jewelry & Loan and Beach Loan Services DO NOT sell, purchase, or trade in firearms and we never plan on changing this. We will be employing up to six employees at the Stanton store and will be making very little changes to the current operational style of Beach Loan Services. Frankly, the only thing that is changing is the ownership.

I hope my narrative has provided City officials with enough information. Please feel free to contact me with any additional questions. (562) 716-9008

Respectfully,



Tony DeMarco

Alex Padilla
California Secretary of State

Business Search - Entity Detail

The California Business Search is updated daily and reflects work processed through Monday, January 18, 2021. Please refer to document [Processing Times](#) for the received dates of filings currently being processed. The data provided is not a complete or certified record of an entity. Not all images are available online.

199611010020 EZ JEWELRY & LOAN, LLC

Registration Date:	04/19/1996
Jurisdiction:	CALIFORNIA
Entity Type:	DOMESTIC
Status:	ACTIVE
Agent for Service of Process:	MARK THOMAS HERDA 3010 PARK NEWPORT #305 NEWPORT BEACH CA 92659
Entity Address:	13671 BEACH BLVD #A WESTMINSTER CA 92683
Entity Mailing Address:	13671 BEACH BLVD #A WESTMINSTER CA 92683
LLC Management	Member Managed

 [Certificate of Status](#)

A Statement of Information is due EVERY EVEN-NUMBERED year beginning five months before and through the end of April.

Document Type	File Date	PDF
SI-NO CHANGE	05/01/2020	
SI-COMPLETE	10/17/2016	
REGISTRATION	04/19/1996	

* Indicates the information is not contained in the California Secretary of State's database.

Note: If the agent for service of process is a corporation, the address of the agent may be requested by ordering a status report.

- For information on checking or reserving a name, refer to [Name Availability](#).
- If the image is not available online, for information on ordering a copy refer to [Information Requests](#).
- For information on ordering certificates, status reports, certified copies of documents and copies of documents not currently available in the Business Search or to request a more extensive search for records, refer to [Information Requests](#).



Secretary of State
Statement of No Change
(Limited Liability Company)

LLC-12NC

20-B85336

FILED

In the office of the Secretary of State
of the State of California

MAY 01, 2020

IMPORTANT — Read instructions before completing this form. This form may be used only if a complete Statement of Information has been filed previously and there has been no change.

Filing Fee – \$20.00

Copy Fee – \$1.00;

Certification Fee – \$5.00 plus copy fee

This Space For Office Use Only

- 1. Limited Liability Company Name** (Enter the exact name of the LLC as it is recorded with the California Secretary of State. Note: If you registered in California using an alternate name, see instructions.)

EZ JEWELRY & LOAN, LLC

- 2. 12-Digit Secretary of State File Number**

- 3. State, Foreign Country or Place of Organization** (only if formed outside of California)

CALIFORNIA

- 4. No Change Statement** (Do not alter the No Change Statement. If there has been any change, please complete a Statement of Information (Form LLC-12).)

There has been no change in any of the information contained in the previous complete Statement of Information filed with the California Secretary of State.

- 5. The information contained herein is true and correct.**

05/01/2020

Mark Thomas Herda

Managing Partner

Date

Type or Print Name of Person Completing the Form

Title

Signature

Return Address (Optional) (For communication from the Secretary of State related to this document, or if purchasing a copy of the filed document, enter the name of a person or company and the mailing address. This information will become public when filed. (SEE INSTRUCTIONS BEFORE COMPLETING.)

Name:

Company:

Address:

City/State/Zip:

State of California
Office of Attorney General
Department Of Justice



Pawnbroker License

In accordance with the provisions of Sections 21300 and 21301 of the Financial Code, license number 000002711 is granted to

Beach Loan Services

to conduct business at:
10551 Beach Blvd
Stanton, CA 90680

Owner Name(s):
Anthony L. Damarco
Michael W. Herda
Mark Thomas Herda

Issue Date:
Nov 24, 2020

Original Issue Date:
Nov 16, 2020

Expiration Date:
Nov 16, 2022

Licensing Agency:
Orange Co. Sheriff's Department

Name of Issuing Officer:
Mike Radojicic

Title of Issuing Officer:
Sergeant

Signature of Issuing Officer:

Failure to renew this license prior to the expiration date specified above will result in the license being revoked. A new license will be required, including an initial application and all associated fees.

This license is not transferable and must be visibly displayed on the business premise.

This license does not affect the power of a city, county, or city and county to charge a fee or tax upon the conduct of business specified above.

This license enables the business shown above to engage in the business of a pawnbroker and secondhand dealer at the address shown above in accordance with the provisions of Division 8 of the Financial Code.
JUS126 (Rev. 07/2014)

CITY OF STANTON

REPORT TO CITY COUNCIL

TO: Honorable Mayor and Members of the City Council

DATE: January 26, 2021

SUBJECT: AWARD OF CONTRACT FOR ON-CALL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES TO INTERWEST FOR THE FY 20/21 SEWER REPLACEMENT PROJECT BY THE CITY COUNCIL OF THE CITY OF STANTON, CALIFORNIA

REPORT IN BRIEF:

Staff solicited proposals to provide Construction Inspection Services for the FY 20/21 Citywide Street Improvement Project. Due to the success done by Interwest in this project, staff recommends awarding the Construction Inspection Services for the FY 20/21 Sewer Replacement Project contract to Interwest. The cost for completing these services is a maximum of \$30,000.

RECOMMENDED ACTIONS:

1. City Council declare this project to be categorically exempt under the California Environmental Quality Act, Class 1, Section 15301 (c); and
2. Award a contract for professional construction inspection services to Interwest to provide construction inspection services for a maximum contract amount of \$30,000; and
3. Authorize the City Manager to bind the City of Stanton and Interwest in a contract to provide professional construction inspection services.

BACKGROUND:

On November 10th, 2020 the City Council awarded a construction contract to GRBCON for the FY 20/21 Sewer Replacement Project. The City's Sewer Master Plan identifies condition improvement recommendations and capacity improvement recommendations. The 2020 Sewer Condition Improvement Project will address deficiencies classified as "major". This location has experienced numerous sewer issues in the past. Staff is unable to provide for the inspection of these projects and need the assistance of a consultant to provide these specialized services. Inspection services also include any special geotechnical inspections that may be needed.

ANALYSIS/JUSTIFICATION:

On September 24th, 2020, staff issued a request for proposals (RFP) for the construction inspection services for the FY 20/21 Citywide Street Improvement Project. Eleven proposals were received.

The proposals from eleven firms were evaluated by three staff members based on various criteria. The result was that Interwest was selected to perform the required services for this project. The proposed lead construction inspector has extensive experience and knowledge in similar projects and their references all have good reviews. Interwest proposed inspectors had far superior experience on similar projects.

Fee schedules were opened after selection to make sure that the fees were reasonable.

Company	Total
AKM	\$ 109,960.00
Annealta Group	\$ 103,700.00
Destination Enterprises	\$ 138.00/hour
Dudek	\$ 90,000.00
GK & Associates	\$ 104,400.00
Interwest	\$ 96,520.00
Murow	\$ 162,200.00
NV5	\$ 93,890.00
SA Associates	\$ 89,000.00
Swinerton Management	\$ 114,901.00
Z&K Consultants	\$ 103,358.00

Due to the success of their services in the previous contract, staff recommends Interwest for the construction management and constructions services for the FY 20/21 Sewer Replacement Project. Interwest was contacted for an estimate and responded with \$30,000 for their continued services.

FISCAL IMPACT:

Funds for these services are available from the Capital Projects Fund 305-3001-710205.

ENVIRONMENTAL IMPACT:

This project is categorically exempt under the California Environmental Quality Act, Class 1, and Section 15301 (c) as replacement of existing facilities.

LEGAL REVIEW:

None.

STRATEGIC PLAN OBJECTIVE ADDRESSED:

3 – Provide a quality infrastructure.

PUBLIC NOTIFICATION:

Notifications and advertisement were performed as prescribed by law.

Prepared by:

Concur:

/s/ Allan Rigg

/s/ Michelle Bannigan

Allan Rigg, P.E. AICP
Public Works Director/City Engineer

Michelle Bannigan, CPA
Finance Director

Approved by:

/s/ Jarad L. Hildenbrand

Jarad Hildenbrand
City Manager

Attachments:

- 1) FY 20/21 Sewer Replacement Project Inspection Services Contract

Attachment: A

AGREEMENT FOR CONSULTANT SERVICES

THIS AGREEMENT, is made and effective as of January 26th, 2021, between the **City of Stanton**, a California Municipal Corporation ("City") and **Interwest**, ("Consultant"). In consideration of the mutual covenants and conditions set forth herein, the parties agree as follows:

1. **TERM**

This Agreement shall commence on **January 26, 2021** and shall remain and continue in effect until tasks described herein are completed, but in no event later than **June 30, 2021** unless sooner terminated pursuant to the provisions of this Agreement.

2. **SERVICES**

Consultant shall perform the tasks described and set forth in Exhibit A, attached hereto and incorporated herein as though set forth in full. Consultant shall complete the tasks according to the schedule of performance which is also set forth in Exhibit A. When available, a more detailed work program shall be attached and incorporated into this agreement as a separate exhibit.

3. **PERFORMANCE**

Consultant shall at all times faithfully, competently and to the best of his/her ability, experience, and talent, perform all tasks described herein. Consultant shall employ, at a minimum, generally accepted standards and practices utilized by persons engaged in providing similar services as are required of Consultant hereunder in meeting its obligations under this Agreement.

4. **CITY MANAGEMENT**

City's Director of Public Works shall represent City in all matters pertaining to the administration of this Agreement, review and approval of all products submitted by Consultant, but not including the authority to enlarge the Tasks to Be Performed or change the compensation due to Consultant. City's City Manager shall be authorized to act on City's behalf and to execute all necessary documents that enlarge the Tasks to Be Performed or change Consultant's compensation, subject to Section 5 hereof.

5. **PAYMENT**

(a) The City agrees to pay Consultant monthly, in accordance with the payment rates and terms and the schedule of payment as set forth herein, attached hereto and incorporated herein by this reference as though set forth in full, based upon actual time spent on the above tasks. This amount shall not exceed **thirty thousand dollars (\$30,00.00)** for the total term of the Agreement unless additional payment is approved as provided in this Agreement and shall be billed in accordance with Exhibit B, Fee Proposal.

(b) Consultant shall not be compensated for any services rendered in connection with its performance of this Agreement that are in addition to those set forth herein, unless such additional services are authorized in advance and in writing by the City Manager. Consultant shall be compensated for any additional services in the amounts and in the manner as agreed to by City Manager and Consultant at the time City's written authorization is given to Consultant for the performance of said services. The City Manager may approve additional work not to exceed ten percent (10%) of the amount of the Agreement, but in no event shall such sum exceed ten thousand dollars (\$10,000.00). Any additional work in excess of this amount shall be approved by the City Council.

(c) Consultant will submit invoices monthly for actual services performed. Invoices shall be submitted on or about the first business day of each month, or as soon thereafter as practical, for services provided in the previous month. Payment shall be made within thirty (30) days of receipt of each invoice as to all non-disputed fees. If the City disputes any of Consultant's fees it shall give written notice to Consultant within thirty (30) days of receipt of an invoice of any disputed fees set forth on the invoice.

6. **SUSPENSION OR TERMINATION OF AGREEMENT WITHOUT CAUSE**

(a) The City may at any time, for any reason, with or without cause, suspend or terminate this Agreement, or any portion hereof, by serving upon the consultant at least ten (10) days prior written notice. Upon receipt of said notice, the Consultant shall immediately cease all work under this Agreement, unless the notice provides otherwise. If the City suspends or terminates a portion of this Agreement such suspension or termination shall not make void or invalidate the remainder of this Agreement.

(b) In the event this Agreement is terminated pursuant to this Section, the City shall pay to Consultant the actual value of the work performed up to the time of termination, provided that the work performed is of value to the City. Upon termination of the Agreement pursuant to this Section, the Consultant will submit an invoice to the City pursuant to Section 3.

7. **DEFAULT OF CONSULTANT**

(a) The Consultant's failure to comply with the provisions of this Agreement shall constitute a default. In the event that Consultant is in default for cause under the terms of this Agreement, City shall have no obligation or duty to continue compensating Consultant for any work performed after the date of default and can terminate this Agreement immediately by written notice to the Consultant. If such failure by the Consultant to make progress in the performance of work hereunder arises out of causes beyond the Consultant's control, and without fault or negligence of the Consultant, it shall not be considered a default.

(b) If the City Manager or his/her delegate determines that the Consultant is in default in the performance of any of the terms or conditions of this Agreement, he/she shall cause to be served upon the Consultant a written notice of the default. The Consultant shall have ten (10) days after service of said notice in which to cure the default by rendering a satisfactory performance. In the event that the Consultant fails to cure its default within such period of time, the City shall have the right, notwithstanding any other provision of this Agreement, to terminate this Agreement without further notice and without prejudice to any other remedy to which it may be entitled at law, in equity or under this Agreement.

8. **OWNERSHIP OF DOCUMENTS**

(a) Consultant shall maintain complete and accurate records with respect to sales, costs, expenses, receipts, and other such information required by City that relate to the performance of services under this Agreement. Consultant shall maintain adequate records of services provided in sufficient detail to permit an evaluation of services. All such records shall be maintained in accordance with generally accepted accounting principles and shall be clearly identified and readily accessible. Consultant shall provide free access to the representatives of City or its designees at reasonable times to such books and records; shall give City the right to examine and audit said books and records; shall permit City to make transcripts there from as necessary; and shall allow inspection of all work, data, documents, proceedings, and activities related to this Agreement. Such records, together with supporting documents, shall be maintained for a period of three (3) years after receipt of final payment.

(b) Upon completion of, or in the event of termination or suspension of this Agreement, all original documents, designs, drawings, maps, models, computer files, surveys, notes, and other documents prepared in the course of providing the services to be performed pursuant to this Agreement shall become the sole property of the City and may be used, reused, or otherwise disposed of by the City without the permission of the Consultant. However, use of data by City for other than the project that is the subject of this agreement shall be at City's sole risk without legal liability or exposure to Consultant. With respect to computer files,

Consultant shall make available to the City, at the Consultant's office and upon reasonable written request by the City, the necessary computer software and hardware for purposes of accessing, compiling, transferring, and printing computer files.

9. **INDEMNIFICATION**

(a) Indemnification for Professional Liability. Where the law establishes a professional standard of care for Consultant's Services, to the fullest extent permitted by law, Consultant shall indemnify, protect, defend and hold harmless City, and any and all of its officials, employees and agents (collectively "Indemnified Parties"), from and against any and all claims, charges, complaints, liabilities, obligations, promises, benefits, agreements, controversies, costs, losses, debts, expenses, damages, actions, causes of action, suits, rights, and demands of any nature whatsoever, including but not limited to the extent same are caused or contributed to in whole or in part which relate to or arise out of any negligent, intentional or willful act, omission, occurrence, condition, event, transaction, or thing which was done, occurred, or omitted to be done (collectively "Claims"), by Consultant, its officers, agents, employees or subcontractors (or any entity or individual that Consultant shall bear the legal liability thereof) in the performance of professional services under this Agreement without regard to whether such Claims arise under the federal, state, or local constitutions, statutes, rules or regulations, or the common law. With respect to the design of public improvements, the Consultant shall not be liable for any injuries or property damage resulting from the reuse of the design at a location other than that specified in Exhibit A without the written consent of the Consultant.

(b) Indemnification for Other Than Professional Liability. In addition to indemnification related to the performance of professional services and to the full extent permitted by law, Consultant shall further indemnify, protect, defend and hold harmless the City and Indemnified Parties from and against any liability (including Claims) where the same arise out of, are a consequence of, or are in any way attributable to, in whole or in part, the performance of this Agreement by Consultant or by any individual or entity for which Consultant is legally liable, including but not limited to officers, agents, employees or subcontractors of Consultant.

(c) General Indemnification Provisions. Consultant agrees to obtain executed indemnity agreements which indemnify, protect, defend and hold harmless the City from liability, with provisions identical to those set forth here in this Section 9 from each and every subcontractor or any other person or entity involved by, for, with or on behalf of Consultant in the performance of this Agreement. In the event Consultant fails to obtain such indemnity obligations from others as required, this failure shall be a material breach of this Agreement, and Consultant agrees to be fully responsible according to the terms of this entire Section 9. City has no obligation to ensure compliance with this Section by Consultant and failure

to do so will in no way act as a waiver. This obligation to indemnify and defend City is binding on the successors, assigns or heirs of Consultant, and shall survive the termination of this Agreement or this section.

(d) Obligation to Defend. It shall be the sole responsibility and duty of Consultant to fully pay for and indemnify the City for the costs of defense, including but not limited to reasonable attorney's fees and costs, for all Claims against the City and the Indemnified Parties, whether covered or uncovered by Consultant's insurance, against the City and the Indemnified Parties which arise out of any type of omission or error, negligent or wrongful act, of Consultant, its officers, agents, employees, or subcontractors. City shall have the right to select defense counsel.

10. **INSURANCE**

Consultant shall maintain prior to the beginning of and for the duration of this Agreement insurance coverage as specified in Exhibit C attached to and part of this Agreement.

11. **INDEPENDENT CONSULTANT**

(a) Consultant is and shall at all times remain as to the City a wholly independent Consultant. The personnel performing the services under this Agreement on behalf of Consultant shall at all times be under Consultant's exclusive direction and control. Neither City nor any of its officers, employees, or agents shall have control over the conduct of Consultant or any of Consultant's officers, employees, or agents, except as set forth in this Agreement. Consultant shall not at any time or in any manner represent that it or any of its officers, employees, or agents are in any manner officers, employees, or agents of the City. Consultant shall not incur or have the power to incur any debt, obligation, or liability whatever against City, or bind City in any manner.

(b) No employee benefits shall be available to Consultant in connection with the performance of this Agreement. Except for the fees paid to Consultant as provided in the Agreement, City shall not pay salaries, wages, or other compensation to Consultant for performing services hereunder for City. City shall not be liable for compensation or indemnification to Consultant for injury or sickness arising out of performing services hereunder.

12. **LEGAL RESPONSIBILITIES**

The Consultant shall keep itself informed of State and Federal laws and regulations, which in any manner affect those employed by it or in any way, affect the performance of its service pursuant to this Agreement. The Consultant shall at all times observe and comply with all such laws and regulations. The City, and its officers and employees, shall not be liable at law or in equity occasioned by failure of the Consultant to comply with this Section.

13. **UNDUE INFLUENCE**

Consultant declares and warrants that no undue influence or pressure is used against or in concert with any officer or employee of the City of Stanton in connection with the award, terms or implementation of this Agreement, including any method of coercion, confidential financial arrangement, or financial inducement. No officer or employee of the City of Stanton will receive compensation, directly or indirectly, from Consultant, or from any officer, employee or agent of Consultant, in connection with the award of this Agreement or any work to be conducted as a result of this Agreement. Violation of this Section shall be a material breach of this Agreement entitling the City to any and all remedies at law or in equity.

14. **NO BENEFIT TO ARISE TO LOCAL EMPLOYEES**

No member, officer, or employee of City, or their designees or agents, and no public official who exercises authority over or responsibilities with respect to the Project during his/her tenure or for one year thereafter, shall have any interest, direct or indirect, in any agreement or sub-agreement, or the proceeds thereof, for work to be performed in connection with the Project performed under this Agreement.

15. **RELEASE OF INFORMATION/CONFLICTS OF INTEREST**

(a) All information gained by Consultant in performance of this Agreement shall be considered confidential and shall not be released by Consultant without City's prior written authorization. Consultant, its officers, employees, agents, or sub consultants, shall not without written authorization from the City Manager or unless requested by the City Attorney, voluntarily provide declarations, letters of support, testimony at depositions, response to interrogatories, or other information concerning the work performed under this Agreement or relating to any project or property located within the City. Response to a subpoena or court order shall not be considered "voluntary" provided Consultant gives City notice of such court order or subpoena.

(b) Consultant shall promptly notify City should Consultant, its officers, employees, agents, or sub consultants be served with any summons,

complaint, subpoena, notice of deposition, request for documents, interrogatories, request for admissions, or other discovery request, court order, or subpoena from any person or party regarding this Agreement and the work performed there under or with respect to any project or property located within the City. City retains the right, but has no obligation, to represent Consultant and/or be present at any deposition, hearing, or similar proceeding. Consultant agrees to cooperate fully with City and to provide the opportunity to review any response to discovery requests provided by Consultant. However, City's right to review any such response does not imply or mean the right by City to control, direct, or rewrite said response.

16. **NOTICES**

Any notices which either party may desire to give to the other party under this Agreement must be in writing and may be given either by (i) personal service, (ii) delivery by a reputable document delivery service, such as but not limited to, Federal Express, which provides a receipt showing date and time of delivery, or (iii) mailing in the United States Mail, certified mail, postage prepaid, return receipt requested, addressed to the address of the party as set forth below or at any other address as that party may later designate by notice:

To City:

City of Stanton
7800 Katella Ave
Stanton, California 90680
Attention: City Clerk

To Consultant:

Interwest
15140 Transistor Lane
Huntington Beach, CA 92828

17. **ASSIGNMENT**

The Consultant shall not assign the performance of this Agreement, aside from material testing as stated in the proposal, nor any monies due hereunder, without prior written consent of the City. Because of the personal nature of the services to be rendered pursuant to this Agreement, only Interwest shall perform the services described in this Agreement.

18. **LICENSES**

At all times during the term of this Agreement, Consultant shall have in full force and effect, all licenses required of it by law for the performance of the services described in this Agreement.

19. **GOVERNING LAW**

The City and Consultant understand and agree that the laws of the State of California shall govern the rights, obligations, duties, and liabilities of the parties to this Agreement and also govern the interpretation of this Agreement. Any litigation concerning this Agreement shall take place in the municipal, superior, or federal district court with jurisdiction over the City of Stanton.

20. **ENTIRE AGREEMENT**

This Agreement contains the entire understanding that between the parties relating to the obligations of the parties described in this Agreement. All prior or contemporaneous agreements, understandings, representations, and statements, oral or written, are merged into this Agreement and shall be of no further force or effect. Each party is entering into this Agreement based solely upon the representations set forth herein and upon each party's own independent investigation of any and all facts such party deems material.

21. **CONTENTS OF PROPOSAL**

Consultant is bound by the contents of the proposal submitted by the Consultant, Exhibit "A" hereto.

22. **AUTHORITY TO EXECUTE THIS AGREEMENT**

The person or persons executing this Agreement on behalf of Consultant warrants and represents that he/she has the authority to execute this Agreement on behalf of the Consultant and has the authority to bind Consultant to the performance of its obligations hereunder.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed the day and year first above written.

CITY OF STANTON

CONSULTANT

By: _____
Jarad Hildenbrand
City Manager

By: _____
(Signature)

(Typed Name)

Its: _____

Attest:

Patricia Vazquez, City Clerk

Approved As To Form:

HongDao Nguyen, City Attorney

EXHIBIT A

TASKS TO BE PERFORMED

Provide construction management and inspection services for the 2020 SEWER REPLACEMENT PROJECT as described in the Proposal received by Interwest along with the Fee dated January 20, 2021.

EXHIBIT B

January 20, 2021

Guillermo Perez, Associate Engineer
City of Stanton
Public Works Department
4800 Katella Avenue
Stanton, CA 90680



Re: Proposal to Provide Inspection Services on the Sewer Replacement Project

Dear Mr. Perez,

We appreciate the opportunity to present this letter proposal to the City. We understand that the City of Stanton is requesting a highly qualified inspector to provide inspection services on the 2020 Sewer Replacement Project. We further understand that upon a written notice to proceed from the City of Stanton, the project should be completed within 30 working days.

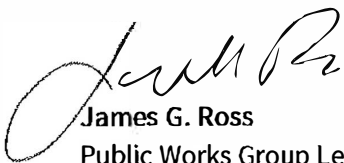
To provide inspection services, we propose **Tom Marcnocha, QSP, CESSWI**, at an hourly rate of \$125. Tom brings more than 35 years of experience in the areas of construction management, inspection, planning, schedule analysis, project management, billings and payments, contract administration and compliance, field engineering, quality assurance, and materials testing for a variety of public works, residential and transportation projects. He possesses a vast array of certifications, including his certifications in QSP (Qualified SWPPP Practitioner) and CESSWI (Certified Erosion, Sediment, and Storm Water Inspector). These two certifications allow Tom to serve as an inspector, monitoring Storm Water Prevention Plans ensuring they are adhering to all California rules and regulations.

Below, we have provided the anticipated hours needed to complete this project within 30 working days, and have included an estimated project total for inspection services.

STAFF	HOURLY RATE	ESTIMATED HOURS	TOTAL
Tom Marcnocha <i>Inspector</i>	\$125	240	\$30,000

We appreciate the opportunity to continue serving the City of Stanton. Should you have any questions, please contact me at 714.742.1551 or jross@interwestgrp.com should you have any questions.

Sincerely,



James G. Ross
Public Works Group Leader

1 Jenner, Suite 160
Irvine, CA 92618

714.899.9039

INTERWEST.GRP.COM

Tom Marnocha, QSP, CESSWI

CONSTRUCTION MANAGER | CONSTRUCTION INSPECTOR

Tom brings more than 35 years of experience in the areas of construction management, inspection, planning, schedule analysis, project management, billings and payments, contract administration and compliance, field engineering, quality assurance, and materials testing for a variety of public works, residential and transportation projects. He possesses a vast array of certifications, including his certifications in QSP (Qualified SWPPP Practitioner) and CESSWI (Certified Erosion, Sediment, and Storm Water Inspector). These two certifications allow Tom to serve as an inspector, monitoring Storm Water Prevention Plans ensuring they are adhering to all California rules and regulations.

Tom's diverse background allows him to bring a deep understanding and expertise to cities and government agencies on large, complex, high-value construction projects. Projects range from small city projects to multi-million dollar projects including parks, fire stations, street improvements, and community buildings. Tom is an expert in using the Contract Manager Document Control System which facilitates his ability to collaboratively work with all parties ensuring projects are well managed and brought to a successful completion.

PROJECT EXPERIENCE

Construction Manager | Construction Inspector / Interwest Consulting Group / 2011-Present

Tom provides a variety of services to clients in the Southern California region, including construction management, public works construction management and observation, inspection, and SWPPP inspections. He currently provides public works construction management and inspection services on a variety of projects throughout the City of Yorba Linda:

- **Bastanchury Road Improvement Project** – Provided CM services for the road widening and resurface, filterra installation, new sidewalk, curb and gutter and streetlights. Traffic signal improvements.
- **Culver City, Pedestrian Improvement Project** – Provided CM services for multiple locations for new handicap ramps and street corner configurations. Pedestrian crossing signal pole improvements.
- **Culver City, Washington Place Resurface** – Street widening and resurface with sidewalk, handicap ramp and curb & gutter installation. Signal improvements for pedestrian crossings.
- **Town Center Yorba Linda** – Provide oversight and CM services for the Town Center development which is a multiple phase multi-year improvement project development.
- **Richfield Widening Project** – Approximately 500 lineal feet (LF) of new curb and gutter, sidewalk and retaining wall. Coordinated utility relocations, survey and materials testing.
- **Hidden Hills Storm Drain Lining Project** – 1500 LF of storm drain lining which includes the flushing, video documentation and lining installation.



INTERWEST

Years of Experience: 35+

Education

- A.S., Civil Engineering Technology, Northwest Wisconsin Technical Institute

Registrations/Certifications

- Certified Erosion, Sediment & Storm Water Inspector | 2305
- Qualified SWPPP Practitioner | 22064
- Caltrans Post Earthquake Inspections & Safety Evaluation
- Caltrans Sampling & Testing Construction Materials
- NICET, Level II Certification
- AWS, Certified Associate Welding Inspector
- Nuclear Density Gauge Operator, Troxler Electronic Laboratories

Professional Affiliations

- ACIA, American Construction Inspector Association
- AWS, American Welding Society
- National Institute for Certification in Engineering Technologies
- SSPC, The Society for Protective Coatings

Areas of Expertise

- Construction Management
- Inspection
- Planning
- Schedule Analysis
- Project Management

INTERWEST

- **Bastanchury Road** – Project involved the installation of two intersections of new traffic signal poles and head, traffic loops, interconnect communication conduit, construction of new horse trail with fencing, sidewalk and handicap ramp construction.
- **Richfield/Buena Vista Street Light Improvement Project** – Project included relocating Edison power lines, installation of new traffic signal poles, signal heads and safety lighting, traffic loops and advanced loops and restriping.
- **Yorba Linda Medical Office Building** – Approximately 10,000 sq. ft. of medical office space. Interwest performed grading, roadwork and sidewalk improvement inspections.
- **Corta Bella, Heritage, Vista Vel Verdes, Amalfi and Encanto** – New residential housing developments totaling more than 500 homes. Interwest performed the grading and SWPP inspections for all three projects.
- **Traffic Signal** – Provided construction management and inspection for new construction of traffic signal at Richfield/Buena Vista ensuring compliance to the plans and specifications.
- **Yorba Linda Water District Phase 1 Water Main** – Replacement of 5,000 LF of 18" water main. Provided oversight for the city which included compliance to the required traffic control and completion of the final striping to the city standards.
- **Traffic Signals** – \$500,000 new construction project consisting of traffic signals at two intersections.

ADDITIONAL EXPERIENCE

Tom performed construction management and inspection services on a contract basis. Projects included:

- **Pier Avenue Streetscape** – \$4 million project, which had several funding sources including a \$1.2 million federal ARRA Grant from the State Water Boards. The primary goals for this project for the City of Hermosa Beach was to improve the aesthetics of the street and improving pedestrian accessibility, parking, landscape and hardscape. Pier Avenue is the City's "main street" in the downtown area connecting Pacific Coast Highway to the City's Municipal Pier and Pier Plaza. Pier Avenue is one of the few MTA Bus Routes in the City and will include new bus shelters and other transit related improvements.
- **Civic Center Median** – This project for the City of Garden Grove involved replacing the existing landscaping and irrigation on a busy road. Project also involved installing a perimeter decorative mow strip and a city monument with lighting.
- **Garden Grove Euclid Intersection Improvement Project** – This project included widening the right turn lane on north bound Euclid to east bound Garden Grove, including adding protective barriers at the corner. The project also included adding decorative sidewalk crosswalks and a garden wall at the NE corner of the intersection.
- **Freedom Park** – \$10 million, 23-acre park project in the City of Palm Desert that received the California Park and Recreation Society's (CPRS) Award of Excellence. Served as Construction Manager for the project, which included underground utility construction; clearing and grubbing; irrigation and landscape installation; rough and finish grading for baseball fields, volleyball courts, tennis courts, skate park, play equipment, and soccer field with an underground drainage system; concrete site improvements; curb and gutter; asphalt parking lot; a Snack Bar and Men's/Women's Restroom facility per City of Palm Desert specifications and plans. Coordination with Coachella Valley Water District on the placement of a future well site was a major component of the project.
- **Palm Desert Redevelopment Agency** – Served as the owner's representative on this \$4 million, 8,200 sf Visitor Information Center project. Responsible for quality control and construction safety oversight. Conducted daily meetings and conferences; and received, managed, and distributed submittals. Managed all contract administration and compliance. Staff also provided pre-construction (including a biddability/constructability review) and construction management services.
- **Rancho Mirage Santa Rosa Villa Housing Project** – Provided pre-construction services, and construction management and administration-related services for the City's low-income housing project. Was on site daily

serving as owner's representative. Ensured construction safety oversight, quality control, progress payments, contract administration/compliance, and document control.

- **Rancho Mirage Public Library** – A new \$15 million public library, a one-story civic library building of approximately 43,000 square feet on a 9-acre site located along Highway 111 between San Jacinto Drive and Paxton Drive. The building interior floor plan consists of offices, classrooms, a commercial kitchen, a conference room, a dining room, lounges and reading rooms. The site development incorporates two transition roads and parking lots, civil grading/soil export work, architectural surface feature improvements, and irrigation and landscaping.
- **Hathaway Park Improvements** – As Construction Manager, provided construction management services for the installation of new playground equipment at Hathaway Park for the City of Lomita.
- **Capital Improvement Projects** – Construction Manager and Inspector for capital improvement projects in the City of Lomita ranging from street repair to the construction of new municipal facilities. Coordinated and scheduled appropriate design services, reviewed completed plans and specifications, prepared or supervised the preparation of bid packages, reviewed bids and provided general engineering supervision during construction. Tracked all project correspondence using Expedition.
- **"H" Street Bridge** – Provided construction management services for this unique lead abatement/bridge painting project for the City of Sacramento, which was the first fully contained, lead paint removal project on a steel bridge in California as regulated by the promulgation of the EPA's Title 10. Full containment and redundant systems were required to contain lead paint waste. In addition to knowing the requirements of the lead abatement regulations, he supervised two other inspectors who assisted in the quality assurance program. Routine ambient conditions were taken periodically throughout the day including air temperature, steel surface temperatures, relative humidity and dew point temperature. After abrasive blasting, the inspection team visually inspected the steel surface for cleanliness and anchor profile. After each coat of paint dried, the inspection team randomly tested the dry film mil thickness to assure conformance to the specifications. Other aspects of the project included the repainting of the bridge and maintaining the traffic flow of 45,000 vehicles per day as the work proceeded. (SF 330: 1995/1995)

EXHIBIT C

INSURANCE REQUIREMENTS

Prior to the beginning of and throughout the duration of the Work, Consultant will maintain insurance in conformance with the requirements set forth below. Consultant will use existing coverage to comply with these requirements. If that existing coverage does not meet the requirements set forth here, Consultant agrees to amend, supplement or endorse the existing coverage to do so. Consultant acknowledges that the insurance coverage and policy limits set forth in this section constitute the minimum amount of coverage required. Any insurance proceeds available to City in excess of the limits and coverage required in this Agreement and which is applicable to a given loss, will be available to City.

Consultant shall provide the following types and amounts of insurance:

1. **Commercial General Liability Insurance** using Insurance Services Office "Commercial General Liability" policy form CG 00 01 or the exact equivalent. Defense costs must be paid in addition to limits. There shall be no cross liability exclusion for claims or suits by one insured against another. Limits are subject to review but in no event less than \$2,000,000 per occurrence.
2. **Business Auto Coverage** on ISO Business Auto Coverage form CA 00 01 including symbol 1 (Any Auto) or the exact equivalent. Limits are subject to review, but in no event to be less than \$1,000,000 per accident. If Consultant owns no vehicles, this requirement may be satisfied by a non-owned auto endorsement to the general liability policy described above. If Consultant or Consultant's employees will use personal autos in any way on this project, Consultant shall provide evidence of personal auto liability coverage for each such person.
3. **Workers Compensation** on a state-approved policy form providing statutory benefits as required by law with employer's liability limits no less than \$1,000,000 per accident or disease.
4. **Professional Liability or Errors and Omissions Insurance** as appropriate shall be written on a policy form coverage specifically designed to protect against acts, errors or omissions of the consultant and "Covered Professional Services" as designated in the policy must specifically include work performed under this Agreement. The policy limit shall be no less than \$1,000,000 per claim and in the aggregate. The policy must "pay on behalf of" the insured and must include a provision establishing the insurer's duty to defend. The policy retroactive date shall be on or before the effective date of this Agreement.

Insurance procured pursuant to these requirements shall be written by insurers that are admitted carriers in the state of California and with an A.M. Bests rating of A or better and a minimum financial size VII.

General conditions pertaining to provision of insurance coverage by Consultant. Consultant and City agree to the following with respect to insurance provided by Consultant:

1. Consultant agrees to have its insurer endorse the third party general liability coverage required herein to include as additional insureds City, its officials, employees and agents, using standard ISO endorsement No. CG 2010 with an edition prior to 1992. Consultant also agrees to require all contractors, and subcontractors to do likewise.
2. No liability insurance coverage provided to comply with this Agreement shall prohibit Consultant, or Consultant's employees, or agents, from waiving the right of subrogation prior to a loss. Consultant agrees to waive subrogation rights against City regardless of the applicability of any insurance proceeds, and to require all contractors and subcontractors to do likewise.
3. All insurance coverage and limits provided by Contractor and available or applicable to this Agreement are intended to apply to the full extent of the policies. Nothing contained in this Agreement or any other agreement relating to the City or its operations limits the application of such insurance coverage.
4. None of the coverages required herein will be in compliance with these requirements if they include any limiting endorsement of any kind that has not been first submitted to City and approved of in writing.
5. No liability policy shall contain any provision or definition that would serve to eliminate so-called "third party action over" claims, including any exclusion for bodily injury to an employee of the insured or of any contractor or subcontractor.
6. All coverage types and limits required are subject to approval, modification and additional requirements by the City, as the need arises. Consultant shall not make any reductions in scope of coverage (e.g. elimination of contractual liability or reduction of discovery period) that may affect City's protection without City's prior written consent.
7. Proof of compliance with these insurance requirements, consisting of certificates of insurance evidencing all of the coverages required and an additional insured endorsement to Consultant's general liability policy, shall be delivered to City at or prior to the execution of this Agreement. In the event such proof of any insurance is not delivered as required, or in the event such insurance is canceled at any time and no replacement coverage is provided, City has the right, but not the duty, to obtain any

insurance it deems necessary to protect its interests under this or any other agreement and to pay the premium. Any premium so paid by City shall be charged to and promptly paid by Consultant or deducted from sums due Consultant, at City option.

8. Certificate(s) are to reflect that the insurer will provide 30 days notice to City of any cancellation of coverage. Consultant agrees to require its insurer to modify such certificates to delete any exculpatory wording stating that failure of the insurer to mail written notice of cancellation imposes no obligation, or that any party will "endeavor" (as opposed to being required) to comply with the requirements of the certificate.
9. It is acknowledged by the parties of this Agreement that all insurance coverage required to be provided by Consultant or any subcontractor, is intended to apply first and on a primary, non-contributing basis in relation to any other insurance or self insurance available to City.
10. Consultant agrees to ensure that subcontractors, and any other party involved with the project that is brought onto or involved in the project by Consultant, provide the same minimum insurance coverage required of Consultant. Consultant agrees to monitor and review all such coverage and assumes all responsibility for ensuring that such coverage is provided in conformity with the requirements of this section. Consultant agrees that upon request, all agreements with subcontractors and others engaged in the project will be submitted to City for review.
11. Consultant agrees not to self-insure or to use any self-insured retentions or deductibles on any portion of the insurance required herein and further agrees that it will not allow any contractor, subcontractor, Architect, Engineer or other entity or person in any way involved in the performance of work on the project contemplated by this Agreement to self-insure its obligations to City. If Consultant's existing coverage includes a deductible or self-insured retention, the deductible or self-insured retention must be declared to the City. At that time the City shall review options with the Consultant, which may include reduction or elimination of the deductible or self-insured retention, substitution of other coverage, or other solutions.
12. The City reserves the right at any time during the term of the contract to change the amounts and types of insurance required by giving the Consultant ninety (90) days advance written notice of such change. If such change results in substantial additional cost to the Consultant, the City will negotiate additional compensation proportional to the increased benefit to City.
13. For purposes of applying insurance coverage only, this Agreement will be deemed to have been executed immediately upon any party hereto taking any steps that can be deemed to be in furtherance of or towards performance of this Agreement.

14. Consultant acknowledges and agrees that any actual or alleged failure on the part of City to inform Consultant of non-compliance with any insurance requirement in no way imposes any additional obligations on City nor does it waive any rights hereunder in this or any other regard.
15. Consultant will renew the required coverage annually as long as City, or its employees or agents face an exposure from operations of any type pursuant to this Agreement. This obligation applies whether or not the Agreement is canceled or terminated for any reason. Termination of this obligation is not effective until City executes a written statement to that effect.
16. Consultant shall provide proof that policies of insurance required herein expiring during the term of this Agreement have been renewed or replaced with other policies providing at least the same coverage. Proof that such coverage has been ordered shall be submitted prior to expiration. A coverage binder or letter from Consultant's insurance agent to this effect is acceptable. A certificate of insurance and/or additional insured endorsement as required in these specifications applicable to the renewing or new coverage must be provided to City within five days of the expiration of the coverages.
17. The provisions of any workers' compensation or similar act will not limit the obligations of Consultant under this Agreement. Consultant expressly agrees not to use any statutory immunity defenses under such laws with respect to City, its employees, officials and agents.
18. Requirements of specific coverage features or limits contained in this section are not intended as limitations on coverage, limits or other requirements nor as a waiver of any coverage normally provided by any given policy. Specific reference to a given coverage feature is for purposes of clarification only as it pertains to a given issue, and is not intended by any party or insured to be limiting or all-inclusive.
19. These insurance requirements are intended to be separate and distinct from any other provision in this Agreement and are intended by the parties here to be interpreted as such.
20. The requirements in this Section supersede all other sections and provisions of this Agreement to the extent that any other section or provision conflicts with or impairs the provisions of this Section.
21. Consultant agrees to be responsible for ensuring that no contract used by any party involved in any way with the project reserves the right to charge City or Consultant for the cost of additional insurance coverage required by this Agreement. Any such provisions are to be deleted with reference to City. It is not the intent of City to reimburse any third party for the cost of complying with these requirements. There shall be no recourse against City for payment of premiums or other amounts with respect thereto.

22. Consultant agrees to provide immediate notice to City of any claim or loss against Consultant arising out of the work performed under this Agreement. City assumes no obligation or liability by such notice, but has the right (but not the duty) to monitor the handling of any such claim or claims if they are likely to involve City.

CITY OF STANTON

REPORT TO CITY COUNCIL

TO: Honorable Mayor and Members of the City Council

DATE: January 26, 2021

SUBJECT: REVISED APPROVAL TO PURCHASE TWO DIESEL TRUCKS FOR PUBLIC WORKS BY THE CITY COUNCIL OF THE CITY OF STANTON, CALIFORNIA

REPORT IN BRIEF:

Two of the trucks utilized by Public Works have become inoperable and need to be either repaired or replaced. As the recent and needed repairs are quite expensive, it seems time to replace them. On January 12, 2021 the Council authorized the purchase of two Chevrolet trucks which are no longer available for purchase. Staff is requesting to purchase equivalent Ford trucks at essentially the same price.

RECOMMENDED ACTIONS:

1. City Council declare this action is not a project per the California Environmental Quality Act; and
2. Approve the purchase of two diesel trucks.

BACKGROUND:

The Public Works crew needs to use full-sized pickup trucks on a daily basis. In 2007, the City used AQMD funds to purchase two of the trucks in the current fleet. The City could use these funds as the Chevrolet Silverado trucks were hybrids and qualified as an eligible expenditure.

Due to the early technology used in the hybrid systems, there have been repeated repairs to the hybrid systems including several replacements of batteries. As these trucks are used for construction activities they have also suffered significant wear and tear. The crew has been very tolerant of the condition of these trucks, but it is becoming an issue with functionality and morale.

ANALYSIS/JUSTIFICATION:

The need for replacing these trucks has become dire as staff has been hoping that manufacturers would start building electric pickup trucks that could be purchased using the same AQMD funds that were used for the existing trucks. However, the rollout of these has been delayed repeatedly and they do not seem to be available anytime soon.

Staff researched either purchasing new or used trucks and provided cost options to the City Council on October 27, 2021. At this meeting the City Council approved the purchase of two new trucks at a cost of \$47,000, or \$94,000 for two. After further research staff would like to purchase these same trucks but with diesel as their fuel. The revised cost is \$50,500 each, or \$101,000 for two. The diesel trucks have a higher towing capacity and the engines will last longer. Also, in the event of an emergency, they can be fueled from the diesel tank at the City Yard which is not used except for by the backhoe and the generator. This will provide more gasoline for the rest of the fleet. The City Council approved the purchase on January 12, 2021.

Staff went to the vendor to purchase the trucks and was informed that Chevrolet would no longer provide the trucks at the previous price. An equivalent Ford truck at a slightly lower price was proposed. Staff researched the Ford model and found it to be equivalent. The cost per truck is \$50,138.

The attached quote for the trucks is through Sourcewell which has competitively bid this model of truck. Sourcewell is a fellow governmental agency and our purchasing procedures allow us to utilize their competitive bid process. As such competitive bids by the City are not required.

FISCAL IMPACT:

Funds for these services are available from the Fleet Maintenance Fund and were previously allocated on January 12, 2021.

ENVIRONMENTAL IMPACT:

This action is not a project per the California Environmental Quality Act.

LEGAL REVIEW:

None.

STRATEGIC PLAN OBJECTIVE ADDRESSED:

3 – Provide a quality infrastructure.

PUBLIC NOTIFICATION:

Notifications and advertisement were performed as prescribed by law.

Prepared by:

Concur:

/s/ Allan Rigg

/s/ Michelle Bannigan

Allan Rigg, P.E. AICP
Public Works Director/City Engineer

Michelle Bannigan, CPA
Finance Director

Approved by:

/s/ Jarad L. Hildenbrand

Jarad Hildenbrand
City Manager

Attachment:

(1) Quote from National Auto Fleet Group



National Auto Fleet Group

A Division of Chevrolet of Watsonville
 480 Auto Center Drive, Watsonville, CA 95076
 (855) 289-6572 • (831) 480-8497 Fax
 Fleet@NationalAutoFleetGroup.com

1/13/2021

Quote ID: 15412

Order Cut Off Date: 2/18/2021

Mr Scott Jensen
 City of Stanton
 7800 Katella Ave

Stanton, California, 90680

Dear Scott Jensen,

National Auto Fleet Group is pleased to quote the following vehicle(s) for your consideration.

One (1) New/Unused (2021 Ford Super Duty F-250 SRW (F2A) XL 2WD Reg Cab 8' Box 142" WB, Royal 40"H Service Body & Equipment (details enclosed). and delivered to your specified location, each for

	One Unit (MSRP)	One Unit	Total % Savings	Total Savings
Contract Price	\$47,820.00	\$38,253.84	20.005 %	\$9,566.16
Royal 40"H Service Body & Equipment (details enclosed).		\$7,884.00		
Tax (8.7500 %)		\$4,037.06		
Tire fee		\$8.75		
Total		\$50,183.65		

- per the attached specifications.

This vehicle(s) is available under the **Sourcewell (Formerly Known as NJPA) Contract 120716-NAF**. Please reference this Contract number on all purchase orders to National Auto Fleet Group. Payment terms are Net 20 days after receipt of vehicle.

Thank you in advance for your consideration. Should you have any questions, please do not hesitate to call.

Sincerely,

Jesse Cooper
 Account Manager
 Email: Fleet@NationalAutoFleetGroup.com
 Office: (855) 289-6572
 Fax: (831) 480-8497

Quoting Department
 Account Manager
 Fleet@NationalAutoFleetGroup.com
 (855) 289-6572



CITY OF STANTON

REPORT TO CITY COUNCIL

TO: Honorable Mayor and Members of the City Council

DATE: January 26, 2021

SUBJECT: APPROVAL TO LEASE AN ADDITIONAL 26 AUTOMATIC LICENSE PLATE RECOGNITION CAMERAS FROM FLOCK SAFETY AND APPROPRIATION OF FUNDS

REPORT IN BRIEF:

Automatic License Plate Reading cameras are a very effective tool for law enforcement agencies. On February 11, 2020 the Council authorized the lease of 10 cameras from Flock Safety. Due to their success, an additional 26 cameras are being requested to “virtually gate” the City on all major streets.

RECOMMENDED ACTION:

1. City Council declare this action is not a project per CEQA; and
2. Amend the contract with Flock Safety to lease an additional 26 Automatic License Plate Readings cameras; and
3. Approve an appropriation of \$79,300 from the available balance from the Supplemental Law Enforcement Grants Fund (#242).

BACKGROUND:

With the advent and advances in technology, public safety camera systems, along with automated license plate reader (ALPR) technology, are becoming very common tools for law enforcement in the United States and throughout the world, to detect, solve, prevent, and deter crime. This advanced and ever evolving technology greatly assists law enforcement accomplishing their main mission of providing safety and security for the residents they serve and to support one of the main reasons a police department exists, which is to enhance and improve the lives of our citizens.

These cameras can read license plates of vehicles driving on City streets in real-time. ALPRs utilize Optical Character Recognition which takes a photo of a vehicle, sending the image via a wireless card to a cloud-based server that has a database with information on all registered motor vehicles. If a license plate number is tied to an Amber Alert, stolen

vehicle, or other law enforcement tag, the server will notify the dispatch unit and status of the alert. ALPRs are able to take hundreds of images a minute and can capture the image of a vehicle traveling over 100 miles per hour.

For law enforcement agencies, public safety security camera and ALPR systems are installed to complement anti-crime strategies, to effectively allocate and deploy personnel, and to enhance public safety and security in public areas. Often, many police departments operate with limited resources. Public safety camera systems serve as a very effective force multiplier, especially in times of public safety emergencies and disasters. Public safety security camera and APLR systems may easily be placed in strategic locations throughout the city. It is also very easy to integrate, as needed, portable cameras and ALPR's in crime hot spots, and to support the monitoring of high profile events, and other identified public safety issues/concerns in order to be able to provide the best possible public safety service to the community.

ANALYSIS/JUSTIFICATION:

After the contract with Flock was awarded in February of last year, the Orange County Sheriff's Department worked with Flock on a variety of legal issues involving the security and use of the data obtained from the cameras. In October of 2020 the cameras became operational. In the few months since then they have become an invaluable tool to the Department. Also, based on the Stanton's successful implementation of the cameras several other Orange County cities have also implemented Flock cameras.

The initial implementation included four cameras on Beach Boulevard and four cameras on Katella Avenue that monitor traffic coming into the City. Additionally, two cameras were installed on Village Center Drive in order to monitor potential problems from new developments along Village Center Drive.

The attached exhibit shows the proposed locations of 28 new locations of cameras in the City. The intent would be to monitor all cars coming into or leaving from the City on all major roadways. The Sheriff's have found that the Flock cameras are very effective as an investigative tool and having the data for cars leaving the City is as valuable, if not more valuable, than the data for incoming vehicles.

It is also proposed to only need 26 new cameras as the ones on Village Center Drive have capture no meaningful data and would be more valuable if relocated.

Staff is working to encourage homeowner associations and businesses to add their own cameras on private property. The data from these cameras would be added to the data from the City's cameras and used identically to combat crime. Flock's original business model was to provide cameras only on private property and their business grew into the public right of way. A webinar is scheduled for January 27th at 3 pm to inform the local homeowners associations and businesses to the value of Flock cameras.

FISCAL IMPACT:

The ongoing cost for the original 10 cameras is \$2,800 a year per camera. This includes a base fee of \$2,500 plus an additional fee of \$300 for longer storage of data required by the Sheriff's Department. The total is \$28,000 annually for 10 cameras.

The additional 26 cameras would have a \$250 installation fee plus the ongoing cost of \$2,800 per year. The cost for the first year would be \$79,300 and \$72,800 for future years. The ongoing total cost for all 36 cameras is \$100,800 annually.

The City receives \$100,000 annually from the State for the Citizens Option for Public Safety (COPS) program and has a fund balance of approximately \$400,000. As such these restricted funds could be used for the Flock Cameras. There would need to be a Budget Adjustment to pay for the additional cameras in FY 20/21.

ENVIRONMENTAL IMPACT:

This action is not a project per the California Environmental Quality Act.

LEGAL REVIEW:

None.

STRATEGIC PLAN OBJECTIVE ADDRESSED:

1 – Provide a safe community.

PUBLIC NOTIFICATION:

Notifications and advertisement were performed as prescribed by law.

Prepared by:

/s/ Allan Rigg

Allan Rigg, P.E. AICP
Public Works Director/City Engineer

Concur:

/s/ Michelle Bannigan

Michelle Bannigan, CPA
Finance Director

Approved by:

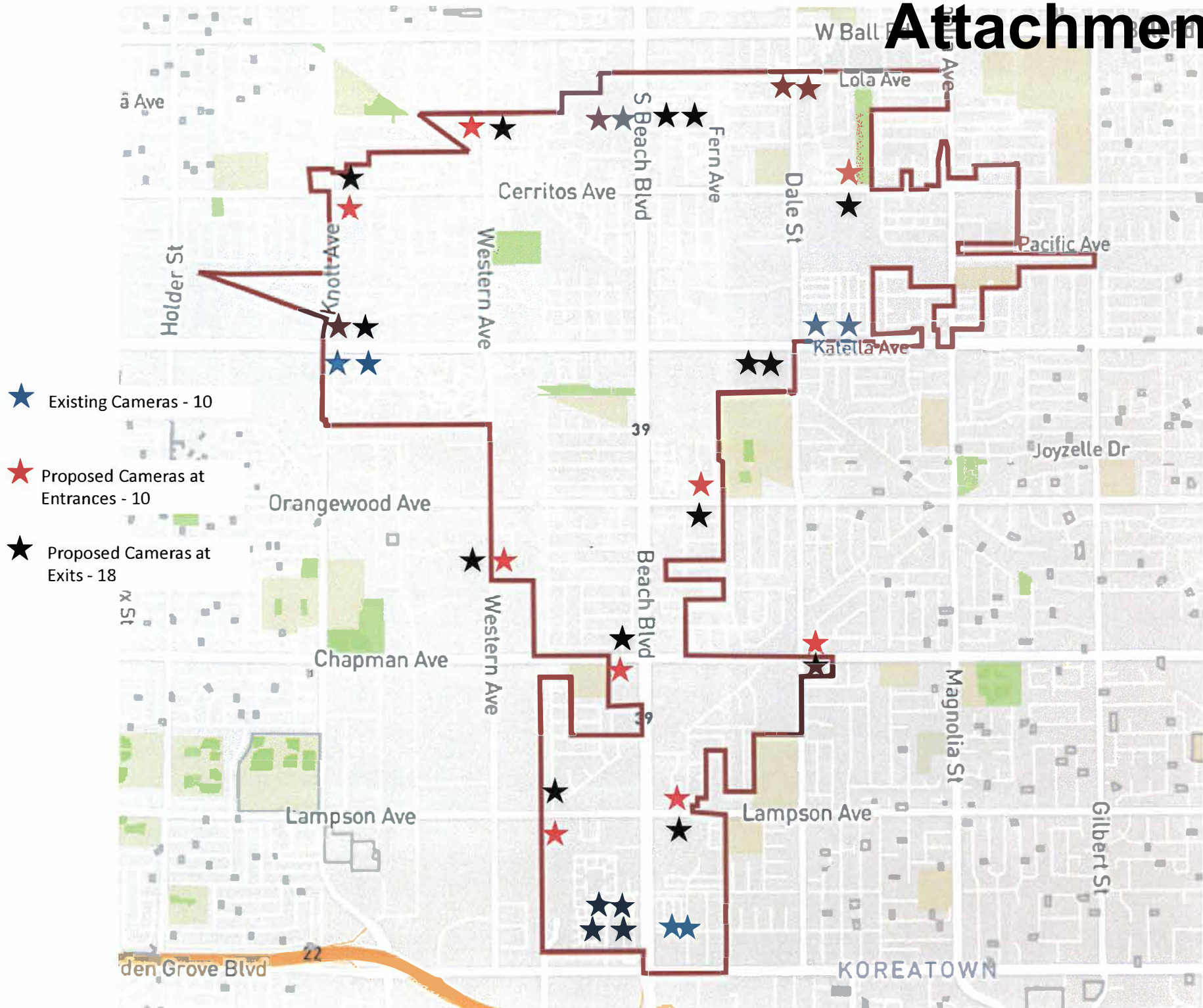
/s/ Jarad L. Hildenbrand

Jarad Hildenbrand
City Manager

Attachments:

- (1) Map of Existing and Proposed Locations for Flock Cameras
- (2) Memo from Chief Cruz Alday

Attachment: A





TO: Allan Rigg – Public Works Director/City Engineer

FROM: Captain Cruz Alday – Chief of Police Services

DATE: January 14, 2021

SUBJECT: Flock Camera System

On October 26, 2020, the Flock Camera System became operational to Stanton Police Services. Within minutes of providing access to our Deputies, a hit (alert) was received for a stolen vehicle. Deputies were able to locate the vehicle and apprehended the suspect. This trend has continued and has not slowed down. There has been approximately 25 recovered stolen vehicles that were a result from a Flock hit and the Deputies immediately apprehended the suspect(s) involved. There has been approximately 20-25 additional stolen vehicle recoveries that started as a Flock hit and the vehicle was located at a later time or date. Example; Deputies will log into the Flock system at the beginning of their shift and from the "Hot List" create a list of recent stolen vehicles. Throughout their shift they will patrol check hot spots in the city or motels and look for these vehicles. As a result several arrests have been made which has also led to several other charges due to the fact these individuals were in possession of handguns, possession of drugs, and or possession of evidence from other related crimes.

From an investigative standpoint, the Flock Camera System made an immediate impact as well. On a particular case, we had an attempt robbery of an illegal casino where shots were fired and three suspect vehicles were involved. Utilizing the Flock Camera System, we were able to identify the vehicles involved which led to the arrest of one of the suspects involved. There has also been several other cases where the camera system assisted in the investigations and assisted in solving the cases.

Also, in both November and December, our city had a fatal hit and run traffic collision involving a vehicle versus a pedestrian. On both incidents, our Major Accident Reconstruction Team responded to conduct the investigation. Using the Flock Camera System, the team was able to identify the suspect vehicle on both cases and has allowed for the investigation to continue which otherwise would've possibly turned into an unsolved cold case.

Additional cameras throughout the city will not only benefit our investigators in their criminal cases, our deputies in locating stolen vehicles, but over time will hopefully assist in the overall reduction of crime.

CITY OF STANTON

REPORT TO CITY COUNCIL

TO: HONORABLE MAYOR AND MEMBERS OF THE CITY COUNCIL

DATE: JANUARY 26, 2021

SUBJECT: DECLARATION OF SURPLUS PROPERTY

REPORT IN BRIEF:

From time to time equipment purchased by the City has outlived its useful life and needs to be sold or otherwise disposed of. In compliance with the purchasing policy, staff is required to petition the Council to declare the property surplus, obsolete, or unusable.

RECOMMENDED ACTION:

1. City Council declare that this action is not a project per the California Environmental Quality Act; and
2. Declare the equipment listed on Attachment 1 as surplus; and
3. Direct staff to sell or salvage equipment according to the Administrative Policy IV-4-12: Purchasing Policy and Procedures.

BACKGROUND:

The City has various items that are currently obsolete and unusable. These items are longer utilized by the City and are currently taking up storage space at the Stanton Corporate Yard.

ANALYSIS/JUSTIFICATION:

Due to the financial cost to repair these items, the attached list of equipment is now considered surplus. It is recommended that these items be declared as surplus and sent to an auction company to obtain a financial return for these unwanted items.

FISCAL IMPACT:

Minimal funds received from the sale or salvage of the two hybrid trucks would be return to the AB 2766 fund which is the funding source used for their original purchase. Funds from the other items would be deposited and then recorded as revenue in the Fleet Maintenance Internal Service Fund 605 and Sale of Assets account in the General Fund.

ENVIRONMENTAL IMPACT:

This action is not a project per the California Environmental Quality Act.

LEGAL REVIEW:

None.

PUBLIC NOTIFICATION:

Notifications and advertisement were performed as prescribed by law.

STRATEGIC PLAN IMPLEMENTATION:

6 - Maintain and Promote a Responsive, High-Quality, and Transparent Government.

Prepared by:

Allan Rigg, P.E., AICP
Director of Public Works/City Engineer

Approved by:

Jarad Hildenbrand
City Manager

Attachments:

- (1) Surplus Property List
- (2) Purchasing Policy and Procedures IV-4-12

Attachment A

Surplus Property List

Quantity 1 : 2007 Chevrolet/Hybrid LP: 1165266

Quantity 1 : 2007 Chevrolet/Hybrid LP: 1165267

Quantity 1 : 1990 Scissor Lift

Quantity 1 : 1998 Tilt Trailer LP: 1429953

Quantity 1 : 1994 Utility Trailer LP: 1429931

CITY OF STANTON ADMINISTRATIVE POLICY	Number IV-4-12
	Date 6/14/11
SUBJECT: PURCHASING POLICY AND PROCEDURES	Authority City Council
	Administrator Administrative Services
<p><u>Purpose:</u></p> <p>This policy strives to define decision making with prudent review and internal control procedures and to maintain departmental responsibility and flexibility in evaluating, selecting, and purchasing supplies, equipment, and services in order to provide a process to procure goods and services efficiently and at the lowest cost commensurate with the quantity and quality needed. It also provides monetary limits and clearly defines authority for all facets of purchasing, including the use of credit cards, by City employees. The policy contained herein was developed under the authority of Chapter 2.56 of the Stanton Municipal Code.</p> <p>The City Manager is designated as the Purchasing Officer for the City and may delegate the administration of the program. The Purchasing Officer/Designee is charged with the responsibility and authority for coordinating and managing the procurement of the City's supplies, services, and equipment according to this policy.</p> <p>The policy outlined herein is to be adhered to by the Purchasing Officer/Designee and all City Departments when procuring supplies, services, and equipment.</p> <p><u>Duties Assigned:</u></p> <p>A. PURCHASING OFFICER/DESIGNEE: Pursuant to Stanton Municipal Code 2.56.020, the City of Stanton City Manager shall be responsible to exercise or delegate the responsibilities of Purchasing Officer. The Purchasing Officer or designee shall issue purchase orders, keep record of all purchase orders, disburse or cause to be disbursed payments for such purchase orders, and oversee the operations of the purchasing function in such a manner as to effectively execute procurement and property acquisition. In addition the Purchasing Officer or designee shall comply with all disposition policies as may be established by the City Council or City Manager.</p> <p>The Purchasing Officer/Designee is responsible for 1) the procurement of general supplies, services, and equipment; 2) the administration of the purchasing policy; and 3) the management of surplus City property.</p>	

CITY OF STANTON ADMINISTRATIVE POLICY	Number IV-4-12
	Date 6/14/11
SUBJECT: PURCHASING POLICY AND PROCEDURES	Authority City Council
	Administrator Administrative Services
<p>To perform these functions efficiently, and assist departments, the Purchasing Officer/Designee shall:</p> <ol style="list-style-type: none"> 1. Be charged with the responsibility and authority for coordinating and managing the procurement of the City's general supplies, services, and equipment from the lowest responsive and responsible bidder when required by law or by this policy. 2. Ensure full and open competition on all purchases as required by this policy. 3. Identify, evaluate, and utilize purchasing methods which best meet the needs of the City (i.e. cooperative purchases, blanket purchase orders, contractual agreements, etc.). 4. Assist all departments with research and recommendations in developing specifications; review specifications for completeness of information to ensure specifications are not unnecessarily restrictive. 5. Coordinate vendor relations, locate sources of supply, and evaluate vendor performance. 6. Certify that all vendors being utilized have a current City business license, and also current W-9 information if applicable, on file with the Administrative Services Department. Exemptions may be granted by the City Manager. 7. Recommend revisions to purchasing procedures when necessary and keep informed of current developments in the field of public purchasing. 8. Prescribe and maintain all forms and records necessary for the efficient operation of the purchasing function. 9. Be charged with the responsibility and authority for coordinating and managing the City's Property and Inventory Control Program. 10. Make purchase award recommendations to the appropriate authority. 11. Act as the City's agent in the transfer and disposal of surplus equipment and materials with approval by the Administrative Services Director and City Manager. 12. Assist all departments in applying the City's Local Business Preference Program. 	

CITY OF STANTON ADMINISTRATIVE POLICY	Number IV-4-12
	Date 6/14/11
SUBJECT: PURCHASING POLICY AND PROCEDURES	Authority City Council
	Administrator Administrative Services

B. **DUTIES DELEGATED:** The City Manager may delegate purchasing responsibility, when determined appropriate to any Department Head of the City.

Authorization Required:

1. ALL PURCHASES, ALL SERVICES, AND ALL CONTRACTS, WITH THE EXCEPTION OF PUBLIC WORKS PROJECTS, shall require authorization as follows:

\$20,000 or more: Shall be submitted to the City Council for approval. No purchase, service, or contract shall be split into parts by any concerned party so as to produce amounts artificially lower than the total purchase price.

2. PURCHASE ORDERS shall require authorization and signatures as follows:

AMOUNT

AUTHORIZATION / SIGNATURES REQUIRED

All Purchase Orders

Purchasing Officer/Designee, City Administrative Services Director, City Manager or their representative

The Purchasing Officer /Designee signs as the initiator of the purchase order. The City Manager's or his or her representative's signature is required for approval of the purchase. The City Administrative Services Director's, or his or her representative's signature, shall signify that there are sufficient unencumbered funds in the department's appropriated budget for the purchase.

PURCHASE ORDER ROUTING: A copy of all purchase orders issued shall be given to the vendor at the time the purchase is made. No purchase shall be made without providing the vendor a copy of the purchase order. The requesting Department Head shall also retain a copy of the purchase order.

CITY OF STANTON ADMINISTRATIVE POLICY	Number IV-4-12
	Date 6/14/11
SUBJECT: PURCHASING POLICY AND PROCEDURES	Authority City Council
	Administrator Administrative Services

3. PAYABLE VOUCHERS shall require authorization and signatures as follows:

AMOUNT	AUTHORIZATION / SIGNATURES REQUIRED
All Payable Vouchers	Initiating Department Head or his/her representative
\$500 or more	City Manager

No purchase shall be split into parts by any concerned party so as to produce amounts artificially lower than the total purchase price.

4. CREDIT CARD PURCHASES shall require authorization and signatures as follows:

AMOUNT	AUTHORIZATION / SIGNATURES REQUIRED
All Credit Card Purchases	Initiating Department Head or his/her representative, and the City Administrative Services Director
\$500 or more	City Manager

The Initiating Department Head or his/her representative signs as the initiator of the credit card payable voucher. The City Manager's or his or her representative's signature is required for approval of the purchase. The City Administrative Services Director's, or his or her representative's signature, shall signify that there are sufficient unencumbered funds in the department's appropriated budget for the purchase and also verifies that the credit card purchase adheres to the Credit Card Usage Policy. No purchase shall be split into parts by any concerned party so as to produce amounts artificially lower than the total purchase price.

CITY OF STANTON ADMINISTRATIVE POLICY	Number IV-4-12
	Date 6/14/11
SUBJECT: PURCHASING POLICY AND PROCEDURES	Authority City Council
	Administrator Administrative Services

5. CONTRACTS shall require authorization and/or signatures as follows:

AMOUNT	AUTHORIZATION / SIGNATURES REQUIRED
All Contracts	City Manager's, City Attorney, and the City Clerk
\$20,000 or more	Shall be submitted to the City Council for approval.

No contract shall be split into parts by any concerned party so as to produce amounts artificially lower than the total purchase price.

Purchase Orders Required:

A. A Purchase Order is Required:

1. A purchase order shall be used whenever goods and limited services are to be acquired by an outright purchase that is \$3,000 or more. No purchase shall be split into parts by any concerned party so as to produce amounts artificially lower than the total purchase price.
2. A purchase order shall be used for any projects or purchases that are under \$3,000 whenever the provider of goods requests that a purchase order be issued.
3. All services shall require a purchase order or professional services agreement due to insurance requirements.
4. A purchase order(s) shall be issued to encumber all purchases and services associated with a Capital Improvement Project that is approved by City Council.

B. The initiating department will be responsible for requesting the purchase order. The purchase order shall specify the nature of the goods or services to be acquired, the purchase price or estimate thereof, freight charges, prompt payment discounts, the delivery date, the vendor from whom acquired, the department and division for whom the acquisition is being made, the budgetary department and general ledger number where the funding for the proposed purchase has been appropriated, and such other provisions or information as may be appropriate or required. The purchase order shall incorporate by reference all the terms, conditions, and specifications if any, contained in the related request for bids.

CITY OF STANTON ADMINISTRATIVE POLICY	Number IV-4-12
	Date 6/14/11
SUBJECT: PURCHASING POLICY AND PROCEDURES	Authority City Council
	Administrator Administrative Services
<p>It is the policy of the City that payment for goods or services shall not be made until the goods or services have been delivered. The only exceptions to this policy will be where the payment schedule in a duly authorized contract specifies otherwise, or if online purchases are required to be made by credit card according to guidelines included in this policy, or where specifically authorized by the City Council, City Manager or City Administrative Services Director.</p> <p>C. Notwithstanding the above conditions, a purchase order shall not be required for purchases of less than \$3,000. Such purchases shall be by way of demand for payment voucher as shall be established by the City Administrative Services Director in accordance with accepted accounting standards.</p> <p>D. Notwithstanding the above conditions, a purchase order shall not be required for the purchase and payment of routine, consistent expenses, such as, but not limited to: payroll taxes and related expenses, payments on previously approved leases, contract services, utility bills, or similar expenses. Such purchases shall be by way of demand for payment voucher as shall be established by the City Administrative Services Director in accordance with accepted accounting standards.</p> <p>The demand for payment voucher form will be filled out and signed by the employee assigned the responsibility for these routine expenses and shall be countersigned by the responsible Department Head. The completed demand for payment voucher will then be given to the City Accounts Payable Division of the Administrative Services Department for processing and payment.</p> <p><u>Competitive Bid:</u></p> <p>All purchases and contracts, whether by sealed bid, quotation, or negotiation, shall be made on a competitive basis to the maximum practical extent except as permitted for Public Projects defined below under the California Uniform Public Construction Cost Accounting Act Provisions.</p> <p>A. AMOUNTS IN EXCESS OR EQUAL TO \$20,000:</p> <ol style="list-style-type: none"> 1. Except as otherwise provided by ordinance or within this policy and the California Uniform Public Construction Cost Accounting Act Provisions, all purchase orders and other contracts of every kind, involving amounts in excess 	

CITY OF STANTON ADMINISTRATIVE POLICY	Number IV-4-12
	Date 6/14/11
SUBJECT: PURCHASING POLICY AND PROCEDURES	Authority City Council
	Administrator Administrative Services
<p>of \$20,000 for personal services, or for the purchase, lease, rental, or sale of personal property, materials, equipment, or supplies, shall be let by formal competitive bidding procedure, after public advertising, to the lowest and/or verifiable most qualified bidder. The Purchasing Officer/Designee shall send out all bids and notices of bids requested based on the information provided by the Department Heads and shall keep a list of the date the bids were mailed and a list of the vendors to whom the bids were mailed. The City Clerk shall receive all bids and keep a list of the time they were received. Whenever practical the bid opening shall be made in the presence of the Department Head and the City Clerk.</p> <p>2. The request for bids under the Competitive Bid Procedure shall, at a minimum, be posted at City Hall and shall be posted as required by ordinance or published at least once in a newspaper of general circulation if one exists in the City and if applicable, in appropriate trade publications. The date of posting or publication shall be at least ten (10) days before the date of opening of the bids, or the final date for accepting bids. All formal bids shall be sealed and shall be publicly opened and read at the date, time, and place indicated in the published notice. Specification packages should be made available to interested bidders. The using or requesting Department Head shall determine if a security deposit is necessary. This should be part of the request made to the City Council before initiating the bid process. The requesting Department Head shall also determine if a payment is necessary for a prospective bidder to acquire a specifications package. The use of a bidders' list shall also be determined by the Requesting Department Head.</p> <p>3. Bids received at the end of the process shall be reviewed for compliance with specifications by the using or requesting City Department. All deviations from the specifications shall be fully documented by the requesting City Department and the impact of the deviations on the performance or suitability of the bid item shall be detailed. Depending on the findings of the requesting City Department with regard to the deviations, the bid may be rejected (must be in writing), or a recommendation may be made to the City Council. Various recommendations may be made depending on the outcome of the bids, including selecting a vendor, rejecting all the bids, or deciding to modify the bids and re-advertise.</p> <p>4. No purchase shall be split into parts by any concerned party so as to produce amounts artificially lower than the total purchase price.</p>	

CITY OF STANTON ADMINISTRATIVE POLICY	Number IV-4-12
	Date 6/14/11
SUBJECT: PURCHASING POLICY AND PROCEDURES	Authority City Council
	Administrator Administrative Services
<p>B. AMOUNTS LESS THAN \$20,000 BUT IN EXCESS OR EQUAL TO \$3,000:</p> <ol style="list-style-type: none"> 1. All purchase orders and contracts in amount less than \$20,000 but in excess or equal to \$3,000 shall be let in the open market by obtaining at least three bids wherever possible. The requesting Department shall obtain three verbal or written competitive quotations whenever possible for purchases and keep a record of who was contacted and the price that was quoted. Getting more quotations is encouraged. In the event that three quotes cannot be obtained documentation of the process should indicate why less than three were obtained and should be placed on file with the quotes that were obtained. The Purchasing Officer/Designee may be requested to assist in this process. 2. Documentation requesting quotes under the Open Market Procedure may be posted at City Hall, placed in trade magazines or the newspaper, posted on the City's official web site, mailed, faxed, or sent by electronic mail (e-mail) to prospective vendors. Adequate time should be allotted to permit a response; typically a minimum of ten calendar days before the due date but less may be acceptable if necessary. In any event the quote deadline should be noted. Quotes may also be solicited over the phone through a verbal quote; provided that they are documented by the requesting department. Quotes under the Open Market Procedure may also be obtained from consulting current catalogues; internet sites, or advertising flyers. 3. The Requesting Department shall submit a memo, which includes the recommended vendor, with all supporting documentation to the City Manager or Designee. Supporting documentation shall include competitive price quotes obtained, names of vendors contacted, description of the items required, and certificates of insurance as applicable. The City Manager or Designee shall review the recommendation and supporting documentation and may contact additional sources for quotations. The City Manager or Designee may award the purchase to the lowest responsive and responsible vendor whose quote fulfills the intended purpose, quality, and delivery needs of the solicitation, provided that an unencumbered appropriation for that item exists. In lieu of awarding the purchase, the City Manager or Designee may reject quotes or may negotiate further to obtain terms more acceptable to the City. The City Manager or Designee may also determine that the interest of the City is best served to require the Formal Contract Procedures for purchases within this range. 	

CITY OF STANTON ADMINISTRATIVE POLICY	Number IV-4-12
	Date 6/14/11
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<p>4. No purchase shall be split into parts by any concerned party so as to produce artificial amounts lower than the total purchase price.</p> <p>C. PURCHASES LESS THAN \$ 3,000: These purchases may be obtained by using purchase orders issued by the City Administrative Services Director to obtain supplies and services which have been approved by the Department Head.</p> <ol style="list-style-type: none"> 1. The employee making the purchase shall verify that he/she obtained the supplies or services in good condition. 2. Written competitive bids are not required, but the Department Head or her/his designee is encouraged to obtain competitive quotations. For purchases of less than \$3,000, the authority to award a purchase contract is the Department Head's. Prudent judgment shall be used at all times. 3. Although purchases of less than three thousand dollars are exempt from many procedures required for higher cost items, every effort to utilize a local business shall be exercised. <p>D. LOCAL BUSINESS PREFERENCE: In evaluating competitive bids or quotes, any local vendor/bidder, having a valid City Business License and fixed business location within the incorporated City Limits, may receive a one percent (1%) preference off of their bid or quote. This preference shall be applied only when a non-local vendor/bidder has first been determined to be the lowest responsible vendor/bidder but a local vendor/bidder may equal or improve upon the bid if the preference is applied. If upon applying this preference should the local vendor/bidder equal the lowest responsible vendor/bidder, or become the lowest responsible vendor/bidder, the City may select this vendor/bidder even though the actual cost to the City would not be the lowest. In the event that a local and a non local bidder /vendor have the same bid or quote and it is the lowest responsible bid or quote the one percent (1%) preference need not be applied. In this case the local business shall be selected to receive the purchase award. The local business must still demonstrate that it is a responsible vendor/bidder before being selected for the purchase award. This shall apply to purchases under the Open Market and Formal Contract as well as professional services or consultant agreements.</p>	

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<p>The Local Business Preference may not apply and may be dispensed with when prohibited by State or Federal Statutes, or regulations requiring that a bid or quote be awarded to the lowest responsible bidder or vendor, or as otherwise exempted from local preferences. The local business preference shall not apply to purchases that are less than \$5,000. However, a Department making a purchase under the \$5,000 limit shall make every attempt possible to purchase through local businesses. Under no circumstances shall the Local Business Preference, granted in a single bid or quote, exceed five thousand dollars (\$5,000) cap. The Local Business Preference will not apply when bids or quotes are done with other public agencies through cooperative purchases.</p>	
<p>E. VENDORS OF GASOLINE AND DIESEL FUEL:</p> <ol style="list-style-type: none"> 1. The City Council recognizes and finds that wholesale vendors of gasoline and diesel fuel are generally unable to quote prices on fuel that are valid for more than one day. 2. As a result of this finding, and in order to obtain needed supplies at the most competitive daily price, price quotes may be obtained by telephone, and an order may be placed providing the purchase procedure set out in Section 3, paragraph C, above, have been followed. 	
<p>F. RUNNING/BLANKET PURCHASE ORDERS: Purchase orders which allow spending for multiple purchases of the same type from one or more vendors without obtaining current bids or price quotations shall not be allowed except in the following cases:</p> <ol style="list-style-type: none"> 1. There is only one qualified supplier; 2. The supplier has received the bid award amount approved for purchase by the City. 3. The purchases are for items that are "consumable" supplies or small repair parts for the Public Works Department, when: 1) the departmental budget has an original appropriation for such items; and, 2) the "running or blanket" purchase order has been approved for purchase by the City Manager who shall certify by that approval that such "running" purchasing procedure is in the best interest of 	

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<p>the City. Running purchase orders issued under the authority of this section will be issued in accordance with procedures established by the City Administrative Services Director with the approval of the City Manager.</p> <p>G. CONFLICT OF INTEREST: Any officer of the City or any department thereof who shall aid or assist a bidder or vendor in securing a contract to furnish supplies, materials, equipment, or contractual services at a higher price than that proposed by any other bidder/vendor, or who shall favor one bidder/vendor over another by giving or withholding information, or who shall willfully mislead any bidder/vendor in regard to the character of the materials or supplies called for, or who shall knowingly accept commodities of a quality inferior to those called for by the contract, or who shall knowingly certify to a greater amount of labor performed than has actually been performed, or to the receipt of a greater amount or different kind of materials or supplies than have actually been received, shall be deemed guilty of malfeasance and the City Manager shall have the authority pursuant to the City of Stanton's Personnel System Rules and Regulations to take appropriate disciplinary action. Such actions may also result in criminal prosecution.</p> <p>If at any time it shall be found that the person to whom a contract has been awarded has in presenting any bid(s) or quote(s), colluded with any other party or parties for the purpose of preventing any other bid or quote being made, then the contract so awarded shall be null and void.</p> <p>It is the intent that this purchasing policy, all procedures and processes discussed herein, and each transaction entered into pursuant to Chapter 2.56 of the Stanton Municipal Code shall be made in accordance with the City's Conflict of Interest Code and all other Federal, State, and local laws.</p> <p>H. UNAUTHORIZED PURCHASES</p> <p>Except for urgencies or other authorized exemptions stated in these guidelines, no purchase of supplies, services, or equipment shall be made without authorization as described within this policy or in Chapter 2.56 of the Stanton Municipal Code. Under no circumstances shall a purchase be considered approved or final until approved by the City Council or City Manager as required by the appropriate purchasing classification. No representative of the City shall enter into a verbal agreement or make any arrangements until the final approval is granted.</p>	

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<p>In the event that an unauthorized purchase is made the following may apply:</p> <ol style="list-style-type: none"> 1. Such purchases are void and not considered an obligation of the City. 2. Invoices without an authorization may be returned to the vendor unpaid. 3. The person ordering the unauthorized purchase may be held personally liable for the costs of the purchase or contract. <p><u>Purchase Orders and Contracts Not Requiring Bids:</u></p> <p>A. SOLE SOURCE: The restriction contained in this policy requiring bids, shall not apply in cases where purchases or contracts are for items which may only be purchased from a single or sole source manufacturer or distributor and no reasonable similar alternative exists.</p> <p>B. CONTRACTS NOT SUITED TO COMPETITIVE BIDDING. Contracts which by their nature are not suited to award by competitive bidding shall not be subject to the competitive bidding requirements of this policy. These contracts include:</p> <ol style="list-style-type: none"> 1. Contracts for items that may only be purchased from a single or sole source or provider. 2. Contracts for additions to and repairs and maintenance of equipment owned by the City which may be more efficiently added to, repaired or maintained by a particular person or firm. 3. Contracts for equipment which, by reason of the training of City personnel or the inventory of replacement parts maintained by the City, is more compatible with the existing equipment owned by the City. <p>C. UTILITIES PURCHASE: Utility services such as water, electric power, natural gas, telephone and telegraph, except when alternative supplies or services are available.</p> <p>D. COURT FEES: Witness and jury fees and other payments as may be ordered by the court.</p>	

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<p>E. MEDICINES OR MEDICAL SUPPLIES OR SERVICES: Medicines or medical supplies or services which are not generic in nature and which would not be available from other sources through competitive bid or negotiation.</p> <p>F. EMERGENCY CONDITION: When a public emergency will not tolerate a delay for advertising or the solicitation of bids due to the urgency of the incident, and it is determined by the City Manager or the City Council that the situation meets the definition of an emergency situation which creates a threat to public health, welfare, or safety such as, may arise by reason of flood, epidemics, riots, equipment failures, infrastructure failures, earthquakes, or such other reason as may be declared an emergency by the City Manager or City Council formal bidding may be dispensed with. The existence of such condition must create an immediate need for materials, services, or construction that cannot be met through normal procurement methods, and the lack of which would seriously threaten the function of City Government, the preservation or protection of public or private property, or the health or safety of any person, and the following will apply:</p> <ol style="list-style-type: none"> 1. Purchases under this paragraph shall be based on a need that is compelling and of unusual urgency, such as when the City would be seriously injured financially or otherwise if the personal property or services were not furnished by a certain time, and when they could not be procured by that time by means of advertising, bidding and or solicitations of quotations as previously provided. 2. Emergency procurement shall be limited to those supplies, services, or construction necessary to meet the emergency whenever practical; approval by the City Council shall be obtained. 3. The department for whom the emergency purchases are made shall, as soon as practical, file a written report with the City Manager, which shall contain the following information: <ol style="list-style-type: none"> a. The conditions which created the emergency and a description of the threat to the health, welfare or safety of the public pursuant to finding that an emergency exists; b. The basis for the selection of the particular contractor or supplier and a description of what efforts were utilized to identify and contact alternative suppliers or contractors; 	

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<p>c. The contractor's or supplier's name and address, along with a list of the supplies, materials, services or construction procured under the contract.</p> <p>d. Completed and signed purchase orders with attached invoices requesting payment for the emergency purchases.</p> <p>4. The City Manager shall review the report submitted and, if appropriate, shall declare the condition an emergency and shall approve the report and requisitions and authorize the payment of the emergency purchases.</p> <p>a. The City Manager is empowered to declare a state of emergency when, in her/his opinion, such condition(s), as set out above exist(s), <u>and</u>, when the amount to be expended to meet such emergency does not exceed \$25,000 unless it is in the case of a regional disaster.</p> <p>b. Where the City Manager finds and declares an emergency, under paragraph 4a, above, the City Manager, in conjunction with the department for whom the emergency purchases are made, shall, as soon as practical, file a written report with the Mayor and City Council which shall contain the following information:</p> <p>(1) The conditions which created the emergency and a description of the threat to the health, welfare or safety of the public pursuant to finding that an emergency exists;</p> <p>(2) The basis for the selection of the particular contractor or supplier and a description of what efforts were utilized to identify and contact alternative suppliers or contractors;</p> <p>(3) The contractor's or supplier's name and address, along with a list of the supplies, materials, services or construction procured under the contract.</p>	

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<p>(4) Completed signed purchase orders with attached invoices requesting payment for the emergency purchases.</p> <p>The City Council shall review the report submitted, and if appropriate, shall ratify the City Manager's declaration of the condition an emergency, and shall approve the report and requisitions and authorize the payment of the emergency purchases.</p> <p>G. STATE PROCUREMENT CONTRACTS:</p> <ol style="list-style-type: none"> 1. Purchases, which are made from vendors who are under State of California Procurement contract, and when the price is that price (or a lower price than that) established by the contract awarded by the State after competitive bidding pursuant to the California Procurement Code. 2. Purchases which are made from vendors who, within the past sixty (60) days, have been under State of California procurement contract, and when the price offered is the price established by the former contract awarded by the State after competitive bidding pursuant to the California Procurement Code or less. <p>H. GOVERNMENT GOODS AND SERVICES: For goods and services made available by any federal, state or local unit of government, or association of government, when those goods or services were acquired in compliance with the provisions of this resolution.</p> <p>I. FRINGE BENEFITS: Purchases of services or benefits that are part of any personnel fringe benefit agreements that are authorized by the City Council may be negotiated between the City and the service or benefit vendor.</p> <p>J. CITY OWNED CONCESSION OR RECREATION FACILITY: Notwithstanding the provisions of Section 9, below, purchases or contracts for supplies, materials or inventory to be used for resale at any City-owned and or operated concession or recreation facility.</p> <p>K. PUBLIC AUCTION AND OTHER SIMILAR CIRCUMSTANCES: Supplies, materials or equipment which can be purchased at any public auction, closeout sale, bankruptcy sale or other similar sale, and it is found that a purchase at any such auction or sale may be made at a cost below the market cost in the community.</p>	

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<p>L. EXCHANGE OF SUPPLIES, MATERIAL, OR EQUIPMENT: Exchanges of supplies, material or equipment between the City and any other entity, which are not by sale or auction.</p> <p>M. CALIFORNIA CORRECTIONAL INDUSTRIES DIVISION: Supplies, material or equipment produced by the California Correctional Industries Division.</p> <p>N. CERTAIN PURCHASES: Certain purchases are not readily adaptable to the open market and formal bidding process. These purchases are generally for items where the competitive bid process or obtaining quotes is not applicable or where a check is required to accompany the order. Following is a list of allowable exemptions:</p> <ul style="list-style-type: none"> • Advertisements and Notices • Courier/Delivery/Messenger • Dept. Purchases under \$3,000 • Emergency Fuel Purchases • Insurance Claims and Premiums • Medical Payments (Physicians, lab) • Membership Dues • Payments to Other Governmental Units • Petty Cash Replenishment • Property Rentals • Real Property/Easement Acquisition • Subscriptions • Trade Circulars or Books • Travel Expense/Advances <p><u>California Public Projects Contracts Code Uniform Cost Accounting Provisions for Advertisement, Rejection and Extension of Bids:</u></p> <p>A. PUBLIC PROJECTS—DEFINITIONS.</p> <p>1. General. Contracts for public projects as defined in the California Public Contracts Code shall be in writing and awarded by the City Council to the lowest responsible and responsive bidder, except as otherwise provided herein.</p>	

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<p>2. "Public project" is generally defined as:</p> <ul style="list-style-type: none"> • Construction, reconstruction, erection, alteration, renovation, improvement, demolition, and repair work involving any publicly owned, leased, or operated facility. • Painting or repainting of any publicly owned, leased, or operated facility. • In the case of a publicly owned utility system, "public project" shall include only the construction, erection, improvement, or repair of dams, reservoirs, power plants, and electrical transmission lines of 230,000 volts and higher. <p>3. "Public project" does not include maintenance work. For purposes of this section, "maintenance work" is generally defined as:</p> <ul style="list-style-type: none"> • Routine, recurring, and usual work for the preservation or protection of any City owned or publicly operated facility for its intended purposes. • Minor repainting. • Resurfacing of streets and highways at less than one inch. • Landscape maintenance, including mowing, watering, trimming, pruning, planting, replacement of plants, and servicing of irrigation and sprinkler systems. • Work performed to keep, operate, and maintain publicly owned water, power, or waste disposal systems, including, but not limited to, dams, reservoirs, powerplants, and electrical transmission lines of 230,000 volts and higher. <p>4. "Facility" is generally defined as any plant, building, structure, ground facility, utility system, real property, streets and highways, or other public work improvement.</p> <p>B. INFORMAL BID PROCEDURES – PUBLIC PROJECTS SUBJECT TO THE CALIFORNIA UNIFORM PUBLIC CONSTRUCTION COST ACCOUNTING ACT</p> <p>1. A list of contractors shall be developed and maintained in accordance with the provisions of Section 22034 of the Public Contract Code and criteria promulgated from time to time by the California Uniform Construction Cost Accounting Commission.</p>	

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<p>2. A notice inviting informal bids shall be mailed to all contractors for the category of work to be bid, as shown on the list developed in accordance with Public Contracts Code Section 22034, and to all construction trade journals as specified by the California Uniform Construction Cost Accounting Commission in accordance with Section 22036 of the Public Contract Code. Additional contractors and/or construction trade journals may be notified when soliciting bids; provided however:</p> <p>3. If there is no list of qualified contractors maintained by the City for the particular category of work to be performed, the notice inviting bids shall be sent only to the construction trade journals specified by the California Uniform Construction Cost Accounting Commission.</p> <p>4. If the product or service is proprietary in nature such that it can be obtained only from a certain contractor or contractors, the notice inviting informal bids may be sent exclusively to such contractor or contractors.</p> <p>C. FORMAL BID PROCEDURES FOR PUBLIC PROJECTS SUBJECT TO THE CALIFORNIA UNIFORM PUBLIC CONSTRUCTION COST ACCOUNTING ACT; NOTICE INVITING BIDS</p> <p>1. The City Council shall authorize issuance of notices inviting formal bids which shall include a general description of the public project to be constructed, shall state where bid forms and specifications may be secured, and the time and place for opening bids.</p> <p>2. Notices inviting bids published and posted at least fourteen calendar days before the date of opening the bids in a newspaper of general circulation in Orange County as provided for in California Public Contracts Code Section 22037. Also, it shall be posted in at least one location in the City at either City Hall or the Library.</p> <p>3. The City Council may require a bid to include prices for items that may be added to, or deducted from, the scope of work in the contract for which the bid is being submitted. Whenever additive or deductive items are included in a bid, the bid solicitation shall specify which one of the following methods will be used to determine the lowest bid. In the absence of a specification, only the method provided by subdivision a. will be used.</p>	

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<p>a. The lowest bid shall be the lowest bid price on the base contract without consideration of the prices on the additive or deductive items.</p> <p>b. The lowest bid shall be the lowest total of the bid prices on the base contract and those additive or deductive items that were specifically identified in the bid solicitation as being used for the purpose of determining the lowest bid price.</p> <p>c. The lowest bid shall be the lowest total of the bid prices on the base contract and those additive or deductive items that when taken in order from a specifically identified list of those items in the solicitation, and added to, or subtracted from, the base contract, are less than, or equal to, a funding amount publicly disclosed by the City before the first bid is opened.</p> <p>d. The lowest bid shall be determined in a manner that prevents any information that would identify any of the bidders or proposed subcontractors or suppliers from being revealed to the public entity before the ranking of all bidders from lowest to highest has been determined.</p> <p>4. A responsible bidder who submitted the lowest bid as determined by this section shall be awarded the contract, if it is awarded. This section does not preclude the City from adding to or deducting from the contract any of the additive or deductive items after the lowest responsible bidder has been determined.</p> <p>5. Nothing in this section shall preclude the prequalification of general contractors or subcontractors.</p> <p>6. The City Council shall also solicit sealed bids from all responsible prospective bidders whose names are on the bidders' list or who have made written request that their names be added thereto.</p> <p>7. The City Council shall also advertise bids by a notice posted at a publicly accessible location at City offices. Such posting places can include, but shall not be limited to, electronically accessible locations such as the City's web site or by other means that reasonably allow prospective bidders to be notified of pending purchases.</p>	

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<p>D. BIDDER'S SECURITY – PUBLIC PROJECTS</p> <p>When deemed necessary, bidder's security may be prescribed in the formal or informal notices inviting bids. Bidders shall be entitled to return of bid security; provided, however, that a successful bidder shall forfeit his bid security upon his refusal or failure to execute the contract within ten days after the notice of award of contract. The City Council may, at its option, on refusal or failure of the successful bidder to execute the contract, award it to the next lowest responsible and responsive bidder, and if the City Council awards the contract to the next lowest bidder, the amount of the lowest bidder's security shall be applied by the City to the contract price differential between the lowest bid and the second lowest bid, subtracting actual administrative costs, and any surplus, if any, shall be returned to the defaulted bidder.</p>	
<p>E. BID OPENING PROCEDURE – PUBLIC PROJECTS</p> <p>Sealed bids shall be submitted to the City and shall be identified as "bids" on the envelope. Bids shall be opened in public at the time and place stated in the bid notices by the City Clerk, Purchasing Authority, or their authorized representatives. A tabulation of all bids received shall be open for public inspection during regular business hours for a period of not less than thirty calendar days after the bid opening.</p>	
<p>F. TIE BIDS – PUBLIC PROJECTS</p> <p>If two or more bids received are for the same total amount or unit price, quality and service being equal, and if the public interest will not permit the delay for readvertising for bids, the City Council may, in its discretion, accept the bid it chooses or accept the lowest bid made by and after negotiations with the tie bidders.</p>	
<p>G. WAIVER OF IRREGULARITY, REJECTION OF BIDS; FAILURE TO RECEIVE BIDS; OPTIONS ON PUBLIC PROJECTS</p> <p>1. At its discretion, the City Council may waive any irregularity in any bid received and award the contract</p>	

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<p>2. At its discretion, the City Council may reject all bids presented. If the City Council, prior to rejecting all bids, declares that the project can be more economically performed by City employees and furnishes a written notice to an apparent low bidder mailed at least two (2) business days prior to the public meeting at which the City intends to reject the bid, the City Council may:</p> <ol style="list-style-type: none"> Abandon the project or readvertise for bids. By a four-fifths vote declare by resolution that the project can be performed more economically by City employees, and order the project done by force account. If no bids are received, the project may be performed by the City employees by force account or by negotiated contract entered into without need for further bidding. 	
<p>H. PERFORMANCE BONDS – PUBLIC PROJECTS</p> <p>The City Council shall have authority to require a performance bond before entering a contract in such amount as it finds reasonably necessary to protect the best interests of the City. If the City Council requires a performance bond, the form and amount of the bond shall be described in the notice inviting bids.</p>	
<p>I. LOWEST RESPONSIBLE BIDDER DETERMINATION – PUBLIC PROJECTS</p> <p>In determining the "lowest responsible bidder," the following factors may be considered in addition to price:</p> <ol style="list-style-type: none"> The ability, capacity and skill of the bidder to perform the contract or provide the service required; The character, integrity, reputation, judgment, experience and efficiency demonstrated in previous contracts or services for the City or other contracting parties; The quality of performance demonstrated in previous contracts or services for the City or other contracting parties; 	

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<ol style="list-style-type: none"> 4. The previous and existing compliance by the bidder with the laws and ordinances relating to a contract or service; 5. The sufficiency of the financial resources and ability of the bidder to perform the contract or provide the services; 6. The ability of the bidder to provide future maintenance and service for the use of the subject of the contract. 	
<p>J. CHANGE ORDERS TO PUBLIC PROJECTS</p> <p>The City Manager is delegated authority to approve, without seeking new bids, contract change orders to public projects up to the combined amounts funded for construction or purchase and for contingency as established in the project authorization.</p>	
<p><u>Non Public Projects Contracts Provisions for Advertisement, Rejection and Extension of Bids:</u></p>	
<p>A. ADVERTISEMENT OF BID:</p> <ol style="list-style-type: none"> 1. The Department Head shall provide the City Clerk with an appropriate advertisement or description of the item to be advertised so that the City Clerk may formulate a bid advertisement. The City Clerk shall then, with the concurrence of the City Manager, place the advertisement in a newspaper of general circulation within Orange County. Also it will be posted in at least one location in the City at either City Hall or the Library. 2. Contracts shall be awarded by competitive sealed bidding, except as otherwise provided herein. 3. An invitation for bids shall be issued when a contract is to be awarded by competitive sealed bidding. The invitation shall include a purchase description and all contractual terms and conditions applicable to the procurement. 4. Public notice of the invitation for bids shall be given a reasonable time prior to the date set forth therein for the opening of bids. The notice may include publication in a newspaper of general circulation within the City or County a reasonable time prior to bid opening. 	

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<p>"Reasonable Time" for purposes of this part, means that a notice of an invitation for bids shall, prior to the acceptance of a bid, be published at least six days before bid opening in one or more newspapers of general circulation within the City.</p> <ol style="list-style-type: none"> 5. Bids shall be opened publicly at City Hall, or other place designated in the invitation for bids if use of the City Hall is not available or impracticable at the time of the bid opening, in the presence of one or more witnesses, including whenever practicable the City Clerk, City Administrative Services Director, and the appropriate Department Head at the time designated in the invitation. 6. The amount of each bid and any other relevant information specified in the bid notice, together with the name of each bidder, shall be recorded by the City Clerk at the time the bids are opened. The record and each bid shall be open to public inspection. 7. Bids shall be unconditionally accepted without alteration or correction, except as authorized in this Policy. 8. Bids shall be evaluated based on the requirements set forth in the invitation for bids, which may include criteria to determine acceptability such as inspection, testing, quality, workmanship, delivery, and suitability for a particular purpose. Those criteria that will affect the bid price and will be considered in evaluation for award shall be objectively measurable. The criteria may include discounts, transportation costs, and total or life cycle cost. No criteria may be used in bid evaluation that is not set forth in the invitation for bids. 9. Correction or withdrawal of inadvertently erroneous bids before or after award, or cancellation of awards or contracts based on such bid mistakes, shall be permitted in accordance with rules and regulations set out in the bid notice. 10. After bid opening no changes in bid prices or other provisions of bids prejudicial to the interest of the City or fair competition shall be permitted. Except as otherwise provided by this Policy or rules and regulations set out in the bid notice, all decisions to permit the correction or withdrawal of bids or to cancel awards or contracts based on bid mistakes shall be supported by a written determination made by the City Manager or City Council, depending on the value of the bid received, and in accordance with the provisions of Section 3, C, above. 	

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<p>11. The contract shall be awarded with reasonable promptness by written notice to the lowest responsive and responsible bidder whose bid meets the requirements and criteria set forth in the invitation for bids. In the event all bids for a project exceed available funds as certified by the City Administrative Services Director or City Manager and the low responsive and responsible bid does not exceed such funds by more than 10%, the City Manager is authorized, in situations where time or economic considerations preclude resolicitation of work of a reduced scope, to negotiate an adjustment of the bid price, including changes in the bid requirements, with the low responsive and responsible bidder, in order to bring the bid within the amount of available funds.</p> <p>12. When it is considered impractical to prepare initially a purchase description to support an award based on price, an invitation for bids may be issued requesting the submission of unpriced offers to be followed by an invitation for bids limited to those bidders whose offers have been qualified under the criteria set forth in the first solicitation.</p> <p>B. REJECTION OF BIDS:</p> <p>1. An invitation for bids, a request for proposals, or other solicitation may be canceled, or any or all bids or proposals may be rejected, in whole or in part, as may be specified in the solicitation, when it is in the best interests of the City in accordance with rules and regulations as set out in the bid notice or invitation. The reasons for such rejections shall be made part of the contract or bid file.</p> <p>2. Bids may be rejected when the City Council, with the advice of the City Manager and such technical department personnel as the City Manager may determine appropriate, determines that bid prices, after advertising once for all competitive bids, are not reasonable (either as to all or as to some part of the requirement), exceed the estimated project cost of a public improvement project by an amount that is unacceptable, or have not been independently arrived at in open competition, provided that no negotiated purchase or contract may be entered into under this paragraph after the rejection of all of the bids received unless the stipulations below are met:</p> <p style="padding-left: 40px;">a. NOTIFICATION TO NEGOTIATE: Notification of the intention to negotiate and reasonable opportunity to negotiate shall have been given to each responsible bidder whose bid conformed to the invitation for bids; and,</p>	

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<p>b. NEGOTIATED PRICE: The negotiated price is the lowest negotiated price offered by a reasonable supplier; and provided further, that the City Manager may, at her/his discretion, elect to re-advertise for bids with approval of the City Council.</p> <p>C. EXTENSION OF BIDS: The City Manager may extend the time for opening of bids, if in her/his opinion it is in the public interest to do so. Notice of the extension shall be given to all prospective bidders by the City Clerk in such manner as is most practical under the circumstances. Such extension shall not exceed ten working days. No extension may be granted for the purpose of qualifying a bid that was delivered after the time advertised for the original opening.</p> <p>D. LATE BIDS: No bids shall be received or accepted at any time subsequent to the time indicated in the announcement. Any bids delivered by mail, or any other means, subsequent to the appointed time shall not be opened.</p> <p>E. RESPONSIBLE BIDDER: The City shall award contracts which are required to be let by competitive bidding under this policy to the lowest responsible bidder. The City may reject any low bid and accept the next lowest bid if the City determines that the low bid was made by a bidder who is not responsible.</p> <ul style="list-style-type: none"> • The City may consider any or all of the following when determining whether a bidder is responsible: • Whether the bid fully complies with the invitation for bids; • The bidder's financial responsibility; • The bidder's references; • Whether the bidder has the skill and business judgment to complete the contract; • The bidder's experience; • Whether the bidder has the facilities and equipment to complete the contract; • The bidder's conduct under other contracts, regardless of whether the contracts were with the City or with other parties; 	

CITY OF STANTON ADMINISTRATIVE POLICY	Number IV-4-12
	Date 6/14/11
SUBJECT: PURCHASING POLICY AND PROCEDURES	Authority City Council
	Administrator Administrative Services
<ul style="list-style-type: none"> • The quality of the bidder's other work, regardless of whether the work was performed for the City or for other parties; and • Any other matter that might have bearing on the likelihood that the bidder will promptly and efficiently perform the contract, if it is awarded to the bidder can be considered. <p>If the City determines that the low bidder does not meet the criteria of a responsible bidder as defined above, the City shall notify the bidder in writing that it is rejecting the bidder's bid. The notice shall also contain a short description of the reasons for the rejection.</p> <p><u>Bonds of Bidders May be Required:</u></p> <p>Bidders may be required to supply deposits of good faith, or bonds with sufficient sureties, in such amounts as shall be deemed adequate and approved by the City Manager or City Council, as set out in the bid notice, not only to insure performance of the contract or purchase order in the time and manner prescribed, but also to save, indemnify, and hold the City harmless against losses, damages, claims, liabilities, judgments, costs, and expenses which may accrue in consequences of the granting of the contract or purchase orders.</p> <p>Before any contract for the construction, alteration or repair of any public building, public work or public improvement of City of Stanton is awarded to any person, that person shall furnish to Stanton such bonds as are required by the California Public Contracts Code or other applicable law.</p> <p><u>Professional Services - Consultant Selection:</u></p> <p>A. Selection of Consultants or Vendors for Professional Services (General)</p> <ol style="list-style-type: none"> 1. The appropriate Department Head, with the approval of the City Manager, shall prepare a scope of work or services consistent with budget and project authorization of the City Council. The Request for Proposal (RFP) shall outline the City requirements and project description, services to be performed, specific identification of what is to be accomplished or provided, as well as the due date for submittal. The list of solicited firms will be drawn from firms who, in the opinion of the Department Head, can perform the work. A Request for 	

CITY OF STANTON ADMINISTRATIVE POLICY	Number IV-4-12
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<p>Qualifications (RFQ) may first be necessary if the required services are particularly specialized or if the qualifications of the available consultants are unknown. The list of solicited firms may be limited to between 3 to 5 due to time constraints or specialties involved.</p> <ol style="list-style-type: none"> The initial review of proposals shall be conducted by the involved Department Head(s) who shall make a recommendation to the City Manager regarding which consultants should be invited to interviews. Interviews (contracts less than \$20,000) will be conducted by the appropriate department staff members. Qualifications should be the determining factor in the selection of a professional consultant. Staff shall then negotiate the final fee based upon the agreed scope of work. Prior to approval of a contract, the Department Head of the requesting or using Department shall conduct appropriate background and reference checks and ensure that adequate bonding or security, if required, is posted. Consultants shall comply with all regulations and laws dealing with conflict of interest disclosure and reporting. Consultants shall not be engaged if a conflict of interest exists. <p>B. Selection of Consultants for Professional Services for Continuing Services: The following shall apply to the selection or professional services which are needed on a continuous or project by project basis:</p> <ol style="list-style-type: none"> Professional firms providing engineering, plan checking, land surveying, transit, planning, environmental, economic development, legal, auditing, landscape architecture, or other services may be retained on a continuing basis to provide professional services. The City Department Head, with the approval of the City Manager, may contract on a project-by-project or on a retainer basis for additional work/services without going through the RFP and selection process. At least every three years these arrangements shall be reviewed and every effort shall be made to receive proposals from at least three consultants to perform the same services. This is to ensure the City is receiving the best value and there is no stoppage in the provision of these services. 	

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<p>2. Beginning each fiscal year, the Purchasing Officer/Designee shall make a written request to each City Department Head to submit to the City Manager a list of consultants currently under contract by their department, setting forth name of firms, type of services, cost of contracts, length of contracts and date entered into, and the number of years retained by the City.</p> <p>3. Exclusions</p> <p style="padding-left: 40px;">a. The process of selecting environmental impact report consultants for non City projects shall be conducted by the Director of Community Development and Redevelopment due to time restraints and application processing requirements. The final consultant selection and fee shall be reviewed and approved by the City Manager.</p> <p style="padding-left: 40px;">b. City Council shall also review and approve each bond issue in concept with approval for the selection of certain professional consultants, as needed, to be selected by the Administrative Services Director, as approved by the City Manager.</p> <p><u>Bilateral Contracts Required:</u></p> <p>A. A bilateral contract signed by both parties is required:</p> <ol style="list-style-type: none"> 1. Whenever personal property is acquired by means of lease, rental, or installment purchase. 2. Whenever personal or professional services are required by the City except where the services are to be performed at the vendor's place of business or where the services are for non-repetitive repairs or maintenance and where a purchase order has been bid or negotiated to cover said services; 3. Whenever consultant services are to be acquired; 4. Whenever real estate or any interest therein is to be acquired except: <ol style="list-style-type: none"> a. When acquired pursuant to the power of eminent domain and entry of a decree by a court; 	

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<p>b. When acquired as a result of the filings and recording of a map or plat as required by California Code;</p> <p>c. When real estate is donated or dedicated to the City</p> <p>5. Whenever the requesting office, department, agency or City Council shall so specify;</p> <p>6. Whenever the vendor requires that a contract other than a purchase order be signed by City of Stanton; and,</p> <p>7. Whenever intergovernmental, interagency and service provider agreements require participation by the City involving funding, performance, or assumption of liability or risk in any form.</p>	
<u>Credit Card Usage:</u>	
<p>A. Under certain circumstances, the use of a City issued credit card may be the most appropriate method for certain purchases. The use of a City bank credit card should be used as a last resort and not be used to circumvent the Accounts Payable cycle or the Business License Ordinance. The following policies and procedures are established to insure internal control and timely payment of charges.</p>	
<p>Unless otherwise designated by the City Manager, the Administrative Services Department is the administrator of the Credit Card Program and responsible for evaluating the request for use of the City Credit Card and determining if the request is within the guidelines of this policy.</p>	
PROCEDURE:	
<p>1. Bank, office supply store, gasoline, and hardware store credit cards will be signed out on an as-needed basis to staff at the sole discretion of the City Manager or Administrative Services Director, in accordance with internal control procedures. Failure to comply with established procedures may result in discontinuance of use by the employee/department.</p>	

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<p>2. The Administrative Services Director will determine if the request falls within the guidelines and purpose of this policy. The Department will prepare a blue Credit Card Accounts Payable Voucher and the Department Head will sign prior to issuing of the credit card. This is to ensure that the bank card is used appropriately and that all purchases are within approved dollar limits and in compliance with this policy.</p> <p>3. All employees using the City credit card will ensure the security of the credit card while in his/her possession. If lost or stolen, the employee shall immediately notify the Administrative Services Department.</p> <p>ALLOWABLE USES: City credit cards may be available to the City Employees for the conduct of official City business and City purchases, included, but not limited to the following purposes:</p> <ul style="list-style-type: none"> • Gasoline purchases for City vehicles. • Authorized travel expenses, hotel, training, airfare and conference expenses. • Items that require a credit card to purchase and that are less than \$1,000. No purchase shall be split into parts by any concerned party so as to produce artificial amounts lower than the total purchase price. • Monthly on-going expenses that do not change in price for which the City has a contract. • Computer equipment from a current vendor in which government pricing has been established. • Grant funded items for the Sheriff Department's special requests. • Online purchases where it is deemed by the Administrative Services Director to be a sole source provider or is the lowest priced supplier. These types of purchases shall not exceed \$5,000. • Supplies/Equipment for special requests with the Administrative Services Director and the City Manager's approval. 	

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<p><u>Purchasing Recycled Materials or “Green” Products:</u></p> <p>It is the policy of the City to conserve and protect natural resources. The maintenance of a quality environment for the citizens of the City is an ongoing endeavor. In light of these statements, it is the policy of the City to encourage the use of recycled goods and “green” materials whenever possible, where fitness and quality being equal and cost no more than equal, to that of non-recycled or “non-green” products.</p> <p><u>Disposal of City Property:</u></p> <p>A. Department Heads shall petition the City Manager and City Council to declare property surplus, obsolete or unusable.</p> <p>Any property thus classified with resale value shall be advertised for sale by the City Clerk.</p> <p>Property not deemed to have any resale value shall be disposed of by the Department Head in the manner deemed to be in the best interest of the public and approved by the City Manager.</p> <p>Department Head shall provide the City Administrative Services Director with a list of all such property disposed of so that they may be removed from the list of City assets. The City may refuse any or all bids on items offered for sale.</p> <p>The City may make a finding that a use or disposition of certain City property provides for the safety, health, prosperity, moral well-being, peace, order, comfort, or convenience of the inhabitants of the City, in which case the City Council may authorize purchase, receipt, holding, selling, leasing, conveying, and other disposition of real and personal property for the benefit of the City, whether the property is within or without the City’s corporate boundaries, and under the terms of such a finding is not obligated to sell such property at bid but may improve, protect, and do any other thing in relation to this property that an individual could do.</p>	

CITY OF STANTON ADMINISTRATIVE POLICY	Number IV-4-12
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Record of Fixed Assets:

Whenever payment is made for acquisition of a fixed asset and whenever acquisition costs of said asset is \$5,000 or more the City Administrative Services Director or their Designee shall forthwith enter a record of said acquisition upon the inventory records of the City and the Purchasing Officer/Designee shall cause a property sticker to be placed upon said asset.

Inspection of Merchandise Received:

A. It shall be the responsibility of the Department Head or his designees to immediately inspect all material, supplies, equipment, and personal property of any nature purchased pursuant to this ordinance immediately upon delivery from the vendor and prior to the acceptance of the delivery.

B. The signature of the individual(s) conducting the inspection shall be required on all invoices to designate that they have inspected and received the merchandise listed on said invoice.

Damaged property or items not specified on the purchase order shall not be accepted, and the non-conforming nature of the goods, together with the reason for rejection thereof, shall be noted in writing upon the delivery receipt.

Personal Liability of Officers

A. No officer or employee of the City shall make any expenditure or encumbrance in excess of the total appropriation remaining (excluding salaries and benefits) for any department.

All purchases or all encumbrances on behalf of the City shall be made or incurred only upon any order or approval of the persons duly authorized to act on behalf of the City in such capacity.

CITY OF STANTON

REPORT TO THE CITY COUNCIL

TO: Honorable Mayor and Members of the City Council

DATE: January 26, 2020

SUBJECT: **ACTIVE TRANSPORTATION PLAN FINAL REPORT**

REPORT IN BRIEF:

The 2020 Active Transportation Plan (ATP) establishes a long-term vision to improve walking and biking conditions in the City of Stanton. The Plan provides guiding principles, tools, and implementation steps for improvements to the transportation systems creating opportunities for convenient, safe, healthy, affordable and accessible alternatives for recreation and transportation serving all residents and the business community. This community-based Plan offers direction to reduce collisions, improve public health, reduce environmental impacts, create transportation equity, provide economic benefits, and improve the quality of life in Stanton.

RECOMMENDED ACTION:

1. City Council declare that the Active Transportation Plan is exempt from the California Environmental Quality Act (CEQA) as it meets the definition of a Feasibility or Planning Study under CEQA Guidelines, Section 15262; and
2. Adopt Resolution No. 2021-02 approving The City of Stanton Active Transportation Plan, entitled:

“A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF STANTON ADOPTING THE CITY OF STANTON ACTION TRANSPORTATION PLAN.”

BACKGROUND:

In December of 2018, the City of Stanton committed to and initiated the Southern California Disadvantaged Communities Planning Initiative to develop an Active Transportation Plan including:

- Providing general project management and oversight;
- Supporting SCAG and its Consultant with identifying policy documents and relevant data sources as part of the Needs Assessment; and
- Developing a Community Advisory Committee (CAC).

The background and context work began and identified mobility challenges and network deficiencies presenting barriers to safe and available options for transportation. The Community Advisory Committee met with City staff and consultants, and engaged with community members at pop-up events, walk audits, community workshops, and through surveys. Complementing in-person events, virtual workshops and interactive online tools were used to increase public awareness and participation. On January 15, 2020, the CAC, City Staff and technical consultants facilitated a walking tour to better understand existing conditions of the high-priority corridors. Key concerns included:

- The need for improved crosswalks
- The lack of facilities for biking
- The poor street and sidewalk pavement condition along Beach Boulevard.

This robust community engagement effort shaped the vision and provided the framework and recommendations for the Plan. The following are the goals and objectives identified through this process.

GOALS & OBJECTIVES

The Plan is guided by an Equity Framework which prioritizes the needs of vulnerable residents. Equity, in this planning process, means that community members who have historically been left out of transportation investments and decisions will be prioritized, engaged, and included.

Collectively, the various strategies and components of the Plan assist the City in meeting the four goals we established in this Plan, each of which is rooted in advancing our Equity Framework:



1. Improve
Safety & Health



2. Improve
Access & Comfort



3. Address
Transportation
Affordability



4. Commit to Maintain
& Expand the Network



Safety & Health

- A. Reduce bicycle and pedestrian collisions through safe facilities
- B. Reduce air pollution, asthma rates, and greenhouse gas emissions
- C. Promote an active lifestyle that includes walking and biking
- D. Reduce travel times for low-income households



Access & Comfort

- A. Increase access to jobs, education, retail, parks and libraries, schools, recreational centers, transit, and other neighborhood destinations
- B. Address barriers so that vulnerable populations can benefit from the improvements
- C. Support public transit service
- D. Prioritize the needs and trip patterns of vulnerable populations
- E. Prioritize universal design standards to ensure facilities improve user comfort



Affordability

- A. Reduce the overall household transportation costs for all residents, both anticipated and existing
- B. Reduce long-term transportation costs by reducing the need for vehicle ownership or for parking in new development
- C. Leverage existing funding to maximize project delivery



Maintain & Expand the Network

- A. Integrate bicycle and pedestrian network and facility needs into all Stanton planning documents and capital improvement projects
- B. Implement the proposed projects outlined in this Plan
- C. Maintain designated facilities to be comfortable and free of hazards to biking and walking

The Plan includes:

- An Implementation and Action Plan, including prioritized program recommendations and specific action items
- Strategies for continued community engagement, inter-agency coordination, CEQA compliance, potential funding sources and specific grants.
- Integration with the City's Capital Improvement Projects
- A menu of options and details for improvement types for 22.48 miles of bicycle improvements on 46 Stanton streets and 14.3 miles of pedestrian improvement on 28 Stanton streets.

Pedestrian Facility Types



Sidewalks & Paths

- Completely separated from motor vehicle traffic.
- Used by people walking or using mobility devices such as wheelchairs.
- Sidewalks are typically located immediately adjacent and parallel to a roadway. Shared-use paths can be located in their own independent right-of-way, such as within a park or along a body of water.



Crossing Facilities

- Make crossing the street at intersections and midblock safer and more comfortable.
- High-visibility crosswalk markings are more visible to approaching vehicles and have been shown to improve yielding behavior.
- Advance yield markings, or "shark teeth," warn drivers they are approaching a crosswalk.



Curb Treatments

- Curb ramps allow users of all abilities to make the transition from the street to the sidewalk. They are required by the Americans with Disabilities Act (ADA) at all crosswalks, including those that are unmarked.
- Curb extensions create safer and shorter crossings for pedestrians. They can help slow vehicle traffic by visually narrowing the roadway. They also increase the available space for street furniture, plantings, and street trees.

Bicycle Facility Types



CLASS I

Shared-Use Path

- Paths completely separated from motor vehicle traffic used by people walking and biking.
- Comfortable for people of all ages and abilities.
- Typically located immediately adjacent and parallel to a roadway or in its own independent right-of-way, such as within a park or along a body of water.



CLASS II

Bicycle Lane

- A dedicated lane for bicycle travel adjacent to traffic.
- A painted white line separates the bicycle lane from motor vehicle traffic.



CLASS IIB

Buffered Bicycle Lane

- A dedicated lane for bicycle travel separated from vehicle traffic by a painted buffer.
- The buffer provides additional comfort for users by providing space from motor vehicles or parked cars.

FISCAL IMPACT:

There is no fiscal impact associated with the adoption of the City of Stanton Active Transportation Plan. While the Plan recommends potential infrastructure improvements throughout the City area, the City is not obligated to fund Plan recommendations.

City Council adoption of the Plan will enable City Staff to pursue program and infrastructure funds through the Caltrans Active Transportation Program, which distributes over \$440 million dollars in pedestrian and bicycle improvements every 2 years. The next grant cycle is expected to be released in Spring 2022. Having an adopted Active Transportation Plan is a key component in being competitive for not only pursuing Caltrans Active Transportation grant funds, but grants through other statewide and regional programs, including OCTA's Bicycle Corridor Improvement Program, the Recreational Trails Program administered by California State Parks, and Urban Greening Grant Funding administered through the California Natural Resources Agency. Additional opportunities to fund recommendations may be available through collection of developer fees.

ENVIRONMENTAL IMPACT:

This plan provides a vision, goals and strategies, and potential bicycle and pedestrian improvements throughout the City. While there are no specific projects being brought forth for at this time, the plan acts as a guide for future improvements. Any specific improvement project will undergo the required environmental analysis prior to approval and installation.

STRATEGIC PLAN OBJECTIVE ADDRESSED:

Objective 1: Provide a Safe Community
Objective 2: Promote a Strong Local Economy.
Objective 3: Promote Quality Infrastructure
Objective 5: Provide a high quality of life

Prepared by:

Approved by:

/s/ Paige Montojo

/s/ Jarad L. Hildenbrand

Paige Montojo
Associate Planner

Jarad L. Hildenbrand
City Manager

Attachment:

- A. Draft Resolution No. 2021-02
- B. City of Stanton Active Transportation Plan

Attachment: A

RESOLUTION NO. 2021-02

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF STANTON ADOPTING THE CITY OF STANTON ACTION TRANSPORTATION PLAN

WHEREAS, the City of Stanton was selected to participate in the Southern California Association of Government's (SCAG) Disadvantaged Communities Active Transportation Planning Initiative (DCPI), and initiated drafting the City of Stanton Active Transportation Plan to provide a comprehensive plan for a network of bikeways, sidewalks, crossings and other elements aimed at supporting safe walking and bicycling throughout the City and providing connections to nearby destinations; and

WHEREAS, the City of Stanton Active Transportation Plan is exempt from the California Environmental Quality Act (CEQA) as it meets the definition of a Feasibility or Planning Study under CEQA Guidelines, Section 15262; and

WHEREAS, the City of Stanton Active Transportation Plan provides infrastructure and program recommendations for corridors in the City of Stanton; and

WHEREAS, having an adopted Active Transportation Plan is an important component for municipal agencies in California to be competitive for statewide and regional funds, including grant fund available through the Active Transportation Program, Affordable Housing and Sustainable Communities Program, and the California Natural Resources Agency Urban Greening Program, amongst other federal and state funding opportunities; and

WHEREAS, the adoption of the City of Stanton Active Transportation Plan will enable City of Stanton Staff to pursue grant funding to implement transportation improvements, advancing community-driven initiatives in the community feedback received throughout the development of the Plan.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF STANTON, CALIFORNIA, AS FOLLOWS

SECTION 1: Adoption. The City Council of the City of Stanton adopts the City of Stanton Active Transportation Plan.

SECTION 2: Custodian and Location of Records. The documents and materials associated with this Resolution that constitute the record of proceedings on which these findings are based are located at Stanton City Hall, 7800 Katella Avenue, Stanton, California 90680. The Community Development Director is the custodian of the record of proceedings.

SECTION 3: Certification. The Mayor shall sign this Resolution and the City Clerk shall attest and certify to the passage and adoption thereof.

ADOPTED, SIGNED AND APPROVED by the City Council of the City of Stanton on this 26th day of January, 2021.

DAVID J. SHAWVER, MAYOR

APPROVED AS TO FORM:

HONGDAO NGUYEN, CITY ATTORNEY

ATTEST:

I, Patricia A. Vazquez, City Clerk of the City of Stanton, California DO HEREBY CERTIFY that the foregoing Resolution, being Resolution No. 2021-02 has been duly signed by the Mayor and attested by the City Clerk, all at a regular meeting of the Stanton City Council, held on January 26, 2021, and that the same was adopted, signed and approved by the following vote to wit:

AYES: _____

NOES: _____

ABSENT: _____

ABSTAIN: _____

PATRICIA A. VAZQUEZ, CITY CLERK



City of Stanton Active Transportation Plan

January 2021



Acknowledgements

Thank you to the residents, community leaders, community-based organizations, agencies, and other stakeholders who have helped shape this Plan. We appreciate your vision, insights, and commitment to improving mobility and access for all residents.

PROJECT TEAM

City of Stanton
Southern California Association of Governments
Alta Planning + Design
Studio One Eleven
Urban Design 4 Health, Inc.

COMMUNITY ADVISORY COMMITTEE

Jose De La Torre, City of Stanton Department of Public Safety Services, Code Enforcement
Guillermo Perez, City of Stanton Department of Public Works and Engineering
Kelsey Ransom, City of Stanton Department of Community Services
Rose Rivera, City of Stanton Department of Community Development, Planning Division
Amy Stonich, City of Stanton Department of Community Development, Planning Division
Sgt. Nathan Wilson, Orange County Sheriff's Department

COMMUNITY-BASED ORGANIZATIONS

The Boys & Girls Club of Stanton

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Executive Summary

The 2020 Active Transportation Plan (“Plan”) represents a new commitment by the City of Stanton to walking and biking. It is part of a move away from the auto-centric approach of the past, and toward a sustainable, multi-modal transportation system that serves all residents, regardless of age, ability, identity, or income.

OUR COMMUNITY’S NEW APPROACH

The Plan was created through intensive collaboration between various City departments, the Community Advisory Committee (CAC), multiple community organizations, and most importantly, our residents. Using this feedback and analysis of existing conditions, collisions, and demographic data, the Plan designates an ambitious active transportation system and introduces a comprehensive collection of programs and policies. Altogether, the recommendations for our streets envision 23 miles of new bikeways and sidewalks, and represent an investment in multi-modal, equitable transportation in our community. The street recommendations provide new, low-stress connections between schools, businesses, and parks, helping ensure that people can more comfortably and safely access everyday needs.

The recommended programs work to address key community concerns, and include training for roadway users, so that all of our community members can be responsible for safe travel behaviors. Recommended programs also include pedestrian and bicycle safety classes and campaigns for all ages.

Collectively the policies, programs, projects, and recommendations in this Plan will create an environment that enhances active transportation in Stanton, and makes walking and biking a safe, healthy, and enjoyable means of transportation and recreation.



Thank you to the many residents who helped shape this Plan, and who are committed to improving access, safety, and health for all.

COMMUNITY PRIORITIES

Community and stakeholder participation played a central role in shaping the project, from pop-up events and trainings to community surveys. During the planning process, community members expressed including:

- Speeding vehicles do not stop for bicyclists and pedestrians
- Unsafe intersections
- Lack of pedestrian-scale lighting

Community members expressed support for various types of improvements, including the following top priorities:

- Safer and more convenient routes
- Crossing improvements
- Walking and biking facilities that are separated from vehicles

VISION: Stanton is a community where streets promote walking and biking in a safe and convenient atmosphere for all ages and abilities.

GOALS & OBJECTIVES

The Plan is guided by an Equity Framework which prioritizes the needs of vulnerable residents. **Equity, in this planning process, means that community members who have historically been left out of transportation investments and decisions will be prioritized, engaged, and included.**

Collectively, the various strategies and components of the Plan assist the City in meeting the four goals we established in this Plan, each of which is rooted in advancing our Equity Framework:



1. Improve Safety & Health



2. Improve Access & Comfort



3. Address Transportation Affordability



4. Commit to Maintain & Expand the Network



Safety & Health

- A. Reduce bicycle and pedestrian collisions through safe facilities
- B. Reduce air pollution, asthma rates, and greenhouse gas emissions
- C. Promote an active lifestyle that includes walking and biking
- D. Reduce travel times for low-income households



Access & Comfort

- A. Increase access to jobs, education, retail, parks and libraries, schools, recreational centers, transit, and other neighborhood destinations
- B. Address barriers so that vulnerable populations can benefit from the improvements
- C. Support public transit service
- D. Prioritize the needs and trip patterns of vulnerable populations
- E. Prioritize universal design standards to ensure facilities improve user comfort



Affordability

- A. Reduce the overall household transportation costs for all residents, both anticipated and existing
- B. Reduce long-term transportation costs by reducing the need for vehicle ownership or for parking in new development
- C. Leverage existing funding to maximize project delivery



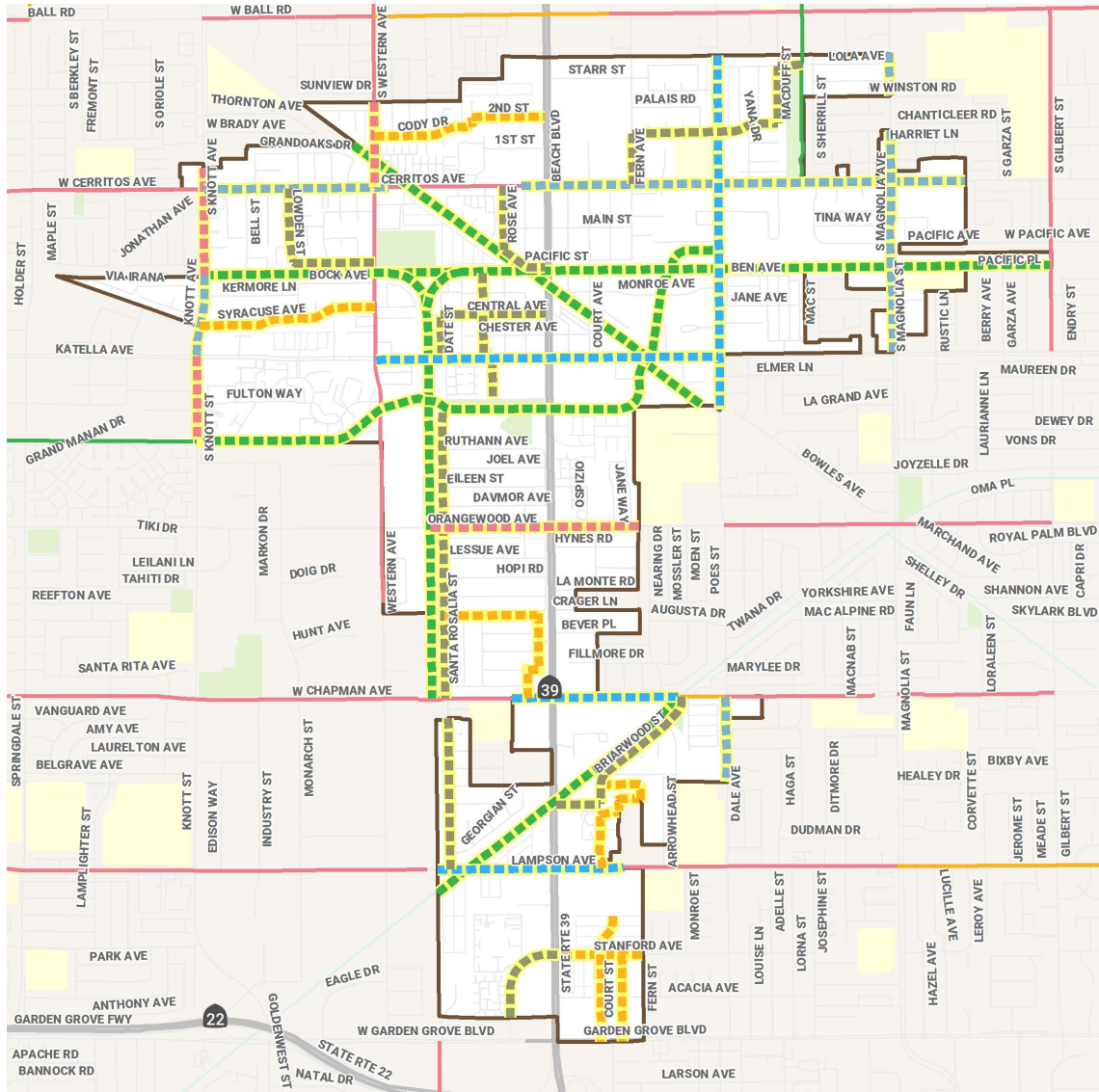
Maintain & Expand the Network

- A. Integrate bicycle and pedestrian network and facility needs into all Stanton planning documents and capital improvement projects
- B. Implement the proposed projects outlined in this Plan
- C. Maintain designated facilities to be comfortable and free of hazards to biking and walking

NETWORK RECOMMENDATIONS

The network recommendations included in this plan were developed using an extensive community engagement and analysis process. More details about the process for developing recommended street infrastructure projects, types of bicycle and pedestrian facilities, and specific project locations can be found in Chapter 6 of this Plan. The resulting recommendations are prioritized into three tiers, which represent short-term, medium-term, and long-term improvement projects. Implementation strategies and actions are outlined in the next section and in Chapter 8 of this Plan.

Recommended Bicycle Network



Recommended Bikeways

- Shared-Use Path (Class I)
- Bicycle Lane (Class II)
- Buffered Bike Lane (Class IIB)
- Bicycle Route (Class III)
- Bicycle Boulevard (Class IIIB)
- Separated Bikeway (Class IV)

Existing Bikeways

- Shared-Use Path (Class I)
- Bicycle Lane (Class II)
- Bicycle Route (Class III)
- Separated Bikeway (Class IV)

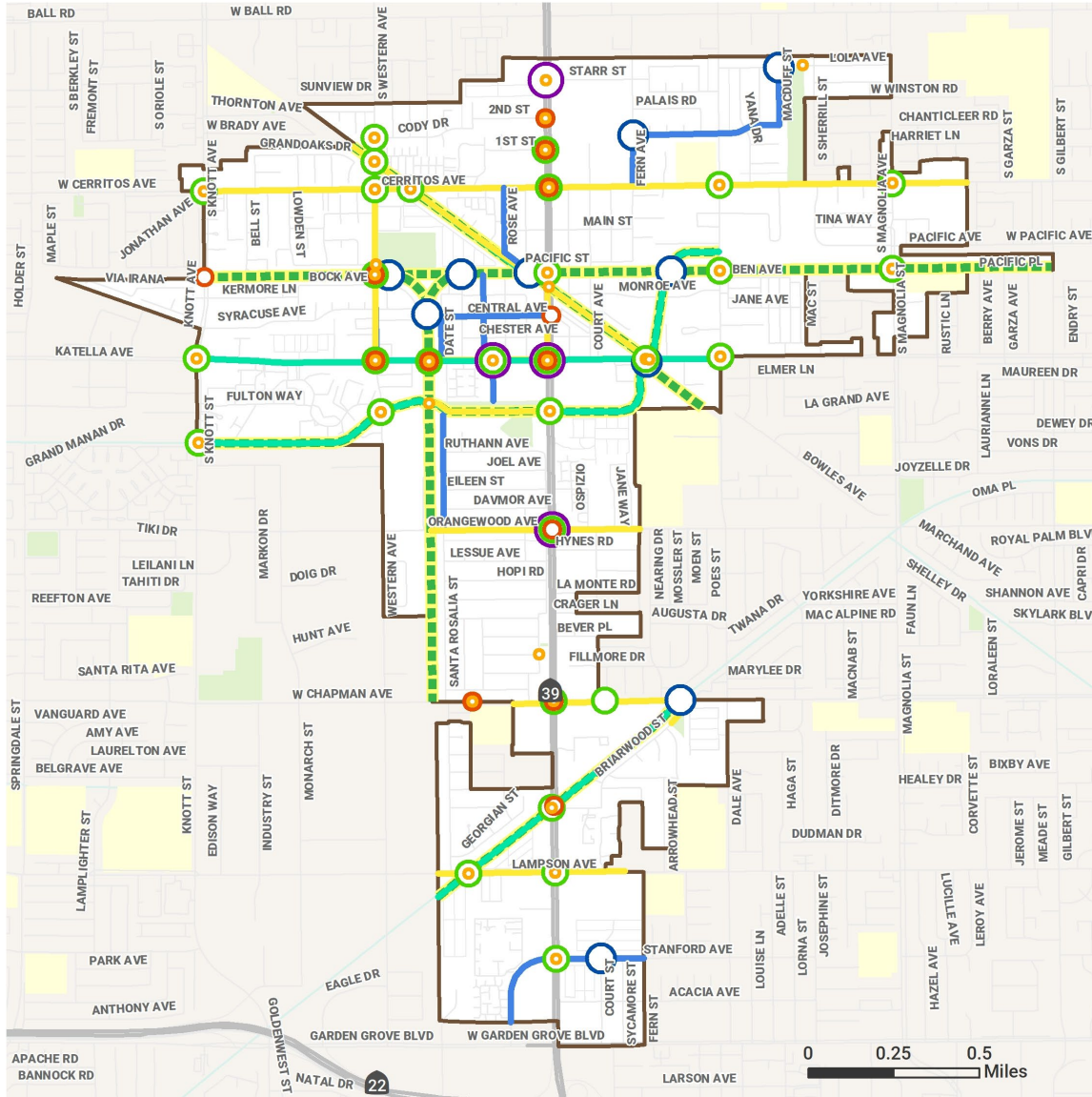
Destinations + Boundaries

- City Boundary
- School
- Park or Open Space

Sources:
SCAG
UC Berkeley TIGRS
OSM
Caltrans

alta

Recommended Pedestrian Projects



Pedestrian Recommendations

- Crossing Facilities
- Curb Treatments
- Signals & Beacons
- Traffic Calming
- Transit Stop Amenities
- Green Infrastructure
- Pedestrian-Scale Lighting
- Sidewalks & Paths
- Traffic Calming
- - - Shared-Use Path (Class I)

Destinations + Boundaries

- City Boundary
- School
- Park or Open Space



Sources:
SCAG
UC Berkeley TIMS
OSM
Caltrans



MAKING THIS VISION A REALITY

Following the implementation strategy outlined in Chapter 8 of this Plan and the supplemental Action and Implementation Plan, we will work to secure funding for high-priority projects and programs, with the hopes of significantly expanding our network over the coming years. As we work to implement the Plan, we will continue to engage with our residents and, most importantly, follow the Equity Framework.



This Plan puts Stanton on track to significantly expand walking and biking routes. Above, the City of Los Angeles restripes a street to balance the needs of bicyclists, vehicular travel, and parking.

Section 1

INTRODUCTION



1. Introduction

THE NEED FOR AN ACTIVE TRANSPORTATION PLAN

Stanton is a vibrant city that is committed to improving the quality of life for residents and visitors by providing walking and biking opportunities that are convenient, comfortable, safe, and healthy modes of transportation and recreation. This Active Transportation Plan establishes a long-term vision for improving walking and biking conditions in Stanton, and is a critical tool to support the City in building a balanced transportation system that is pedestrian- and bicycle-friendly and encourages residents to use these modes of transportation.

We recognize that collisions have been a concern in the community, with high numbers of pedestrians and bicyclists involved in collisions along major corridors such as Beach Boulevard and Katella Avenue.

Our ultimate goal in developing this Plan is to improve the safety of walking and biking in Stanton, enabling a shift from driving single-occupancy vehicles to more walking and biking as a normal part of daily life. The new projects and programs featured in this Plan will work to address our community's mobility needs.



We aim to build an active transportation network that improves mobility options for all of our residents.

BENEFITS OF WALKING, BIKING, AND BEING ACTIVE



Collision Reduction

Conflicts between people walking, biking, and driving can result not just from poor behavior, but from insufficient or ineffective design. Existing transportation networks are often designed primarily for safe and efficient vehicle travel and poorly protect bicyclists and pedestrians. Non-motorists are more likely to suffer injury or death in a collision and are about 1.5 times more likely than motorists to die when getting around.¹



Encouraging development that supports biking and walking, such as changing traffic volume and speed² and increasing separation from vehicles,³ can enhance safety and comfort for all users. Bike lanes and physical barriers between bicyclists and motor vehicle traffic have been shown to increase individuals' use of bicycle infrastructure.⁴ Shaded sidewalks with landscaped buffers from vehicle traffic and curb ramps, high-visibility crossings, and rest areas similarly create comfortable experiences for people walking. This Plan outlines an active transportation network and programmatic changes to help us reduce collisions, improve traffic safety, and protect the historically marginalized members of our community.

Providing safe and accessible facilities is a priority in our community.

¹ Beck et al. *Motor vehicle crash injury rates by mode of travel, United States: using exposure-based methods to quantify differences*. 2007; Centers for Disease Control and Prevention. *Motor Vehicle Crash Deaths in Metropolitan Areas — United States, 2009*. *Morbidity and Mortality Weekly Report*. 2012.

² Harris et al. *The Bicyclists' Injuries and the Cycling Environment study: a protocol to tackle methodological issues facing studies of bicycling safety*. 2011; Miranda -Moreno et al. *The link between built environment, pedestrian activity and pedestrian-vehicle collision occurrence at signalized intersections*. 2011.

³ Lusk et al. *Risk of injury for bicycling on cycle tracks versus in the street*. 2011.

⁴ Hoffman et al. *Bicycle commuter injury prevention: it is time to focus on the environment*. 2010.; Pucher et al., *Infrastructure, programs, and policies to increase bicycling: An international review*. 2010.



Public Health Improvements

Physical inactivity is widely understood to play a significant role in the most common chronic diseases in the United States, including heart disease, stroke, and diabetes. A 2019 report by the Outdoor Foundation found that Americans are spending less time outdoors being active than they used to.⁵ In Stanton, for example, over 50% of children are overweight or obese.⁶ Getting outside to walk and bike is impacted by people's ability, or inability, to access safe spaces to do so. According to a study conducted by Friends of Harbors, Beaches and Parks, Stanton has just 0.6 acres of park land per 1,000 residents, the second-lowest of Orange County jurisdictions.⁷ **Creating infrastructure that encourages biking and walking—while improving access to parks or active recreation opportunities for all residents—is a key strategy to fighting obesity and inactivity.**

Biking and walking can also help improve mental health, facilitate social connections, encourage activity among older adults, foster healthy habits among youth, lower risk of chronic diseases, and improve air quality. This Plan identifies interventions that support safe walking, biking, and recreational opportunities as effective strategies for addressing public health concerns in our community.



Walking helps to improve mental health, foster social connections, and lower the risk of chronic diseases.

⁵ Outdoor Foundation. 2019 *Outdoor Participation Report*. 29 January 2019.

https://outdoorindustry.org/resource/2019-outdoor-participation-report/?utm_source=media&utm_medium=press-release&utm_campaign=participation

⁶ Babey, S. et al., UCLA Center for Health Policy Research and California Center for Public Health Advocacy. *Overweight and Obesity among Children by California Cities – 2010*. June 2012.

<http://healthpolicy.ucla.edu/publications/Documents/PDF/children2010fs-jun2012.pdf>

⁷ Friends of Harbors, Beaches and Parks. *Promoting Innovative Solutions to Increase Parks & Park Programs in Urban Neighborhoods*. August 2016. <https://www.fhbp.org/resources/studies-reports/urban-park-study/>



Environmental Benefits

Fossil-fuel driven transportation generates the largest share of greenhouse gas (GHG) emissions of any economic sector in the United States, amounting to almost 30% of all GHG emissions and surpassing those generated from electricity production and industry.⁸ Biking and walking cause no direct air or water pollution, have minimal land use impacts, and emit little noise and light pollution. Replacing driving trips with biking or walking trips reduces emissions associated with driving, translating into less carbon dioxide, nitrogen oxides, hydrocarbons, and other pollutants in the air.

Implementing the projects and programs proposed in this Plan will help reduce our contribution to climate change, while making our city more resilient to its effects. It will also improve the health of residents who are vulnerable to asthma or other chronic respiratory diseases associated with air pollution.



Equity

Many people in our community rely on walking, biking, and transit to get where they need to go on a daily basis. When age or physical abilities are not a barrier, costs associated with car ownership can still prevent driving from being a viable option. The Victoria Transport Policy Institute found that households in car-dependent communities devote 50% more of their income to transportation (more than \$8,500 annually) than households in communities with better conditions for walking and biking (less than \$5,500 annually). Unsurprisingly, people with low incomes tend to have the highest rates of walking and bicycling to work, with the greatest number of bicycling trips taken by people of color.⁹ Impeding access to time for basic necessities such as exercise and rest, picking up children from childcare, visiting the doctor, or grocery shopping can have health consequences and exacerbate health inequities.¹⁰

Active transportation options increase mobility for vulnerable populations, enabling safe, affordable access to economic and social opportunities.

⁸ United States Environmental Protection Agency. *Sources of Greenhouse Gas Emissions*. Accessed May 28, 2019, <https://www.epa.gov/ghgemissions/sources-greenhouse-gas-emissions>.

⁹ Safe Routes to School National Partnership. *At the Intersection of Active Transportation and Equity*. 2015.

¹⁰ PolicyLink Prevention Institute Convergence Partnership. *Healthy, Equitable Transportation Policy: Recommendations and Research*. 2009.

Environmental factors and lacking infrastructure also disproportionately affect low-income and minority communities. For example, Latinx and African American bicyclist/pedestrian fatality rates are double that of White Americans.¹¹ These populations are often also faced with health risks associated with greater air and noise pollution, as they are more likely to live near major roads, highways, or truck routes,¹² and many sources of air pollutants are located near these communities.¹³ Further, the tendencies of children¹⁴ and older adults¹⁵ to walk and bike are particularly impacted by vehicle traffic speed and volume, and inadequate infrastructure.

For older adults, youth, people of color, people with disabilities, and people with low wealth, not having safe, sufficient infrastructure to access destinations by foot or bike means increased vulnerability to traffic related injury and fatalities as well as indirect health implications.¹⁶ The Plan will enhance the accessibility of pedestrian and bicycle networks in our community, making daily transportation and physical activity more

viable for children, older adults, people of color, and people with physical disabilities. The Plan will be designed to create opportunities for affordable, safe, and convenient transportation for all people, especially those who may not have access to a motor vehicle or who have limited income.



Ensuring everyone has access to safe and affordable transportation options helps improve the wellbeing of our community.

¹¹ Safe Routes to School. 2015.

¹² Bae et al. *The exposure of disadvantaged populations in freeway air-pollution sheds: a case study of the Seattle and Portland regions*. 2007.

¹³ Miranda et al. *Race/Ethnicity, Residential Segregation, and Exposure to Ambient Air Pollution: The Multi-Ethnic Study of Atherosclerosis*. 2014.

¹⁴ Wong et al. *GIS measured environmental correlates of active school transport: A systematic review of 14 studies*. 2011; Rothman et al. *Walking and child pedestrian injury: a systematic review of built environment correlates of safe walking*. 2014; Rothman et al. *Motor Vehicle-Pedestrian Collisions and Walking to School: The Role of the Built Environment*. 2014.

¹⁵ Lusk et al. *Risk of injury for bicycling on cycle tracks versus in the street*. 2011; Moran et al. *Understanding the relationships between the physical environment and physical activity in older adults: a systematic review of qualitative studies*. 2014; Yen et al. *How design of places promotes or inhibits mobility of older adults: realist synthesis of 20 years of research*. 2014.

¹⁶ Policy Link Prevention Institute. 2009.



Quality of Life

The design, land use patterns, and transportation systems that comprise the built environment profoundly impact one's experience of being in a community. Creating conditions in which walking, biking, and using other active modes are accepted and encouraged increases a community's livability and sense of connectedness, and by extension, residents' quality of life. Communities become more pleasant when noise and air pollution are reduced, and when urban space is reserved for facilities that enable people of all ages and abilities to travel in safe and enjoyable settings. This Plan works to increase the quality of life for all residents in our community.



Economic Benefits

Active transportation is economically advantageous to individuals and communities. Replacing automobile trips with walking or biking can reduce vehicle maintenance and fuel costs. These savings are accompanied by potential reductions in health care costs, as regular physical activity can minimize health complications associated with an inactive lifestyle. In 2009, the CDC estimated that the direct medical costs of physical inactivity to the country totaled more than \$147 billion.¹⁷

According to the Bureau of Labor Statistics, in 2017, households spent 13% of their earnings on transportation—the second highest household expenditure after housing.¹⁸ Increasing opportunities for non-automobile travel can reduce spending on transportation, which may allow for households to increase spending on health-promoting activities such as healthcare, education, and nutritious food.

Furthermore, active transportation facilities require significantly less capital to construct and maintain than roadway or highway projects. **Active transportation investments allow cities to do more with fewer taxpayer dollars.** And in many cases, such projects result in higher spending at local businesses.¹⁹ This Plan sets Stanton on track to help residents spend less on transportation, and our community to do more with our existing resources.

¹⁷ Center for Disease Control and Prevention. *Adult Obesity Causes & Consequences*. Last modified August 29, 2017, <https://www.cdc.gov/obesity/adult/causes.html>.

¹⁸ Bureau of Labor Statistics. *Consumer Expenditures—2017*. Published September 11, 2018, <https://www.bls.gov/news.release/cesan.nr0.htm>.

¹⁹ New York City Department of Transportation. *The Economic Benefits of Sustainable Streets*. 2013.

Section 2

THE VISION



2. The Vision

EQUITY FRAMEWORK

This Stanton Active Transportation Plan is guided by an Equity Framework, which asks:

- Who are the most vulnerable groups in Stanton?
- What is the desired condition of well-being that the City and residents want for the most vulnerable communities?
- How can implementation of the Plan work towards these conditions?

Equity in this Plan means that community members who have historically been left out of transportation investments and decisions will be prioritized, engaged, and included.

The Plan identified vulnerable user groups as well as a vision and supporting goals that we believe will advance equity: safety and health, access and comfort, transportation affordability, and well-maintained and expanded networks. The Plan also defined future actions and ways to measure progress on these four goals.

Focusing on Vulnerable Residents

Some groups of people experience greater vulnerabilities and disparities in Stanton's transportation system—at times as a result of the system itself. The more groups a person identifies with, the greater the disparity. These groups include:

- Black, Indigenous, Latinx, and other People of color
- People identifying as women, queer, and transgender



This Plan works to improve transportation for all residents of our community, especially those who have historically been excluded from transportation decisions and investments.



This Plan aims to serve existing residents by making it easier, safer, and more comfortable to walk and bike.

- Low-income households
- People with limited ability to speak English
- People with disabilities
- Children and older adults
- Single parents
- People who do not own cars or do not drive

The goals, policies, and recommendations of this Plan will work to serve and improve transportation for all residents of our community, particularly those who identify with any of these groups.

State-Identified “Disadvantaged Communities”

This Plan also works to improve conditions in state-identified “disadvantaged communities” within Stanton. In 2012, the California Senate passed SB 535 requiring that a portion of all revenue from the state’s Greenhouse Gas Reduction Fund be spent on projects that benefit disadvantaged communities, and charged the California Environmental Protection Agency (CalEPA) with determining which communities qualify as “disadvantaged.” CalEPA developed CalEnviroScreen, an online tool that ranks census tracts in California based on potential exposures to pollutants, adverse environmental conditions, socioeconomic factors, and prevalence of

certain health conditions. Census tracts scoring in the top 25% qualify as disadvantaged. The largest source of state funding for active transportation projects, Caltrans Active Transportation Program (ATP), also defines communities with median household incomes at or below 80% of the state median as “disadvantaged.” For Safe Routes to School projects, Caltrans accepts communities in which at least 75% of students qualify for free or reduced-price meals as “disadvantaged.”

Serving Current Residents

Improvements to the public realm can increase the risk of displacement of existing residents. Too often, public projects are designed to attract new development and appeal to future hypothetical tenants, rather than serving the people who have historically called the community home before the project began. As housing costs continue to rise across Southern California, existing households (especially renters and working-class families) face the very real threats of unaffordable housing options and displacement. When forced to move, households potentially lose contact with the community they rely on and are connected to.

Our project recommendations have been shaped by—and designed for—the existing residents of Stanton. **Consistent with the Equity Framework, this Plan supports current residents’ right to remain in their community as this Plan is implemented and improvements to our active transportation network are realized.** We will prioritize the needs of existing residents and identify ways to not only improve their safety, comfort and health, but to enhance community access to public resources and create a healthier, more sustainable, and more inclusive community.



The Equity Framework not only guides the recommendations in this Plan, but will continue to guide Stanton during implementation.

VISION

Stanton is a community where streets promote walking and biking in a safe and convenient atmosphere for all ages and abilities.



GOALS, OBJECTIVES, AND ACTIONS

Safety & Health

This Plan will empower residents to live a more active lifestyle by providing a network of safe and comfortable walking routes and bikeways for everyone to enjoy.

Asking the Right Questions

- Will the Plan help reduce collisions and fatalities while increasing opportunities for physical activity among vulnerable populations?
- Does the Plan help reduce air pollution, asthma rates, and greenhouse gas emissions, particularly within vulnerable populations?

How Do We Measure Progress?

- Reduce the number of severe and fatal collisions to zero by 2040
- Begin providing K-12 students with education on safe walking and biking
- Increase outreach and education events throughout Stanton, particularly in disadvantaged neighborhoods, by 20% by 2030
- Reduce air pollution from cars by 5% due to more people biking and walking by 2030
- Decrease rates or prevalence of obesity and chronic diseases (e.g., cardiovascular disease, type 2 diabetes, cancer) by 5% by 2030



Objective		Action
A.	Reduce bicycle and pedestrian collisions through safe and comfortable facilities	<ol style="list-style-type: none"> 1. Prioritize quick implementation of bicycle and pedestrian facilities on streets with high rates of traffic collisions (such as Beach Boulevard and Katella Avenue according to the Statewide Integrated Traffic Records System (SWITRS), and as collisions occur. 2. Annually evaluate data on bicyclist and pedestrian stops by local law enforcement. Determine if stops disproportionately impact a specific group of residents (e.g., based on race, gender, age, or other identity). 3. Adopt design guidelines that promote safety through incorporating separation between bicyclists/pedestrians and drivers. Refer to national and state best practices. 4. Implement best practices, including flashing beacons, bulb-outs, and protected intersections, to improve safety and reduce collisions throughout our city. 5. Fund safety education programs for both people driving and people biking that encourage safe behaviors. 6. Adopt a City Council resolution authorizing school zone speed limits as low as 15 MPH.
B.	Promote an active lifestyle that includes biking and walking	<ol style="list-style-type: none"> 1. Dedicate City staff to implement programs that encourage residents to walk and bike together on city streets. 2. Fund programs that incorporate biking and walking into curriculum at district schools. Seek an Office of Traffic Safety Grant or other funding or resources for educational activities. 3. Provide more opportunities for outdoor recreation via parks, "recreation-friendly streets," and joint-use agreements with school facilities. 4. Develop a citywide bicycle map for public use. 5. Establish a bicycle-friendly business program to encourage biking and walking by employees and customers.



Objective	Action
C. Reduce air pollution, asthma rates, and greenhouse gas emissions	<ol style="list-style-type: none"> 1. Build an active transportation network that encourages residents to choose modes of transportation other than driving by providing low-stress facilities, robust pedestrian networks, and first/last mile access to transit. 2. Achieve a 10% reduction in vehicle miles traveled annually as residents, workers, and visitors meet daily needs by walking, bicycling, and using transit.
D. Reduce travel times for low-income households	<ol style="list-style-type: none"> 1. Increase the overall mileage of the low-stress bicycle network in low-income neighborhoods by 25% by 2025.



Access & Comfort

This Plan will support increased access to neighborhood destinations such as grocery stores, libraries, schools, recreation centers, and transit stops. Pedestrian and bicycle facilities will be accessible and comfortable for people of all ages and abilities to use.

Asking the Right Questions	How Do We Measure Progress?
<ul style="list-style-type: none"> • Does the Plan prioritize the needs and trip patterns of vulnerable users? • Does the Plan remove barriers so that vulnerable populations can take part in or enjoy the improvements? • Does the Plan support and not impede public transit service? • Does the Plan consider universal design principles that serve all users, including those with physical disabilities? 	<ul style="list-style-type: none"> • Increase the share of people walking and bicycling to work to 5% by 2025 and 10% by 2040 • Increase the share of students walking or bicycling to school to 10% by 2025 and 20% by 2040 • Reduce the percent of streets that are Level of Traffic Stress (LTS) 4 from 11% to 5% by 2040 • Adopt a Complete Streets policy by 2030 • Launch a Safe Routes to School (SRTS) Program by 2025 • Implement a Vision Zero program by 2030 • Make a SCAG Safety Pledge by 2022 • Complete Tier 1 projects recommended in this Plan by 2030 and Tier 2 projects by 2040



Objective	Action
<p>A. Increase access to jobs, education, retail, parks and libraries, schools, recreational centers, transit, and other neighborhood destinations</p>	<ol style="list-style-type: none"> 1. Implement the recommended active transportation network to safely and comfortably connect residential neighborhoods with destinations like employment centers, grocery stores, community centers, schools, and shopping areas. 2. Increase bicycle parking at neighborhood destinations like schools, medical centers, grocery stores, and government offices. 3. Build low-stress bicycle facilities that provide access to grocery stores in every neighborhood in Stanton. 4. Establish a transportation impact fee ordinance to leverage funding for installation of new bicycle and pedestrian facilities. 5. Work with local businesses to ensure any items such as merchandise or outdoor seating do not impede ADA accessibility or pedestrian walkways. 6. Evaluate all streets during pavement resurfacing to determine if pedestrian or bicycle facilities can be provided (e.g. bike lanes, wider curb lanes or shoulders) on an ongoing basis. 7. Incorporate routine accommodation for pedestrian and bicycle facilities when developing priority lists for overlay and construction projects, maintenance, and traffic control plans. 8. Install wayfinding signage, informational kiosks, and other amenities at key destinations to help guide bicyclists and pedestrians. 9. Adopt standards to require street furniture, which supports active transportation. Allocate benches, shade, and hydration amenities in areas with high volumes of people walking and biking. 10. Maintain a pedestrian through zone free from all types of obstructions including poles, benches, utility boxes, etc. Work with local businesses to prevent obstruction of pedestrian walkways by items such as restaurant seating and merchandise.

Objective		Action
B.	Address barriers so that vulnerable populations can take part in the improvements	<ol style="list-style-type: none"> 1. Install a bike repair station at an easily accessible key destination in Stanton (e.g., City Hall) by 2025. 2. Seek funding to provide opportunities for walking/biking supplies giveaways. 3. Provide free basic bicycle maintenance training and bicycle tool lending at libraries to empower residents to fix bicycle issues for minimal cost. 4. Provide bike parking, fix-it stations, and hydration stations at key community destinations.
C.	Support public transit service	<ol style="list-style-type: none"> 1. Design bikeways on transit streets using best practices that do not impact transit reliability or bicycle/pedestrian movement (e.g. floating bus islands, bus/bike lanes). Best practices can be found in design guidelines such as the Urban Street Design Guide (2013), produced by the National Association of City Transportation Officials' (NACTO). 2. Work with OCTA to improve bicycle and pedestrian access (first/last mile connections) to transit stations and the comfort of transit stops and onboard transit vehicles, especially during peak commute hours, and to provide secure bike parking, benches, and covered waiting areas at stations and stops. 3. Work with OCTA to require and install rear wheel guards on all agency buses. 4. Install more secure, long-term bicycle parking at major transit hubs.
E.	Prioritize the needs and trip patterns of vulnerable populations	<ol style="list-style-type: none"> 1. Increase the overall mileage of the sidewalks and low-stress bicycle network in low-income neighborhoods by 25% by 2025. 2. Prioritize the construction of facilities that connect existing active transportation networks and address disparities between neighborhoods. 3. Develop Safe Routes to School Plans for each K-12 school in Stanton in collaboration with the schools and school districts to identify specific improvements for school-age pedestrians and bicyclists through focused studies by 2030.
F.	Prioritize universal design standards	<ol style="list-style-type: none"> 1. Prioritize design that facilitates access, comfort, and ease for all users, including people with physical disabilities, strollers, food carts, etc. 2. Install or upgrade curb ramps to comply with current Americans with Disabilities Act standards.

Objective	Action
	<ol style="list-style-type: none"> 3. Repair potholes and pavement cracking, including those in crosswalks, during routine maintenance. 4. Provide ample crossing time at signalized crossings, particularly those adjacent to destinations heavily used by people who move at slower rates, including children, older adults, and people with physical disabilities.



Affordability

This Plan will work to reduce the burden of transportation costs on households.

Asking the Right Questions	How Do We Measure Progress?
<ul style="list-style-type: none"> • Does the Plan help reduce the burden of transportation costs? • Is implementation of the Plan likely to reduce transportation costs in the long run (e.g. by reducing the need for vehicle ownership or for parking in new developments)? • Does the Plan address affordability for existing residents? 	<ul style="list-style-type: none"> • Build a complete network of low-stress bikeways by 2040 • Connect major transit stops and community destinations with bicycle and pedestrian facilities by 2040 • Demonstrate a reduction in vehicular trips and an increase in walking and bicycling with traffic counts by 2026

Objective		Action
A.	Reduce the overall household transportation costs for all residents, both anticipated and existing	<ol style="list-style-type: none"> 1. Build an active transportation network that provides low-stress bicycle and pedestrian facilities for people, particularly those in low-income neighborhoods, and encourages the use of biking and walking as low-cost transportation. 2. Build facilities that provide first- and last- mile connections to public transit stations and major bus stops. 3. Integrate sustainable transportation improvements with housing projects, particularly affordable housing. 4. Establish "Cultural Corridors" around large transportation investments to bolster cultural celebration, local economic growth, and ability to stay in place. 5. Develop an "Equity Scorecard" to assess new projects within the community to ensure priorities, goals, and desired outcomes related to equity are being met.
B.	Reduce long-term transportation costs by reducing the need for vehicle ownership or for parking in new developments	<ol style="list-style-type: none"> 1. Update the Stanton Zoning Code to reduce parking minimums. 2. Update the Stanton Zoning Code to require more bicycle parking in major development projects. 3. Update the Stanton Zoning Code to require end-of-trip-facilities, such as showers and changing rooms, in major non-residential developments. 4. Ensure that projects are compliant with Building Code requirements for pedestrian improvements (such as sidewalks, bulb-outs, and ADA compliant curb ramps) in major development projects. 5. Revise the menu of transportation demand management (TDM) options to include bike-share passes, fix-it stations, and hydration stations.



Maintain & Expand the Network

This Plan will help our community identify, develop, and maintain a complete and convenient bicycle and pedestrian network.

Asking the Right Questions	How Do We Measure Progress?
<ul style="list-style-type: none"> Does the Plan adequately position our community for successful implementation? Does the Plan ensure equitable distribution of proposed facilities? 	<ul style="list-style-type: none"> Triple the mileage of existing bikeways by 2040 Double the number of short-term and secure long-term bicycle parking locations by 2030. Maintain adequate pavement quality, striping, and sign visibility and signal/beacon functionality on all bicycle and pedestrian facilities. Start tracking and begin publishing annual bicycle and pedestrian counts to SCAG's Active Transportation Database (ATDB) by 2022.



Objective	Action
A. Integrate bicycle and pedestrian network and facility needs into all Stanton planning documents and capital improvement projects	<ol style="list-style-type: none"> Review the City's Capital Improvement Program (CIP) list on an annual basis to ensure that recommended projects from this Plan are incorporated at the earliest possible stage of both new capital projects and maintenance of existing facilities. Evaluate all streets during pavement resurfacing to determine if additional bicycle and pedestrian facilities can be provided (e.g. bike lanes, wider curb lanes or shoulders, wider sidewalks) when the striping is reapplied. Ensure that all traffic impact studies, analyses of proposed street changes, and development projects address impacts on bicycling and walking facilities. Require new development, or reconstruction if applicable, to address the pedestrian and bicycle circulation element based on the above considerations. Conduct regular pedestrian and bicycle counts before and after project implementation following SCAG's methodology. Upload counts to SCAG's ATDB.

Objective	Action
B. Leverage existing funding to maximize project delivery	<ol style="list-style-type: none"> 1. Utilizing City funds as a local match if needed, aggressively pursue funding from available grant sources. 2. Actively develop projects from the Plan to position the City to best compete for grant funding. 3. Follow the Plan's prioritization recommendations, which include equity and other funding-agency-determined factors in scoring. 4. Continue preparing an annual Work Plan including the status of pedestrian and bicycle projects in this Plan that have been completed, are in progress, and are proposed for the budget year showing scope, schedule, and budget by fund source. 5. Through the CIP process, assess and prepare for upcoming staffing, consultant, and capital funding needs as projects arise. 6. Establish a development fee requirement to provide for construction and maintenance of sidewalks, bikeways, and trails serving the new development.
C. Maintain designated facilities to be comfortable and free of hazards to biking and walking	<ol style="list-style-type: none"> 1. Sweep streets regularly, with priority given to those with higher pedestrian and bicycle traffic. 2. Trim overhanging and encroaching vegetation to maintain a clear path of travel along pedestrian and bicycle facilities. 3. When an off-street facility is constructed, establish an inspection and maintenance program. 4. Develop a procedure for inspection and maintenance of bicycle parking facilities. 5. When roadway projects occur, require roadway to be of satisfactory quality for smoothness and restriping suitable for bicycling. 6. Publish a triennial report on the state of walking and bicycling in Stanton to monitor and evaluate the our progress on implementing the Plan.

Section 3

LOCAL BACKGROUND



3. Local Background

HISTORICAL AND CURRENT CONTEXT

There is great potential to expand the role and use of active transportation in Stanton. Our city is located in northwestern Orange County and is adjacent to the cities of Anaheim and Garden Grove. At just three-square miles, our community has a small-town feel with the challenges and opportunities of a dense city.

EQUITY ANALYSIS

We conducted an analysis using existing demographic information from the US Census Bureau. All data was obtained from the 2017 American Community Survey (ACS) Five-Year Estimates and analysis was conducted at the census tract level for Stanton. For this analysis, the following indicators were used:

- **Age:** Individuals under the age of 18 and over the age of 65 comprise this indicator. These two age groups are displayed separately to better identify the differing needs of these populations.
- **Race:** This indicator measures the percentage of the population that identifies as non-white.
- **No Access to a Vehicle:** This indicator measures the percentage of households who do not have regular access to a vehicle.
- **Income:** This indicator measures the median household income.
- **CalEnviroScreen 3.0:** This indicator identifies disadvantaged communities as compared to other places in California.

Demographics

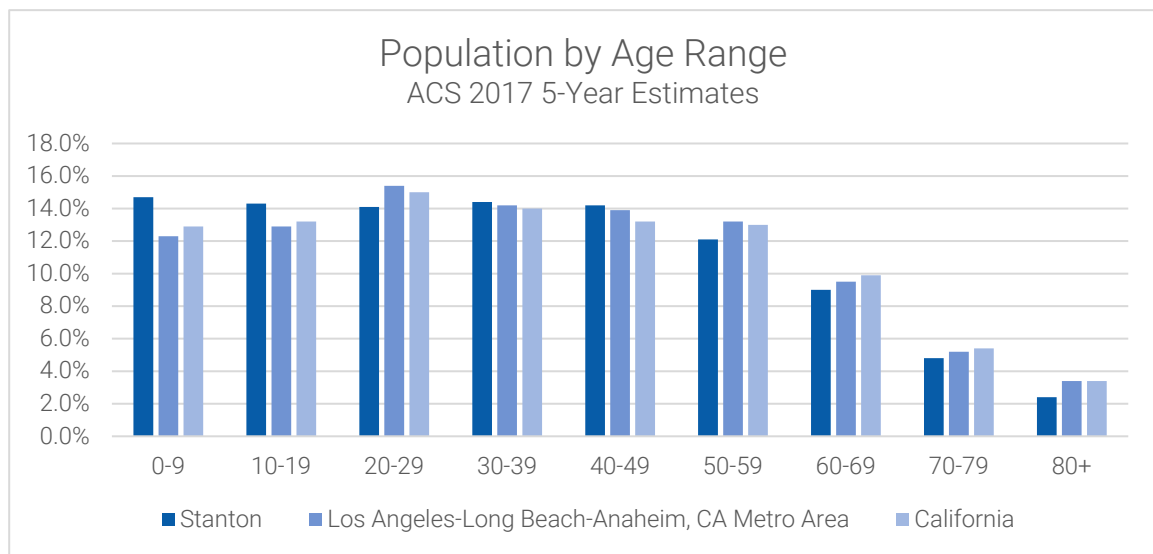
The United States Census Bureau as well as other agencies such as the Office of Management and Budget outline metropolitan statistical areas based on Census Bureau data. To continue this level of consistent analysis, the following report compares City, metropolitan area, and state figures as seen in the Census Reporter.

According to ACS, Stanton is home to 38,648 residents. The Los Angeles-Long Beach-Anaheim metropolitan area, on the other hand, has a population of approximately 13,353,907 people.

Age

When compared to the Los Angeles/Orange County metropolitan population, Stanton is younger, with more people between 0 and 19 years old, as shown in Figure 1. The median age in Stanton is 34.5 years, whereas the median age for the Los Angeles-Long Beach-Anaheim metropolitan area is 36.9 years.

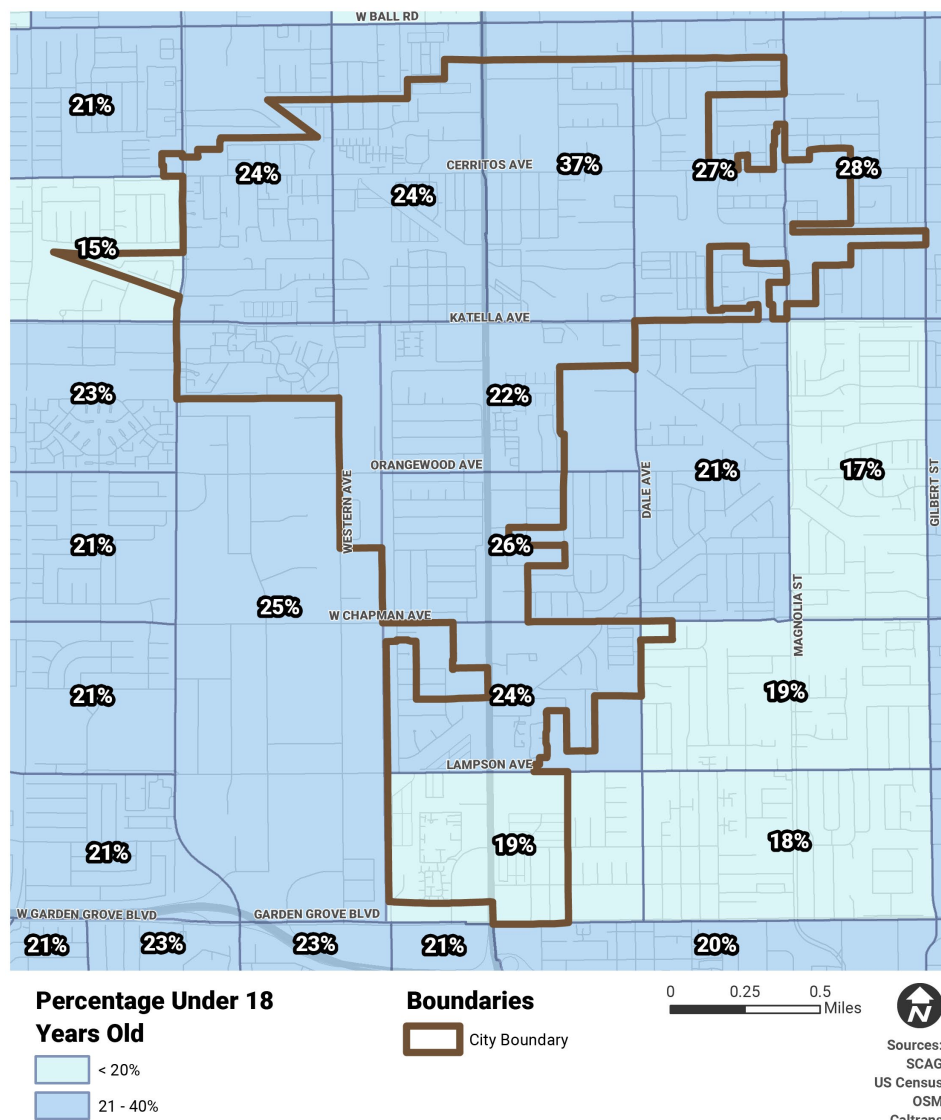
Figure 1. Distribution of Ages



UNDER 18

Youth comprise larger portions of the population throughout the north portion of the Stanton. Youth comprise between 15% and 37% of the population across all census tracts with a mean of 25%.

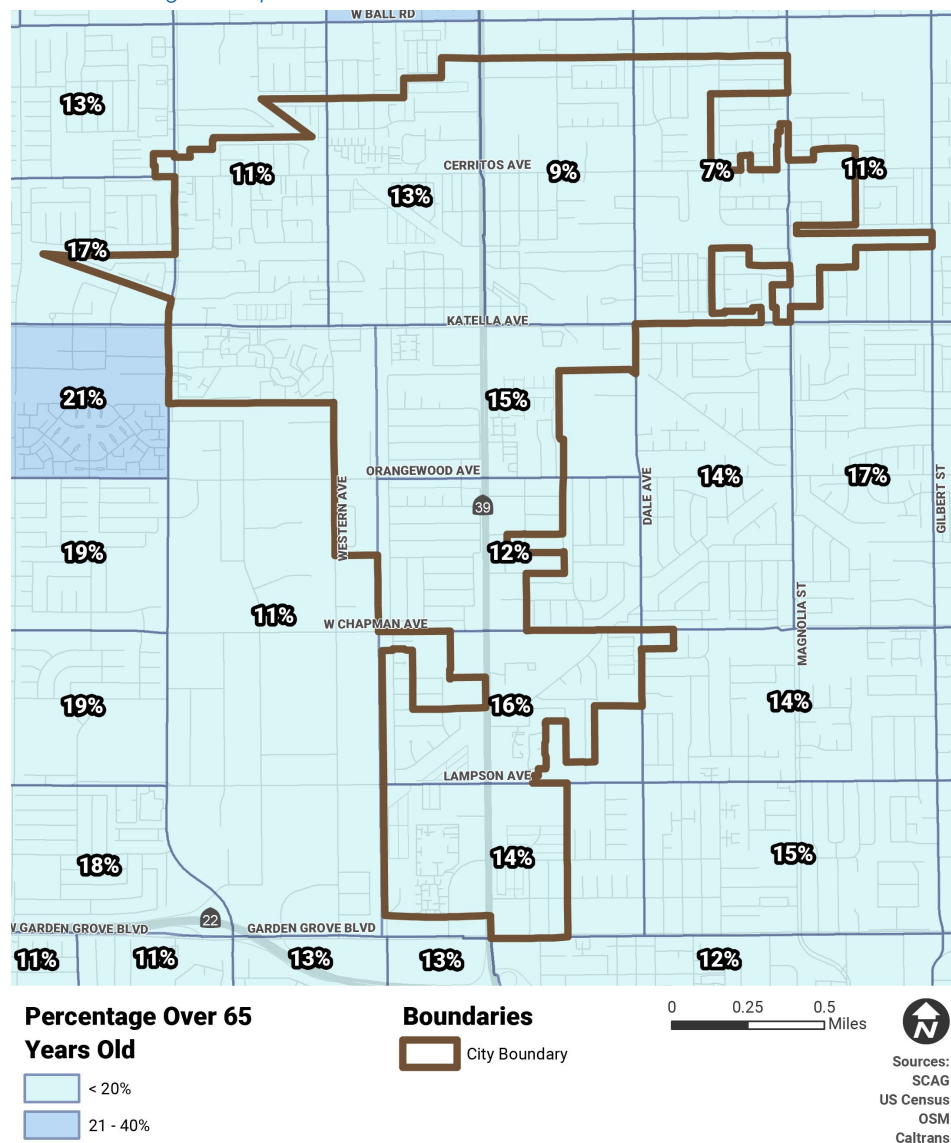
Figure 2. Percentage of Population Under 18



OVER 65

The concentration of population over the age of 65 has different spatial distribution to that of the population under the age of 18. Census tracts range from having 7% to 17% for residents over 65.

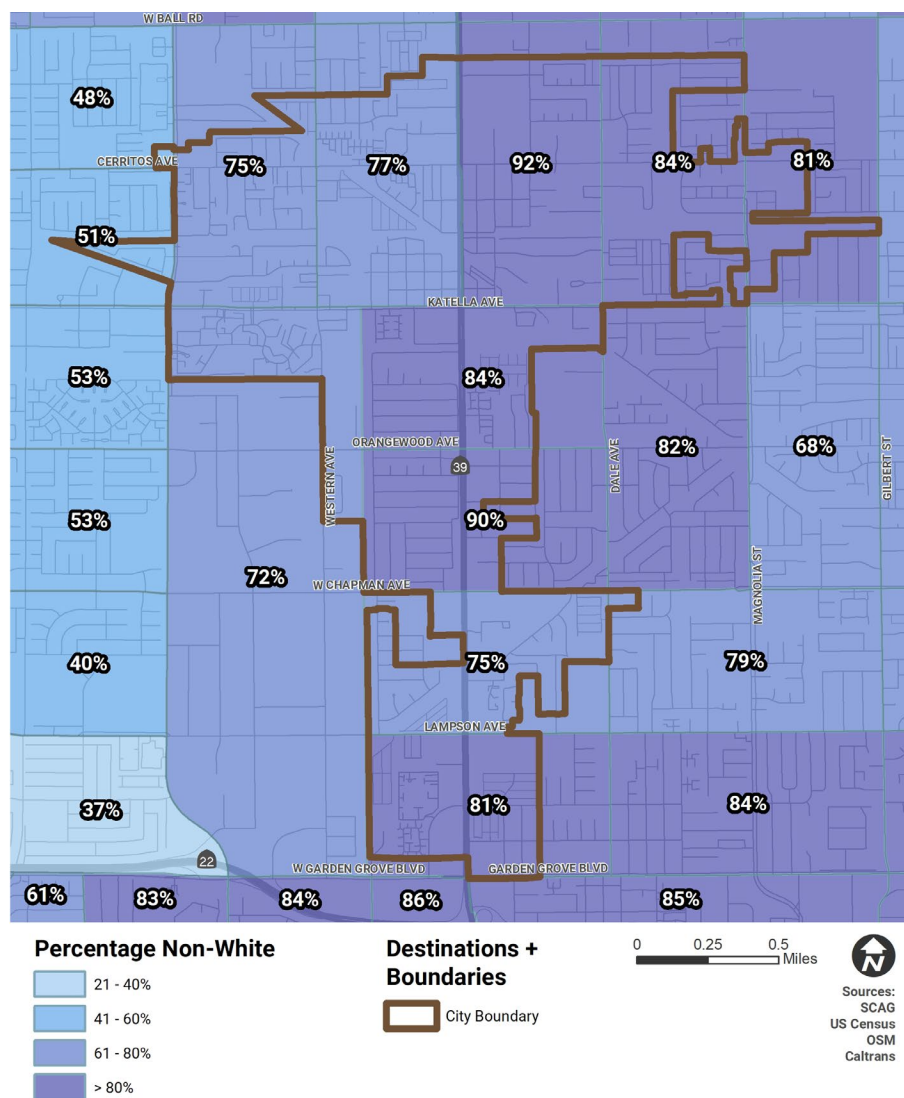
Figure 3. Percentage of Population 65 and Older



People of Color

Non-white populations range from 51% of a census tract's population to 92% in Stanton. Higher concentrations of non-white populations are located within the north-east area of Stanton. The largest racial makeup of our city is Hispanic at approximately 50%.

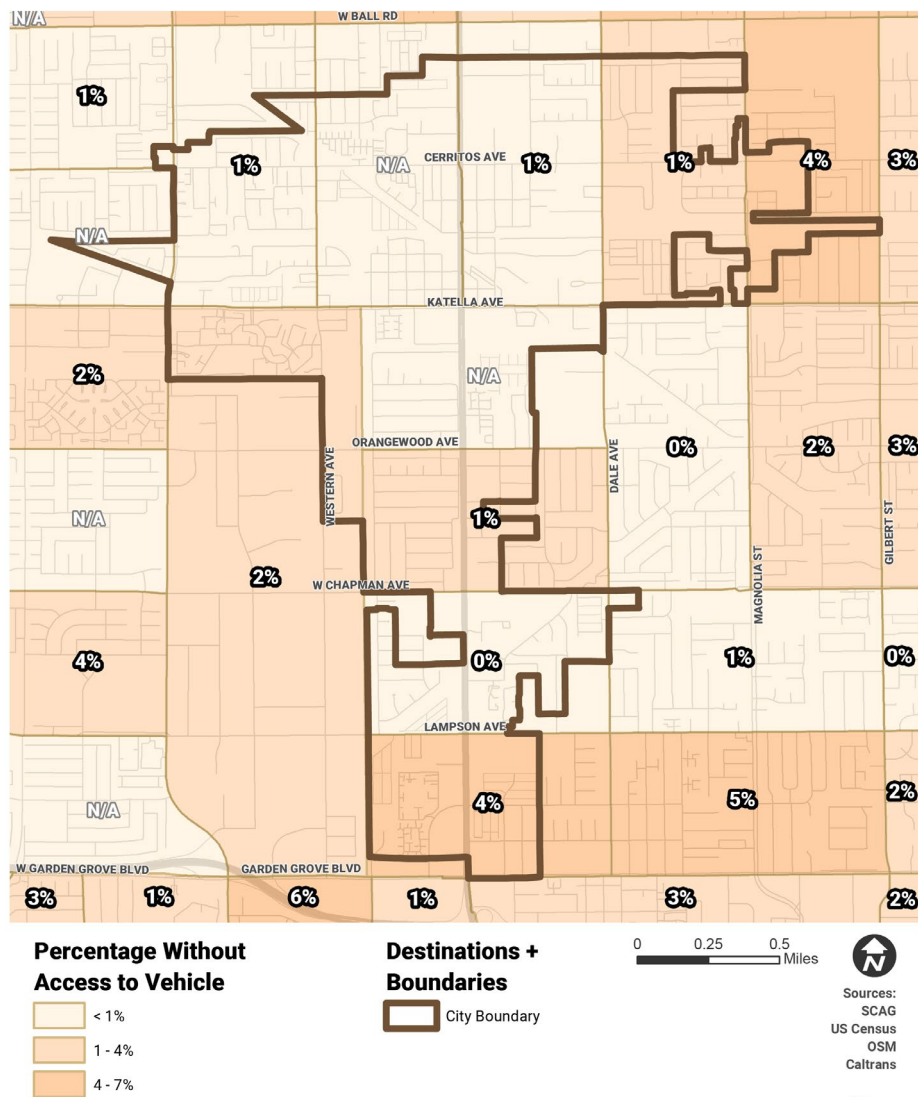
Figure 4. Percentage of Population that is Non-White



No Access to Vehicles

In general, areas with higher concentrations of no motor vehicle access are found in the south of Stanton. In some census tracts, all households have access to a motor vehicle. In others, the percentage of people without access to a motor vehicle ranges between 1% to nearly 4% of the population. The average percentage of Stanton residents without access to vehicles is 1.5%.

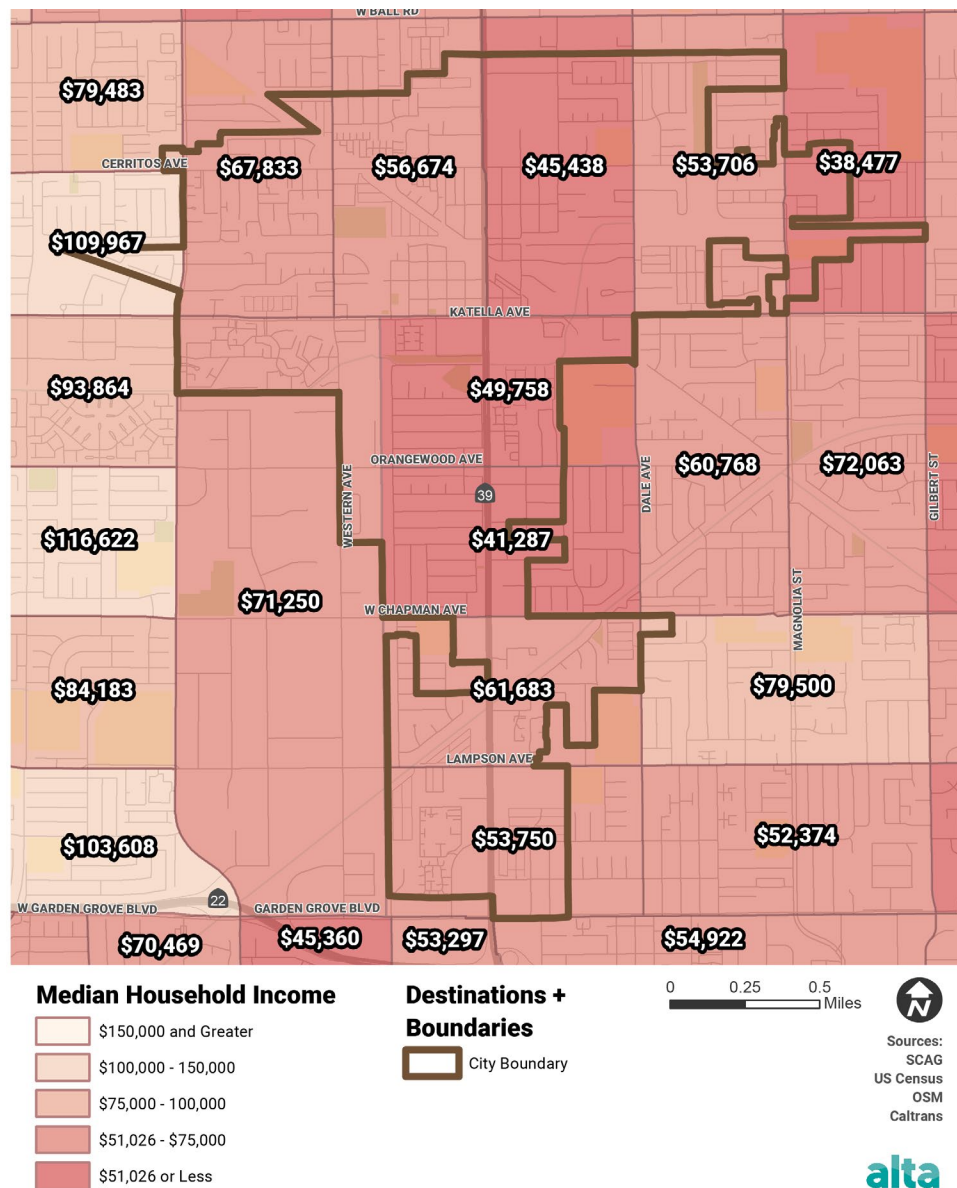
Figure 5. Percentage of Households without Access to an Automobile



Median Household Income

The overall median household income in Stanton is \$50,601 which is significantly lower than the Los Angeles-Long Beach-Anaheim Metro area of \$65,331.

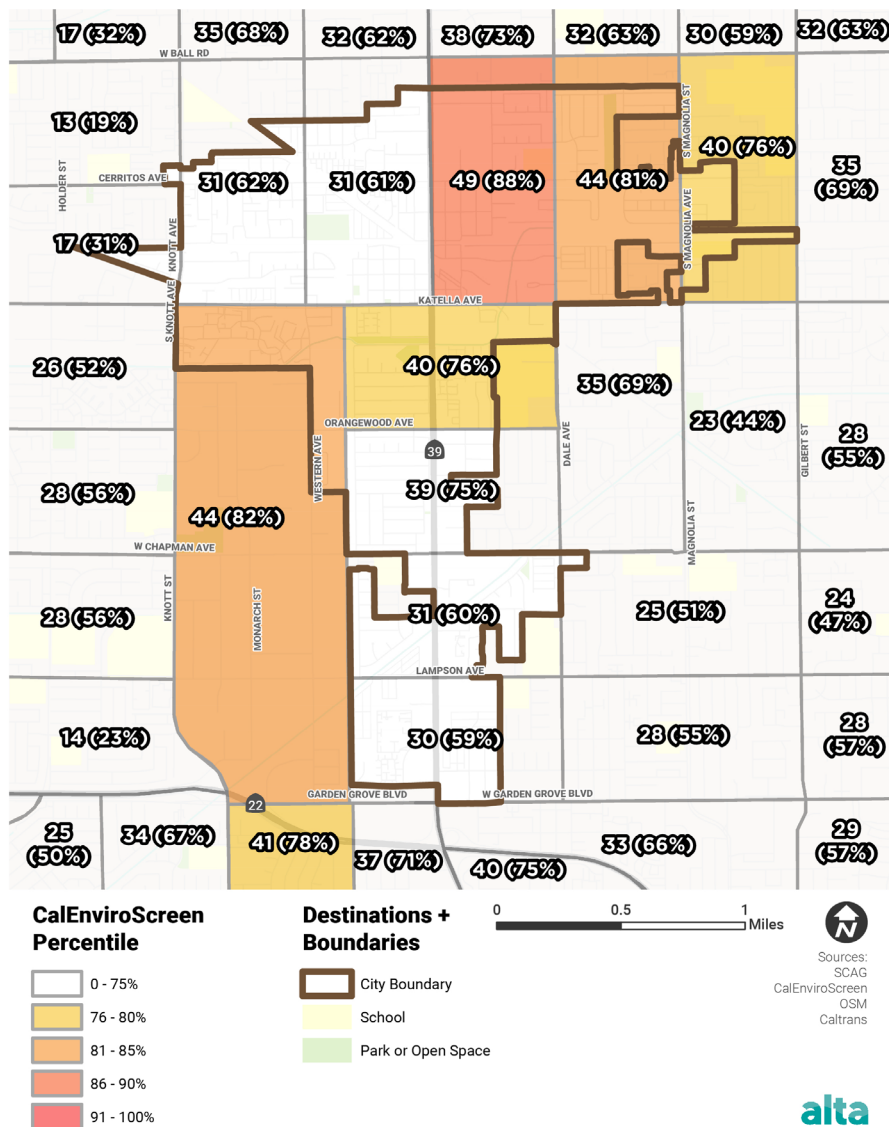
Figure 6. Median Household Income



CalEnviroScreen 3.0

The California Office of Environmental Health Hazard Assessment developed the CalEnviroScreen tool to identify communities that are disproportionately burdened by pollution. It combines multiple sources of pollution data (e.g., ozone concentrations and drinking water contaminants) with population indicators (e.g., birth weight and educational attainment). Communities that score in the most burdened 25% of the state are considered to be disadvantaged and receive a small advantage in the competitive funding process, such as through the State's Active Transportation Program. Areas in Stanton that meet this threshold are indicated in Figure 7.

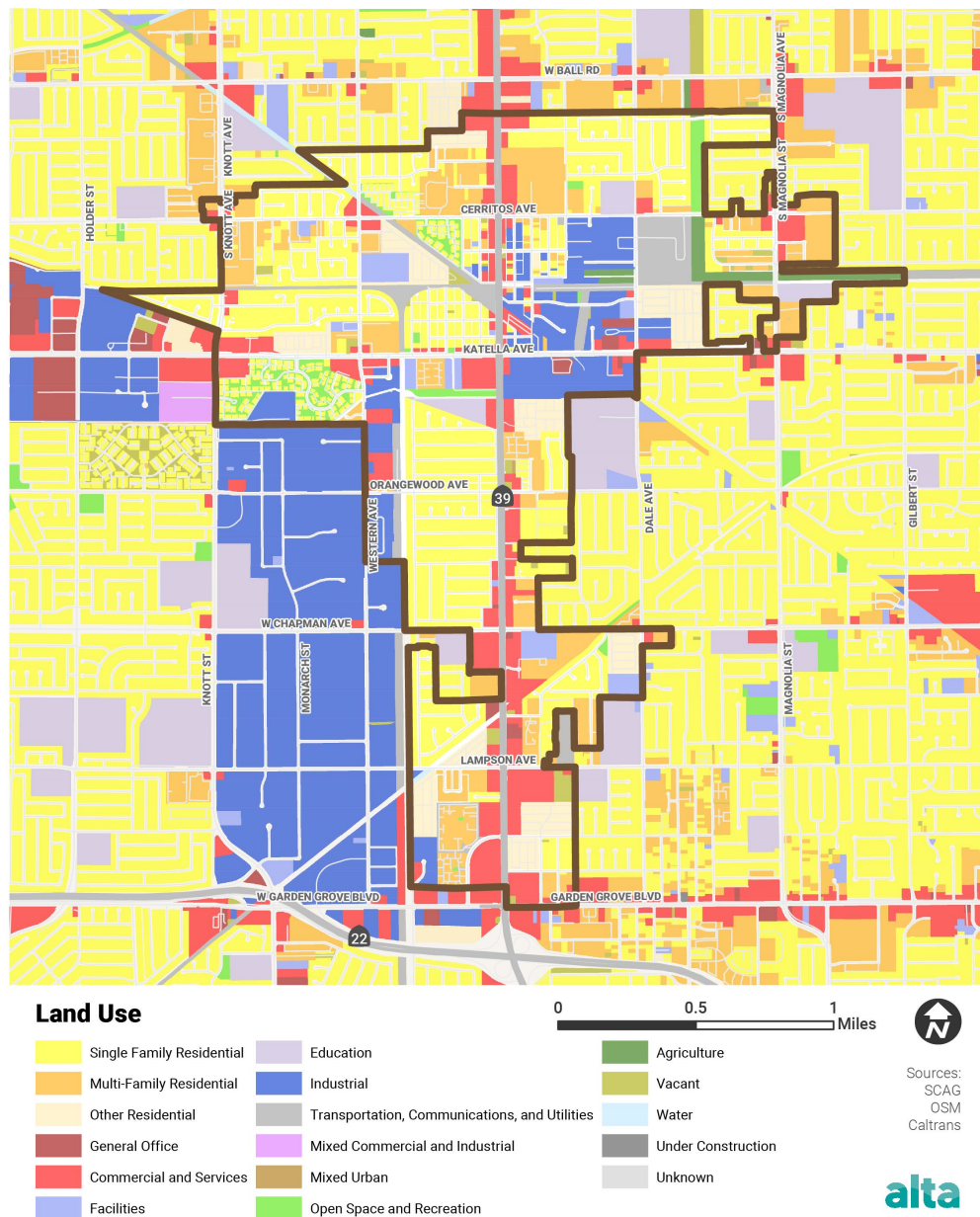
Figure 7. CalEnviroScreen 3.0 Scores by Census Tract



LAND USE & DESTINATIONS

Land uses in Stanton are shown in Figure 8. Stanton is primarily comprised of commercial, industrial, and single-family residential uses. Parks and open spaces can be found at Stanton Central Park and Stanton Park.

Figure 8. Land Use



Transit Access

Public transportation is available to our residents through the Orange County Transportation Authority (OCTA) bus service. The OCTA operates five bus routes serving the City of Stanton, including:

- **Route 25:** Operates along Knott Avenue and connects to Fullerton and Huntington Beach
- **Route 29:** Operates along Beach Boulevard and connects to Brea and Huntington Beach
- **Route 33:** Operates along Magnolia Avenue and connects to Fullerton and Huntington Beach
- **Route 50:** Operates along Katella Avenue and connects to Long Beach and Orange
- **Route 54:** Operates along Chapman Avenue and connects to Garden Grove and Orange

Nearby routes, not within the City of Stanton include:

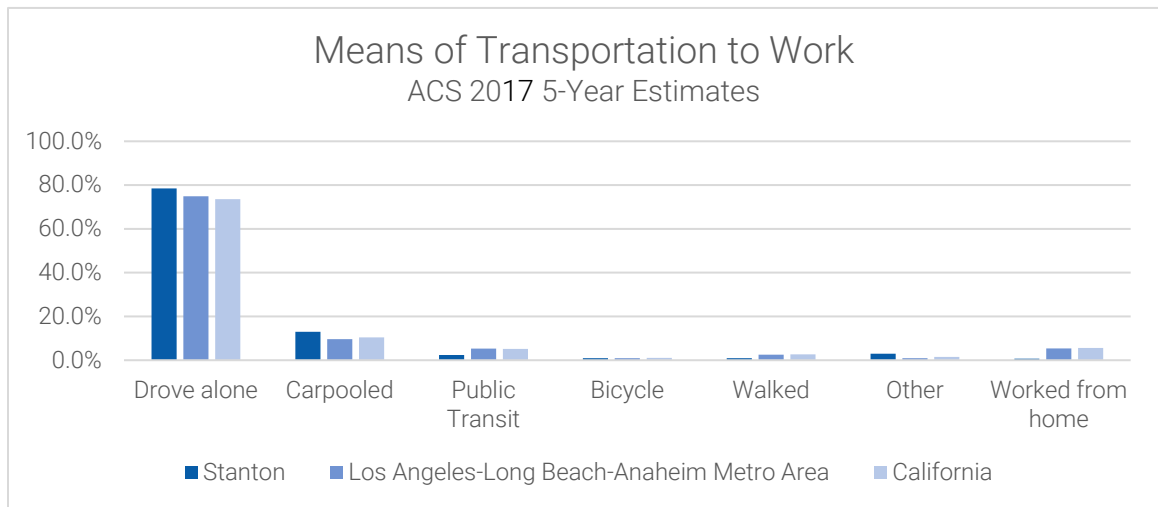
- **Route 46:** Operates along Ball Road and connects to Los Alamitos and Orange
- **Route 56:** Operates along Garden Grove Boulevard and connects to Garden Grove and Orange
- **Route 164:** Operates along Western Avenue, Lampson Avenue and Garden Grove Boulevard and connects to Seal Beach and Westminster

EXISTING TRAVEL PATTERNS

Mode Share

Of the 17,085 Stanton residents 16 or older officially in the workforce as of 2017, the ACS estimates that 0.9% walk and 0.9% use a bicycle to commute (see Figure 9). However, bicycle ridership could be higher than this, as ACS does not factor recreational trips or trips where commuters use more than one mode when traveling to work, such as taking a bus part way then riding a bicycle to the final destination. 1.5% of workers (about 256) reported that they do not have access to an automobile. These workers would rely on transit, walking, bicycling, or carpool to get to work.

Figure 9. Means of Transportation to Work



PLANS AND POLICIES

This Plan is consistent with and builds upon the efforts of various planning, policy, and regulatory documents for the City, County, and region. These include the City of Stanton's own documents, such as the General Plan, Municipal Codes, City of Stanton Livable Beach Boulevard Mobility Plan, and Stanton Plaza Specific Plan. We also intend to design a bicycle and pedestrian network that complements existing and planned bikeways and pedestrian projects in surrounding jurisdictions. Therefore, the planning context also includes bicycle and pedestrian plans, policies, and projects of neighboring jurisdictions, Orange County, and the State of California.

This Plan will help Stanton continue to meet the following goals. See Appendix D for all of the relevant plans and policies.

Local

City of Stanton General Plan (2008)

- **Goal CD-1.2:** Promote an attractive streetscape and public right-of-way, especially along major primary and secondary corridors, that is consistent with the desired vision and image of Stanton.
- **Goal CD-2.1:** Increase the number of public spaces within our city, as well as the quality of existing and new public spaces.
- **Goal CD-4.1:** Create a well-connected, multi-modal urban environment that increases mobility for all Stanton residents, whether they choose or are required to travel through our city by car, bicycle, foot, or public transportation modes.
- **Goal ICS-1.1:** Provide an efficient, coherent, and well-maintained transportation network that adequately supports the General Plan Land Use Concept.
- **Goal ICS-1.2:** Encourage alternatives to the private automobile by increasing access and opportunities to public transit, as well as to other alternative modes of transportation, such as biking and walking.

Livable Beach Boulevard Mobility Plan (2009)

- Congestion relief
- Efficient movement of people, goods, and services
- Safe and healthy communities
- Pedestrian, bicycle, and transit mobility and access
- Public stakeholder participation

- Community input and outreach
- Measures to reduce air pollution and green house gas emissions
- Conservation of energy and other natural resources

Regional

Orange County's Bike + Ped Plan (Underway)

- Reduce pedestrian and bicyclist collisions
- Advance strategic walking and biking network
- Enhance walking and biking access to transit
- Improve high-need pedestrian areas
- Strengthen stakeholder partnerships
- Incorporate diverse community perspectives
- Leverage funding opportunities

Long Range Transportation Plan (2018)

- Expand System Choices
- Support Sustainability

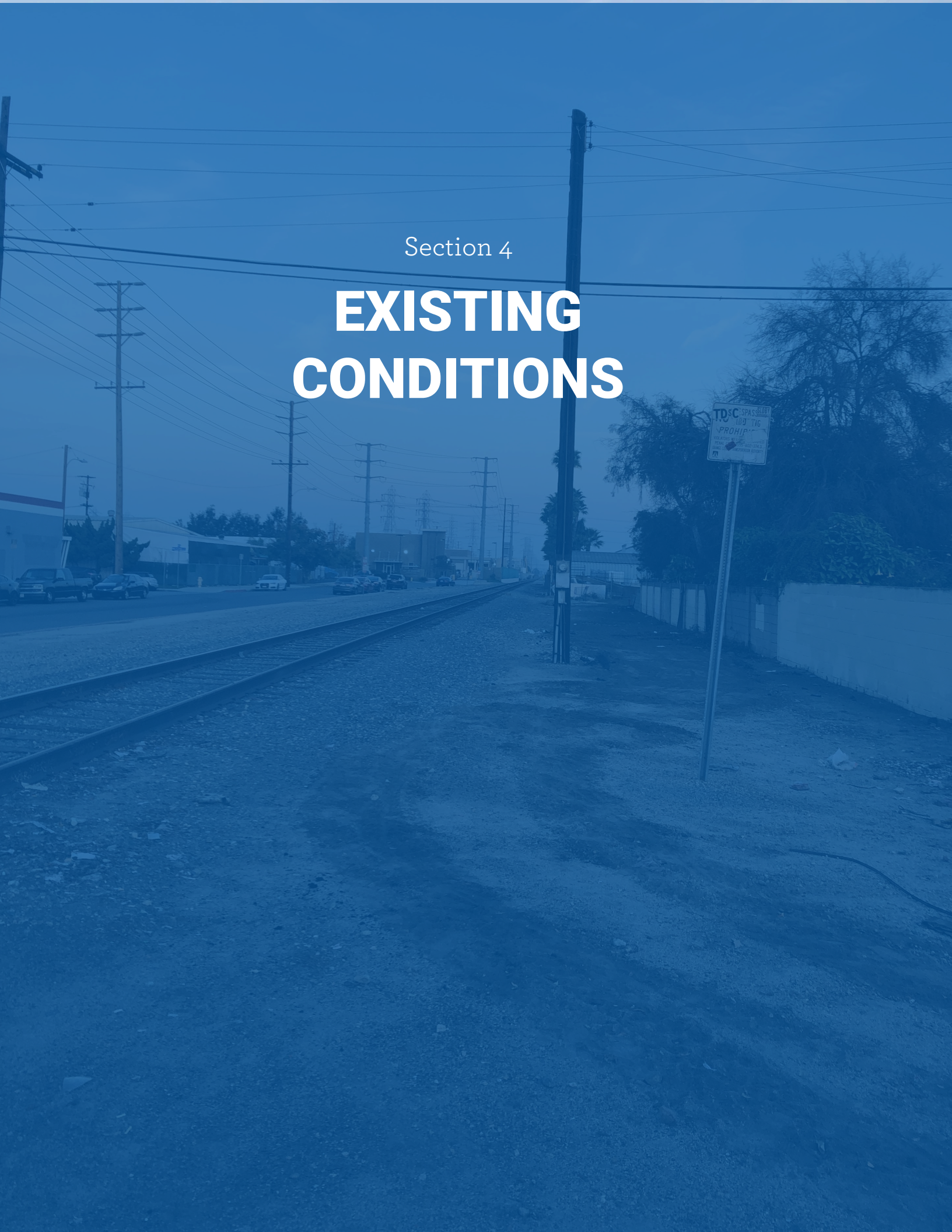
State

Toward an Active California: State Bicycle and Pedestrian Plan

- Triple bicycling trips and double walking and transit trips statewide by 2020 (relative to 2010)

Section 4

EXISTING CONDITIONS



4. Existing Conditions

ACTIVE TRANSPORTATION OVERVIEW

Types of Active Transportation

Any human-powered mobility classifies as “active transportation.” Beyond walking and biking, active transportation also encompasses people roller skating, skateboarding, using a scooter, and using a wheelchair or other mobility device. In addition to people walking, “pedestrian” also refers to people using mobility devices or skateboards in California per the California Vehicle Code. Active transportation promotes positive public health outcomes, diminishes environmental impacts related to transportation, expands accessibility and mobility choices, and decreases the financial burden of getting around.

The increased prevalence of technology such as electric bicycles (“e-bikes”) and other motor-assisted vehicles has introduced a new element to “active transportation” considerations, fraught with potential and tensions. This Plan aims to advance e-powered devices in so that they support, and not compromise or inhibit, walking and biking.

Types of Pedestrian and Bicycle Facilities

Pedestrian Facilities

There are many features that contribute to a convenient and comfortable walking environment. Significant investments and commitments to future improvements have been made that continue to enhance the pedestrian experience in Stanton.

SIDEWALKS

Sidewalks form the backbone of pedestrian transportation networks. Most streets in the community have sidewalks or pathways on at least one side. Within our city limits, sidewalk maintenance is the responsibility of Department of Public Works and Engineering.



A continuous row of trees creates pleasant walking conditions on this sidewalk.

CROSSWALKS

Crosswalks are a legal extension of the sidewalk and provide guidance for pedestrians who are crossing roadways by defining their path of travel. Crosswalks are not required to be marked, however marked crosswalks alert drivers of a pedestrian crossing point and increase yielding to pedestrians. Markings can be standard parallel lines or the “continental” high visibility pattern shown in the image to the right, which enhances visibility of the crossing and is becoming best practice. Crosswalks in school zones are yellow. In Stanton, crosswalks exist at most major intersections (including yellow crosswalks in school zones), though many need to be updated to be high visibility.

In certain heavily trafficked locations such as school zones, transition areas from commercial to residential, and east-west streets like Katella Avenue, crosswalks can be painted with public art to enhance the pedestrian experience. These creative high-visibility crosswalks allow for safe and functional crossings while providing space for public art that reflects local identity.



Continental crosswalks enhance the visibility of pedestrians in this intersection.



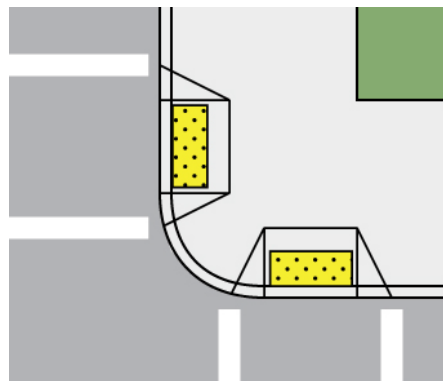
A temporary creative crosswalk in Leimert Park, Los Angeles.

CURB RAMPS

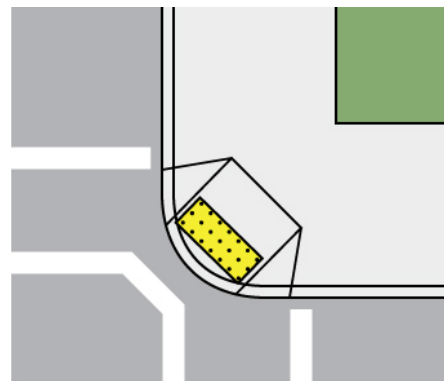
Curb ramps are the design elements that allow all users to make the transition from the street to the sidewalk or vice versa. A sidewalk without a curb ramp can be a barrier to someone in a wheelchair or pushing a stroller, forcing them back to a driveway and out into the street for access. Many streets in our city have curb ramps; however, most feature the “diagonal” approach as opposed to the recommended “perpendicular” approach of placing curb ramps in both directions of travel (see image below).



ADA-compliant curb ramps make crossings accessible to people using mobility devices or strollers.



Perpendicular Curb Ramps



Diagonal Curb Ramps

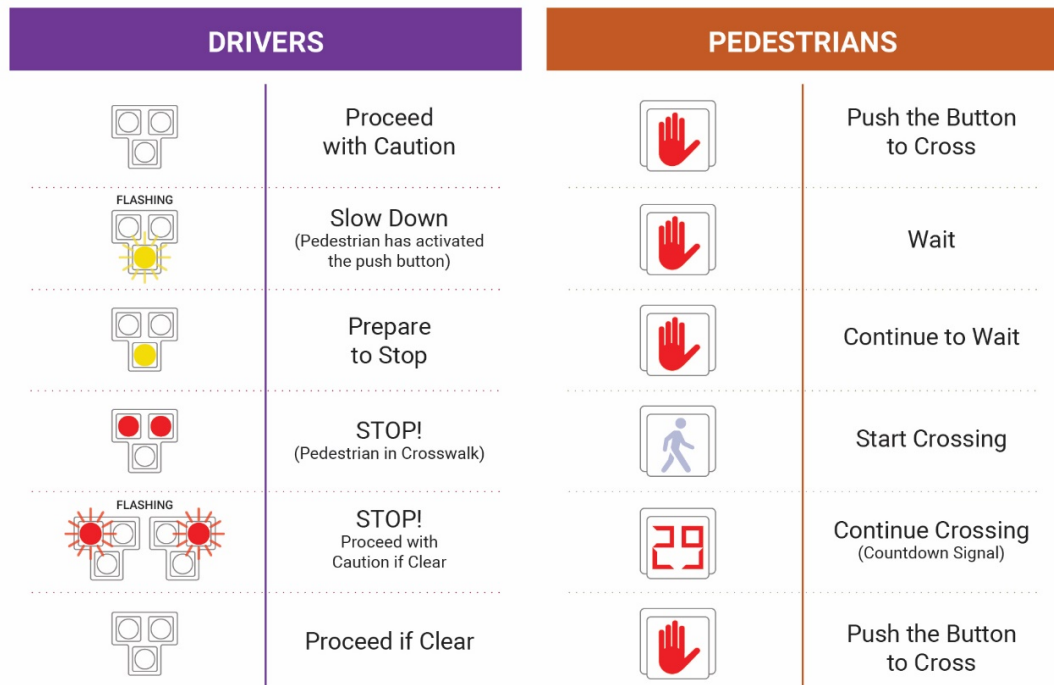
Perpendicular curb ramps provide a more direct path of travel, which can be easier to navigate for people with physical disabilities.

PEDESTRIAN HYBRID BEACONS

Pedestrian hybrid beacons are used to enforce motorist yielding to pedestrians at uncontrolled crosswalk locations. The beacon, when activated by a person wishing to cross, flashes yellow before displaying a solid red signal to motorists, requiring them to stop. Pedestrians are then shown a WALK signal, and may cross the road. When the WALK phase is complete, the beacon flashes yellow before returning to a dark inactive state. Operation of the beacon is illustrated in Figure 10.

Rectangular Rapid Flashing Beacons or RRFBs increase visibility of uncontrolled or midblock crosswalks with bright LED lights activated by a pedestrian push button. Though Stanton does not have any existing pedestrian hybrid beacons, locations we will assess for feasibility of these improvements are listed in Chapter 6.

Figure 10. Operation of Pedestrian Hybrid Beacons





Bicycle Facilities

As of 2019, the California Department of Transportation (Caltrans) designates four classes of bicycle facilities: Class I shared use paths, Class II bicycle lanes, Class III bicycle routes, and Class IV separated bikeways. Our city's existing bicycle network has approximately 2.4 miles of bikeways (see Figure 11). Descriptions of each bikeway class are included in the following section, and bikeways are mapped in Figure 12 to show where they currently exist in Stanton.

CLASS I SHARED USE PATHS

Class I shared use paths are paved trails completely separated from the street. They allow two-way travel by people bicycling and walking, and are often considered the most comfortable facilities for children and inexperienced riders as there are few potential conflicts between people bicycling and people driving.

There are currently 0.38 miles of Class I shared use paths at the north end of our city.

CLASS II BICYCLE LANES

Class II bicycle lanes are striped preferential lanes on the roadway for one-way bicycle travel. Some bicycle lanes include a striped buffer on one or both sides to increase separation from the traffic lane or from parked cars where people may open doors into the bicycle lane (buffered bicycle lanes are referred to in this Plan as "Class IIB").

There are currently 1.93 miles of Class II bicycle lanes along Western and Cerritos Avenues in Stanton.



Class I shared-use paths provide low-stress routes for people of all ages and abilities.



Class II bike lanes can be improved by providing painted buffers.

CLASS III BICYCLE ROUTES

Class III bicycle routes are signed routes where people bicycling share a travel lane with people driving. Because they are shared facilities, bicycle routes are only appropriate on quiet, low-speed streets with relatively low traffic volumes. Some Class III bicycle routes include shared lane markings or “sharrows” that recommend proper bicycle positioning in the center of the travel lane and alert drivers that bicyclists may be present. Others include more robust traffic calming features to promote bicyclist comfort and are known as “bicycle boulevards” (referred to in this Plan as “Class IIIB”). Orange County Fire Authority will be included in discussions about new or altered features on bicycle boulevards, to ensure access for emergency responders is maintained.

There are currently 0.09 miles of Class III bicycle routes along Chapman Avenue.



Class III facilities provide bike routes on low-speed streets.



Bicycle Boulevards incorporate traffic calming measures such as diverters to maintain low vehicular volumes.

CLASS IV SEPARATED BIKEWAYS

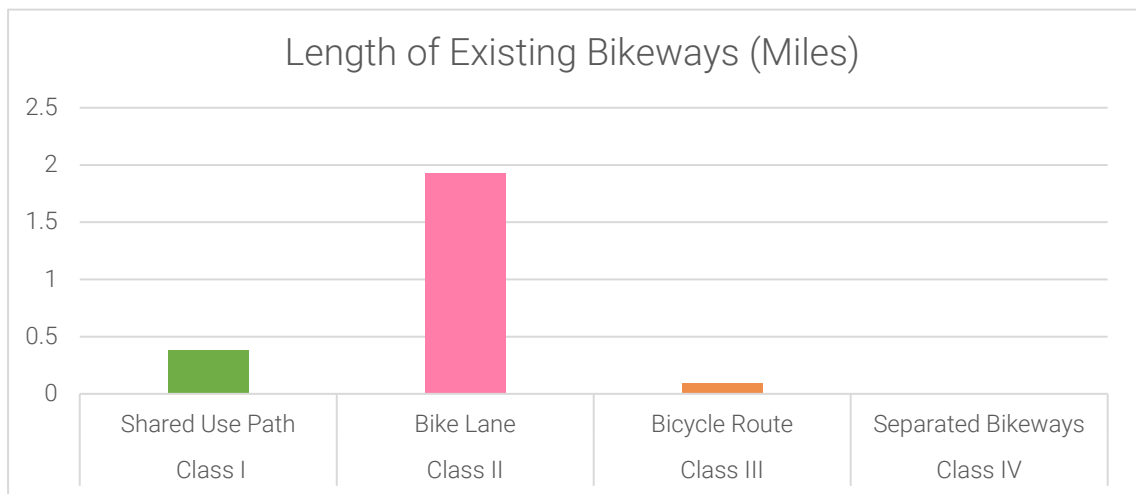
Class IV separated bikeways are on-street bicycle facilities that are physically separated from motor vehicle traffic by a vertical element or barrier, such as a curb, bollards, or vehicle parking aisle. They can allow for one- or two-way travel on one or both sides of the roadway.

No Class IV separated bikeways currently exist in Stanton.



A Class IV bikeway buffers cyclists from traffic and door zones of parked cars.

Figure 11. Existing Bikeways by Class and Length



Previously Planned Facilities

Our existing bikeway network covers just over 2 miles, but previous planning efforts have offered visions for a robust and connected network spanning more than 16 total miles. Previously recommended facilities from the 2009 OCTA Commuter Bikeways Strategic Plan are shown in Figure 13. This planning effort builds on those recommendations and will provide an updated vision of Stanton's active transportation network.

Figure 12. Existing Bikeways

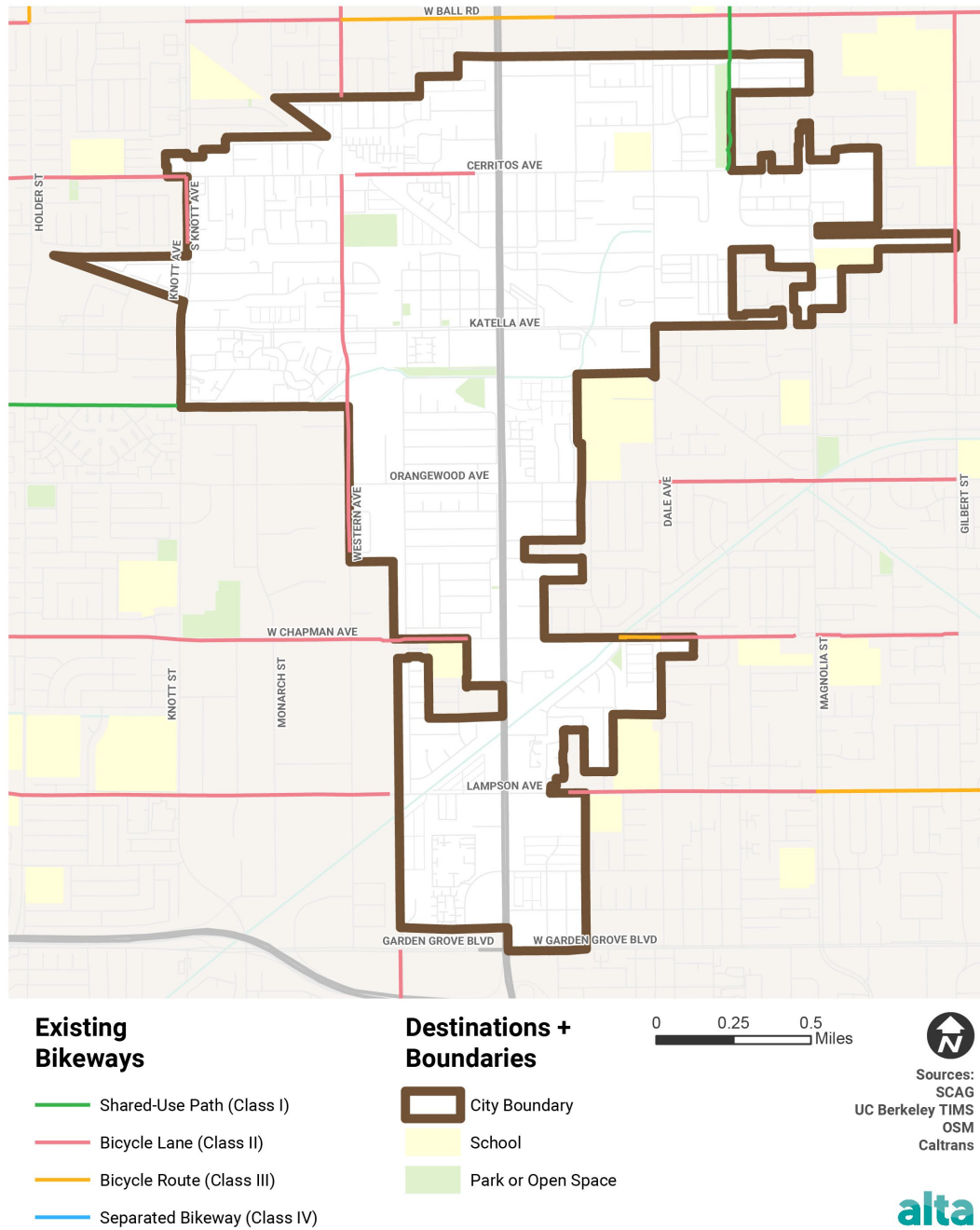
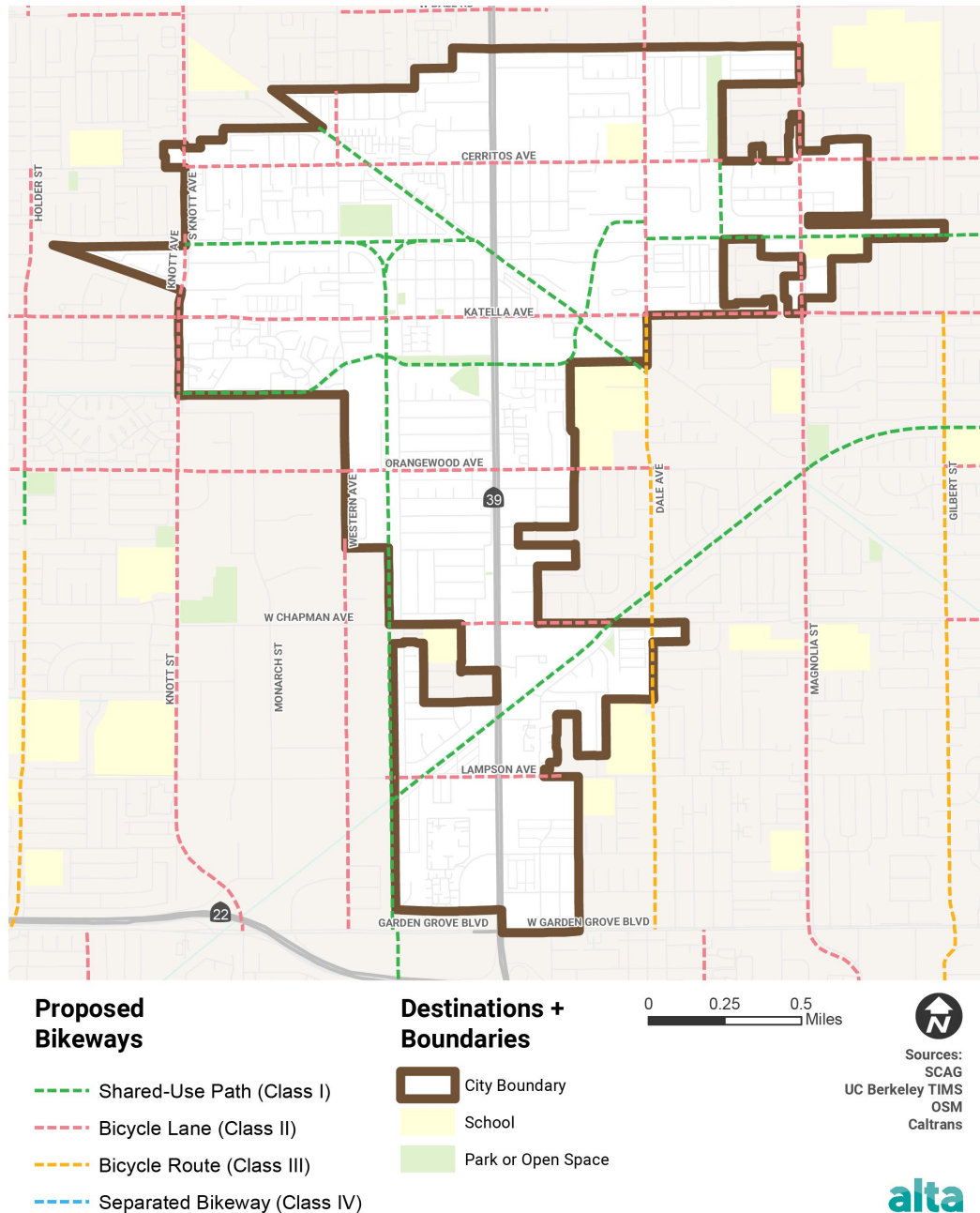


Figure 13. Previously Planned Bikeways



FRAMING ACTIVE TRANSPORTATION FOR THE FUTURE

Mobility options in many cities have changed drastically in recent years with the rise of bike share programs, transportation network companies (TNCs) such as Lyft and Uber, microtransit, and autonomous vehicles. Shared mobility, micro-mobility, and on-demand mobility are likely to continue being part of our transportation landscape, and often align with our goals of reducing household transportation costs and improving access.

Although called “bikeways,” such facilities are frequently used not just by people riding bikes, but also by other small-wheeled devices such as mobility scooters, skateboards, roller skates, and more. Further, bikeways may continue to be used by new modes such as e-scooters. California Vehicle Code also requires pedestrians use bike lanes if the sidewalk is unavailable.

We aim to advance all sustainable mobility options in our community, and consider the benefits, inclusion and potential impacts of non-traditional active transportation modes when making recommendations.

During a Pandemic

The COVID-19 pandemic has also greatly impacted transportation in our community, with fewer residents traveling away from home for work, and more residents opting to walk and bike within their neighborhood. As a result, we have witnessed a substantial increase in walking and biking in our community.

This Plan works to amplify the increased interest in walking and biking by continuing to encourage residents to do so, and by providing even more opportunities for people to safely exercise and travel on our streets.



Scooters, bike share, and on-demand mobility services have greatly impacted the transportation experience.

EXISTING SUPPORT FACILITIES

Support facilities are also needed to attract and maintain bicyclists and pedestrians by considering their needs throughout their journey. People are less likely to ride their bicycles to destinations without secure bicycle parking. Other support facilities include showers or lockers at destinations, repair stations with basic tools, drinking fountains, and wayfinding or guide signs to help people navigate along the way.

Bicycle Parking

A complete bicycle network must include secure bicycle parking at each end of every trip. Bicycle parking can generally be divided into two categories: short-term bicycle racks and long-term higher-security parking.

Short-Term Bicycle Parking

Bicycle racks are the preferred device for short-term bicycle parking. Racks serve people who leave their bicycles for relatively short periods of time—typically for shopping, errands, eating, or recreation. Though they may have a variety of designs, racks should have two points of connection between the bicycle and rack, allowing the frame and at least one wheel to be secured with a standard U-lock.

Some bicycle rack designs offer opportunities for creativity and customization to reflect local culture, business, or other branding.



Bike racks can be found near Stanton Central Park and Rodeo 39, shown above.



Creative bicycle rack designs provide opportunities for placemaking and community character.

Long-Term Bicycle Parking

Long-term bicycle parking typically includes bike lockers and bike rooms and serve people who intend to leave their bicycles for longer periods of time. Long-term parking is typically found at public transit stations, commercial buildings, and multi-family residential buildings.

Stanton's Municipal Code requires bicycle parking at new multi-family residential developments and nonresidential developments. The Code also states that bicycle parking and lockers shall exist in a secure location for use by employees or tenants who commute to commercial sites by bicycle. The number of facilities/racks at these sites should be at least five racks for every one hundred employees or fraction thereof.

Our community has bicycle racks at certain key destinations such as Stanton Central Park, though end-of-trip facilities are generally lacking in our city. Bicycle parking recommendations can be found in Chapter 6: Network Recommendations.



Bike lockers, such as those located outside Rodeo 39 (shown above) provide secure, long-term parking options, and complement short-term bike racks.

Wayfinding

Wayfinding signs help people traveling along bicycle, pedestrian, and trail networks by providing directional and distance information to community destinations. In Stanton, wayfinding signage exists along Katella Avenue near Stanton City Hall on the intersection of Katella Avenue and Cedar Street which displays distances to destinations such as the Civic Center, library, and police station. Other signage displayed throughout Katella Avenue include OCTA Bus and speed limit signage.



Signage in Stanton directs people to various nearby destinations.



Wayfinding signage should include decision, turn, and confirmation signage.

NON-INFRASTRUCTURE PROGRAMS

Programs help support walking and bicycling by sharing information, promoting comfort, and creating a vibrant active transportation culture. Communities that have the highest rates of walking and bicycling consistently use a “6 Es” approach, with five types of programs complementing **Engineering** improvements:

- **Engagement:** Listening to community members and working with existing community organizations
- **Equity:** Increasing access and opportunity for all residents, including disadvantaged minority, and low-income populations
- **Encouragement:** Promoting bicycling and walking as fun and efficient modes of transportation and recreation
- **Education:** Providing safety education for people walking, riding bicycles, and driving, as well as education about the environmental and health benefits of active transportation and the facilities available in the community
- **Evaluation:** Monitoring the success of the effort through counts, surveys, and review of relevant data



Group rides give confidence and experience to new bicyclists.

Stanton residents are currently able to participate in multiple programs operated by Orange County Transportation Authority (OCTA), including bike skills workshops, fun rides, free bike light and helmet giveaways, and more. The Orange County Sheriff’s Department also provides education about road rules, regulations, and safety to drivers, pedestrians, and bicyclists in an effort to decrease collisions across the County. Additional programs that could be beneficial to our residents are listed in Chapter 7: Program Recommendations.

USER EXPERIENCE & PERCEIVED COMFORT

The experience of being a pedestrian or riding a bike can differ greatly throughout any community. Roads with higher speeds, less separation between traffic and people, lack of adequate facilities, and other factors can create unpleasant experiences.

Increase Comfort, Increase Bicycling

Research indicates that the majority of people in the United States (56-73%) would bicycle if dedicated bicycle facilities were provided. Only a small percentage of Americans (1-3%) are willing to ride if no facilities are provided.²⁰ However, many of our community members who rely on biking for transportation do not always have the luxury of choosing a route based on comfort. This Plan provides a comprehensive network of comfortable bikeways that help entice new riders, and enhance the experience and safety for existing riders.



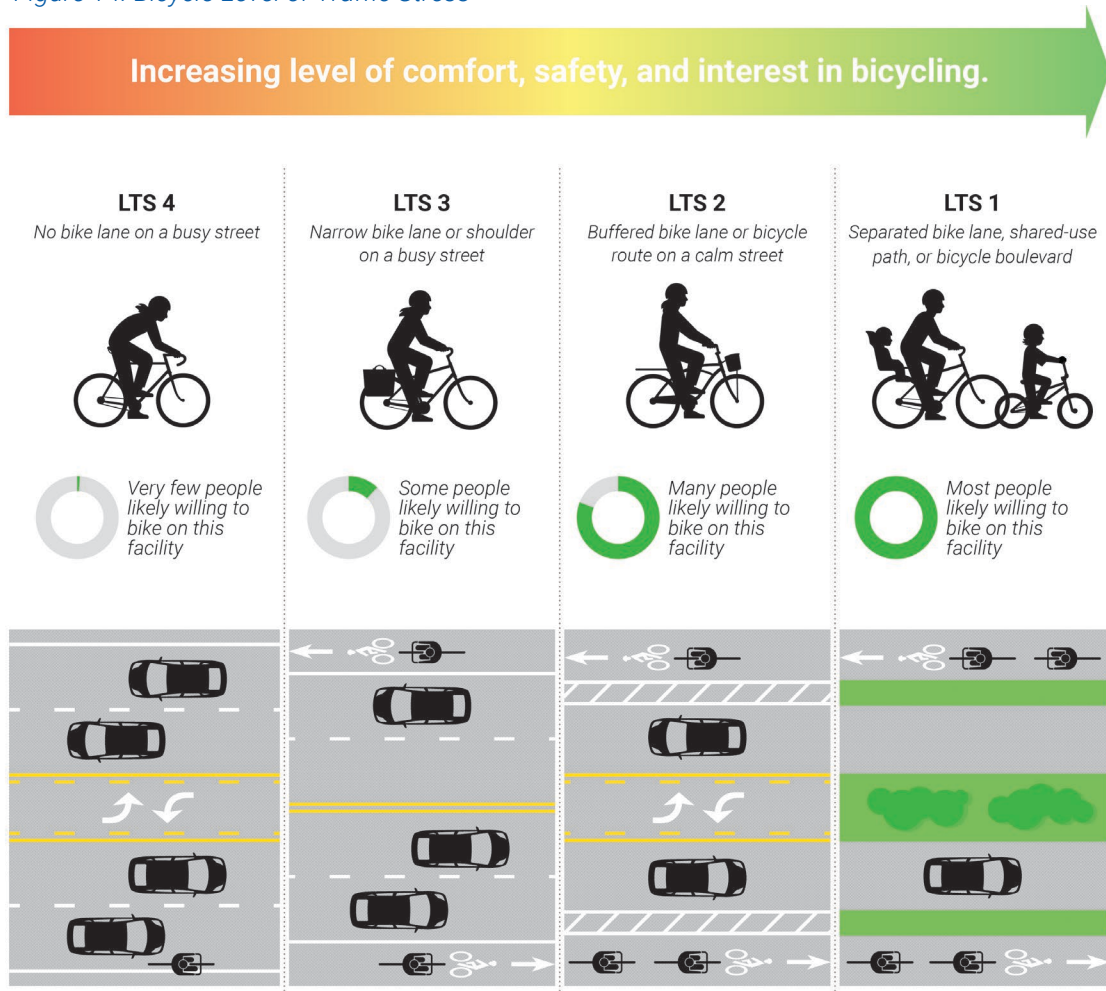
Not all Stanton residents are able to choose their bicycling routes based on comfort, but instead must ride on high-stress arterials that currently lack bikeways in order to reach their destinations—because no other route exists.

²⁰ Roger Geller, City of Portland Bureau of Transportation. *Four Types of Cyclists*. <https://www.portlandoregon.gov/transportation/44597?a=237507>; Dill, J., McNeil, N. *Four Types of Cyclists? Testing a Typology to Better Understand Bicycling Behavior and Potential*. 2012.

Bicycle Level of Traffic Stress

For people on bikes, the following Level of Traffic Stress (LTS) analysis is the perceived sense of discomfort felt when riding in or next to vehicle traffic. Studies have shown that traffic-related stress is one of the most common reasons people choose not to ride a bicycle. **The less stressful—and therefore more comfortable—a bicycle facility is, the wider its appeal** (Figure 14). Stanton’s bicycle network will attract more of our community if it is designed to feel less stressful and connects people bicycling with where they want to go.

Figure 14. Bicycle Level of Traffic Stress



Bicycle facilities are considered low-stress if they are on low-volume roadways with slower speeds (e.g., a Class III bicycle route on a low-traffic residential street) or if physical separation exists between the bicycle facility and traffic lanes on roadways with higher traffic volumes and speeds (e.g., a Class IV separated bikeway on a major street). LTS ratings are given to a street segment or intersection and indicate the amount of traffic stress imposed on bicyclists. The analysis is based on methods developed by the Mineta Transportation Institute and considers posted speed limits, number of travel lanes, what type (if any) bicycle facilities exist, and existing land use to calculate a bicyclist's comfort level.

The combination of these criteria creates four levels of traffic stress for the existing roadway network, described below. However, this Plan introduced a fifth level (LTS 1.5) to differentiate between streets that are low-stress for most people on bikes regardless of whether bicycle facilities exist or not (e.g., smaller residential streets throughout Stanton), versus LTS 1 streets that have specific facilities to create a low-stress experience for riders (e.g., Class I shared-use paths, which are completely separated from traffic). Generally speaking, the lower the rating, the lower the stress and the higher the level of comfort for people on bicycles.

- **LTS 1 – Most Comfortable:** Streets with existing bicycle facilities that are separated from traffic and other amenities for people on bikes. These streets are easy to cross, and existing facilities feel comfortable for children.
- ***LTS 1.5:** Streets with low traffic speeds and volumes, but that do not have an existing bicycle facility.
- **LTS 2:** Physical separation from higher speed and multilane traffic (e.g., a Class II bicycle lane). These are streets that most adult bicyclists can tolerate.
- **LTS 3:** Involves interaction with moderate speed or multilane traffic, or close proximity to higher speed traffic. A level of traffic stress acceptable to adult bicyclists who feel confident riding next to or in traffic.
- **LTS 4 – Least Comfortable:** Involves interaction with higher speed traffic or close proximity to high speed traffic. A level of stress acceptable only to those bicyclists who are "strong and fearless."

**Note: LTS 1.5 was introduced for this analysis and is not found within the Mineta Transportation Institute's approach.*

Findings

The LTS analysis shown in Figure 15 and 16 was completed for all streets in Stanton, not just those with existing bicycle facilities, and fed into the recommendations described in Chapter 6. For example, a Class IV separated bikeway was recommended on a segment of Katella Avenue in part because it is currently one of the most stressful streets for bicyclists (LTS 4). Figure 22 on page 92 shows the many other factors that fed into our recommended projects.

Figure 15 shows scores that **approximate** the experience of bicycling for the majority of Stanton residents; however, people may have differing opinions of traffic stress depending on their personal experiences. While a majority of Stanton's streets scored a Level 1, 1.5, and 2 (83% total), these are mostly minor local roads or off-street paths/trails that often connect to higher-stress arterials where most average adults would not feel comfortable riding, such as Chapman and Katella Avenues (Figure 16). Even if riding along one of these lower-stress streets is comfortable, crossing these major arterials will be required to complete most trips by bicycle. Therefore, safer crossings will also be critical to developing a low-stress bicycle network in Stanton. In addition to challenges crossing these arterials, the most stressful corridors to bike on today also have high levels of vehicle traffic and/or are lacking dedicated bikeways such as Class IIb buffered bicycle lanes or Class IV separated bikeways. Stress levels on LTS 3 and 4 streets can decrease when these types of new bicycle facilities are implemented.

Figure 15. Bicycle Level of Traffic Stress Percentage of Stanton Streets

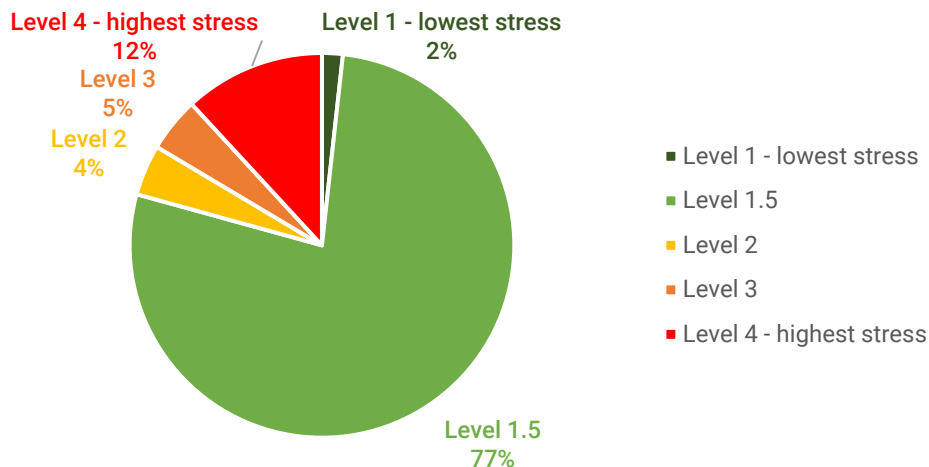
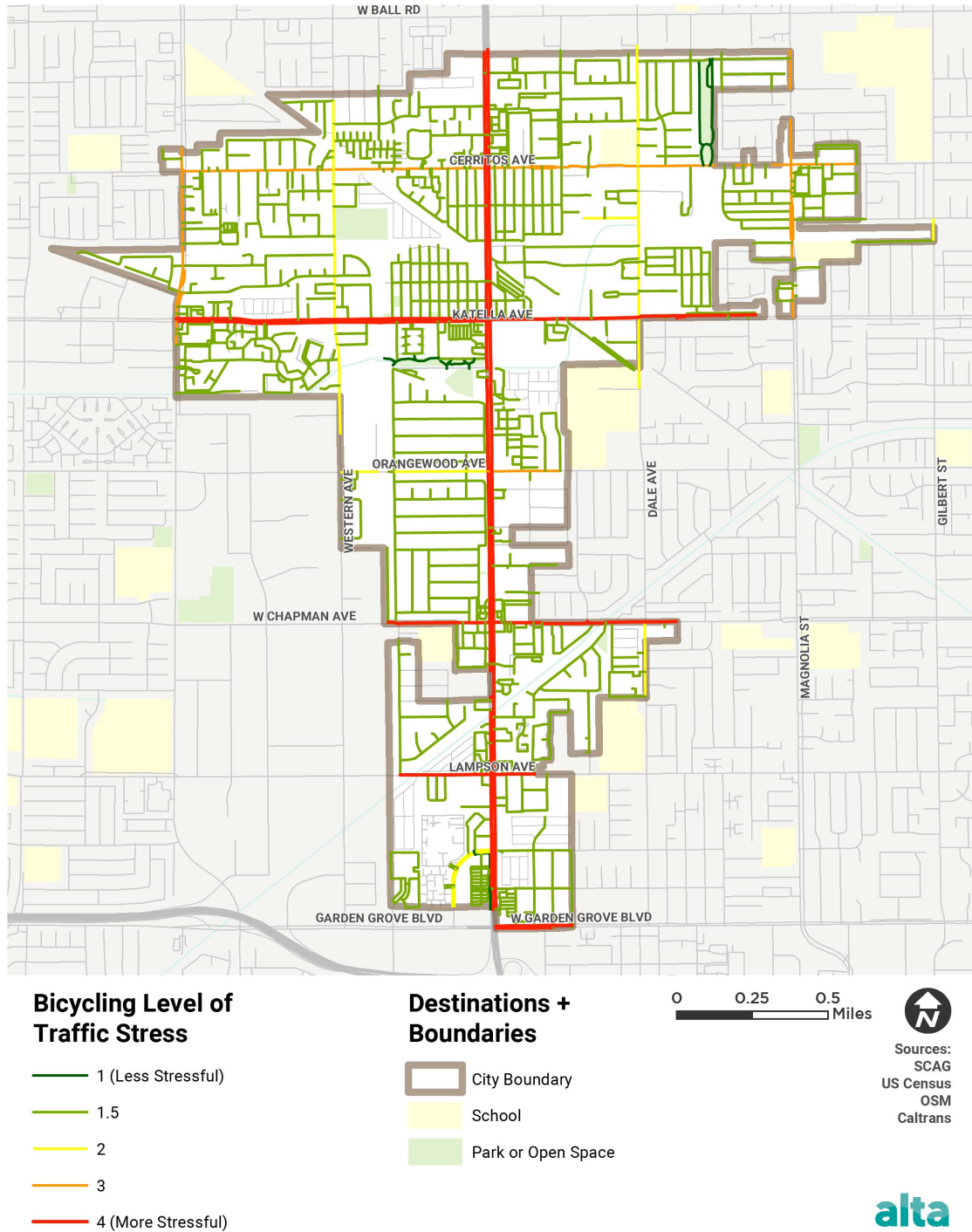


Figure 16. Bicycle Level of Traffic Stress on All Streets in Stanton



EXISTING BARRIERS

High-volume roadways such as major arterials and freeways often act as barriers to walking and biking. However, arterials frequently experience significant volumes of active transportation users as they have many destinations and transit facilities, and are often the most direct route. They also tend to be the most challenging to modify to make safer and more comfortable for active transportation users due to the pressures associated with moving vehicles. As a result, high-volume roadways produce much greater amounts of air pollution than low-volume, local streets. Increased exposure to air pollutants due to proximity to freeways has been tied to higher rates of childhood asthma and other diseases.²¹

Along Beach Boulevard, for example, there are multiple intersections without pedestrian countdown signals, high-visibility crosswalk markings, ADA compliant curb ramps, and other features, which could prevent some Stanton residents from walking more. Additionally, Beach Boulevard is controlled by the California Department of Transportation (Caltrans), not the City, which can make changing it difficult. However, many other major corridors like Cerritos Avenue, Katella Avenue, and Dale Avenue also have similar barriers to active transportation. Because these roadways are within the City of Stanton's control, improvements for biking and walking can be made more easily. Thus, this Plan focuses on addressing barriers along these streets to develop bicycle and pedestrian networks that do not rely on changes being made to Beach Boulevard.

Chapter 6 provides more information about these potential improvements, as well as potential future improvements along Beach Boulevard that are being led by Caltrans.

This Plan acknowledges the complex environmental, public health, and quality of life issues related to active transportation on large roadways and works to improve conditions for all of our residents.



Large arterials often lack shade and buffers from traffic that help create comfortable pedestrian conditions.

²¹ Gauderman et al. *Childhood Asthma and Exposure to Traffic and Nitrogen Dioxide*. 2005.

COLLISION ANALYSIS

Data on bicycle- and pedestrian-related collisions can provide insight into locations or roadway features that tend to have higher collision rates, as well as behaviors and other factors that contribute to collisions. These insights will inform the recommendations in this Plan to address challenges facing people bicycling and walking.

Collision data involving people walking and bicycling was acquired from the Statewide Integrated Traffic Records System (SWITRS), where the California Highway Patrol and local law enforcement agencies upload collision reports. Five years of data were evaluated, from January 1, 2014 through December 31, 2018.

A total of 487 collisions were reported in Stanton during the study period, 11.7% of which involved people bicycling and 17.5% of which involved people walking. Many collisions resulting in serious injuries and fatalities occurred on Beach Boulevard, making this corridor a high-risk area for pedestrians and cyclists, particularly at the cross streets of Katella Avenue and Chapman Avenue.

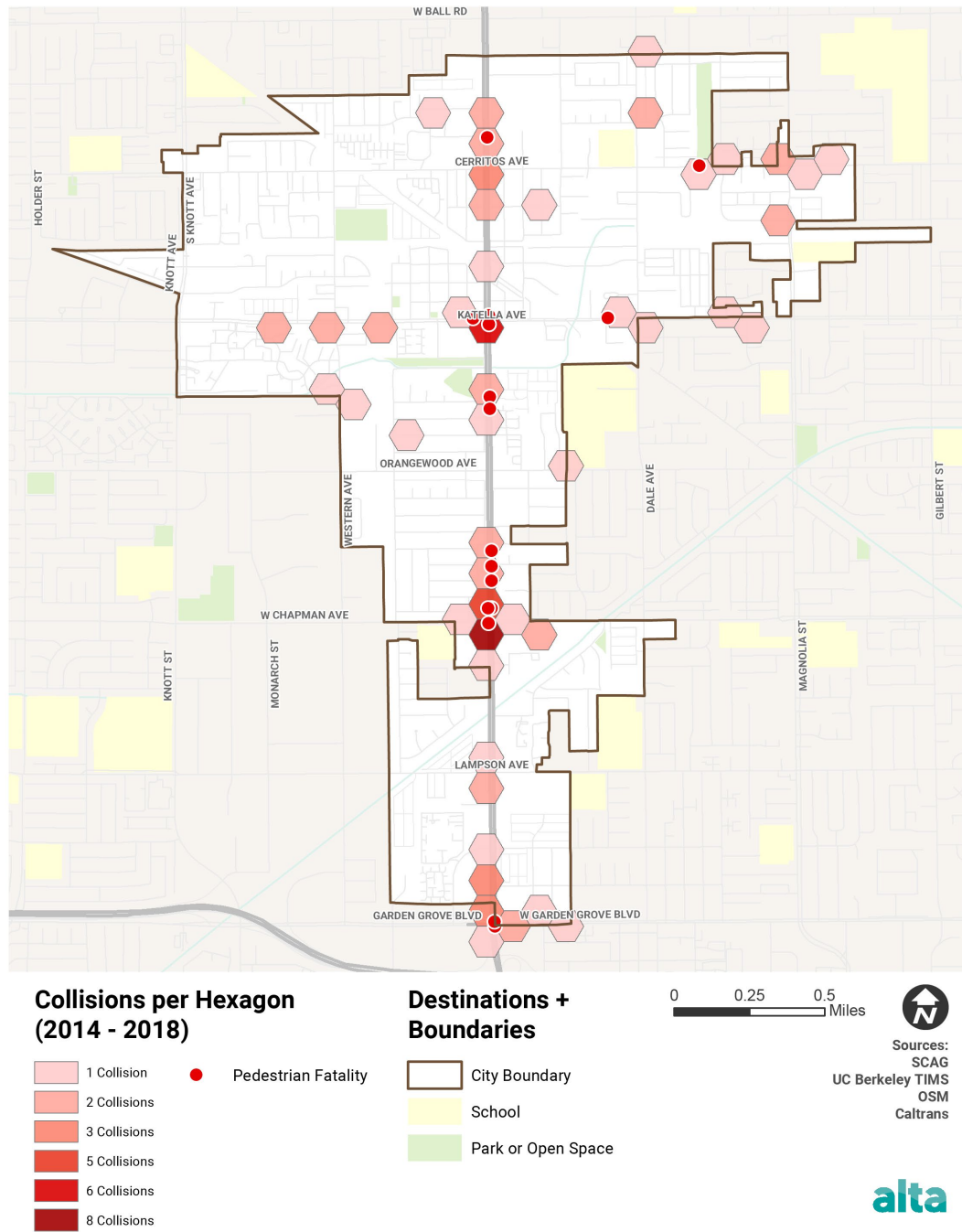
Pedestrian-Involved Collisions

During the study period (2014-2018), 85 collisions in Stanton involved a person walking. Sixteen (19%) of these were fatal collisions, and over 18 (21%) resulted in an injury; about 60% of collisions did not result in injury. Many collisions involving pedestrians occurred on Beach Boulevard, particularly at the intersections of Beach and Katella Avenue, and Beach and Chapman Avenue (see Figure 17). Almost 88% of fatal collisions occurred on Beach Boulevard (14 total). Collisions were also concentrated in the northeastern portion of our city on Cerritos Avenue and Katella Avenue near Magnolia Street.

Pedestrian violations were most commonly cited as the primary collision factor for pedestrian-involved collisions. The pedestrian was held at fault in 46% of the total collisions (39 collisions); drivers failing to yield to pedestrians in the right of way were held at fault in 25% of collisions (21 collisions). Just over half of all pedestrian-involved collisions (59% total; 50 total) happened at night. Overall, 59% of victims were male. Victims tended to be younger than 30 years of age, or between 45 and 69 years old. The most common victims of pedestrian collisions were:

- **55 – 55 years:** 12 victims (13%)
- **14 or younger:** 10 victims (11%)
- **60 – 64 years:** 9 victims (10%)

Figure 17. Pedestrian-Involved Collisions



Bicycle-Involved Collisions

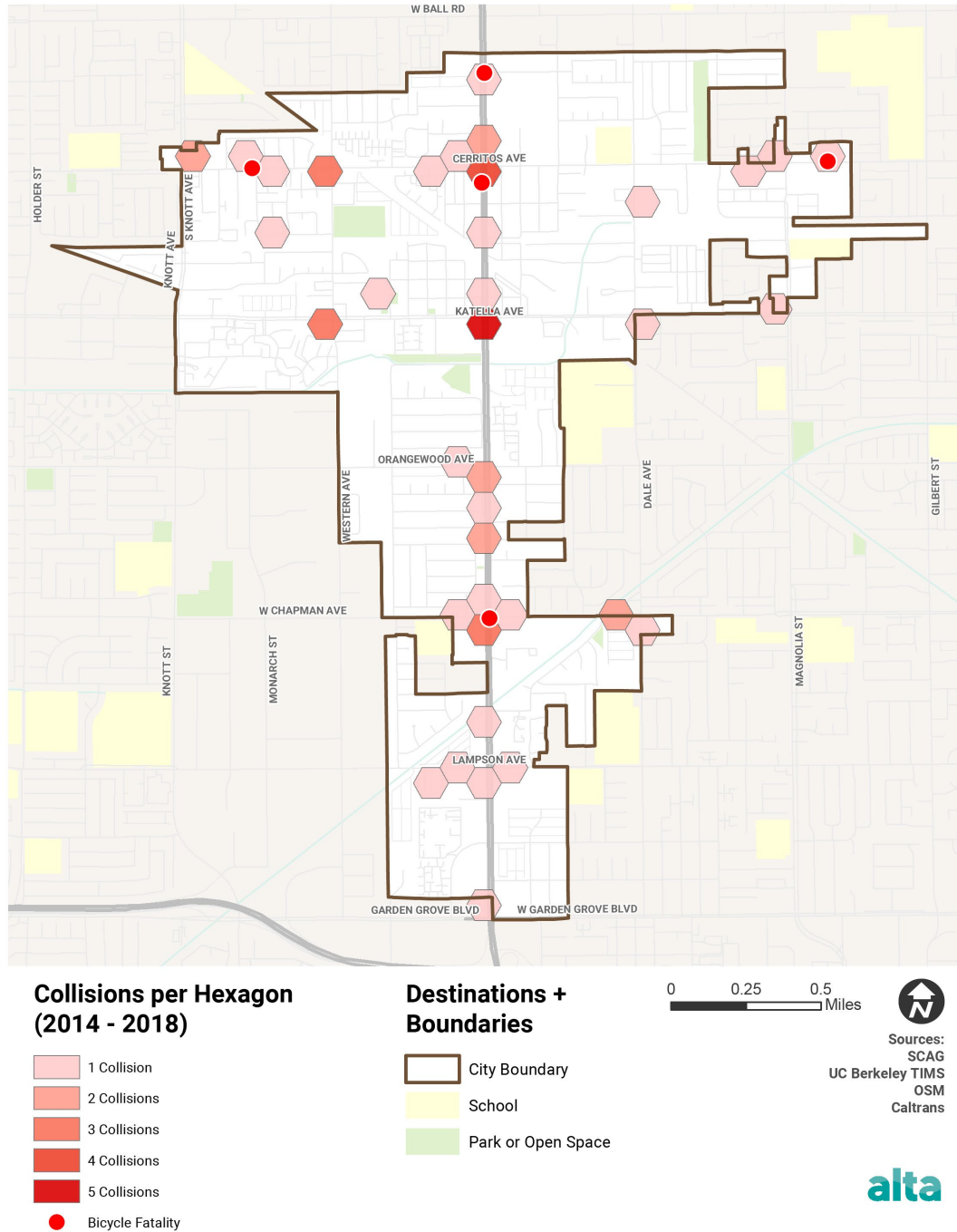
During the study period, 57 collisions in Stanton involved a person riding a bicycle. Five of these were fatal collisions (9%), and six resulted in severe injury (11%). Figure 18 provides an overview of all bicycle-involved collisions in Stanton during the study period and demonstrates a concentration of collisions along Beach Boulevard. Collisions involving bicycles also occurred along Cerritos Avenue and Katella Avenue, particularly near Western Avenue.

Approximately half of the collisions occurred during daylight hours; many occurred during morning commute hours (6 A.M. to 9 A.M.) The majority of victims (48 total; 81%) were male. The most common age groups among victims were:

- **15 – 19 years:** 10 victims (17%)
- **35 – 39 years:** 9 victims (15%)
- **40 – 44 years:** 6 victims (10%)
- **55 – 59 years:** 5 victims (8%)

One fourth of collisions (14 total) were attributed to traveling on the wrong side of the road, the most common violation cited. Such behaviors, however, can be reduced by adding bicycle lanes or paths that give bicyclists more and safer options.

Figure 18. Bicycle Involved Collisions



NEEDS ASSESSMENT

To further understand existing conditions in Stanton, we conducted an assessment of health and community conditions related to active transportation using a customized score of the California Healthy Places Index²² (HPI). The HPI analyzes data from 2006 to 2019 and allows users to see how public health intersects with transportation, climate, and more. The HPI generates a composite score based on 25 weighted variables and additional supporting data layers which can be used to compare the relative health impacts of living in different locations throughout California, and later, inform and drive policy decisions. The higher the HPI score, the healthier the community conditions are. Characteristics included in this HPI score include social equity, healthcare access, economic, educational, housing, transportation, and environmental factors such as air and water pollutants.

Overall, HPI analysis shows that Stanton has poorer community conditions than 73.3% of other California cities. To better understand health conditions related to biking and walking, we assessed specific health indicators to create a custom active transportation HPI score for Stanton. These included variables related to physical activity, health equity, safety, and the environment.

Overall, Stanton has poorer community conditions than 73.3% of other California cities.

This custom active transportation HPI score suggests that Stanton experiences healthier community conditions **related to active transportation** than 55.2% of other cities in California—or worse conditions than 44.8% of California cities. However, Stanton's performance differs for each variable, as detailed in the following sections on health and the built environment. To read the full detailed HPI analysis, see Appendix E.

Active transportation-related variables were assessed by level of concern for this planning effort. Variables for which Stanton experiences poorer conditions than 61% or more of other cities in California were given highest priority, as shown in Table 1.

²² <https://map.healthyplacesindex.org/>

Table 1. High-Priority Health Variables for Stanton

Category	Variables in which Stanton experiences worse conditions than 61% or more of California cities
Physical Activity	<ol style="list-style-type: none"> 1. <u>Physical Health Not Good</u>: Higher prevalence of poor physical health 2. <u>Diagnosed Diabetes</u>: Higher prevalence of diagnosed diabetes 3. <u>No Leisure Time Physical Activity</u>: High percentage of people who do not regularly exercise or participate in physical activities (outside of their job) 4. <u>Mental Health Not Good</u>: Higher prevalence of poor mental health
Safety	<ol style="list-style-type: none"> 1. <u>Pedestrian Injuries</u>: Higher average rate of severe and fatal injuries to people walking
Environment	<ol style="list-style-type: none"> 1. <u>Clean Air - Diesel PM</u>: High exposure to diesel PM emissions in summer 2. <u>Clean Air - PM 2.5</u>: High concentration of PM 2.5 (very small particles from vehicle tailpipes, tires and brakes, powerplants, factories, burning wood, construction dust, and many other sources) 3. <u>Asthma</u>: High prevalence of current asthma among adults
Health Equity	<ol style="list-style-type: none"> 1. <u>Above Poverty</u>: Lower percentage of people earning more than 200% federal poverty line 2. <u>Median Household Income</u>: Lower median annual household income 3. <u>Automobile Access</u>: Lower percentage of households with access to an automobile 4. <u>Tree Canopy</u>: Low percentage of land with tree canopy (weighted by number of people per acre)

Health Assessment

Active transportation is an important element in efforts to improve community health. It has direct and indirect implications on human and environmental health outcomes, as described in Chapter 1. The major health benefits of active transportation relate to physical activity, traffic safety, health equity, and environmental conditions (air quality and noise). Table 2 shows how Stanton's high-priority health variables measure against other California cities.

Table 2. High Priority Health Assessment

Variable	Measure
Physical Activity	Rates of physical activity are lower than 86% of other California cities
Health Conditions	Physical health is worse than 74% of other California cities Mental health is worse than 77% of other California cities Diagnosed diabetes is higher than 66% of other California cities.
Safety	Pedestrian injuries are higher than 93% of other California cities
Environment	Higher PM 2.5 levels than 73% of other cities Higher Diesel PM levels than 70% of other cities Higher rates of asthma than 67% of other cities

Built Environment Assessment

Changing the built environment can increase opportunities for more active modes of transportation, and therefore physical activity, while also reducing greenhouse gas emissions. Both physical activity and improved air quality reduce one's risk for chronic health conditions and increase life expectancy.

In general, Stanton has relatively high rates of supermarket, park, and destinations access as compared to other California cities. However, it has a lower percentage of land covered by trees (lower than 86% of other California cities), which can provide shade and cool surrounding areas, reduce stress, and promote health, wellness, and physical activity.

Findings

The top ten variables for which Stanton experiences some of the worst conditions among cities in California, as identified in the health and built environment assessments, are (in order of severity):

1. High Rates of Pedestrian Injuries
2. Low Rates of Physical Activity
3. Low Tree Canopy Coverage
4. Low Rates of Automobile Access
5. Poor Mental Health
6. High Rates of Poverty
7. Poor Physical Health
8. High Rates of Particulate Matter (PM 2.5)
9. High Rates of Diesel Particulate Matter (PM)
10. High Rates of Asthma

The health and built environment assessments highlight the intersections of health and transportation and the potential active transportation has to benefit multiple aspects of our community. Once complete, this Plan will be another extension of our efforts to improve health and wellness in our community.



Section 5

COMMUNITY COLLABORATION

5. Community Collaboration

Engaging the community was a top priority throughout the planning process. A variety of opportunities were used to seek input from residents and community members. The plan development process also included coordination with partner agencies such as the Orange County Sheriff's Department and other City departments to ensure this Plan meets community needs, advances initiatives of local and regional partners, and includes projects and programs that can feasibly be implemented.

Overall, we engaged with stakeholders throughout the development of the Plan to:

- **Understand Walking and Biking Needs:**
Residents weighed in on current barriers to biking and walking, and what destinations and routes could be made more bikeable and walkable. This information helped us develop an understanding of the needs and gaps of our citywide network.
- **Develop a Vision for Active Transportation in Stanton:** Stakeholders across different groups weighed in on the vision, policies, and objectives for the Plan, guiding the high-level direction of the Plan.
- **Refine Draft Recommendations:** We presented the draft bicycle and pedestrian recommendations developed through the process. Stakeholders and the public helped us clarify these recommendations, and identified additional areas for improvement.



We used multiple avenues to gain authentic and robust community input on this Plan.

This chapter presents an overview of the format and approach for each outreach opportunity, along with a summary of feedback received. Overall feedback concentrated on three key themes (see Table 3).

Table 3. Key Themes from Community Feedback

Topic	What We Heard
Safety	<p>Biking and Walking Feel Unsafe</p> <p>Many community members shared that existing conditions in Stanton do not support safe walking and biking, and that the lack of safety prevents them from walking and biking.</p>
Connectivity	<p>Biking and Walking Facilities Do Not Get Me to Key Destinations</p> <p>Although community members may feel comfortable walking or biking in their neighborhoods, many shared that the lack of safe, continuous routes discourages them from using biking and walking for transportation.</p>
Lack of Amenities	<p>Streets Lack Bicycle and Pedestrian Amenities</p> <p>Community members from various groups shared that amenities such as better lighting, landscaping, and seating would make streets and intersections feel more comfortable.</p>

COMMUNITY ADVISORY COMMITTEE

To help guide this planning process, we convened a Community Advisory Committee (CAC) at the outset. Various sectors, groups, and stakeholders were invited to join the CAC in order to be able to best articulate the many needs of the community. Altogether, six people served on the Plan's CAC, representing four City departments and the Orange County Sheriff's Department. The CAC convened six times throughout the 18-month planning process, helping to shape the vision, analyses, events, partnerships, and recommendations.

EVENTS

Pop-Up Events

To engage as many members of the public as possible, we collaborated with an existing community event early on in the planning process:

- **Art Installation at Stanton's Halloween Carnival:** October 26, 2019, 4-8pm Stanton Central Park, 1,000+ estimated attendees

We used three interactive activities to hear from residents about how we can improve walking and biking: a survey on high-priority streets, a map where participants could spatially identify where they currently face walking and biking challenges, and two feedback boards.

Survey: High Priority Streets?

When asked which streets in our city should be considered as highest priority for improvements for walking and biking, the top five streets that participants selected were:

- Beach Boulevard (54%)
- Western Avenue (28%)
- Katella Avenue (28%)
- Chapman Avenue (22%)
- Knott Avenue (10%)



To ensure outreach events were accessible and family-friendly, community workshops were facilitated in English and Spanish.



Community members were asked to comment on the improvements that would make Stanton's streets safer.

Feedback Board: What Improvements Could Make Your Streets Better?

Community members placed stickers on a board to identify what types of improvements they would like to see in their community. More street lights (42%), bike lanes (32%), and wider sidewalks (32%) were among the most common responses.

Feedback Board: How Would You Like to Get Around?

A popular activity among kids at the Carnival, children were asked to place a green sticker on how they currently get to school and a pink heart on how they would like to get to school. Most participants reported that they currently travel to school in a car (48%) or by foot (24%) (Figure 19). However, the most popular responses for how they would like to get to school were by bike (18%), bus/train (17%), or by foot (17%) (Figure 20).



Children were asked how they currently get to school and how they would like to get to school.

Figure 19. Current Mode of Travel

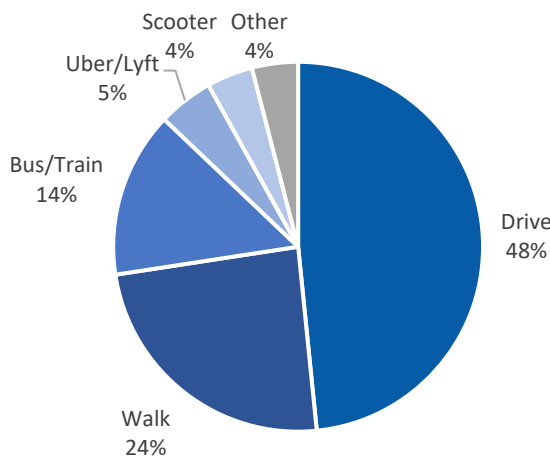
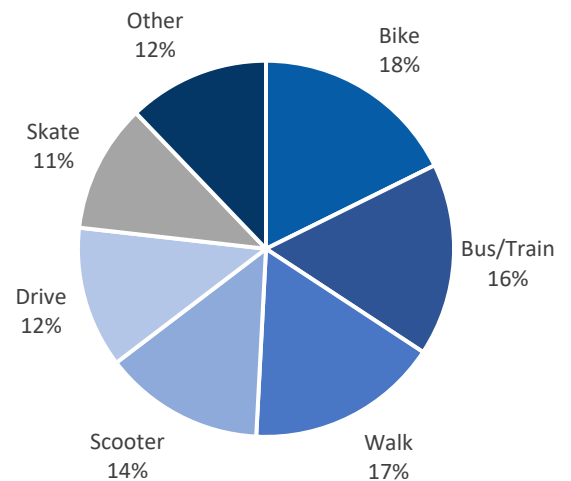


Figure 20. Desired Mode of Travel



Walking Tour

To help better understand existing conditions along some of the high-priority corridors identified during the Art Installation, we facilitated a walking tour on January 15, 2020. City staff and community members walked together from City Hall to four locations along Katella Avenue and Beach Boulevard. Several community members shared input about existing conditions related to sidewalks, shade, crossings, lighting, bicycle facilities, and overall perceived safety.

Overall, key concerns highlighted during the walking tour include:

- Need for improved crosswalks
- Lack of facilities for biking
- Poor condition of street and sidewalk pavement along Beach Boulevard



City staff and community members focused on four locations along Katella Avenue and Beach Boulevard during the January 2020 walking tour.

Go Human Trainings

Before the COVID-19 pandemic and associated social distancing policies, we anticipated hosting a large demonstration event to showcase a preliminary recommendation on actual city streets. The event would have employed SCAG's *Go Human* demonstration kit to test out potential facilities and gain feedback. *Go Human*, SCAG's Active Transportation Safety and Encouragement Program, utilizes a variety of strategies to increase rates of walking and biking, while also decreasing collisions. To prepare for the demonstration event, we first conducted two "Go Human Trainings" to familiarize community members with the demonstration kit and concept, and to build capacity for this and future efforts. Although we decided to forego the demonstration event due to the pandemic, the *Go Human* Trainings provided crucial insights regarding community needs.

The first Go Human Training occurred at the beginning of the planning process in August 2019 and involved members of the CAC. The second training occurred in February 2020 and involved participation from residents and other community stakeholders. Participants identified numerous locations and general issues concerning walking and biking in the community, including:

- One of the main deterrents to walking is unsafe crossings.
- Better lighting is needed at intersections and along sidewalks.
- Priority corridors include Beach Boulevard, Katella Avenue, Cerritos Avenue and Chapman Avenue.

During Go Human Training 1, Stanton residents indicated on a map where they experience challenges biking and walking.

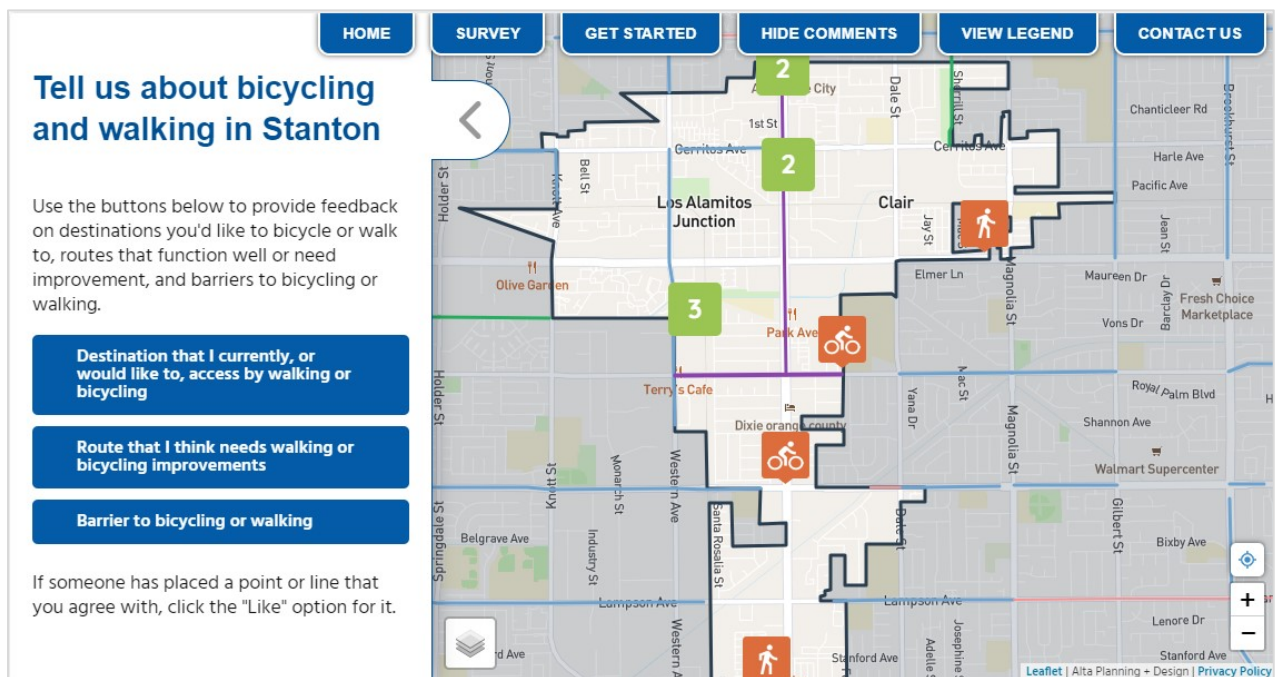


INTERACTIVE MAP

An interactive mapping tool was posted on our Stanton Active Transportation Plan website and used throughout development of this Plan to gather input and feedback from the community directly on a map of our city.

In early project phases from November 2019 – July 2020, community members were encouraged to draw routes or place pins on the map and add comments to identify desired walking or bicycling improvements, challenging locations, and other information about the walking and bicycling environment. The comments received during this phase informed the recommended bicycling and walking network improvements.

Figure 21. Online Public Input Map during the first phase of outreach.



What did we hear?

There are several barriers to walking and biking in Stanton, including lack of safe or connected facilities and lack of lighting.

- **Beach Boulevard:** "Very dangerous obstacles to walk or bike on."
- **Western Avenue:** "I frequently ride my bike and there are so many barriers to it in Stanton. Western is very hard to ride from Katella to Garden Grove Boulevard."
- **Orangewood Avenue:** "Orangewood has bike lanes from Magnolia that end in Stanton. Let's restrict on-street parking and continue those bike lanes into our city."
- **Beach Boulevard:** "I would like the ability and safety to walk from Orangewood and Beach to Garden Grove Boulevard and Beach."

MEDIA

For all community outreach opportunities, including the online survey and interactive mapping tool, we leveraged existing website, social media accounts, and newsletter mailing list to share information about the Plan and to encourage our residents to engage with the project.

Website

We created a section on the website for this Active Transportation Plan. All online communications and project flyers pointed to this website, where community members were able to learn about the planning process, see upcoming outreach events, and download draft maps and other deliverables at key milestones.

Social Media

We have over 3,000 followers on Facebook and over 1,000 subscribers on Instagram. Throughout the planning process, posts on these platforms notified residents of upcoming events, draft documents available for review, online engagement tools, and other project milestones.



We used bilingual printed and digital materials to share information about the Plan, events, and opportunities for input.

Promotional Material

An information card was also created in both English and Spanish with the project website listed (see previous page). The cards were available at all outreach events and placed at various businesses, community centers, and libraries throughout our city.

REFINING THE DRAFT PLAN

After the preliminary recommendations had been developed, we released the draft Plan for public comment in December 2020. In addition to uploading the draft Plan to the project website, we also utilized a suite of tools to capture the community's feedback on the draft Plan and preliminary recommendations.

Recommendations Survey

To capture feedback on elements of the draft Plan and key projects, we also developed a survey that was distributed via food distribution events and email blasts, and posted online. Altogether, 39 residents completed the recommendations survey.

Virtual Town Hall

We hosted a virtual town hall on December 17, 2020, during which we discussed the draft Plan, listened to feedback, answered questions about the preliminary recommendations, and presented the recommendations survey using interactive polling. A recording of the virtual town hall was posted to the project website.

What did we hear?

Community members shared a variety of feedback during the public comment period. Key themes include:

- Support for new active transportation infrastructure throughout the City. On average, over 91% of survey respondents supported the example recommendations in the survey.
- New and/or improved facilities would help biking and walking feel safer and make key destinations more accessible.
- Additional amenities, such as seating and lighting, would make biking and walking more convenient.

We revised the Plan to reflect these comments as appropriate.

KEY NEEDS IN OUR COMMUNITY

This Plan identifies many opportunities to improve mobility and support the goals established in Chapter 2: The Vision. Assessing current conditions is a key step to developing recommendations for where and how to invest in infrastructure and programs that promote walking and biking as common and convenient modes of transportation. The following key findings from our review of existing conditions data and public input will help guide the recommendations process:

- Stanton’s existing pedestrian and bicycle networks are fragmented and incomplete.
- A network of relatively low-stress streets is interrupted by several high-stress corridors which inhibit walking and biking, and make connecting to key destinations such as transit, schools, jobs, and parks difficult.
- Collisions involving pedestrians and people on bicycles are occurring at high rates within our city, and frequently result in fatalities. Collisions are centered around Beach Boulevard; providing more facilities for people walking and biking on this road could help enhance safety for all users.
- Approximately half of Stanton qualifies as “disadvantaged” according to CalEnviroScreen 3.0, and supported by the findings of the health and built environment assessments. The Equity Framework outlined in Chapter 2 will continue to be a guiding principle as we move forward in this planning process and begin to develop recommendations that serve our most vulnerable populations.

This Plan envisions a comfortable, convenient, and complete active transportation network that improves mobility in Stanton. Building on the City’s existing plans and initiatives, the Plan will establish a comprehensive implementation strategy informed by this needs assessment and rooted in social equity.

Section 6

STREET RECOMMENDATIONS



6. Street Recommendations

This chapter introduces the active transportation infrastructure and supporting amenities that we intend to implement in the coming years, and the overall strategy employed in evaluating which type of facilities should be recommended at specific locations.

The following recommendations are considered planning-level meaning they will be used as a guide when implementing projects. In some cases, traffic impact analysis and more detailed design analysis will be required to evaluate specific site conditions and develop designs that reflect conditions and constraints.

HOW WE DEVELOPED RECOMMENDED PROJECTS

Developing recommendations is a multi-step process that requires understanding community feedback, existing conditions, and project feasibility, among many other factors (see Figure 22). Key themes from the public input guided our overall recommendations (see Table 4). Various outlets, including community meetings and events and the online public input map, allowed for public desire for new and improved bicycle and pedestrian facilities to be voiced and recorded throughout the development of the Plan. Roadways and areas that were mentioned multiple times across different outreach methods were examined as high priority for inclusion in the recommended projects.



We listened to community members throughout this planning process, and used their input to develop the recommended active transportation network.

Figure 22. Network Development Process

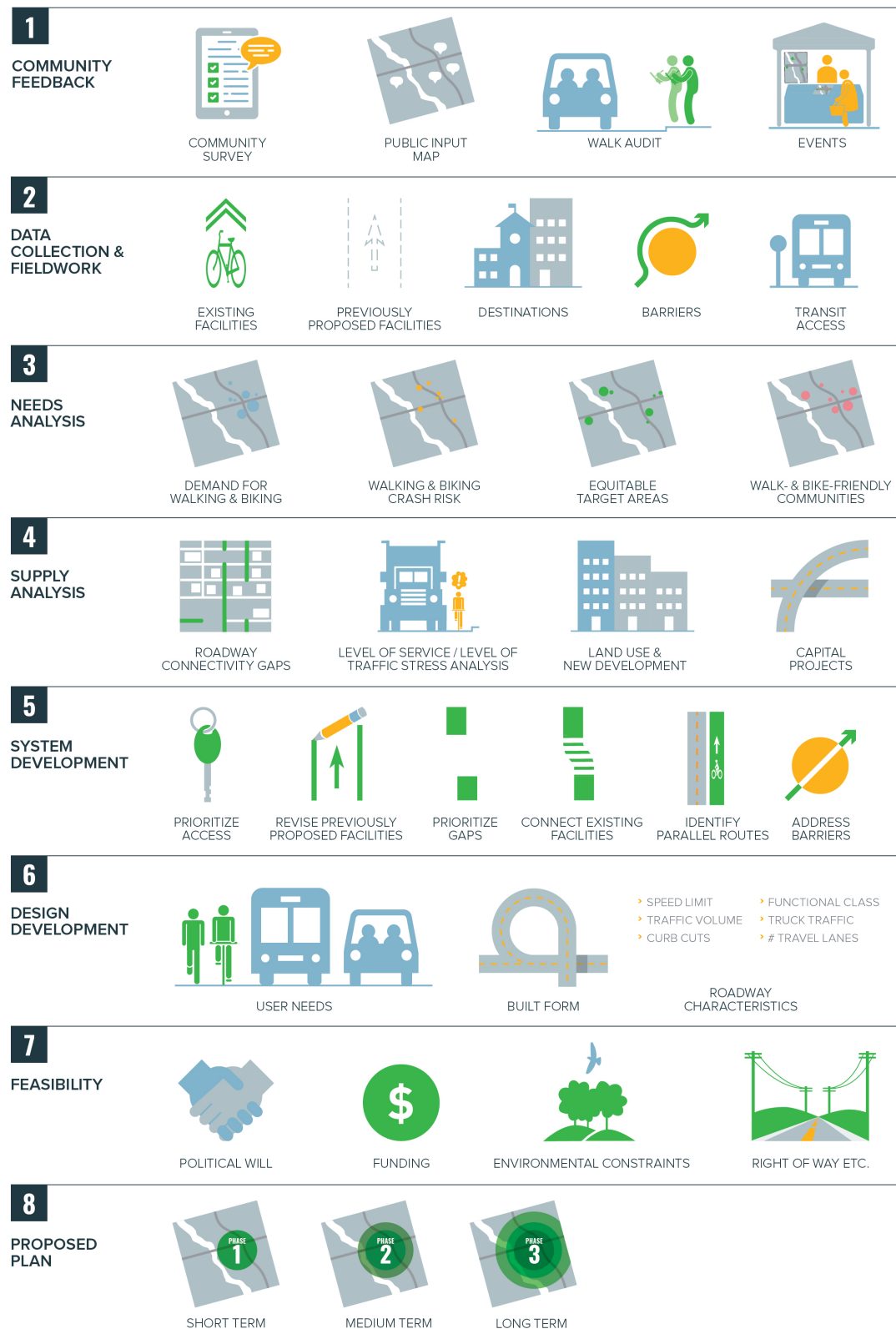


Table 4. Public Input Guiding Network Recommendations

What We Heard	What We Propose
Access is limited	Make it Accessible Multiple cross-town corridors that help people bicycle and walk safely to schools, parks, commercial centers, the library, and other key destinations from as many parts of Stanton as possible.
Conditions do not support safe walking and biking	Make it Safe New bikeways and pedestrian interventions in high-collision corridors help improve safety. A complete network of active transportation facilities, as well as new amenities like pedestrian-scale lighting, provide safer options for all roadway users throughout the community.
Biking and Walking Facilities Do Not Get Me to Key Destinations	Make it Continuous Creating new facilities that connect existing facilities and destinations will encourage community members to walk and bike. Wayfinding and programming will spread awareness and help people more easily reach key destinations.

HOW RECOMMENDED PROJECTS ADVANCE OUR GOALS



Safety & Health

Network recommendations address the most critical safety issues and prioritize improvements along high-injury corridors and at intersections.



Access & Comfort

Network recommendations create continuous walking and cycling routes throughout our community, connecting neighborhoods to major destinations and to one another.



Transportation Affordability

Network recommendations increase the availability of affordable mobility options, particularly for low-income neighborhoods.



Maintain and Expand the Network

The Plan provides a roadmap for achieving a complete and comfortable active transportation network.

Bicycle Facility Types



CLASS I

Shared-Use Path

- Paths completely separated from motor vehicle traffic used by people walking and biking.
- Comfortable for people of all ages and abilities.
- Typically located immediately adjacent and parallel to a roadway or in its own independent right-of-way, such as within a park or along a body of water.



CLASS II

Bicycle Lane

- A dedicated lane for bicycle travel adjacent to traffic.
- A painted white line separates the bicycle lane from motor vehicle traffic.



CLASS IIB

Buffered Bicycle Lane

- A dedicated lane for bicycle travel separated from vehicle traffic by a painted buffer.
- The buffer provides additional comfort for users by providing space from motor vehicles or parked cars.



CLASS III

Bicycle Route

- A signed bike routes that people biking share with motor vehicles.
- Can include pavement markings.
- Comfortable facility for more confident bicyclists.
- Recommended when space for a bike lane may not be feasible.



CLASS IIIB

Bicycle Boulevard

- Calm, local streets where bicyclists have priority but share roadway space with motor vehicles.
- Shared roadway bicycle markings on the pavement as well as traffic calming features such as speed humps and traffic diverters to keep these streets more comfortable for bicyclists.
- Comfortable facility for bicyclists with wider range of abilities.



CLASS IV

Separated Bikeway

- An on-street bikeway separated from motor vehicle traffic by a curb, median, planters, parking delineators, or other physical barrier.



RECOMMENDED BICYCLE PROJECTS

Prior to embarking on this planning process, we had just over 2.4 miles of existing bikeways. An additional 23.14 miles are proposed in this Plan, including over 8 miles of Class I paths and over 3 miles of Class IV separated bikeways. On major streets like Katella Avenue, Chapman Avenue, and Dale Avenue, Class IV separated bikeways have been recommended to make bicycling less stressful and make connections to multiple community destinations. These bikeways are meant to support a long-term vision for a comprehensive bicycle network in Stanton and may require some parking or travel lanes to be decreased to be implemented.

A key goal of the proposed network is to move bicyclists off of Beach Boulevard and onto safer alternative north-south corridors like Western Avenue and Knott Avenue. Caltrans and OCTA recently released the Beach Boulevard Corridor Study, which lays out a vision for the corridor through several cities, including Stanton. The report identifies Western Avenue and Dale Avenue as potential bike route alternatives to Beach Boulevard. There are currently no recommended bicycle facilities along Beach Boulevard in the proposed network.

The majority of recommended bikeways are new projects where bikeways do not exist today, while a portion include recommendations to upgrade an existing or previously planned bikeway. All recommended projects are planning-level and final designs will depend on additional community engagement and study by Public Works and secured funding. Recommended bicycle projects are shown in Figure 24, with mileage highlighted in Table 5 and Figure 23.

Table 5. Miles of Recommended Bikeways by Type

Bikeway Class	Name	Existing (miles)	Proposed (miles)	Total (miles)
Class I	Shared Use Path	0.38	8.06	8.44
Class II	Bike Lane	1.93	1.42	3.35
Class IIB	Buffered Bike Lane	0.0	3.11	3.11
Class III	Bicycle Route	0.09	2.97	3.06
Class IIIB	Bicycle Boulevard	0.0	4.5	4.5
Class IV	Separated Bikeways	0.0	3.08	3.08
TOTAL		2.4	23.14	25.54

Figure 23. Length of Recommended Bicycle Network

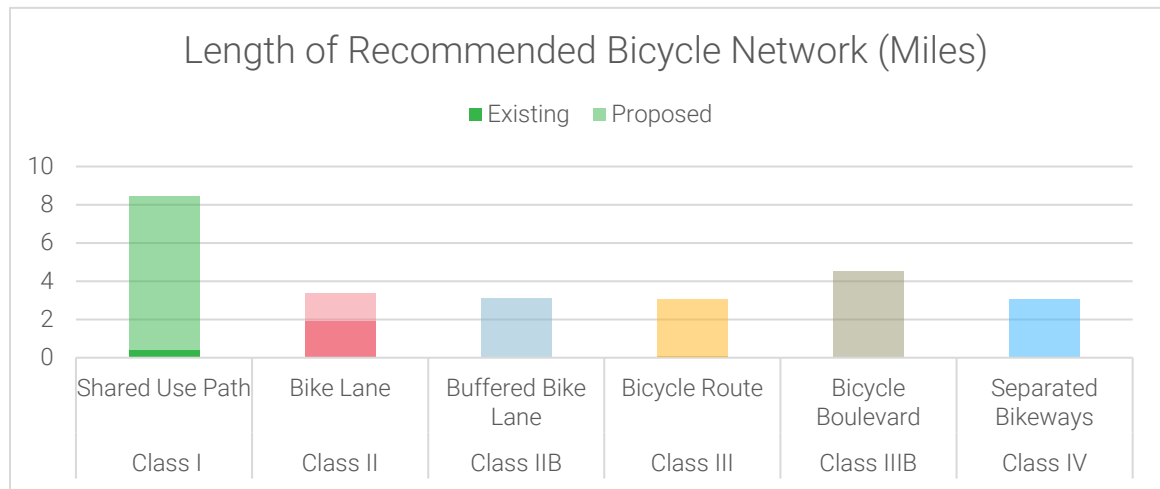
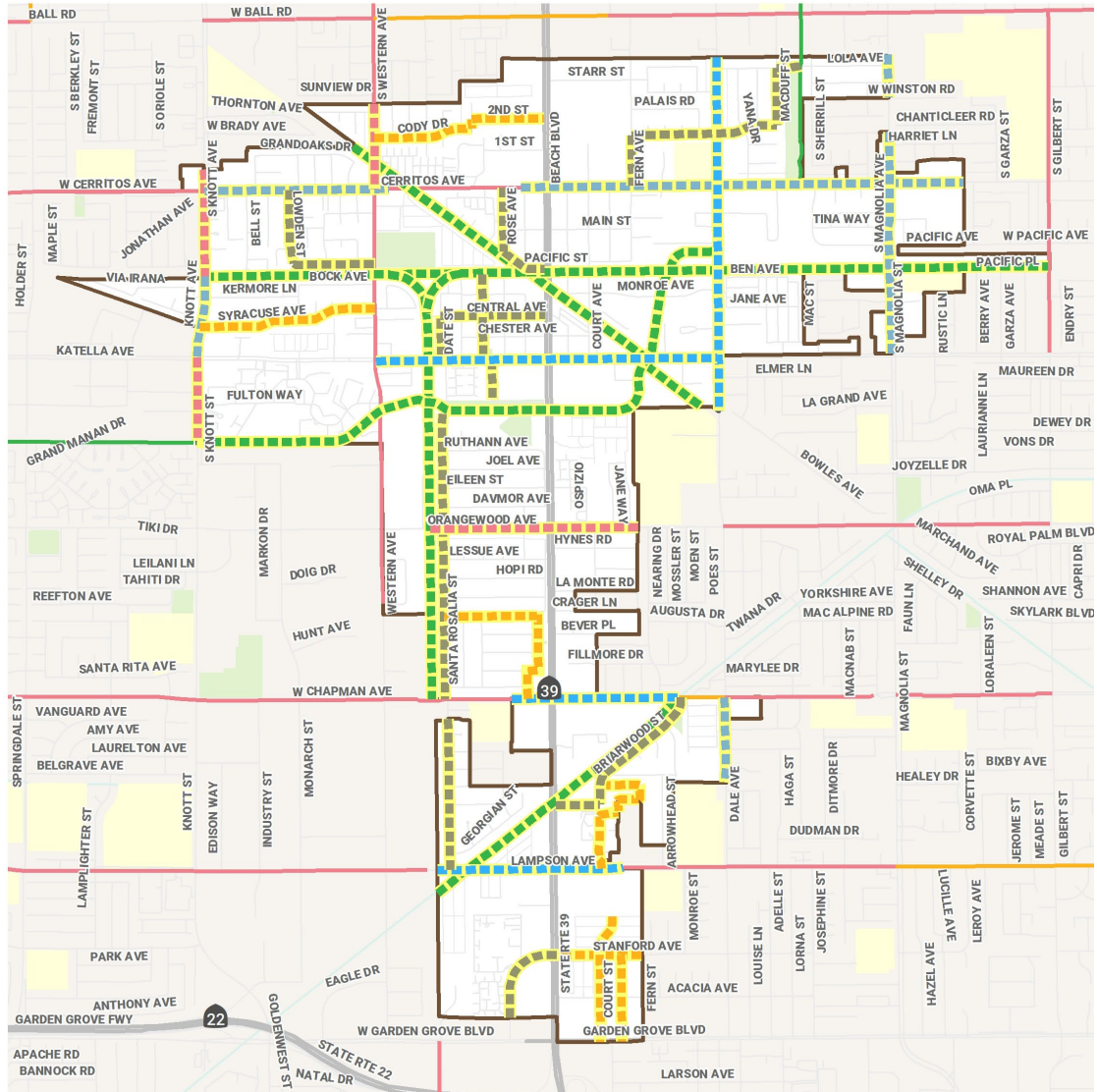


Figure 24. Recommended Bicycle Projects



Recommended Bikeways

- - - - - Shared-Use Path (Class I)
- - - - - Bicycle Lane (Class II)
- - - - - Buffered Bike Lane (Class IIB)
- - - - - Bicycle Route (Class III)
- - - - - Bicycle Boulevard (Class IIIB)
- - - - - Separated Bikeway (Class IV)

Existing Bikeways

- Shared-Use Path (Class I)
- Bicycle Lane (Class II)
- Bicycle Route (Class III)
- Separated Bikeway (Class IV)

Destinations + Boundaries

- City Boundary
- School
- Park or Open Space

0 0.25 0.5 Miles



Sources:
SCAG
UC Berkeley TIGRS
OSM
Caltrans



Table 6. Recommended Bicycle Projects

Corridor	From	To	Facility Type	Length (Miles)
2nd Street	Senty Drive	Beach Boulevard	Class III	0.21
Bolsa Chica Channel	City Boundary	W Chapman Avenue	Class I	0.91
Briarwood Street	Chapman Avenue	Catherine Avenue	Class IIIB	0.42
Capistrano Drive	Briarwood Street	Malibu Drive	Class III	0.11
Cardiff Drive	San Marcos Drive	Westcliff Drive	Class III	0.06
Catherine Avenue	Beach Boulevard	Briarwood Street	Class IIIB	0.13
Cedar Street	Katella Avenue	Stanton Park	Class IIIB	0.12
Cedar Street	Park Avenue	Katella Avenue	Class IIIB	0.24
Central Avenue	Date Street	Beach Boulevard	Class IIIB	0.31
Cerritos Avenue	S Knott Avenue	Western Avenue	Class IIB	0.54
Cerritos Avenue	Flower Avenue	City Boundary	Class IIB	1.30
Chanticleer Road	Fern Avenue	MacDuff Street	Class IIIB	0.43
Chapman Avenue	City Boundary	City Boundary	Class IV	0.49
Cody Drive	Western Avenue	Senty Drive	Class III	0.29
Court Street	Northern Terminus	Garden Grove Boulevard	Class III	0.38
Dale Avenue	City Boundary	City Boundary	Class IV	1.04
Dale Avenue	Chapman Avenue	City Boundary	Class IIB	0.25
Date Street	Central Avenue	Katella Avenue	Class IIIB	0.12
Del Rey Drive	Westcliff Drive	Malibu Drive	Class III	0.06
Fern Avenue	Chanticleer Road	Cerritos Avenue	Class IIIB	0.15
Katella Avenue	Knott Avenue	Dale Avenue	Class IV	1.00
Lampson Avenue	City Boundary	City Boundary	Class IV	0.55
Lola Avenue	MacDuff Street	Class I Path	Class IIIB	0.07
Lowden Street	Cerritos Avenue	Thunderbird Lane	Class IIIB	0.22

Corridor	From	To	Facility Type	Length (Miles)
MacDuff Street	Lola Avenue	Chanticleer Road	Class IIIB	0.17
Magnolia Street	City Boundary	Winston Road	Class IIB	0.13
Magnolia Street	City Boundary	Katella Avenue	Class IIB	0.65
Malibu Drive	Capistrano Drive	Del Rey Drive	Class III	0.04
Orangewood Avenue	Rail ROW	City Boundary	Class II	0.61
Rail ROW	S Knott Avenue	Santa Ana Branch ROW	Class I	0.95
Rail ROW	Western Avenue	West Chapman Avenue	Class I	1.31
Rail ROW	Oak Street	Central Avenue	Class I	0.17
Rail ROW	Santa Ana Branch ROW	Dale Avenue	Class I	0.56
Rail ROW	Dale Avenue	S Gilbert Street	Class I	0.97
Rose Avenue	Cerritos Avenue	Sandalwood Way	Class IIIB	0.19
S Knott Avenue	City Boundary	Rail ROW	Class II	0.31
S Knott Avenue	Rail ROW	Katella Avenue	Class IIB	0.24
S Knott Avenue	Katella Avenue	Stanton Storm Channel	Class II	0.25
San Marcos Drive	Cardiff Drive	Lampson Avenue	Class III	0.16
Sandalwood Way	Rose Avenue	Beach Boulevard	Class IIIB	0.14
Santa Ana Branch ROW	Palais Road	Dale Street	Class I	1.28
Santa Catalina Avenue	Santa Rosalia Street	Santa Paula Street	Class III	0.27
Santa Paula Street	Santa Catalina Avenue	Chapman Avenue	Class III	0.29
Santa Rosalia Street	Northern Terminus	West Chapman Avenue	Class IIIB	0.84
Santa Rosalia Street	City Boundary	Lampson Avenue	Class IIIB	0.44

Corridor	From	To	Facility Type	Length (Miles)
Senty Drive	2nd Street	Cody Drive	Class III	0.29
Stanford Avenue	Beach Boulevard	Fern Street	Class III	0.25
Stanton Storm Channel	S Knott Avenue	Dale Avenue	Class I	1.91
Sycamore Street	Stanford Avenue	Garden Grove Boulevard	Class III	0.26
Syracuse Avenue	S Knott Avenue	Western Avenue	Class III	0.52
Thunderbird Lane	Lowden Street	Western Avenue	Class IIIB	0.24
Village Center Drive	City Boundary	Beach Boulevard	Class IIIB	0.28
Westcliff Drive	Del Rey Drive	Cardiff Drive	Class III	0.03
Western Avenue	City Boundary	Cerritos Avenue	Class II	0.25
TOTAL				22.48

Pedestrian Facility Types



Sidewalks & Paths

- Completely separated from motor vehicle traffic.
- Used by people walking or using mobility devices such as wheelchairs.
- Sidewalks are typically located immediately adjacent and parallel to a roadway. Shared-use paths can be located in their own independent right-of-way, such as within a park or along a body of water.



Crossing Facilities

- Make crossing the street at intersections and midblock safer and more comfortable.
- High-visibility crosswalk markings are more visible to approaching vehicles and have been shown to improve yielding behavior.
- Advance yield markings, or "shark teeth," warn drivers they are approaching a crosswalk.



Curb Treatments

- Curb ramps allow users of all abilities to make the transition from the street to the sidewalk. They are required by the Americans with Disabilities Act (ADA) at all crosswalks, including those that are unmarked.
- Curb extensions create safer and shorter crossings for pedestrians. They can help slow vehicle traffic by visually narrowing the roadway. They also increase the available space for street furniture, plantings, and street trees.



Beacons & Signals

- Beacons and signals both indicate to drivers that someone may be crossing the street.
- Make crossing the street safer and more comfortable.
- Pedestrian countdown signals create a more predictable crossing environment and give adequate warning to pedestrians attempting to cross a roadway.
- Leading pedestrian intervals allow a pedestrian to begin crossing the street before the traffic signal turns green.



Traffic Calming

- Encourage drivers to travel at slower speeds.
- Some treatments alter the configuration of a roadway, while others change how drivers perceive and respond to a street.
- Can be used at targeted locations such as a dangerous intersection, or along corridors.



Pedestrian-scale Lighting

- Improves visibility for people walking, as opposed to street lights intended to light the roadway.
- Additional care and emphasis on pedestrian lighting should be taken at and near crosswalks.

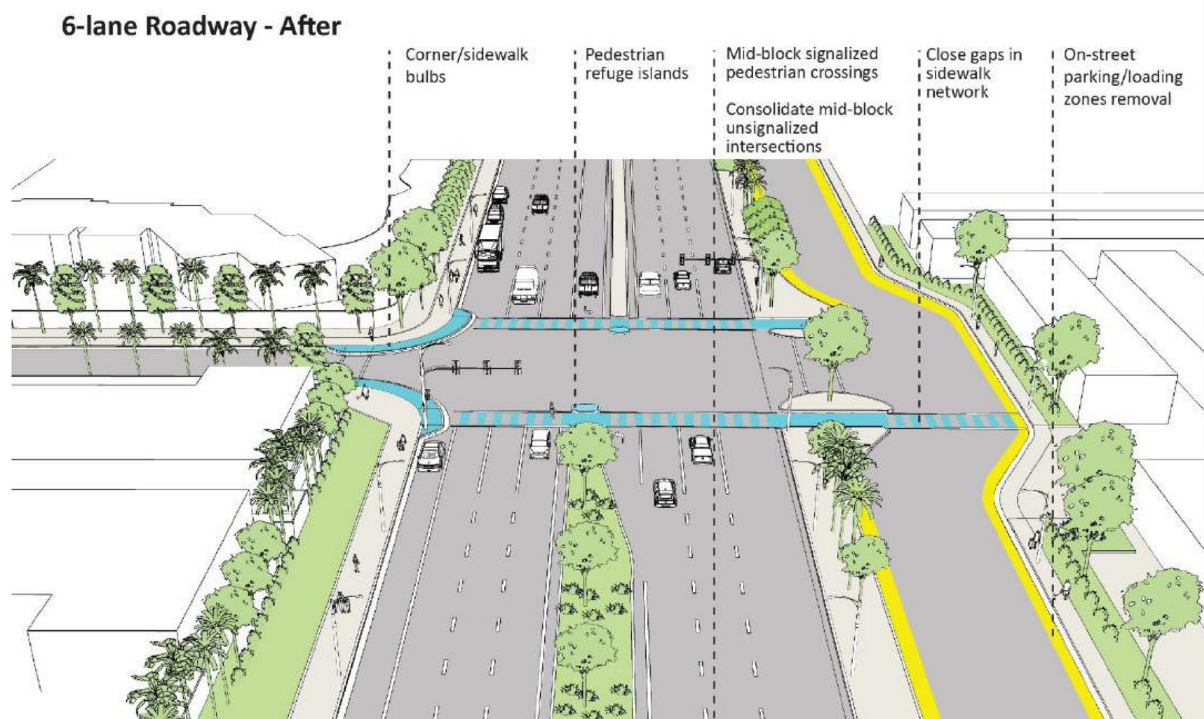


RECOMMENDED PEDESTRIAN PROJECTS

The proposed pedestrian projects provide a variety of options for people walking at locations throughout our city for people of varying abilities and ages. When making recommendations, projects that connect key community destinations like schools, parks, and commercial centers were prioritized.

The recommended projects are consistent with several of those identified in the Beach Boulevard Corridor Study. With the new residential development being developed along Beach Boulevard, the face of Beach will change in the coming years and we will need to accommodate more people walking along the boulevard. Adding high-visibility crosswalks, leading pedestrian intervals, landscaping, and sidewalk amenities such as lighting and wayfinding will make Stanton's streets, including Beach Boulevard, safer and more comfortable for pedestrians. The below concept design (Figure 25) from Caltrans' Beach Boulevard Corridor Study shows potential pedestrian improvements along Beach Boulevard. These potential improvements include curb extensions, pedestrian refuge islands, and mid-block signalized pedestrian crossings to improve the safety of pedestrians crossing Beach Boulevard.

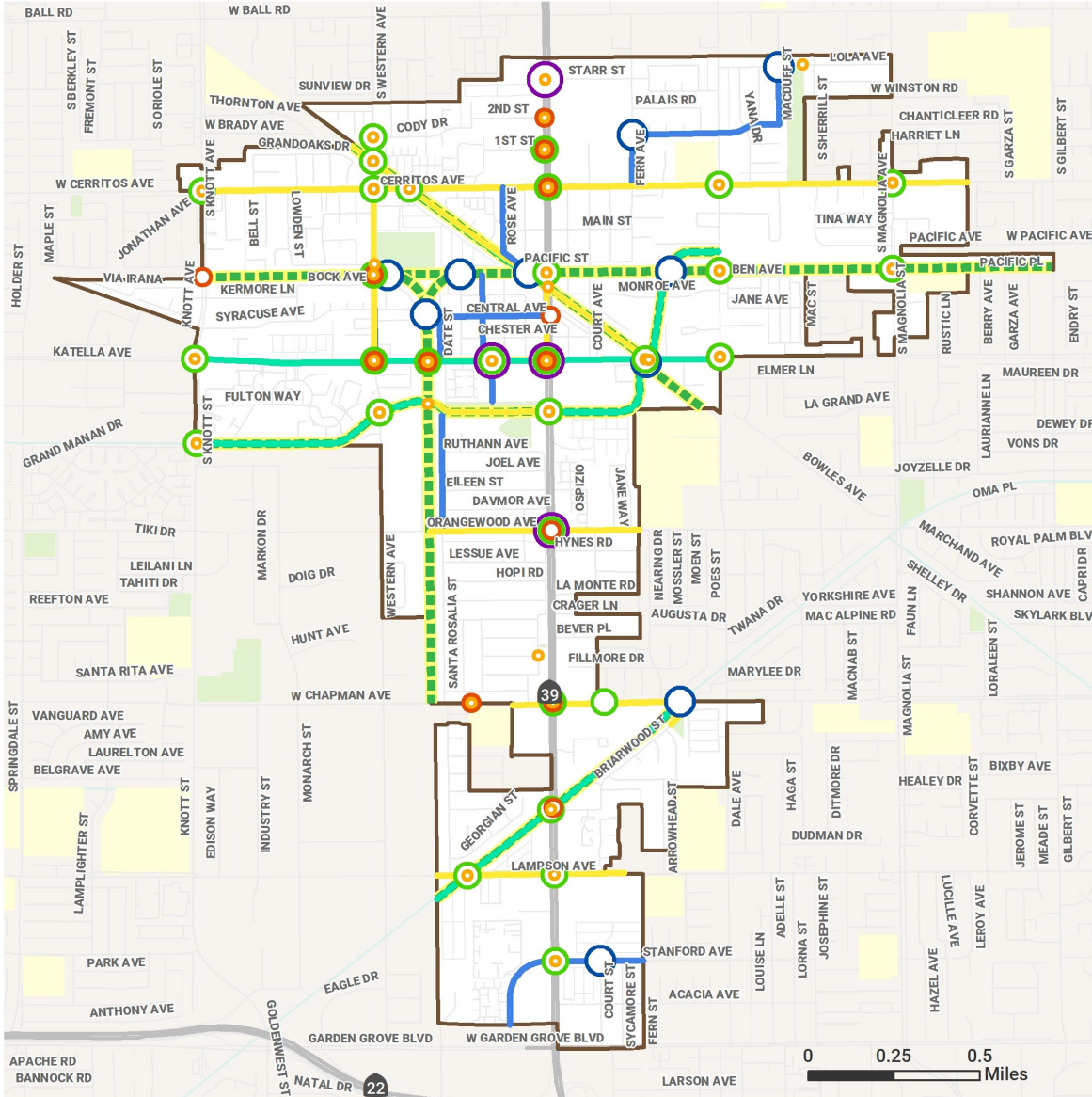
Figure 25. Proposed Beach Boulevard Concept Design, Caltrans Beach Boulevard Corridor Study



In general, recommended pedestrian projects aim to improve safety and comfort throughout Stanton. The pedestrian projects recommended in this Plan (Figure 26) fall into one of seven categories:

- **Sidewalks & Paths:**
 - **New sidewalks/paths** that make walking along the street safer, more comfortable, and accessible for people using mobility devices
 - **Sidewalk gap closures** to ensure people have comfortable and continuous routes to their destinations
 - **Sidewalk resurfacing and widening** improve our existing network and ensure access for people of all ages and abilities
- **Crossing Facilities:**
 - **Crossing facilities** that make crossing the street at intersections and midblock easier, including pedestrian refuge islands, high-visibility continental crosswalks and advance yield markings
- **Curb Treatments:**
 - **Curb treatments** such as curb extensions and curb ramps that increase accessibility for people crossing the street, help calm traffic, and reduce crossing distances
- **Beacons & Signals:**
 - **Beacons and pedestrian activated warning devices** to help people safely cross the street at midblock or uncontrolled locations, particularly where high traffic volumes or speeds are prevalent
 - **Modifications to existing traffic signals** to include pedestrian countdown timers, automatic pedestrian phases and a leading pedestrian interval to allow a pedestrian to begin crossing before traffic signals change to green
- **Traffic Calming:**
 - **Traffic calming facilities** such as traffic circles, chicanes and speed tables and/or humps that encourage drivers to travel at a speed appropriate for the surrounding land uses and users
- **Pedestrian-Scale Lighting:**
 - **New pedestrian-scale lighting** to improve visibility for people walking, as opposed to street lights at heights and directions intended to light the roadway for motorists
- **Green Infrastructure:**
 - **Trees, landscaping, stormwater capture and other efforts** to provide shade, increase habitat, enhance the overall sense-of-place, and improve comfort for people walking and biking

Figure 26. Recommended Pedestrian Projects



Pedestrian Recommendations

- Crossing Facilities
- Curb Treatments
- Signals & Beacons
- Traffic Calming
- Transit Stop Amenities
- Green Infrastructure
- Pedestrian-Scale Lighting
- Sidewalks & Paths
- Traffic Calming
- - - Shared-Use Path (Class I)

Destinations + Boundaries

- City Boundary
- School
- Park or Open Space



Sources:
SCAG
UC Berkeley TIMS
OSM
Caltrans



Safety was a priority based on community feedback during outreach. Improved crossings near schools, parks, and commercial centers like Beach Boulevard and Katella Avenue will offer better access for people shopping and dining and strengthen the local economy. At various intersections and midblock locations, new or updated crosswalks would improve conditions for people crossing the street. At midblock and uncontrolled intersections, advance yield markings and pedestrian signals would increase the visibility of people crossing the street. Curb extensions would also increase the visibility of pedestrians, shorten crossing distances, and reduce vehicle speeds. Further, at select major intersections in areas with high volumes of foot traffic, leading pedestrian intervals are recommended to give people crossing the street priority and to reduce conflicts with turning vehicles.

Class IIIB bicycle boulevards are made more comfortable with additional pedestrian improvements. For example, along Fern Avenue, Stanford Avenue, and Santa Rosalia Street, facilities such as speed bumps, traffic circles and high-visibility continental crosswalks would help reduce speeding and cut-through traffic, increasing comfort and safety for people walking and biking.

Recommended facilities are divided into short-term, medium-term, and long-term priorities for implementation in Chapter 8 and in the supplemental Action and Implementation Plan.

Table 7. Recommended Pedestrian Projects Including Quantity and Length

Street	From (or Cross Street)	To	Facility Category	Description	Length (Miles)	Quantity
Beach Boulevard	1st Street	-	Crossing Facilities	High-visibility crosswalk	-	1
Beach Boulevard	1st Street	-	Curb Treatments	Curb ramps	-	2
Beach Boulevard	1st Street	-	Signals & Beacons	HAWK signal	-	1
Beach Boulevard	2nd Street	-	Crossing Facilities	High-visibility crosswalk	-	1
Beach Boulevard	2nd Street	-	Curb Treatments	Curb ramps	-	2
Beach Boulevard	Central Avenue	-	Curb Treatments	Curb ramps	-	4
Beach Boulevard	Cerritos Avenue	-	Crossing Facilities	High-visibility crosswalks	-	4
Beach Boulevard	Cerritos Avenue	-	Curb Treatments	Curb extensions	-	4
Beach Boulevard	Cerritos Avenue	-	Signals & Beacons	Leading pedestrian interval	-	4
Beach Boulevard	Chapman Avenue	-	Crossing Facilities	High-visibility crosswalks	-	4
Beach Boulevard	Chapman Avenue	-	Curb Treatments	Curb ramp	-	1
Beach Boulevard	Chapman Avenue	-	Signals & Beacons	Leading pedestrian interval	-	4
Beach Boulevard	Katella Avenue	-	Crossing Facilities	High-visibility crosswalks	-	4

Street	From (or Cross Street)	To	Facility Category	Description	Length (Miles)	Quantity
Beach Boulevard	Katella Avenue	-	Curb Treatments	Curb extensions	-	4
Beach Boulevard	Katella Avenue	-	Signals & Beacons	Leading pedestrian interval	-	4
Beach Boulevard	Katella Avenue	-	Transit Stop Amenities	Bus shelter	-	2
Beach Boulevard	Lampson Avenue	-	Crossing Facilities	High-visibility crosswalks	-	4
Beach Boulevard	Lampson Avenue	-	Signals & Beacons	Leading pedestrian interval	-	4
Beach Boulevard	Orangewood Avenue	-	Curb Treatments	Curb extensions	-	4
Beach Boulevard	Orangewood Avenue	-	Signals & Beacons	Leading pedestrian interval	-	4
Beach Boulevard	Orangewood Avenue	-	Transit Stop Amenities	Bus shelter	-	2
Beach Boulevard	Pacific Street	Katella Avenue	Pedestrian-Scale Lighting	Lighting	0.26	
Beach Boulevard	Pacific Street	Katella Avenue	Sidewalks & Paths	Widen sidewalk	0.26	
Beach Boulevard	Starr Street	-	Crossing Facilities	High-visibility crosswalks	-	3
Beach Boulevard	Starr Street	-	Transit Stop Amenities	Bus shelter	-	2
Beach Boulevard	Village Center Road	-	Crossing Facilities	High-visibility crosswalks	-	4

Street	From (or Cross Street)	To	Facility Category	Description	Length (Miles)	Quantity
Beach Boulevard	Village Center Road	-	Signals & Beacons	Leading pedestrian interval	-	4
Bolsa Chica Channel	Beach Boulevard	-	Crossing Facilities	High-visibility crosswalks	-	1
Bolsa Chica Channel	Beach Boulevard	-	Curb Treatments	Curb ramps	-	2
Bolsa Chica Channel	Beach Boulevard	-	Signals & Beacons	HAWK signal	-	1
Bolsa Chica Channel	Chapman Avenue	-	Traffic Calming	Pavement markings	-	1
Bolsa Chica Channel	City Boundary	Chapman Avenue	Green Infrastructure	Landscaping	0.91	
Bolsa Chica Channel	Lampson Avenue	-	Crossing Facilities	High-visibility crosswalk	-	1
Bolsa Chica Channel	Lampson Avenue	-	Signals & Beacons	HAWK signal	-	1
Briarwood Street	Chapman Avenue	Leapwood Street	Pedestrian-Scale Lighting	Lighting	0.08	
Cedar Street	Katella Avenue	-	Crossing Facilities	High-visibility crosswalk	-	2
Cedar Street	Katella Avenue	-	Signals & Beacons	Leading pedestrian interval	-	1
Cedar Street	Katella Avenue	Southern Terminus	Traffic Calming	Speed humps	0.12	
Cedar Street	Katella Avenue	-	Transit Stop Amenities	Bus shelter	-	1
Cedar Street	Park Avenue	Katella Avenue	Traffic Calming	Speed humps	0.24	

Street	From (or Cross Street)	To	Facility Category	Description	Length (Miles)	Quantity
Central Avenue	Date Street	Beach Boulevard	Traffic Calming	Speed humps	0.31	
Cerritos Avenue	City Boundary	City Boundary	Pedestrian-Scale Lighting	Lighting	2.23	
Chanticleer Road	Fern Avenue	MacDuff Street	Traffic Calming	Speed humps	0.43	
Chapman Avenue	Arthur Drive	-	Signals & Beacons	HAWK signal	-	1
Chapman Avenue	City Boundary	City Boundary	Pedestrian-Scale Lighting	Lighting	0.49	
Chapman Avenue	Santa Rosalia Street	-	Crossing Facilities	High visibility mid-block crosswalk	-	1
Chapman Avenue	Santa Rosalia Street	-	Curb Treatments	Curb ramp	-	1
Court Street	Stanford Avenue	-	Traffic Calming	Traffic circle	-	1
Dale Avenue	Cerritos Avenue	-	Crossing Facilities	High-visibility crosswalks	-	4
Dale Avenue	Cerritos Avenue	-	Signals & Beacons	Leading pedestrian interval	-	4
Dale Avenue	Katella Avenue	-	Crossing Facilities	High-visibility crosswalks	-	4
Dale Avenue	Katella Avenue	-	Signals & Beacons	Leading pedestrian interval	-	4
Date Street	Central Avenue	Katella Avenue	Traffic Calming	Speed humps	0.12	
Fern Avenue	Chanticleer Road	-	Traffic Calming	Traffic circle	-	1

Street	From (or Cross Street)	To	Facility Category	Description	Length (Miles)	Quantity
Fern Avenue	Chanticleer Road	Main Street	Traffic Calming	Speed humps	0.15	
Katella Avenue	Western Avenue	Stanton Storm Channel	Pedestrian-Scale Lighting	Lighting	0.79	
Knott Avenue	Cerritos Avenue	-	Crossing Facilities	High-visibility crosswalks	-	4
Knott Avenue	Cerritos Avenue	-	Signals & Beacons	Leading pedestrian interval	-	4
Knott Avenue	Katella Avenue	-	Crossing Facilities	High-visibility crosswalks	-	4
Knott Avenue	Katella Avenue	-	Signals & Beacons	Leading pedestrian interval	-	4
Knott Avenue	Rail ROW	-	Curb Treatments	Curb ramp	-	1
Knott Avenue	Stanton Storm Channel	-	Crossing Facilities	High-visibility crosswalk	-	1
Knott Avenue	Stanton Storm Channel	-	Signals & Beacons	HAWK signal	-	1
Lampson Avenue	City Boundary	City Boundary	Pedestrian-Scale Lighting	Lighting	0.55	
MacDuff Street	Lola Avenue	-	Traffic Calming	Traffic Circle	-	1
MacDuff Street	Lola Avenue	Chanticleer Road	Traffic Calming	Speed humps	0.17	
Magnolia Avenue	Cerritos Avenue	-	Signals & Beacons	Leading pedestrian interval	-	4

Street	From (or Cross Street)	To	Facility Category	Description	Length (Miles)	Quantity
Magnolia Avenue	Cerritos Avenue	-	Crossing Facilities	High-visibility crosswalks	-	4
Orangewood Avenue	Rail ROW	City Boundary	Pedestrian-Scale Lighting	Lighting	0.61	
Rail ROW	Beach Boulevard	-	Crossing Facilities	High-visibility crosswalk	-	1
Rail ROW	Beach Boulevard	-	Signals & Beacons	HAWK signal	-	1
Rail ROW	Dale Avenue	-	Crossing Facilities	High-visibility crosswalk	-	1
Rail ROW	Dale Avenue	-	Signals & Beacons	HAWK signal	-	1
Rail ROW	Katella Avenue	-	Crossing Facilities	High-visibility crosswalk	-	1
Rail ROW	Katella Avenue	-	Curb Treatments	Curb Ramps	-	2
Rail ROW	Katella Avenue	-	Signals & Beacons	HAWK signal	-	1
Rail ROW	Magnolia Avenue	-	Crossing Facilities	High-visibility crosswalk	-	1
Rail ROW	Magnolia	-	Signals & Beacons	HAWK signal	-	1
Rail ROW	Rail ROW	-	Traffic Calming	Yield sign	-	1
Rail ROW	Rail ROW	-	Traffic Calming	Yield sign	-	1
Rail ROW	Rail ROW	-	Traffic Calming	Yield sign	-	1
Rail ROW	Stanton Storm Channel	-	Traffic Calming	Pavement markings	-	4
Rail ROW	Western Avenue	-	Crossing Facilities	High-visibility crosswalk	-	1

Street	From (or Cross Street)	To	Facility Category	Description	Length (Miles)	Quantity
Rail ROW	Western Avenue	-	Signals & Beacons	HAWK signal	-	1
Rose Avenue	Cerritos Avenue	Sandalwood Way	Traffic Calming	Speed humps	0.19	
Sandalwood Way	Rose Avenue	Beach Boulevard	Traffic Calming	Speed humps	0.14	
Santa Ana Branch	Beach Boulevard	-	Crossing Facilities	Pedestrian/ Bike Overpass	-	1
Santa Ana Branch	Cerritos Avenue	-	Crossing Facilities	High-visibility crosswalk	-	1
Santa Ana Branch	Cerritos Avenue	-	Signals & Beacons	HAWK signal	-	1
Santa Ana Branch	City Boundary	Katella Avenue	Green Infrastructure	Landscaping	1.04	
Santa Ana Branch	City Boundary	Katella Avenue	Pedestrian-Scale Lighting	Lighting	1.04	
Santa Ana Branch	Katella Avenue	-	Crossing Facilities	High-visibility crosswalk	-	1
Santa Ana Branch	Rail ROW	-	Traffic Calming	Pavement markings	-	4
Santa Ana Branch	Stanton Storm Channel	-	Traffic Calming	Pavement markings	-	4
Santa Ana Branch	Western Avenue	-	Crossing Facilities	High-visibility crosswalk	-	1
Santa Ana Branch	Western Avenue	-	Signals & Beacons	HAWK signal	-	1
Santa Paula Street	Santa Monica Avenue	-	Crossing Facilities	High-visibility crosswalk	-	1
Santa Rosalia Street	Northern Terminus	Orangewood Avenue	Traffic Calming	Speed humps	0.34	

Street	From (or Cross Street)	To	Facility Category	Description	Length (Miles)	Quantity
Stanford Avenue	Beach Boulevard	Fern Street	Traffic Calming	Speed humps	0.26	
Stanton Bike Trail	Lola Avenue	-	Crossing Facilities	High-visibility crosswalk	-	1
Stanton Storm Channel	Beach Boulevard	-	Crossing Facilities	High-visibility crosswalk	-	1
Stanton Storm Channel	Beach Boulevard	-	Signals & Beacons	HAWK signal	-	1
Stanton Storm Channel	City Boundary	Dale Avenue	Green Infrastructure	Landscaping	1.91	
Stanton Storm Channel	Katella Avenue	-	Crossing Facilities	High-visibility crosswalk	-	1
Stanton Storm Channel	Katella Avenue	-	Signals & Beacons	HAWK signal	-	1
Stanton Storm Channel	Rail ROW	-	Crossing Facilities	Pedestrian/ bike overpass	-	1
Stanton Storm Channel	Rail ROW	Beach Avenue	Pedestrian-Scale Lighting	Lighting	0.36	
Stanton Storm Channel	Western Avenue	-	Crossing Facilities	High-visibility crosswalk	-	1
Stanton Storm Channel	Western Avenue	-	Signals & Beacons	HAWK signal	-	1
Village Center Drive	City Boundary	Beach Boulevard	Traffic Calming	Speed humps	0.27	
Western Avenue	Cerritos Avenue	-	Crossing Facilities	High-visibility crosswalk	-	4
Western Avenue	Cerritos Avenue	-	Signals & Beacons	Leading pedestrian interval	-	4
Western Avenue	Cerritos Avenue	Katella Avenue	Pedestrian-Scale Lighting	Lighting	0.5	

Street	From (or Cross Street)	To	Facility Category	Description	Length (Miles)	Quantity
Western Avenue	Cerritos Avenue	Katella Avenue	Traffic Calming	Sidewalk extensions	0.5	
Western Avenue	Cody Drive	-	Crossing Facilities	High-visibility crosswalks	-	4
Western Avenue	Cody Drive	-	Signals & Beacons	RRFB	-	1
Western Avenue	Katella Avenue	-	Crossing Facilities	High-visibility crosswalks	-	4
Western Avenue	Katella Avenue	-	Curb Treatments	Curb extensions	-	4
Western Avenue	Katella Avenue	-	Signals & Beacons	Leading pedestrian interval	-	4
Western Avenue	Rail ROW	-	Curb Treatments	Curb ramps	-	2
Western Avenue	Thunderbird Lane	-	Crossing Facilities	High-visibility crosswalks	-	4
TOTAL					14.3	212

BENEFITS OF IMPLEMENTATION

Expanding the network of pedestrian facilities and bikeways brings Stanton closer to achieving the goals described in Chapter 2 of this Plan. Implementing the recommended projects could have the following impacts:

- **Collision Reduction:** Reduce the number of severe and fatal collisions to zero by 2040
- **Environmental:** Reduce air pollution from cars by 5% due to more people biking and walking
- **Equity:** Reduce household transportation costs and improve mobility options for vulnerable populations
- **Mode Shift:** Increase the share of people walking and biking to work by 5% by 2025 and 10% by 2040
- **Public Health:** Increase the proportion of the population meeting recommended levels of physical activity and reduce the risk for and prevalence of obesity and chronic diseases (e.g., cardiovascular disease, type 2 diabetes, cancer)

SUPPORT FACILITIES

Bicycle Parking

Using data and recommendations highlighted in this Plan, we will work to review (and update if necessary) our bicycle parking requirements regularly. We will also work with partner agencies, large employers, and businesses to ensure bicycle parking is implemented throughout the community. While public entities may lack the authority to install bicycle parking on private rights-of-way, Stanton will partner with school districts, transit providers, and private property owners to install and retrofit bicycle parking at existing and new destinations as needed. Table 8 presents an overview of the Association of Pedestrian and Bicycle Professionals' (APBP) recommendations for bicycle parking locations and quantities. These guidelines and recommendations are based on industry best practices as well as APBP's Essentials of Bicycle Parking Recommendations.

Table 8. Recommendations for Bicycle Parking Locations and Quantities

Land Use or Location	Physical Location	Quantity (Minimum)
Parks	Adjacent to restrooms, picnic areas, fields, and other attractions	8 bicycle parking spaces per acre
Schools	Near office and main entrance with good visibility	8 bicycle parking spaces per 40 students
Public Facilities (e.g., libraries, community centers)	Near main entrance with good visibility	8 bicycle parking spaces per location
Commercial, Retail, and Industrial Developments (over 10,000 square feet)	Near main entrance with good visibility	1 bicycle parking space per 15 employees or 8 bicycles per 10,000 square feet
Shopping Centers (over 10,000 square feet)	Near main entrance with good visibility	8 bicycle parking spaces per 10,000 square feet
Transit Stations	Near platform, security or ticket booth	1 bicycle parking space or locker per 30 automobile parking spaces
Multi-Family Residential	Near main entrance with good visibility	1 short-term bicycle parking space per 10 residential units and 1 long-term bicycle parking space per 2 residential units

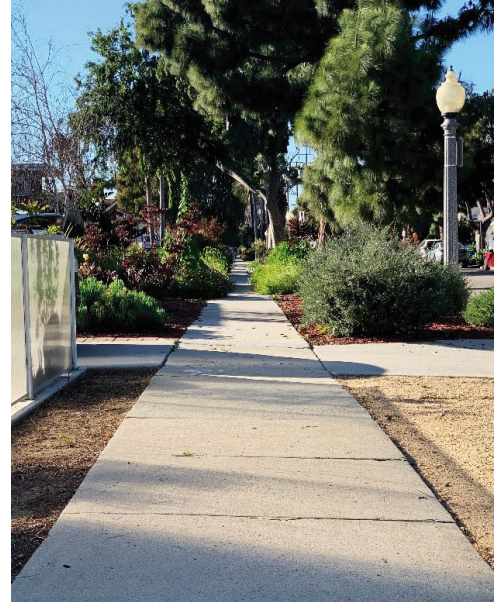
Pedestrian-Scale Lighting

Although many streets include lighting for vehicle traffic, few include lighting with frequent lampposts at low height that illuminate the walking area. Pedestrian-scale lighting not only increases visibility of pedestrians for drivers at night, it contributes to a more comfortable and inviting streetscape for people walking. Pedestrian-scale lighting is typically designed to illuminate only the areas needed and to be no brighter than necessary.

Following adoption of this Plan, we will work to implement pedestrian-scale lighting at locations identified in the Plan to improve pedestrian comfort and encourage walking, including along new shared-use paths and streets such as Beach Boulevard and Katella Avenue.

Amenities

Street trees and sidewalk/trail furnishings (such as benches, shade structures, restrooms, water fountains, and trash receptacles) contribute to a cleaner, more comfortable, and more pedestrian-oriented public realm. These elements not only encourage the activation of our sidewalk and trail networks, they contribute to a more accessible pedestrian network for all residents. Older people and those with mobility impairments will benefit from frequent places to stop and rest. Ideally, these amenities should be provided approximately every half mile. Following adoption of this Plan, we will identify and pursue opportunities to provide amenities near schools, parks, Civic Center, and along routes that connect to employment centers.



In addition to standalone pedestrian-scale lighting, street lights can be fitted to include pedestrian-scale fixtures that illuminate the walking area, while higher, vehicle-scale street lights illuminate the roadway.



Shade, benches, and lighting increase comfort along paths.

Green Infrastructure

Green infrastructure is an approach to water management that protects, restores, and simulates the natural water cycle by capturing, filtering, and slowing stormwater. This improves water quality, recharges groundwater resources, provides opportunity for water storage and reuse, and decreases the burden on traditional gray infrastructure systems.

Green infrastructure is effective, economical, and provides a multitude of benefits to people and wildlife. Green infrastructure strategies incorporate both the natural environment (forests, wetlands, and other open spaces) and engineered systems (bioswales, rain gardens, tree root vault systems, and pervious paving). Bioswales, for example, manage water runoff from a paved surface and reduce the risks of erosion or flooding of local streams and creeks. Plants in the swale trap pollutants and silt from entering a river system.

Plant material provides a wide array of co-benefits beyond water management. Trees, for example, help reduce greenhouse gases, aid in carbon sequestration, increase urban habitat, and provide shade, contributing to overall community health. In fact, trees are estimated to cool surface temperatures by as much as 45 degrees Fahrenheit, a differential that helps keep walking and biking in Stanton a pleasant experience even in the summer. Additionally, exposure to trees and other greenery has been proven to contribute to less mental stress and better overall health,²³ and makes using active transportation a more enjoyable experience when located along bicycle and pedestrian networks.



Rain gardens and bioswales help capture and filter stormwater, recharging our aquifers and improving the quality of our waterways.

²³ Bardekjian, A. et al. *Urban Trees and Human Health: A Scoping Review*. June 2020. <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC7345658/>

Curb extensions, planted bikeway buffers, and landscaped areas adjacent to sidewalks and Class I paths present ideal locations for green infrastructure. We will take advantage of these opportunities and install green infrastructure where feasible. We will also consider utilizing permeable paving for new facilities or facilities requiring repaving, especially where facilities are adjacent to waterways or parks.

The City will explore upgrading existing medians along major corridors (e.g., Katella Avenue and Magnolia Avenue) to feature permeable surfaces and trees and shrubs. This green infrastructure can be paired with enhanced pedestrian refuge islands that provide resting/cooling areas for people crossing the street.



Medians provide an opportunity for green infrastructure and can help improve the safety of pedestrian crossings by providing dedicated space for people walking.

Section 7

PROGRAM RECOMMENDATIONS



7. Program Recommendations

Education, encouragement, and promotional programs will help people of all ages and abilities realize the full potential of Stanton's new and recommended active transportation network. These types of programs help people learn how to use our roads safely, whether traveling as a pedestrian, in a vehicle, or on a bicycle.

The programmatic recommendations in the plan aim to improve safety, strengthen wayfinding, increase access to bicycling and walking, and encourage community and economic development. Together these efforts can help make riding or walking in our community a safer, easier, and more enjoyable experience for more people. The programs will help to increase the visibility of people who ride or walk, communicate that all road users are expected to look out for each other no matter how they travel, create safer streets, and develop a common understanding of traffic safety. The programs will also reach out to new

audiences to help people understand the rules of the road and share a vision of biking and walking as a fun, healthy, community-building activity.

Research shows that adopting and maintaining new behaviors related to walking and bicycling is a process that involves changing the way we relate to each other on our streets and how we choose to travel. This process depends on policies that support comfortable and safe active transportation, provide access to basic information about riding and walking opportunities, and teach people about new travel options.

Altogether, the programs recommended here complement engineering investments by encouraging more people to walk and bike more often, educating all roadway users to enhance pedestrian safety, and addressing both perceived and real personal safety issues. During the development of this Plan, stakeholders provided input on how programs can support active transportation in their communities (see Table 9). We used community feedback alongside data to develop the following programmatic recommendations.



Programs complement engineering improvements, helping to ensure that people of all ages and abilities feel comfortable and confident when walking or biking.

Table 9. Public Input Guiding Programmatic Recommendations

What We Heard	What We Propose
Drivers Speed and Do Not Yield to Bicyclists and Pedestrians	Make Education a Priority Programs will include safety courses for all roadway users (including motorists, cyclists, and pedestrians), and all ages and abilities (including children, older adults, novice cyclists and walkers), as well as bike and pedestrian safety campaigns.
Students Need Better Access to Schools	Make Safe Routes to School a Priority A Safe Routes to School program would teach students to walk and bike safely, encourage students to walk and bike to school, and reduce traffic congestion around schools.
Improve Safety for All Ages and Abilities	Make Facilities Safe for Older Users A Safe Routes for Seniors program could identify additional infrastructure improvements that would make walking and biking safer for older adults and encourage more seniors to use active transportation.

In the short-term (1-3 years), we will continue to support existing programs in Stanton and begin to build the foundation for programs such as new wayfinding and pedestrian and bicyclist safety campaigns. We will seek funding to develop new programs and provide space for existing organizations, such as those supported by the League of American Bicyclists, to implement new education classes. In the medium and long-term (3+ years), we will continue to seek funding opportunities, develop partnerships with local organizations, and build capacity to implement longer term programs such as Safe Routes to School and Safe Routes for Seniors. More detailed strategies for implementing programs can be found in the supplemental Action and Implementation Plan.

CONTINUE EXISTING PROGRAMS

We will continue to develop and support the following existing programs in our community, helping us achieve our safety and equity goals by educating the public about the new and recommended network and encouraging people of all ages and abilities to bike or walk for any trip purpose.

Orange County Sheriff's Department Bike and Pedestrian Education

We will continue to support the work of the Orange County Sheriff's Department to provide education about road rules, regulations, and safety to drivers, pedestrians, and bicyclists in an effort to decrease collisions across the County.

OCTA Bike Safety Workshops

We will continue to work with OCTA in promoting their existing programs, including bike safety workshops, fun rides, free bike light and helmet giveaways, and more.

PROGRAM TOOLKIT

To further advance the goals of this Plan, we will work towards implementing the following new programs to help encourage active transportation in our community. While the City is responsible for the implementation of this Plan, several of the programs are an opportunity for us to work with external stakeholders such as community members, community-based organizations, school districts, neighboring jurisdictions, and transit providers to develop and implement programs.

Safe Routes to School

Safe Routes to School (SRTS) programs have many goals including:

- Teaching students the rules of the road, so they are more prepared to navigate their community via active transportation and eventually become safe drivers;
- Encouraging active modes of getting to school, which will help students arrive at school more alert and ready to learn;
- Decreasing the prevalence of childhood obesity through increased physical activity; and
- Reducing traffic congestion around schools and cut-through traffic on residential streets due to school drop-off and pick-up.

We are committed to partnering with our school districts to launch a SRTS program. We can start this process by:

- Seeking future funding to establish a Safe Routes to School Program to provide traffic safety education to students, identify safety enhancements around schools, and promote walking and bicycling
- Create a SRTS page on our website that could include, but is not limited to:

- Information for parents and school staff about SRTS programs with links to resources developed by the County, Metro, state, and national partners
- Develop Suggested Routes to School maps for each of our district schools, showing the safest routes for biking and walking
- Information on what qualifies a site for a crossing guard and how to request one
- Descriptions and status of completed, in-progress, and forthcoming infrastructure projects around schools
- Descriptions of past and forthcoming SRTS education programs, such as walk/bike rodeos
- Launch an annual Walk to School Day by providing walk leader trainings to school parent champions, and staffing events, providing incentives, connecting school officials to traffic control support, and/or other resources as available
- Seeking future funding to support the development of a Stanton Safe Routes to School Plan



Walking and biking curriculum focuses on teaching students the rules of the road.

Education Classes

Bicycling education for adults can build confidence and improve safety by incorporating both presentations and on-bike practice covering rules of the road and safe bicycling skills. The League of American Bicyclists offers multiple curricula that can be taught by League Certified Instructors in the area.²⁴ We can support these efforts by funding classes or providing meeting space or other in-kind donations to support education opportunities.

While these curricula tend to be better for adults or teenagers, younger children can benefit from in-classroom education related to safe walking and bicycling. As part of school curriculum in Stanton, students learn basic traffic laws and safety rules in addition to incorporating lessons across biology, earth science, math, and art that focus on the benefits of active transportation.



Education programs for safe walking and biking should include people of all ages.

²⁴ More information on the League of American Bicyclists courses is available at bikeleague.org/ridesmart.



Safe Routes for Seniors programming could include safety courses, transit trainings, and fitness challenges.

Safe Routes for Seniors

A program providing active opportunities for older adults in Stanton could foster healthy aging and longer years of independent living. A Safe Routes for Seniors program develops tools and services to help seniors find ways to meet their transportation needs through trips that primarily include walking and taking the bus. Developing programs that include group walks geared towards seniors will also encourage social bonding. The program can include key awareness topics such as education for drivers to pay particular attention to senior pedestrians and specific improvements such as increasing crossing time in areas that experience a high number of seniors walking. Feedback received from the program can inform future infrastructure improvements that further address the needs of older adults.

Bicycle and Pedestrian Safety Campaign

Bicycle and pedestrian safety campaigns encourage all road users to abide by local laws and to be courteous to other users. They can be targeted at just one user type (e.g., motorists) or at multiple users.

Outreach campaigns should be concentrated in central business districts like Beach Boulevard and Katella Avenue, near



The Pasadena Safe School Zones campaign targeted motorists and encouraged them to drive slowly and cautiously near schools.

schools, and at areas along the high injury network or with high rates of collisions. Campaign materials can include posters, bus shelter ads, banners, yard signs, spoke cards, and more. These campaigns should be deployed regularly to promote an attitude of roadway safety and awareness. Stanton could also consider coordinating these efforts with the Southern California Association of Governments (SCAG) Go *Human* campaign, which provides existing materials to member agencies.



As part of the Take the Friendly Road campaign, Santa Monica residents were given yard signs to encourage motorists to drive slowly and safely throughout the city.



OCTA's BeRoadSmart program educates community members about pedestrian and bicyclist safety.

Bicycle and Pedestrian Wayfinding

Wayfinding systems help people biking and walking navigate to community destinations such as transit stations, parks, libraries, schools, and business districts. They can also serve as an encouragement program by providing walking or biking time to destination information, helping people orient themselves, and encouraging the discovery of new places or services. Wayfinding can also be used to highlight the local identity of a community.

We can engage communities in a collaborative design process to develop wayfinding that has unifying characteristics citywide but allows neighborhood customization along specific routes. To do so, we can work with community members and local organizations to develop wayfinding signage that incorporates community identity.

To provide a low-stress experience, sometimes bike facilities are shifted off of high stress roads onto parallel routes. When bikeways change designations, it is not always clear how to navigate to the nearest route. Stanton can evaluate wayfinding needs where low-stress bikeways end and install wayfinding to nearby or parallel routes.

Neighborhood Bike Stops

Numerous locations throughout Stanton currently provide bike parking, but there is a lack of other amenities like bike self-repair/fix-it stations. Being able to fix bikes and have access to water in a secure and welcoming place would allow residents and visitors to engage in outdoor physical activity more frequently and more comfortably. We can add bicycle fix-it stations and hydration stations to



Quick-build wayfinding can take the form of these temporary signs to encourage residents and visitors to walk more to key destinations.



Bicycle fix-it stations provides community members with the tools they need to repair their bikes while they're on the road.

various key destinations in our city. For example, Stanton Park would be an ideal location for a neighborhood bike stop due to its proximity to Stanton City Hall and Stanton Library and its secure and welcoming presence in the community.

Open Streets and Demonstration Projects

Open streets events, like the Meet on Beach event held in November 2019, temporarily close streets to car traffic, allowing people to use the streets for activities like walking, bicycling, skating, and other social and physical activities. These events are great for bringing the community together and promoting transportation options and public health. Open streets events are also excellent at building community; they bring together neighborhoods, businesses, and visitors alike.

Open streets events can also serve as a tool to engage with the public about how their roadways can better serve their needs. We can use open streets events as an opportunity to demonstrate new infrastructure ideas such as traffic circles or separated bicycle lanes. They provide an opportunity for us to directly engage with Stanton residents and local businesses and receive feedback on new ideas at the moment people are experiencing their streets and community in a new way.

Demonstration projects can also be done as standalone events (i.e., without an open streets event). Unlike open streets events, demonstration projects typically maintain vehicle access so community members are able to experience how an existing roadway could function with projects such as new crossings, bike lanes, and more. Demonstrating potential future projects enables us to work with local stakeholders to test out infrastructure ideas for a day or a few weeks to inform permanent projects.



The Meet on Beach event allowed community members to enjoy a car-free Beach Boulevard for one day.

We can partner with neighboring jurisdictions, local stakeholders, and regional agencies like SCAG to plan and implement open streets events and demonstration projects. In the short-term, we can pursue grant funding for open streets events or demonstration projects to implement them in the near future. Demonstration projects can also be a component of a larger active transportation planning effort, such as a Safe Routes to School Plan.



SCAG's Go Human demonstration kit allows cities to test out design ideas, such as parking-protected Class IV separated bikeways.

Section 8

IMPLEMENTATION



8. Implementation

This chapter provides a roadmap for achieving the vision and goals established at the beginning of the Plan by outlining a prioritization strategy, cost estimates, maintenance, and funding sources.

Implementation of the projects listed in Chapter 6 will require:

1. Additional **engagement** with Stanton community members
2. **Compliance** with the Active Transportation Program (ATP) and California Environmental Quality Act (CEQA)
3. **Funding** from various local, regional, state, and federal sources
4. Ongoing **maintenance** to ensure active transportation infrastructure remains safe and comfortable for all users

Stanton is responsible for the implementation of active transportation infrastructure projects within city boundaries. Programs to encourage walking, bicycling, and using other active modes or to provide safety education are the responsibility of City departments and of regional agencies such as OCTA and the Orange County Sheriff's Department. Additionally, a safer and more active Stanton is not possible without the involvement of community members as our residents have invaluable local knowledge about the streets in our community. As we move forward with the implementation of active transportation projects, additional community engagement and outreach will be essential.

We commit to regularly evaluating how well performance measures set forth in this Plan are met, and whether the many recommendations established in this Plan still meet the needs of our residents and visitors. We aim to track progress on implementation every year.

In addition, the recommendations in this Plan should be re-evaluated at least every five years to ensure that these still constitute best practices and reflect Stanton's long-term vision for a safer and more active community. See the supplemental Action and Implementation Plan for specific strategies for implementation.

ADMINISTRATION

CEQA

The California Environmental Quality Act (CEQA) provides a process for evaluating the environmental effects of plans or applicable projects undertaken or approved by public agencies. Active Transportation Plans, such as this one, are generally exempt from the CEQA process and do not require an Environmental Impact Report (EIR). Additionally, when implementing this Plan, specific projects that do

not significantly alter land, water, or vegetation (e.g., striping bikeways or crosswalks) are also exempt from the environmental review process. For pedestrian and bicycle facilities that are not exempt from CEQA review but are initially shown to not have a significant impact on the environment, the City can file either a Categorical Exemption or a Mitigated Negative Declaration in lieu of completing an EIR. When implementing specific infrastructure projects, jurisdictions should consult CEQA guidelines and Senate Bill 1380 for further information.

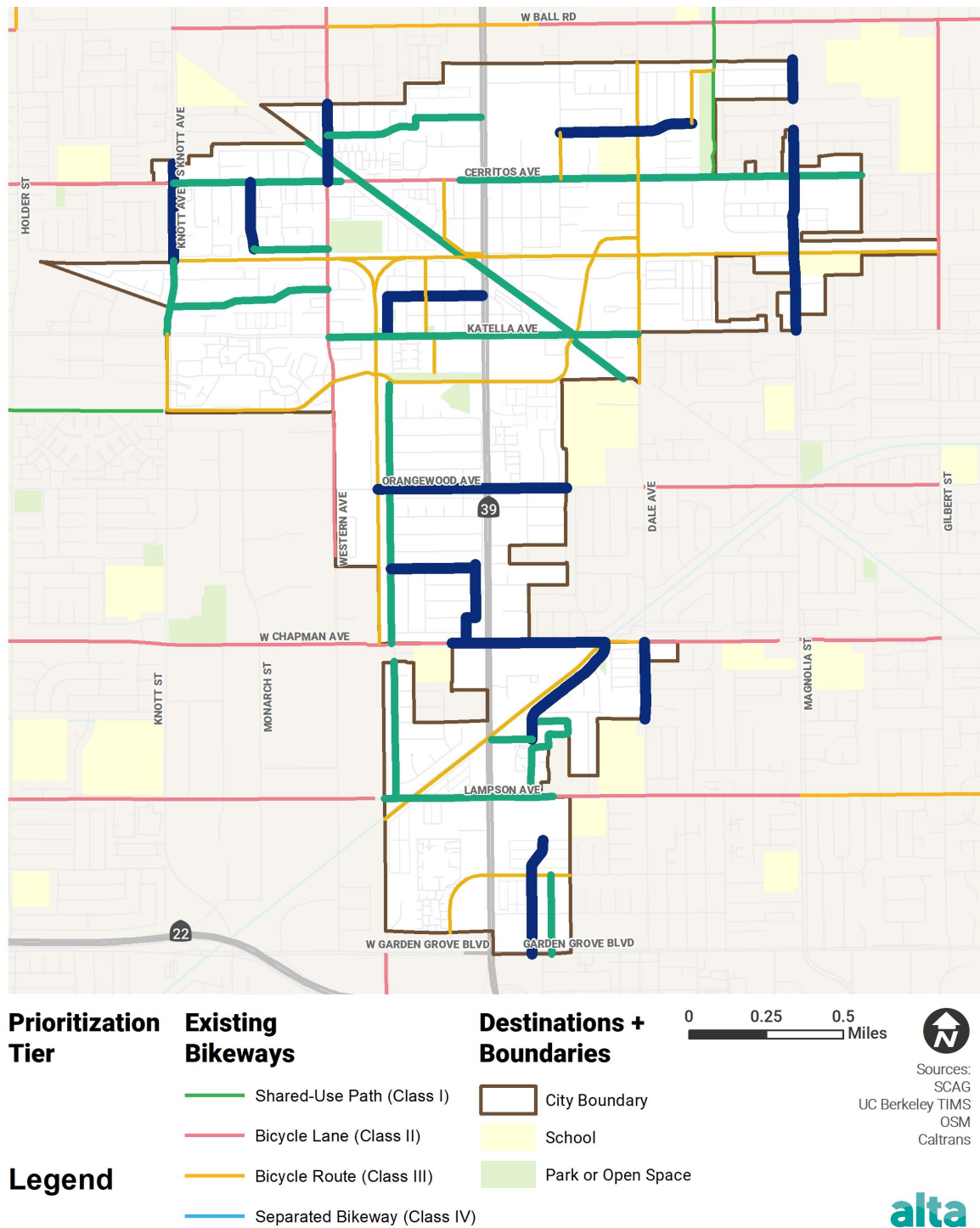
Active Transportation Plan Compliance

The Active Transportation Program (ATP) is a Caltrans program with specific requirements for bicycle and/or pedestrian plans. Although Plans are no longer required to comply with the ATP guidelines in order to receive Caltrans funding, it is strongly recommended that communities have an approved Plan prior to applying for implementation funds. This Stanton Active Transportation Plan is in compliance with ATP guidelines as shown in Appendix A.

PRIORITIZATION FRAMEWORK

To guide implementation, a prioritization framework was developed to evaluate proposed bicycle and pedestrian projects. The prioritized bicycle network (of recommended projects presented in Chapter 6) is shown in Figure 27.

Figure 27. Recommended Bicycle Projects by Tier



The prioritization framework was created using the criteria outlined in Table 10. These criteria include safety, addressing barriers, ensuring facilities serve areas of high need, improving access to schools and other key destinations, and findings from public input. For each criterion, projects received an individual score; a composite score was developed based on the sum of all seven factors evaluated. Total scores falling within the top third are considered high priority projects; total scores falling in the middle third are considered medium priority; and scores falling in the lower third are considered lower priority projects.

This methodology enables us to identify priority projects and phase the implementation of projects over the years. Some projects can also be implemented as part of routine roadway maintenance programs. Furthermore, this prioritization plan is aligned with the State's Active Transportation Program grant criteria, which is the primary source of state funding we pursue for pedestrian and bicycle infrastructure.

Table 10. Prioritization Criteria

Criteria	Measure	Points
Safety	Within 500 feet of 4+ pedestrian-/bicyclist-involved collisions or 1 pedestrian/bicyclist fatality = 15 points	0, 5, 10, 15
	Within 500 feet of 2-3 pedestrian-/bicyclist-involved collisions = 10 points	
	Within 500 feet of 1 pedestrian-/bicyclist-involved collision = 5 points	
Barrier	Within 250 feet of a community-identified barrier	0, 10
Equity	Projects that are located within a disadvantaged community, as defined by CalEnviroScreen 3.0. Points are based on the CES Percentile (0-100%): 0-9% = 1 point; 10-19% = 2 points, etc.	1 - 10
Destination Accessibility	Within 500 feet of a park, school, library, neighborhood retail, high ridership bus stop, or transit stop. Points are based on number of destinations within 500 feet, up to 10 destinations.	0 - 10
Community-Identified Need	Projects that were identified through multiple engagement efforts with unique stakeholders.	0 - 10
Cost	Projects that are lower cost will generally present fewer barriers to implementation, and thus receive more points based on this threshold: Low = 10 points, Medium = 5 points, High = 0 points	0, 5, 10
Ease of Implementation	Projects that require minimal infrastructure present fewer barriers to implementation, and thus receive more points based on this threshold: Easy = 10 points, Somewhat Easy = 5 points, Not Easy = 0 points	0, 5, 10
Maximum Possible Points		75

The prioritization list acts as a guide to implementation for City departments. When funding sources become available, we will take all available opportunities to propose the most competitive projects. Should opportunities arise to complete projects on lower tiers of the prioritization list, they will be taken. For example, if a new development is required to provide a public benefit along these corridors, proposed bikeways or sidewalks can be considered as an option, and the developer can be required to complete or contribute to projects. If we plan to repave a corridor that has a recommended bikeway or pedestrian project in this Plan, we will explore ways to install facilities as the street is repaved. Recommended projects can be included in Stanton's Capital Improvement Plan (CIP).

Projects were given one of three priorities:

- **Tier 1: High Priority Projects.** These are projects that we will actively seek funding for and dedicate resources to planning and implementation in the immediate years (1-3 years). Timelines for outreach, and identification of funding sources such as specific grant opportunities will be a high priority and immediate next step. The Tier 1 projects that are lower-scale and cost will be considered for immediate implementation in the coming fiscal years, and may be included in the CIP.
- **Tier 2: Priority Projects.** These are projects that we will maintain as potential projects, in the event that funding sources (such as developer impact fees) become available (3-5 years). Our repaving plan will also take these projects into account as street repaving plans are implemented. These projects may be combined with Tier 1 projects to strengthen the network and gap closure portions of grant applications, and to complement other projects.
- **Tier 3: Other Projects.** These are projects that we will pursue longer-term (5+ years). However, should we have the opportunity to implement projects from any of the three tiers, we will work to develop these projects in order to close network gaps and improve walking, biking, and connecting to transit.



Prioritized Bicycle Projects

Figure 27 shows the recommended bicycle projects throughout our city based on prioritization tier. The following tables list Tier 1, 2, and 3 projects among the recommended bikeways, including planning-level cost range estimates.

Table 11. Recommended Bicycle Projects Including Length and Estimated Costs: Tier 1

Corridor	From	To	Facility Type	Length (Miles)	Cost Estimate	Priority Score
Santa Paula Street	Santa Catalina Avenue	Chapman Avenue	Class III	0.29	\$	55
Orangewood Avenue	Rail ROW	City Boundary	Class II	0.61	\$	54
Santa Catalina Avenue	Santa Rosalia Street	Santa Paula Street	Class III	0.27	\$	54
Magnolia Street	City Boundary	Katella Avenue	Class IIB	0.65	\$	51
Western Avenue	City Boundary	Cerritos Avenue	Class II	0.25	\$	47
Court Street	Northern Terminus	Garden Grove Boulevard	Class III	0.38	\$	43
Dale Avenue	Chapman Avenue	City Boundary	Class IIB	0.25	\$	43
S Knott Avenue	City Boundary	Rail ROW	Class II	0.31	\$	42
Lowden Street	Cerritos Avenue	Thunderbird Lane	Class IIIB	0.22	\$\$	42
Chanticleer Road	Fern Avenue	MacDuff Street	Class IIIB	0.43	\$\$	41

Corridor	From	To	Facility Type	Length (Miles)	Cost Estimate	Priority Score
Chapman Avenue	City Boundary	City Boundary	Class IV	0.49	\$	40
Date Street	Central Avenue	Katella Avenue	Class IIIB	0.12	\$	39
Magnolia Street	City Boundary	Winston Road	Class IIB	0.13	\$	39
Central Avenue	Date Street	Beach Boulevard	Class IIIB	0.31	\$	38
Briarwood Street	Chapman Avenue	Catherine Avenue	Class IIIB	0.42	\$	38
TOTAL				6.51		

Table 12. Recommended Bicycle Projects Including Length and Estimated Costs: Tier 2

Corridor	From	To	Facility Type	Length (Miles)	Cost Estimate	Priority Score
Cerritos Avenue	S Knott Avenue	Western Avenue	Class IIB	0.54	\$	37
Syracuse Avenue	S Knott Avenue	Western Avenue	Class III	0.52	\$	37
Katella Avenue	Western Avenue	Cedar Street	Class IV	1.00	\$\$\$	37
2nd Street	Senty Drive	Beach Boulevard	Class III	0.21	\$	37
San Marcos Drive	Cardiff Drive	Lampson Avenue	Class III	0.16	\$	37
Cardiff Drive	San Marcos Drive	Westcliff Drive	Class III	0.06	\$	37
Westcliff Drive	Del Rey Drive	Cardiff Drive	Class III	0.03	\$	37

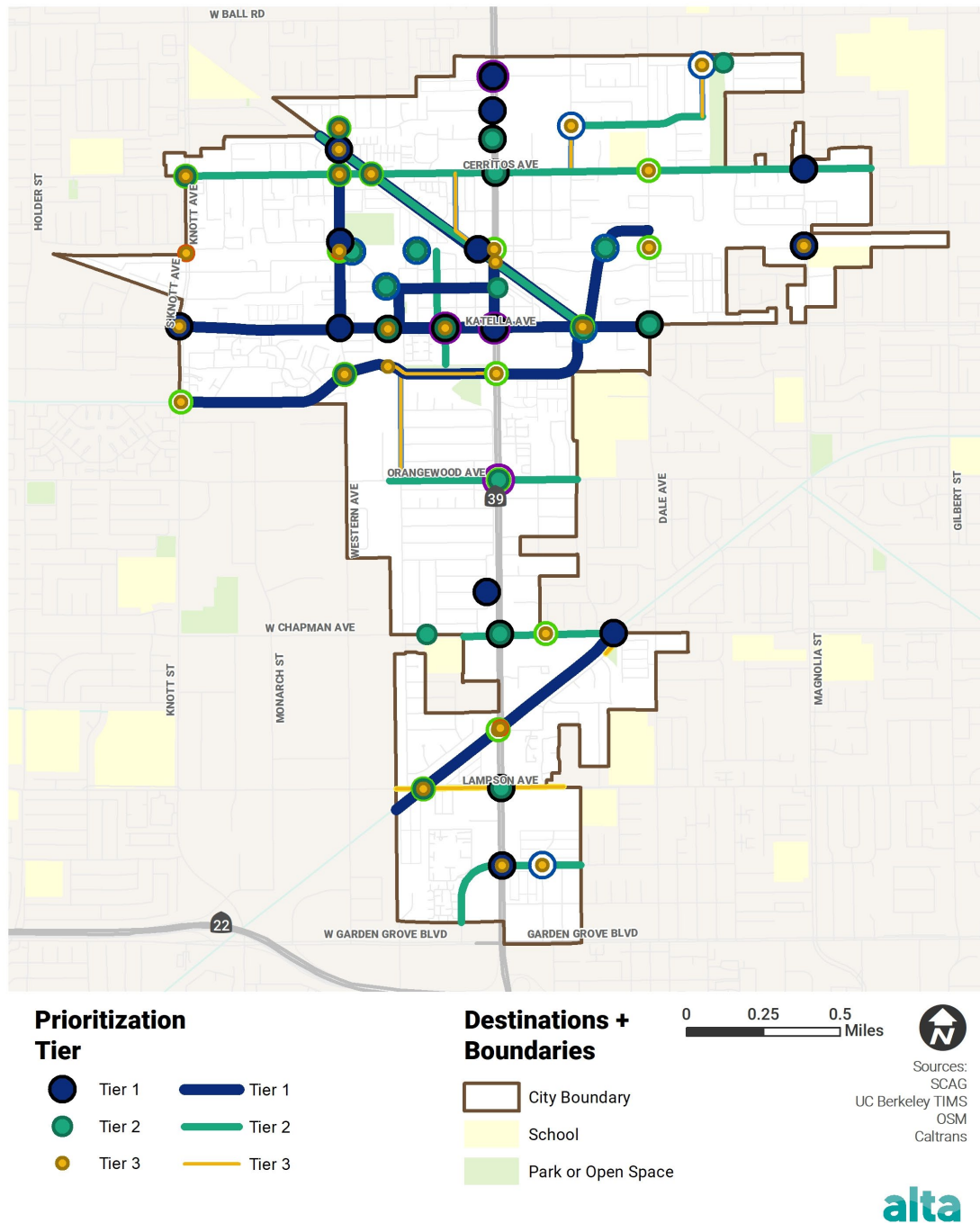
Corridor	From	To	Facility Type	Length (Miles)	Cost Estimate	Priority Score
Del Rey Drive	Westcliff Drive	Malibu Drive	Class III	0.06	\$	37
Malibu Drive	Capistrano Drive	Del Rey Drive	Class III	0.04	\$	37
Capistrano Drive	Briarwood Street	Malibu Drive	Class III	0.11	\$	37
Sycamore Street	Stanford Avenue	Garden Grove Boulevard	Class III	0.26	\$	37
S Knott Avenue	Rail ROW	Katella Avenue	Class IIB	0.24	\$	36
Cerritos Avenue	Flower Avenue	City Boundary	Class IIB	1.30	\$\$	36
Santa Rosalia Street	Northern Terminus	West Chapman Avenue	Class IIIB	0.84	\$\$	35
Santa Ana Branch ROW	Palais Road	Dale Street	Class I	1.28	\$\$\$	34
Thunderbird Lane	Lowden Street	Western Avenue	Class IIIB	0.24	\$\$	34
Cody Drive	Western Avenue	Senty Drive	Class III	0.29	\$	32
Senty Drive	2nd Street	Cody Drive	Class III	0.03	\$	32
Lampson Avenue	City Boundary	City Boundary	Class IV	0.55	\$\$	32
Catherine Avenue	Beach Boulevard	Briarwood Street	Class IIIB	0.13	\$\$	32
Santa Rosalia Street	City Boundary	Lampson Avenue	Class IIIB	0.44	\$\$	32
TOTAL				7.10		

Table 13. Recommended Bicycle Projects Including Length and Cost Estimates: Tier 3

Corridor	From	To	Facility Type	Length (Miles)	Cost Estimate	Priority Score
S Knott Avenue	Katella Avenue	Stanton Storm Channel	Class II	0.25	\$	31
Cedar Street	Katella Avenue	Stanton Park	Class IIIB	0.12	\$\$	31
Dale Avenue	City Boundary	City Boundary	Class IV	1.04	\$	31
Stanford Avenue	Beach Boulevard	Fern Street	Class III	0.25	\$	31
Village Center Drive	City Boundary	Beach Boulevard	Class IIIB	0.28	\$\$	31
MacDuff Street	Lola Avenue	Chanticleer Road	Class IIIB	0.17	\$\$	30
Lola Avenue	MacDuff Street	Class I Path	Class IIIB	0.07	\$\$	30
Cedar Street	Park Avenue	Katella Avenue	Class IIIB	0.24	\$\$	28
Rail ROW	Western Avenue	West Chapman Avenue	Class I	1.31	\$\$\$	27
Rose Avenue	Cerritos Avenue	Sandalwood Way	Class IIIB	0.19	\$\$	27
Rail ROW	S Knott Avenue	Santa Ana Branch ROW	Class I	0.95	\$\$\$	24
Stanton Storm Channel	S Knott Avenue	Dale Avenue	Class I	1.91	\$\$\$	22
Bolsa Chica Channel	City Boundary	W Chapman Avenue	Class I	0.91	\$\$\$	22

Corridor	From	To	Facility Type	Length (Miles)	Cost Estimate	Priority Score
Sandalwood Way	Rose Avenue	Beach Boulevard	Class IIIB	0.14	\$\$	22
Rail ROW	Dale Avenue	S Gilbert Street	Class I	0.97	\$\$\$	20
Rail ROW	Santa Ana Branch ROW	Dale Avenue	Class I	0.56	\$\$\$	19
Fern Avenue	Chanticleer Road	Cerritos Avenue	Class IIIB	0.15	\$\$	19
Rail ROW	Oak Street	Central Avenue	Class I	0.17	\$\$\$	14
TOTAL				8.63		

Figure 28. Prioritized Pedestrian Projects





Prioritized Pedestrian Projects

shows the recommended bicycle projects throughout our city based on tier. The following tables highlight Tier 1, 2, and 3 projects among the recommended pedestrian projects, including planning-level cost range estimates.

Table 14. Recommended Pedestrian Projects Including Quantity, Length, and Cost Estimate: Tier 1

Street	From (or Cross Street)	To	Facility Category	Description	Quantity	Length (Miles)	Cost Estimate	Priority Score
Santa Paula Street	Santa Monica Avenue	-	Crossing Facilities	High-visibility crosswalks	1	-	\$	54
Beach Boulevard	Katella Avenue	-	Crossing Facilities	High-visibility crosswalks	4	-	\$	53
Beach Boulevard	1 st Street	-	Crossing Facilities	High-visibility crosswalks	1	-	\$	52
Beach Boulevard	Starr Street	-	Crossing Facilities	High-visibility crosswalks	3	-	\$	52
Dale Avenue	Katella Avenue	-	Crossing Facilities	High-visibility crosswalks	4	-	\$	49
Western Avenue	Katella Avenue	-	Crossing Facilities	High-visibility crosswalks	4	-	\$	49
Beach Boulevard	Chapman Avenue	-	Crossing Facilities	High-visibility crosswalks	4	-	\$	48

Street	From (or Cross Street)	To	Facility Category	Description	Quantity	Length (Miles)	Cost Estimate	Priority Score
Santa Ana Branch ROW	City Boundary	Katella Avenue	Green Infrastructure	Landscaping	-	1.04	\$	48
Beach Boulevard	Cerritos Avenue	-	Crossing Facilities	High-visibility crosswalks	4	-	\$	47
Beach Boulevard	Lampson Avenue	-	Crossing Facilities	High-visibility crosswalks	4	-	\$	47
Katella Avenue	City Boundary	City Boundary	Green Infrastructure	Landscaping		1.5	\$	44
Beach Boulevard	Chapman Avenue	-	Curb Treatments	Curb ramp	1	-	\$\$	43
Beach Boulevard	Katella Avenue	-	Transit Stop Amenities	Bus shelter	2	-	\$\$	43
Beach Boulevard	1 st Street	-	Curb Treatments	Curb ramp	2	-	\$\$	42
Beach Boulevard	2 nd Street	-	Crossing Facilities	High-visibility crosswalk	1	-	\$	42
Beach Boulevard	Cerritos Avenue	-	Signals & Beacons	Leading pedestrian interval	4	-	\$\$\$	42
Bolsa Chica Channel	City Boundary	Chapman Avenue	Green Infrastructure	Landscaping		.91	\$	42
Katella Avenue	Western Avenue	Stanton Storm Channel	Pedestrian-Scale Lighting	Lighting	-	0.79	\$\$\$	42
Santa Ana Branch	Rail ROW		Traffic Calming	Pavement markings	4		\$	42
Stanton Storm Channel	City Boundary	Dale Avenue	Green Infrastructure	Landscaping	-	1.91	\$	42

Street	From (or Cross Street)	To	Facility Category	Description	Quantity	Length (Miles)	Cost Estimate	Priority Score
Date Street	Central Avenue	Katella Avenue	Traffic Calming	Speed humps	-	0.12	\$\$	39
Magnolia Avenue	Cerritos Avenue	-	Signals & Beacons	Leading pedestrian interval	4	-	\$\$\$	39
Magnolia Street	Cerritos Avenue	-	Crossing Facilities	High-visibility crosswalks	4	-	\$	39
Western Avenue	Cerritos Avenue	Katella Avenue	Pedestrian-Scale Lighting	Lighting	-	0.5	\$\$\$	39
Western Avenue	Cerritos Avenue	Katella Avenue	Traffic Calming	Sidewalk extension	-	0.5	\$\$\$	39
Western Avenue	Katella Avenue	-	Signals & Beacons	Leading pedestrian interval	4	-	\$\$\$	39
Bolsa Chica Channel	Chapman Avenue	-	Traffic Calming	Pavement markings	1	-	\$	38
Central Avenue	Date Street	Beach Boulevard	Traffic Calming	Speed bumps		.3	SS	38
Beach Boulevard	2 nd Street	-	Curb Treatments	Curb ramp	2	-	\$\$	37
Beach Boulevard	Pacific Street	Katella Avenue	Pedestrian-Scale Lighting	Lighting	-	0.25	\$\$\$	37
Beach Boulevard	Pacific Street	Katella Avenue	Sidewalks & Paths	Extend sidewalk	-	0.27	\$\$	37
Santa Ana Branch	Western Avenue		Crossing Facilities	Crosswalk	1		SS	37
Beach Boulevard	Village Center Road	-	Crossing Facilities	High-visibility crosswalk	4	-	\$	36

Street	From (or Cross Street)	To	Facility Category	Description	Quantity	Length (Miles)	Cost Estimate	Priority Score
Knott Avenue	Katella Avenue	-	Crossing Facilities	High-visibility crosswalk	4	-	\$	36
Rail ROW	Katella Avenue	-	Crossing Facilities	High-visibility crosswalk	1	-	\$	36
Rail ROW	Magnolia Avenue	-	Crossing Facilities	High-visibility crosswalk	1	-	\$	35
Cedar Street	Katella Avenue	-	Crossing Facilities	High-visibility crosswalk	2	-	\$	34
Western Avenue	Katella Avenue	-	Curb Treatments	Curb extensions	4	-	\$\$\$	34
Western Avenue	Thunderbird Lane	-	Crossing Facilities	High-visibility crosswalk	4	-	\$	34
TOTAL					79	5.13		

Table 15. Recommended Pedestrian Projects Including Quantity, Length, and Cost Estimate: Tier 2

Street	From (or Cross Street)	To	Facility Category	Description	Quantity	Length (Miles)	Cost Estimate	Priority Score
Beach Boulevard	Chapman Avenue		Signals & Beacons	Leading pedestrian interval	4		\$\$\$	33
Beach Boulevard	Katella Avenue		Curb Treatments	Curb extension	4		\$\$\$	33

Street	From (or Cross Street)	To	Facility Category	Description	Quantity	Length (Miles)	Cost Estimate	Priority Score
Beach Boulevard	Katella Avenue		Signals & Beacons	Leading pedestrian interval	4		\$\$\$	33
Rail ROW	Rail ROW	-	Traffic Calming	Yield Sign	1	-	\$	33
Santa Ana Branch ROW	Katella Avenue	-	Crossing Facilities	High-visibility crosswalk	1	-	\$	33
Beach Boulevard	1st Street		Signals & Beacons	HAWK signal	1		\$\$\$	32
Beach Boulevard	Cerritos Avenue		Curb Treatments	Curb extensions	4		\$\$\$	32
Beach Boulevard	Lampson Avenue		Signals & Beacons	Leading pedestrian interval	4		\$\$\$	32
Beach Boulevard	Starr Street	-	Transit Stop Amenities	Bus shelter	2	-	\$\$	32
Knott Avenue	Cerritos Avenue		Crossing Facilities	Crosswalk	4		\$	32
Santa Ana Branch ROW	Cerritos Avenue	-	Crossing Facilities	High-visibility crosswalk	1	-	\$	32
Western Avenue	Cerritos Avenue	-	Crossing Facilities	High-visibility crosswalk	4	-	\$	32
Western Avenue	Cody Drive	-	Crossing Facilities	High-visibility crosswalk	3	-	\$	32

Street	From (or Cross Street)	To	Facility Category	Description	Quantity	Length (Miles)	Cost Estimate	Priority Score
Bolsa Chica Channel	Lampson Avenue	-	Crossing Facilities	High-visibility crosswalk	1	-	\$	31
Cedar Street	Katella Avenue	Southern Terminus	Traffic Calming	Speed humps	-	0.12	\$\$	31
Cerritos Avenue	City Boundary	City Boundary	Pedestrian-Scale Lighting	Lighting		2.23	\$\$\$	31
Chanticleer Road	Fern Avenue	MacDuff Street	Traffic Calming	Speed humps	-	0.43	\$\$	31
Rail ROW	Katella Avenue	-	Curb Treatments	Curb ramp	2	-	\$\$	31
Stanford Avenue	Beach Boulevard	Fern Street	Traffic Calming	Speed humps	-	0.26	\$\$	31
Village Center Drive	City Boundary	Beach Boulevard	Traffic Calming	Speed bumps		.27	\$\$	31
Stanton Bike Trail	Lola Avenue	-	Crossing Facilities	High-visibility crosswalk	1	-	\$	30
Beach Boulevard	Central Avenue		Curb Treatments	Curb ramps	2		\$\$	29
Cedar Street	Katella Avenue	-	Transit Stop Amenities	Bus shelter	1	-	\$\$	29
Chapman Avenue	City Boundary	City Boundary	Pedestrian-Scale Lighting	Lighting	-	0.49	\$\$\$	29
Dale Avenue	Katella Avenue		Signals & Beacons	Leading pedestrian interval	4		\$\$\$	29

Street	From (or Cross Street)	To	Facility Category	Description	Quantity	Length (Miles)	Cost Estimate	Priority Score
Orangewood Avenue	Rail ROW	City Boundary	Pedestrian-Scale Lighting	Lighting	-	0.61	\$\$\$	29
Rail ROW	Rail ROW		Traffic Calming	Yield sign	1		\$	29
Rail ROW	Stanton Storm Channel		Traffic Calming	Pavement markings	4		\$	29
Stanton Storm Channel	Western Avenue		Crossing Facilities	Crosswalk	1		\$	29
Beach Boulevard	Orangewood Avenue		Curb Treatments	Curb extensions	4		\$\$\$	28
Beach Boulevard	Orangewood Avenue		Signals & Beacons	Leading Pedestrian Interval	4	-	\$\$\$	28
Beach Boulevard	Orangewood Avenue		Transit Stop Amenities	Bus shelter	2	-	\$\$	28
Cedar Street	Park Avenue	Katella Avenue	Traffic Calming	Speed bumps		.24	\$\$	28
Chapman Avenue	Santa Rosalia Street		Crossing Facilities	Mid-block Crosswalk	1		\$\$	28
Chapman Avenue	Santa Rosalia Street		Curb Treatments	Curb ramp	1	-	\$\$	28
Rail ROW	Rail ROW		Traffic Calming	Yield sign	1	-	\$	28
Santa Ana Branch	City Boundary	Katella Avenue	Pedestrian-Scale Lighting	Lighting		1.04	\$\$\$	28
Santa Ana Branch	Stanton Storm Channel		Traffic Calming	Pavement markings	4		\$	28

Street	From (or Cross Street)	To	Facility Category	Description	Quantity	Length (Miles)	Cost Estimate	Priority Score
TOTAL					69	8.35		

Table 16. Recommended Pedestrian Projects Including Quantity, Length, and Cost Estimate: Tier 3

Street	From (or Cross Street)	To	Facility Category	Description	Quantity	Length (Miles)	Cost Estimate	Priority Score
Bolsa Chica Channel	Beach Boulevard		Crossing Facilities	Crosswalk	1	-	\$	27
Chapman Avenue	Arthur Drive		Signals & Beacons	HAWK signal	1		\$\$\$	27
Knott Avenue	Cerritos Avenue		Signals & Beacons	Leading pedestrian interval	4		\$\$	27
Knott Avenue	Rail ROW		Curb Treatments	Curb ramp	1		\$\$	27
Lampson Avenue	City Boundary	City Boundary	Pedestrian-Scale Lighting	Lighting		.55	\$\$\$	27
Rail ROW	Beach Boulevard		Crossing Facilities	Crosswalk	1	-	\$	27
Rose Avenue	Cerritos Avenue	Sandalwood Way	Traffic Calming	Speed bumps		.18	\$\$	27
Santa Ana Branch	Beach Boulevard		Crossing Facilities	Pedestrian /Bike Overpass	1		\$\$\$	27
Santa Ana Branch	Western Avenue		Signals & Beacons	HAWK signal	1	-	\$\$\$	27

Street	From (or Cross Street)	To	Facility Category	Description	Quantity	Length (Miles)	Cost Estimate	Priority Score
Western Avenue	Cerritos Avenue		Signals & Beacons	Leading pedestrian interval	4	-	\$\$	27
Western Avenue	Cody Drive		Signals & Beacons	RRFB	1	-	\$\$	27
Knott Avenue	Katella Avenue		Signals & Beacons	Leading Pedestrian Interval	4	-	\$\$\$	26
Dale Avenue	Cerritos Avenue		Crossing Facilities	Crosswalk	4	-	\$	25
Dale Avenue	Cerritos Avenue		Signals & Beacons	Leading Pedestrian Interval	4		\$\$\$	25
Stanton Storm Channel	Beach Boulevard		Crossing Facilities	Crosswalk	1	-	\$	25
Knott Avenue	Stanton Storm Channel		Crossing Facilities	Crosswalk	1	-	\$	24
Rail ROW	Dale Avenue		Crossing Facilities	Crosswalk	1	-	\$	24
Rail ROW	Western Avenue		Crossing Facilities	Crosswalk	1	-	\$	24
Santa Rosalia Street	Northern Terminus	Orangewood Avenue	Traffic Calming	Speed bumps		.34	\$\$	24
Briarwood Street	Chapman Avenue	Leapwood Street	Pedestrian-Scale Lighting	Lighting		.07	\$\$\$	23
Stanton Storm Channel	Katella Avenue		Crossing Facilities	Crosswalk	1		\$	23

Street	From (or Cross Street)	To	Facility Category	Description	Quantity	Length (Miles)	Cost Estimate	Priority Score
Bolsa Chica Channel	Beach Boulevard		Curb Treatments	Curb ramps	2	-	\$\$	22
Sandalwood Way	Rose Avenue	Beach Boulevard	Traffic Calming	Speed bumps		.14	\$\$	22
Santa Ana Branch	Cerritos Avenue		Signals & Beacons	HAWK signal	1	-	\$\$	22
Beach Boulevard	Village Center Road		Signals & Beacons	Leading Pedestrian Interval	4		\$\$	21
Rail ROW	Katella Avenue		Signals & Beacons	HAWK signal	1	-	\$\$\$	21
Macduff Street	Lola Avenue	Chanticleer Road	Traffic Calming	Speed bumps	-	0.17	\$\$	20
Rail ROW	Magnolia Avenue		Signals & Beacons	HAWK signal	1	-	\$\$\$	20
Cedar Street	Katella Avenue		Signals & Beacons	Leading Pedestrian Interval	1	-	\$\$	19
Fern Avenue	Chanticleer Road	Main Street	Traffic Calming	Speed bumps	-	.15	\$\$	19
Western Avenue	Rail ROW		Curb Treatments	Curb ramp	2	-	\$\$	19
Stanton Storm Channel	Katella Avenue		Signals & Beacons	HAWK signal	1	-	\$\$\$	18
Bolsa Chica Channel	Lampson Avenue		Signals & Beacons	HAWK signal	1	-	\$\$\$	16
Court Street	Stanford Avenue		Traffic Calming	Traffic circle	1	-	\$\$\$	16

Street	From (or Cross Street)	To	Facility Category	Description	Quantity	Length (Miles)	Cost Estimate	Priority Score
Stanton Storm Channel	Rail ROW	Beach Avnue	Pedestrian-Scale Lighting	Lighting		.36	\$\$\$	16
Stanton Storm Channel	Western Avenue		Signals & Beacons	HAWK signal	1		\$\$\$	14
Bolsa Chica Channel	Beach Boulevard		Signals & Beacons	HAWK signal	1		\$\$\$	12
Rail ROW	Beach Boulevard		Signals & Beacons	HAWK signal	1		\$\$\$	12
MacDuff Street	Lola Avenue		Traffic Calming	Traffic circle	1		\$\$\$	10
Stanton Storm Channel	Beach Boulevard		Signals & Beacons	HAWK signal	1		\$\$\$	10
Stanton Storm Channel	Rail ROW		Crossing Facilities	Pedestrian /bike overpass	1		\$\$\$	10
Fern Avenue	Chanticleer Road		Traffic Calming	Traffic circle	1		\$\$\$	9
Knott Avenue	Stanton Storm Channel		Signals & Beacons	HAWK signal	1		\$\$\$	9
Rail ROW	Dale Avenue		Signals & Beacons	HAWK signal	1		\$\$\$	9
Rail ROW	Western Avenue		Signals & Beacons	HAWK signal	1		\$\$\$	9
TOTAL					57	9.67		

MAINTENANCE AND OPERATIONS

Maintaining active transportation networks is equally as important as building out the system. Keeping infrastructure in good working order enables communities to derive an ongoing return on their investment, while demonstrating cities' ongoing commitment to providing a safe and functional system for their residents and visitors.

Regular active transportation facility maintenance includes sweeping, maintaining a smooth pavement and street surface, ensuring that the gutter-to-pavement transition remains relatively flush, trash collection, and restriping.

Maintenance costs almost exclusively rely on local funding. Typical costs for maintenance activities and budget set aside for maintenance programs are listed in the tables below (see Table 17 and

Table 18). Additional information regarding maintenance and operations of active transportation facilities can be found in Appendix C: Maintenance and Operations.

Table 17. Average Maintenance Activity Costs

Maintenance Activity	Average Replacement Value
Sidewalk Repair	\$12 per square foot
Asphalt Path	\$8 per square foot

Table 18. Average Maintenance Program Budget

Maintenance Activity	Average Annual Budget
Sidewalk Repair	\$20,000
Signs and Markings	\$10,000
ADA Upgrade Projects	\$50,000
Urban Forestry	\$75,000

FUNDING

Coordination with Other Agencies & Departments

To fund the projects proposed in this Plan, we will need to coordinate with neighboring jurisdictions and partner with regional and state agencies like OCTA and Caltrans.

Stanton neighbors other jurisdictions, including Anaheim, Cypress, and Garden Grove. Stanton will continue to work with adjacent cities to align priorities for projects where facilities abut boundaries. We also commit to continue integrating active transportation projects with the regional network of walkways and bikeways in partnership with county agencies and regional bodies such as OCTA and SCAG. Lastly, as Caltrans is a large funding source for active transportation projects within the states, and further maintains freeways inside Stanton's boundaries, additional coordination with this agency is important.

Funding Sources

As with many jurisdictions in the region, Stanton relies heavily on regional, state, and federal funding sources to implement bicycle and pedestrian infrastructure projects and programs. Typically, these dollars are distributed to jurisdictions throughout California through a competitive grant process.

Transportation funding can change drastically when there are modifications to policies and new taxes and fees are adopted. In 2017, state-level funding for transportation grew through increases in the statewide gas tax and vehicle registration fee (SB 1). The California State Legislature passed these increases to address the growing backlog of roadway maintenance issues statewide, coupled with the adoption of several climate initiatives, such as cap-and-trade, which brings new revenue to the state from the sale and transfer of emission credits.

Federal transportation funding is primarily secured through grant programs run by state and regional agencies such as OCTA, SCAG, and Caltrans. Federal funding is perhaps the most uncertain, as the primary federal source of funding—the gas tax—has not been raised since 1993. Federal revenue for transportation is allocated through the federal surface transportation bill, which is developed and authorized by Congress infrequently.

A list of potential funding sources and the types of projects eligible for these sources is provided in Table 19; additional details about each funding source are available in Appendix B. Sources that we will prioritize are highlighted with a gold star. As the funding environment is constantly changing, many of the sources identified may be discontinued or new funding opportunities may become available. We will

remain vigilant and maintain focus on adapting to secure funding from sources of revenue as opportunities arise.

Table 19. Funding Sources

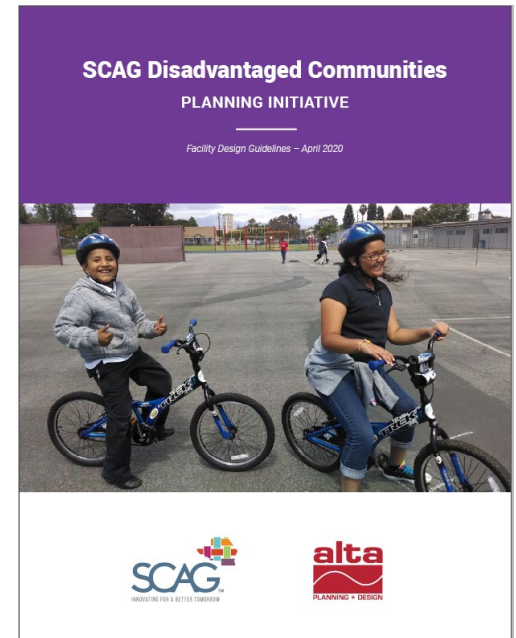
	On-Street Bikeways	Pedestrian Infrastructure	Trails	Safe Routes to School	Safe Routes to Transit	Crossings/ Intersections	Bicycle Parking Facilities	Programs	Studies
FUNDING SOURCE									
Federal Sources									
Fixing America's Surface Transportation Act (FHWA)	✓	✓	✓	✓		✓		✓	
Congestion Mitigation and Air Quality Improvement Program (FHWA)	✓	✓	✓	✓					
Bus and Bus Facilities Grant Program (FTA)	✓				✓		✓		
★ Highway Safety Improvement Program (HSIP)	✓	✓		✓	✓	✓			
Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grants (USDOT)	✓	✓	✓			✓	✓	✓	
Community Development Block Grant (CDBG) Program (US HUD)	✓	✓	✓			✓			
National Priority Safety Program (NHTSA)								✓	
Our Town (National Endowment for the Arts)		✓						✓	✓
Urbanized Area Formula Program (FTA)					✓		✓		
Pilot Program for Transit-Oriented Development (TOD) Planning (FTA)					✓				✓
State Sources									
★ Active Transportation Program (CTC)	✓	✓	✓	✓	✓	✓		✓	

	FUNDING SOURCE	On-Street Bikeways	Pedestrian Infrastructure	Trails	Safe Routes to School	Safe Routes to Transit	Crossings/ Intersections	Bicycle Parking Facilities	Programs	Studies
★	Sustainable Transportation Planning Grants (Caltrans)									✓
	Transportation Development Act Article III (SB 821, Caltrans)	✓	✓	✓	✓	✓	✓			
	State Transportation Improvement Program (CTC)	✓	✓	✓			✓			
	Local Partnership Program (CTC)	✓	✓		✓	✓	✓		✓	
	Solutions for Congested Corridors (CTC)	✓	✓	✓			✓			
★	Office of Traffic Safety (CA OTS)								✓	
	Environmental Enhancement and Mitigation Funds (CA NRA)			✓						
	Recreational Trails Program (CA DPR)			✓						
★	Affordable Housing & Sustainable Communities (CA HCD)	✓	✓			✓	✓	✓	✓	
	Urban Greening Grants (CA NRA)	✓	✓	✓	✓	✓	✓			
	Land and Water Conservation Fund (CA DPR)			✓						
	Habitat Conservation Fund			✓						
	Road Maintenance and Rehabilitation Program (Controller's Office)	✓	✓		✓	✓				✓
	Coastal Conservancy Proposition 1 Grants (SCC)	✓	✓	✓			✓			

	On-Street Bikeways	Pedestrian Infrastructure	Trails	Safe Routes to School	Safe Routes to Transit	Crossings/ Intersections	Bicycle Parking Facilities	Programs	Studies
FUNDING SOURCE									
Regional + Local Sources									
Sustainability Planning Grant (SCAG)				✓	✓				✓
★ Measure M Funding (OCTA)	✓	✓				✓			
Benefit Assessment Districts	✓	✓	✓			✓	✓		
Community Facilities Districts or Mello-Roos	✓	✓	✓			✓			
Enhanced Infrastructure Financing District (EIFD)	✓	✓	✓			✓			
Private Sources									
Community Grant Program (PeopleForBikes)	✓		✓				✓		
Plan4Health Coalitions (APA & APHA)									✓
Doppelt Family Trail Development Fund (Rails-to-Trails Conservancy)			✓						
10-Minute Walk Campaign (National Recreation and Park Association)									✓
American Greenways Eastman Kodak Awards (Getches-Wilkinson Center)			✓						✓

DESIGN GUIDELINES

As part of the Disadvantaged Communities Planning Initiative, SCAG and the City prepared a set of **Facility Design Guidelines** that participating communities may use to create a pedestrian- and bicycle-friendly, safe, and accessible community. These guidelines are not a substitute for a more thorough evaluation by a professional upon implementation of facility improvements, but instead offer an overview of best practices established across the nation. The guidelines build off of national and state guidance, and are not intended to replace existing state or national mandatory or advisory standards nor the exercise of engineering judgment by licensed professionals, but will instead help inform our decisions when evaluating new projects. National and state design guidance and details can be found in the following documents.



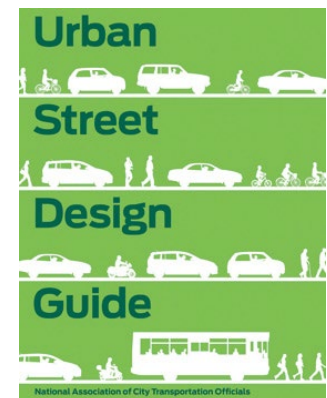
National Guidance

The American Association of State Highway and Transportation Officials (AASHTO) **Guide for the Planning, Design, and Operation of Pedestrian Facilities (2004)** provides comprehensive guidance on planning and designing for people on foot and using other mobility devices such as wheelchairs.

Offering similar guidance for bicycle facility design, the **AASHTO Guide for the Development of Bicycle Facilities (2012)** provides guidance on dimensions, use, and layout of specific bicycle facilities.

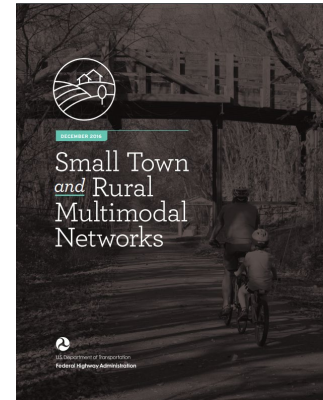
The **National Association of City Transportation Officials' (NACTO) Urban Street Design Guide (2013)** is the newest publication of nationally recognized urban street design standards, and offers guidance on the current state of the practice designs.

AASHTO's **A Policy on Geometric Design of Highways and Streets (2011)**, commonly referred to as the "Green Book," contains current design research and practices for highway and street geometric design.



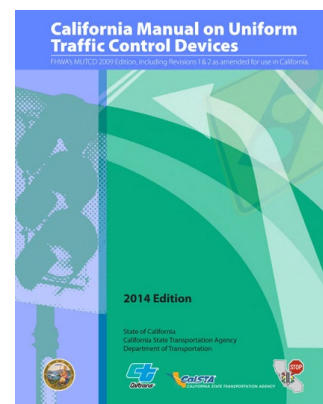
Separated Bike Lane Planning and Design Guide (2015) is the latest national guidance on the planning and design of separated bike lane facilities released by the Federal Highway Administration (FHWA). The resource documents best practices as demonstrated around the U.S., and offers ideas on future areas of research, evaluation and design flexibility.

The FHWA's **Small Town and Rural Multimodal Networks Report (2016)** is a resource to help small towns and rural communities support safe, accessible, comfortable, and active travel for people of all ages and abilities. It provides an overview of bicycle and pedestrian designs for these communities, as well as examples of peer communities.



State Guidance

The **California Manual on Uniform Traffic Control Devices (CA MUTCD) (2014)** is an amended version of the FHWA MUTCD 2009 edition modified for use in California. While standards presented in the CA MUTCD substantially conform to the FHWA MUTCD, the state of California follows local practices, laws, and requirements with regards to signing, striping, and other traffic control devices. As of publication, the document has been published as Revision 4 in March 2019.



The **California Highway Design Manual (HDM) (Updated 2015)** establishes uniform policies and procedures to carry out highway design functions for the California Department of Transportation.

Complete Intersections: A Guide to Reconstructing Intersections and Interchanges for Bicyclists and Pedestrians (2010) is a reference guide presenting information and concepts related to improving conditions for pedestrians and bicycle riders at major intersections and interchanges. The guide can be used to inform minor signage and striping changes to intersections, as well as major changes and designs for new intersections.

Main Street, California: A Guide for Improving Community and Transportation Vitality (2013) reflects California's current manuals and policies that improve multimodal access, livability, and sustainability

within the transportation system. The guide recognizes the overlapping and sometimes competing needs of main streets, especially those that are operated as part of the State's highway system.

Caltrans produced a memorandum entitled **Design Flexibility in Multimodal Design (2014)** that encourages flexibility in highway design. The memo stated that "Publications such as NACTO's Urban Street Design Guide and Urban Bikeway Design Guide... are resources that Caltrans and local entities can reference when making planning and design decisions on the State highway system and local streets and roads."

Section 9

APPENDIX

9. Appendix

APPENDIX A: ATP COMPLIANCE CHECKLIST

Subject	Requirement	Section(s)
Mode Share	The estimated number of existing bicycle trips and pedestrian trips in the plan area, both in absolute numbers and as a percentage of all trips, and the estimated increase in the number of bicycle trips and pedestrian trips resulting from implementation of the plan.	Chapters 3 & 6
Description of Land Use/Destinations	A map and description of existing and proposed land use and settlement patterns which must include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, major employment centers, major transit hubs, and other destinations. Major transit hubs must include, but are not limited to, rail and transit terminals, and ferry docks and landings.	Chapter 3
Pedestrian Facilities	A map and description of existing and proposed pedestrian facilities, including those at major transit hubs and those that serve public and private schools.	Chapters 4 & 6
Bicycle Facilities	A map and description of existing and proposed bicycle transportation facilities including those at major transit hubs and those that serve public and private schools.	Chapters 4 & 6
Bicycle Parking	A map and description of existing and proposed end-of-trip bicycle parking facilities. Include a description of existing and proposed policies related to bicycle parking in public locations, private parking garages and parking lots and in new commercial and residential developments. Also include a map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These must include, but not be limited to, bicycle parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.	Chapters 4 & 6

Subject	Requirement	Section(s)
Wayfinding	A description of existing and proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations.	Chapters 4 & 6
Non-Infrastructure	A description of existing and proposed bicycle and pedestrian education, encouragement, enforcement, and evaluation programs conducted in the area included within the plan. Include efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the law impacting bicycle and pedestrian safety, and the resulting effect on collisions involving bicyclists and pedestrians.	Chapters 4 & 7
Collision Analysis	The number and location of collisions, serious injuries, and fatalities suffered by bicyclists and pedestrians in the plan area, both in absolute numbers and as a percentage of all collisions and injuries, and a goal for collision, serious injury, and fatality reduction after implementation of the plan.	Chapters 4 & 6
Equity Analysis	Identify census tracts that are considered to be disadvantaged or low-income and identify bicycle and pedestrian needs of those disadvantaged or low-income residents.	Chapter 3
Community Engagement	A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities.	Chapter 5
Coordination	A description of how the active transportation plan has been coordinated with neighboring jurisdictions, including school districts within the plan area, and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan.	Chapter 3
Prioritization	A description of the projects and programs proposed in the plan and a listing of their priorities for implementation, including the methodology for project prioritization and a proposed timeline for implementation.	Chapter 8
Funding	A description of future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated cost, revenue	Chapter 8 & Appendix B

Subject	Requirement	Section(s)
	sources and potential grant funding for bicycle and pedestrian uses.	
Implementation	A description of steps necessary to implement the plan and the reporting process that will be used to keep the adopting agency and community informed of the progress being made in implementing the plan.	Chapter 8
Maintenance	A description of the policies and procedures for maintaining existing and proposed bicycle and pedestrian facilities, including, but not limited to, the maintenance of smooth pavement, ADA level surfaces, freedom from encroaching vegetation, maintenance of traffic control devices including striping and other pavement markings, and lighting	Chapter 8 & Appendix C
Resolution	A resolution showing adoption of the plan by City Council. If the active transportation plan was prepared by a county transportation commission, regional transportation planning agency, MPO, school district or transit district, the plan should indicate the support via resolution of the city(s) or county(s) in which the proposed facilities would be located.	Appendix F

APPENDIX B: FUNDING SOURCES

Federal Sources

FIXING AMERICA'S SURFACE TRANSPORTATION ACT (FAST ACT)

The FAST Act, which replaced Moving Ahead for Progress in the 21st Century Act (MAP-21) in 2015, provides long-term funding certainty for surface transportation projects. This means states and local governments can move forward with critical transportation projects with the confidence that they will have a Federal partner over the long term (i.e. for at least five years).

The law makes changes and reforms to many Federal transportation programs. For example, it allows local entities that are direct recipients of Federal dollars to use a design publication that is different than one used by their State DOT, such as the Urban Bikeway Design Guide by the National Association of City Transportation Officials.

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)

CMAQ provides funding to state and local agencies for transportation projects that help meet Clean Air Act objectives. Funded projects must work to reduce congestion and improve area quality in nonattainment or maintenance zones for ozone, carbon monoxide or particulate matter. CMAQ funds can be used for bicycle and pedestrian projects that are included in the metropolitan planning organization's (MPO) current transportation plan and transportation improvement program (TIP). Projects can include bicycle and pedestrian facilities that are not exclusively recreational and for outreach related to safe bicycle use. Studies that are part of the project development pipeline (e.g., preliminary engineering) are also eligible for funding.

CMAQ funding is administered at the local level through the Southern California Association of Governments (SCAG). These funds are eligible for transportation projects that contribute to the attainment or maintenance of National Ambient Air Quality Standards in non-attainment or air quality maintenance areas. Examples of eligible projects include enhancements to existing transit services, rideshare and vanpool programs, projects that encourage bicycle transportation options, traffic light synchronization projects that improve air quality, grade separation projects, and construction of high-occupancy vehicle (HOV) lanes. Projects that are proven to reduce direct PM2.5 emissions are to be given priority

BUS AND BUS FACILITIES GRANT PROGRAM

The Federal Transit Administration (FTA) offers formula allocations and grants to a variety of organizations, including local governments, to pay for buses and related facilities. Agencies can use these funds to pay for bicycle routes to transit, bike racks, bike shelters, and bicycle equipment for public transportation vehicles.



HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

This federal program provides funding to states for projects that help communities achieve significant reductions in traffic fatalities and serious injuries on all public roads, bikeways, and walkways. Eligible projects include pedestrian safety improvements, enforcement activities, traffic calming projects, and crossing treatments in school zones. Non-infrastructure projects are not eligible. All HSIP projects must be consistent with the state's Strategic Highway Safety Plan. Funding is available up to \$10 million and requires a 10% match. [Learn more about how the HSIP funding is awarded in California.](#)

BETTER UTILIZATION INVESTMENTS TO LEVERAGE DEVELOPMENT DISCRETIONARY GRANT (BUILD)

The BUILD (formerly TIGER) reimbursement grant, available through the U.S. Department of Transportation, allows sponsors at the State and local levels to obtain funding for multi-modal, multi-jurisdictional projects that are more difficult to support through traditional funding initiatives. Eligible projects include: recreational trails, road diets, separated bike lanes, shared use paths, sidewalks, signal improvements, signed pedestrian or bicycle routes, traffic calming, trailside and trailhead facilities, bicycle parking, racks, repair stations, storage, and bike share programs. A program of projects can be assembled and should demonstrate significant regional impacts and be construction-ready. The minimum grant request in rural areas is \$1 million and in urban areas it is \$5 million.

COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM

This program funds local development activities, such as affordable housing and anti-poverty programs, in low-to-moderate-income communities, as well as supporting infrastructure. Funds can be used to acquire property and build public facilities such as streets, sidewalks, and recreational facilities. This federal program is administered by the State who makes funds available to eligible agencies (cities and counties).

NATIONAL PRIORITY SAFETY PROGRAM

This program encourages States to address national priorities for reducing highway deaths and injuries through a variety of programs including non-motorized safety. Grants are awarded to State Highway Safety agencies for implementation or disbursement.

OUR TOWN

The Our Town grant program supports creative placemaking projects that help to transform communities into lively, beautiful, and resilient places – achieving these community goals through strategies that incorporate arts, culture, and/or design. Creative placemaking is when art is deliberately integrated into community revitalization work - placing arts at the table with land-use, transportation, economic development, education, housing, infrastructure, and public safety strategies. Grant applicants require partnerships between arts organizations and government, other nonprofit organizations, and private entities. Funding ranges between \$25,000 to \$200,000 per project.

URBANIZED AREA FORMULA PROGRAM

This program makes federal resources available to urbanized areas for transit capital and transit-related planning. An urbanized area is an incorporated area with a population of 50,000 or more. A 20% match is required; however, bicycle facilities, including routes to transit, bike racks, shelters and equipment and can receive a 95% federal share for the first 1% of program funds.

PILOT PROGRAM FOR TRANSIT-ORIENTED DEVELOPMENT PLANNING

This program supports public transportation by providing funding to local communities to integrate land use and transit connections. Projects must improve economic development and ridership, foster multimodal connectivity and accessibility, improve transit access for pedestrian and bicycle traffic, engage the private sector, identify infrastructure needs, and enable mixed-use development near transit stations.

State Sources



ACTIVE TRANSPORTATION PROGRAM (ATP)

California's Active Transportation Program (ATP) funds infrastructure and program projects that support the program goals of shifting trips to walking and bicycling, reducing greenhouse gas emissions, and improving public health. Competitive application cycles occur every one to two years. Eligible projects include bicycling and walking facilities, new or expanded programmatic activities, or

projects that include a combination of infrastructure and non-infrastructure components. Funding for DACs is prioritized. The minimum request for projects is \$250,000. [Learn more about ATP.](#)



SUSTAINABLE TRANSPORTATION PLANNING GRANT PROGRAM

The Sustainable Transportation Planning Grant Program supports transportation planning processes which address local and regional transportation needs and issues. The program offers two types of grants: Strategic Partnerships and Sustainable Communities, to all levels of government. The Strategic Partnership Grants fund regional agencies to address state highway system deficiencies, strengthen government relationships, and result in programmed system improvements. The Sustainable Communities Grants fund a variety of projects at all levels of government, including concept design. Projects are expected to “identify and address mobility deficiencies in the multimodal transportation system, encourage stakeholder collaboration, involve active public engagement, integrate Smart Mobility 2010 concepts, and ultimately result in programmed system improvements.” [Learn more about this Caltrans funding opportunity.](#)

STATE TRANSPORTATION IMPROVEMENT PROGRAM

STIP funds are available for new construction projects that add capacity to the transportation network. Funding is a mix of state, federal, and local taxes and fees; and consists of two components: Caltrans’ Interregional Transportation Improvement Program (ITIP) and regional transportation planning agencies’ Regional Transportation Improvement Program (RTIP). Pedestrian and bicycle projects may be programmed under ITIP and RTIP.

LOCAL PARTNERSHIP PROGRAM

This program provides local and regional transportation agencies that have passed sales tax measures, developer fees, or other imposed transportation fees with a continuous appropriation of \$200 million annually to fund transportation improvement projects including biking, walking, safety and health-related projects.

SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM

The program provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. This statewide, competitive program makes \$250 million available annually for projects that implement specific transportation performance improvements and are part of a comprehensive corridor plan by providing more transportation choices while preserving the character of local communities and creating

opportunities for neighborhood enhancement. All projects nominated must be identified in a currently adopted regional transportation plan and an existing comprehensive corridor plan.

OFFICE OF TRAFFIC SAFETY GRANTS

These grants can be used to fund existing or new traffic safety programs. Proposals should include the seriousness of the problem, collision statistics, and potential traffic safety impacts. Grants for bicycle and pedestrian safety programs have included bicycle rodeos education programs in schools, free helmets, education for older adults, and Vision Zero outreach, among others. [Learn more about the California Office of Traffic Safety \(OTS\) grants here.](#)

ENVIRONMENTAL ENHANCEMENT AND MITIGATION FUNDS

The California Natural Resources Agency provides grants to projects that indirectly mitigate the environmental impacts of new transportation facilities. Funds are available for land acquisition and construction and should fall into one of the following three categories: urban forestry projects, resource lands projects, or mitigation projects beyond the scope of the lead agency. The local Caltrans district must support the project. The average award amount is \$250,000.

RECREATIONAL TRAILS PROGRAM

This program provides funding to develop and maintain recreational trails and facilities. Funding can be used for: maintenance and restoration of existing trails; purchase and lease of trail construction and maintenance equipment; construction of new trails, including unpaved trails; acquisition of easements or property; or operation of educational programs to promote safety and environmental protection. The State Department of Parks and Recreation administers the funds and requires a 12% local match.

AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM

This program provides grants and affordable housing loans for transit-oriented development and related infrastructure and programs that reduce greenhouse gas emissions. Bikeway, walkway, and trail projects are key elements of successful affordable housing grant applications and must connect the housing site to transit or other key destinations (school, health care, etc.). At least 50% of AHSC Program funds must be for affordable housing (which includes affordable housing developments or housing-related infrastructure). Funding amounts for sustainable transportation infrastructure vary depending on project type. [Visit the California Department of Housing and Community Development to learn more.](#)

URBAN GREENING GRANTS

Urban Greening Grants support the development of green infrastructure projects that reduce GHG emissions and provide multiple benefits. Projects must include one of three criteria: sequester and store carbon by planting trees; reduce building energy use through shade trees; or reduce commute vehicle miles traveled by constructing bicycle paths, bicycle lanes or pedestrian facilities that provide safe routes for travel between residences, workplaces, commercial centers, and schools. Eligible projects include green streets and alleyways, parks, urban heat island mitigation, and non-motorized urban trails that integrate or mimic natural systems. Projects must be able to demonstrate a reduction in GHG emissions using CARB's approved methodology.

Funds are programmed by the California Natural Resources Agency. Approximately \$28.5 million of funding is available; no minimum or maximum amount of funding must be requested. Funding for DACs and low-income communities is prioritized. [Learn more about the Urban Greening Grant here.](#)

LAND AND WATER CONSERVATION FUND

The Land and Water Conservation Fund is a federal program that provides grants for planning and acquiring outdoor recreation areas and facilities, including trails. In California, the fund is administered by the California State Parks Department. Cities, counties, and districts authorized to acquire and develop park and recreation space are eligible for grant funding. While nonprofits are ineligible, they are allowed to apply in partnerships with eligible agencies. Applicants must fund the project entirely and will be reimbursed for half of the cost.

HABITAT CONSERVATION FUND

This fund allocates approximately \$2 million each year to cities, counties, and districts for nature interpretation programs to bring urban residents into park and wildlife areas, protection of various plant and animal species, and the acquisition and development of wildlife corridors and trails. Funds are available for trail maintenance, interpretive signage, lighting, and waysides. The program requires a 50% match.

ROAD MAINTENANCE AND REHABILITATION PROGRAM (SB 1)

Senate Bill 1 (SB1) created the Road Maintenance and Rehabilitation Program (RMRP) to address deferred maintenance on state highways and local road systems. Program funds can be spent on both design and construction efforts. On-street active transportation related maintenance projects are eligible

if program maintenance and other thresholds are met. Funds are allocated to eligible jurisdictions. Funds are programmed by the State Controller's Office with guidance from the CTC.

COASTAL CONSERVANCY PROPOSITION 1 GRANTS

These grants fund ecosystem and watershed protection and restoration projects focused on water sustainability, wetland restoration and urban greening. These grants can be used for the urban greening or water sustainability elements incorporated in bikeway, walkway and trail projects and funding can be used for planning, land acquisition, and construction though there is a focus on supporting projects that will be quickly built.

Regional & Local Sources



SUSTAINABILITY PLANNING GRANT

The program provides technical assistance and a variety of grants to SCAG member jurisdictions. Grants are available in three categories: Integrated Land Use (Sustainable Land Use Planning, Transit Oriented Development (TOD) and Land Use & Transportation Integration); Active Transportation (Bicycle, Pedestrian and Safe Routes to School Plans); and Green Region (Natural Resource Plans, Climate Action Plans (CAPs) and Greenhouse Gas (GHG) Reduction programs). The program also funds quick-build projects. [Learn more about SCAG's Sustainability Planning Grant.](#)

BENEFIT ASSESSMENT DISTRICTS

Benefit Assessment Districts are used by local governments in California to pay for the cost of providing services to a community. Charges to the community are based on the concept of assessing only those properties that directly benefit from the service. Bikeways, walkways, trails, and related facilities can be funded; however, care must be taken when defining the community boundary as active transportation projects have regional benefits.

COMMUNITY FACILITIES DISTRICTS OR MELLO-ROOS

The Mello-Roos Community Facilities Act allows any county, city, special district, school district, or joint powers of authority to establish a Community Facility Districts (CFD) for the purpose of selling tax-exempt bonds to fund public improvements within that district. Through the process of creating the local goals for a CFD, there is flexibility in how the funds are used. For example, the City of Sacramento included bicycle services in their CDF that included bicycle racks and lockers at public civic uses, bicycle racks on transit vehicles, bikeshare programs, electrified bicycle promotion, and bicycle fairs.

ENHANCED INFRASTRUCTURE FINANCING DISTRICTS (EIFD)

EIFDs were approved by the California Legislature in 2015 to allow communities to establish specific districts in which they can collect local property tax revenues to fund local infrastructure projects.

Private Sources

PEOPLEFORBIKES COMMUNITY GRANT PROGRAM

This grant program is funded by members of the bicycle industry who want to make it easier and safer for people of all ages and abilities to ride. This program supports bicycle infrastructure projects including bike paths, lanes, trails, and bridges, as well as bike parks and pump tracks. Also included are end-of-trip facilities such as bike racks, bike parking, bike repair stations and bike storage. Funding can be used for engineering and design work, construction costs including materials, labor, and equipment rental, and reasonable volunteer support costs. The grant provides up to \$10,000, and while it does not require a match, the grant should be no more than 50% of the projects overall budget.

PLAN4HEALTH COALITIONS

The American Planning Association (APA) and the American Public Health Association (APHA) work to build local capacity in addressing population health goals and promoting the inclusion of health in non-traditional sectors such as transportation. Each proposal must address inactivity, unhealthy diets and/or health equity. Awards average \$150,000, and no more than two awards will be granted in a single state.

DOPPELT FAMILY TRAIL DEVELOPMENT FUND

This fund, overseen by the Rails-to-Trails Conservancy, offers two types of grants. The first, Community Support Grants, help nonprofit organizations or "Friends of the Trail" groups that need funding to get trail development or trail improvement efforts off the ground. Awards range from \$5,000 - \$10,000. The second, Project Transformation Grants, enables organizations to complete a significant trail development or improvement project. Projects on rail-trails and rails-with-trails are given preference, but not required. Awards range from \$15,000 - \$50,000.

10-MINUTE WALK CAMPAIGN

The 10-Minute Walk Campaign offers grants and technical assistance to help cities increase access to high-quality parks within a 10-minute walk.

AMERICAN GREENWAYS EASTMAN KODAK AWARDS

This national program provides small grants (\$500-\$2,500) to local, regional, or statewide non-profit organizations to support the planning and design of greenways. Funds may be used for the planning and design of pathways. Grants are awarded based on the importance of the project to local greenway development efforts, demonstrated community support, extent to which the grant will result in matching funds, likelihood of tangible results, and the capacity of the organization to complete the project.

APPENDIX C: MAINTENANCE AND OPERATIONS

Recommended Maintenance Procedures

Sweeping

- Establish a seasonal sweeping schedule that prioritizes roadways with Long-Term Tier 1 projects.
Sweep walkways and bikeways whenever there is an accumulation of debris.
- In sections with curbs, sweepers should pick up debris; on open shoulders, debris can be swept onto gravel shoulders.

Signage

- Check regulatory and wayfinding signage along bikeways for signs of vandalism, graffiti, or normal wear.
- Replace signage along the bikeway network as-needed.
- Perform a regularly-scheduled check on the status of signage with follow-up as necessary.
- Create a Maintenance Management Plan.

Roadway Surface

- Maintain a smooth pothole-free surface.
- Ensure that on new roadway construction, the finished surface on bikeways does not vary more than 1/4-inch.
- Maintain pavement so that ridge buildup does not occur at the gutter-to-pavement transition or adjacent to railway crossings.
- Inspect the pavement two to four months after trenching construction activities are completed to ensure that excessive settlement has not occurred.

Pavement Overlays

- Extend the overlay over the entire roadway surface to avoid leaving an abrupt edge.
- If the shoulder or bike lane pavement is of good quality, it may be appropriate to end the overlay at the shoulder or bike lane stripe provided no abrupt ridge remains.
- Ensure that inlet grates, manhole and valve covers are within 1/4-inch of the finished pavement surface and are made or treated with slip resistant materials.

Drainage Grates

- Require all new drainage grates to be bicycle-friendly, including grates that have horizontal slats on them so that bicycle tires and assistive devices do not fall through the vertical slats.
- Create a program to inventory all existing drainage grates, and replace hazardous grates as necessary – temporary modifications such as installing rebar horizontally across the grate should not be an acceptable alternative to replacement.

Gutter to Pavement Transition

- Ensure that gutter-to-pavement transitions have no more than a 1/4" vertical transition.
- Examine pavement transitions during every roadway project for new construction, maintenance activities, and construction project activities that occur in streets.

Landscaping

- Ensure that shoulder plants do not hang into or impede passage along bikeways.
- After major damage incidents, remove fallen trees or other debris from bikeways as quickly as possible.

Maintenance Management Plan

- Provide Orange County Fire Authority and Sheriff's Department with a map of the system, along with access points to gates/bollards.
- Develop an online tool for riders to report hazards, potholes, and other bicycle-related issues for the County and local jurisdictions to address. Ensure these requests are addressed in a timely manner.
- Provide bicycle detour routes and signs during roadway construction.

Operations

Implementation and Design

- Implement on-street bicycle and pedestrian facilities proposed in this Plan when completing road rehabilitation and reconstruction projects.
- Design and maintain all streets so that they incorporate Complete Streets standards.
- Adopt an accelerated pavement maintenance schedule for all designated existing and planned bikeways.
- Apply pavement stenciling to indicate detention areas at all traffic signals.

- Identify opportunities to remove travel lanes from roads where there is excess capacity in order to provide new or improved bicycle facilities.
- Install context-sensitive bikeways that consider both the volume, speed, and complement surrounding land uses.

Engagement

- Regularly and consistently engage community members to gain feedback on how existing facilities are operating and areas for improvement.
- Engage community members before, during, and after projects are implemented. Work to ensure projects reflect community needs and serve vulnerable populations.

Evaluation

- Work to improve the reporting and analysis of bicyclist-involved collisions.
- Measure air quality and reductions in greenhouse gas emissions that may result from a decrease in vehicular use as bicycle use increases.
- Create an annual bicycle and pedestrian count program.
- Regularly monitor implementation of the Active Transportation Plan, and review and update the recommended bicycle and pedestrian facilities every five years.

APPENDIX D: PLANS AND POLICIES

To ensure this Plan is consistent with and builds upon the efforts of various planning, policy, and regulatory documents, we conducted a comprehensive review of relevant items. These include the Stanton's own documents, including the General Plan, Municipal Codes, City of Stanton Livable Beach Boulevard Mobility Plan, and Stanton Plaza Specific Plan. Stanton also intends to design a bicycle and pedestrian network that complements existing and planned bikeways and pedestrian projects in surrounding jurisdictions. Therefore, the planning context also includes bicycle and pedestrian plans, policies, and projects of neighboring jurisdictions, Orange County, and the State of California.

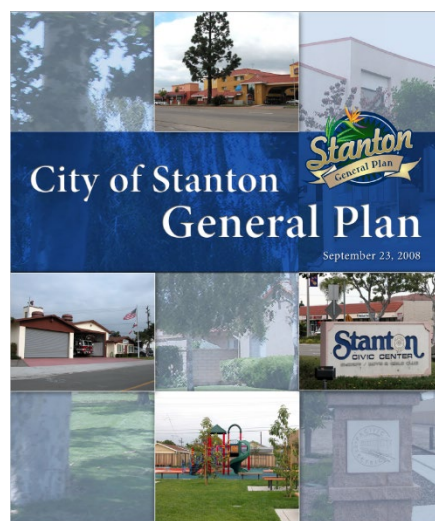
Local

City of Stanton General Plan (2008)

The Stanton General Plan is a policy document designed to guide the City of Stanton in achieving its economic and community development goals. It outlines specific steps to be taken to direct Stanton's land use planning, economic development, image, and overall quality of life. The following elements of the General Plan support active transportation.

COMMUNITY DESIGN

The Community Design Element establishes goals and policies to enhance the visual image and livability of our city. The goal of the Element is also to encourage and protect investment in the city by ensuring the highest level of quality in the design and re-design of our city's physical form.



CD-1 COMMUNITY IMAGE

Goal CD-1.2: Promote an attractive streetscape and public right-of-way, especially along major primary and secondary corridors, that is consistent with the desired vision and image of Stanton.

- **Strategy CD-1.2.1:** Create a unified and consistent streetscape.
 - **Action CD-1.2.1 (a):** Develop streetscape design standards for street furniture design, placement, orientation and landscaping, including landscaped street medians.

- **Action CD-1.2.1 (b):** Establish requirements for the inclusion of streetscape amenities along street frontages, especially for properties fronting major streets and boulevards.
 - **Action CD-1.2.1 (c):** Develop a coordinated citywide streetscape furniture palette.
 - **Action CD-1.2.1 (d):** Utilize street trees to reinforce visual corridors and create a landscape theme along major streets and boulevards.
 - **Action CD-1.2.1 (e):** Require existing walls that back onto public rights-of-way to maintain a coordinated design in terms of material and appearance.
 - **Action CD-1.2.1 (f):** Prepare a feasibility plan for undergrounding utility lines along major corridors, including Beach Boulevard.
- **Strategy CD-1.2.2:** Remove visual clutter along the street to both enhance the street's attractiveness and promote pedestrian safety.
 - **Action CD-1.2.2 (a):** Encourage the placement of utility equipment underground where feasible, especially along primary and secondary corridors.
 - **Action CD-1.2.2 (b):** Encourage alternative locations and screening techniques for utility equipment, traffic control cabinets, and other hardware located within the street right-of-way.
 - **Action CD-1.2.2 (c):** Revise the city's sign ordinance to include an off-premise sign amortization program.

CD-2 PUBLIC SPACES

Goal CD-2.1: Increase the number of public spaces within the city, as well as the quality of existing and new public spaces.

- **Strategy CD-2.1.1:** Encourage the provision of public spaces as part of private development and redevelopment projects.
 - **Action CD-2.1.1 (a):** Adopt zoning requirements that mandate the provision of public plaza and courtyard space in larger commercial and office projects.
 - **Action CD-2.1.1 (b):** Include in citywide design guidelines, provisions for the design, maintenance, and siting of public spaces within development and redevelopment projects.

- **Strategy CD-2.1.2:** Encourage a variety of artwork and landscape treatments in city public spaces, including parks, courtyards, and plazas.
 - **Action CD-2.1.1 (a):** Provide incentives for public art in private development projects.
 - **Action CD-2.1.2 (b):** Develop an Art in Public Space Program to encourage the development of public art in public spaces.
 - **Action CD-2.1.2 (c):** Develop a comprehensive landscape plan for public open spaces, and include landscape guidelines for public spaces within any citywide design guidelines document.

CD-4 CONNECTIVITY

Goal CD-4.1: Create a well-connected, multi-modal urban environment that increases mobility for all Stanton residents, whether they choose or are required to travel through the city by car, bicycle, foot, or public transportation modes.

- **Strategy CD-4.1.1:** Promote a pedestrian friendly environment with attractive, walkable neighborhoods and commercial areas.
 - **Action CD-4.1.1 (a):** Establish design guidelines for commercial areas that encourage improved pedestrian access.
 - **Action CD-4.1.1 (b):** Create design guidelines for the development of pedestrian oriented development.
 - **Action CD-4.1.1 (c):** Encourage landscaped buffers to separate pedestrian and vehicular areas, where possible.
 - **Action CD-4.1.1 (d):** Decrease opportunities for crime along pedestrian pathways by providing adequate lighting and landscaping that does not create hiding areas or dark spaces.
 - **Action CD-4.1.1(e):** Encourage outdoor dining areas.
 - **Action CD-4.1.1 (f):** Require buildings along pedestrian pathways to be at a human scale.
- **Strategy CD-4.1.2:** Increase the number, quality, and connectivity of the city's bikeways and multi-use trails.
 - **Action CD-4.1.2 (a):** Develop a citywide trails and open space plan.

- **Action CD-4.1.2 (b):** Utilize areas such as railroad rights-of-way and flood control channels to provide additional multi-use paths for both pedestrians and bicyclists.
 - **Action CD-4.1.2 (c):** Develop criteria that encourages connectivity and limits use of fences, walls, and other barriers.
 - **Action CD-4.1.2 (d):** Conduct a trails and pedestrian circulation study that focuses on opportunities to improve non-vehicular connectivity.
- **Strategy CD-4.1.3:** Provide for points of connection between various modes of transportation, including pedestrian, bicycle, and public transportation connections.
 - **Action CD-4.1.3 (a):** Provide benches near pedestrian pathways and transit stops.
 - **Action CD-4.1.3 (b):** Require bicycle racks to be placed in residential and commercial developments, as well as within parks and recreation areas.
 - **Action CD-4.1.3 (c):** Provide well-designed, safe, and comfortable transit stops and transit stop amenities, such as map kiosks, benches, trash receptacles, etc.
 - **Action CD-4.1.3 (d):** Prepare a plan for the development of a major transit-oriented node within the city.

INFRASTRUCTURE & COMMUNITY SERVICES

The Infrastructure & Community Services Element is to be used as a policy guide for infrastructure and public service improvements by decision makers, City staff, and the community.

PUBLIC TRANSPORTATION

Public transportation is available to Stanton's residents through the Orange County Transportation Authority (OCTA) bus service. In addition to bus service, there is an opportunity for the Pacific Electric Corridor and Union Pacific Corridor to serve as a regional mass transit facility for Stanton residents and surrounding communities. The Pacific Electric Corridor is a 100-foot wide linear strip that transects Stanton from northwest to southeast. This corridor once served as the right-of-way for a rail line running between Los Angeles and several cities in Orange County. Now abandoned, this corridor is a visual blight that cuts through the heart of the city's commercial, residential, and industrial areas. In, addition, the Union Pacific Corridor runs from Huntington Beach to Anaheim with a potential link to the Anaheim Metrolink Station. Both of these corridors have been proposed for reuse as bus rapid transit or light rail. If it is decided that rail is not practical, then the City wishes to encourage better maintenance of these corridors and reuse as a linear park and/or leases for nursery and horticultural interests.

BICYCLE FACILITIES

The existing bicycle network around the city is as follows:

- A Class II bicycle path is present along Lampson Avenue east and west of city limits.
- A Class I bicycle pathway exists south of the city along Hoover Street south of Garden Grove Boulevard
- A Class II bicycle path along Cerritos Avenue, west of the city limits
- A Class II bicycle pathway on Knott Avenue between Cerritos Avenue and the train tracks
- A Class II bicycle facility along Orangewood Avenue, east of city limits

ICS-1 TRANSPORTATION

Goal ICS-1.1: Provide an efficient, coherent, and well-maintained transportation network that adequately supports the General Plan Land Use Concept.

- **Strategy ICS-1.1.1:** Ensure sufficient funding for maintenance, enhancement, and expansion of the city's transportation infrastructure.
 - **Action ICS-1.1.1 (a):** Identify new funding sources for transportation improvements, including appropriate local, regional, state, and federal level programs and grants.
- **Strategy ICS-1.1.2:** Improve efficiency of the city's existing transportation network.
 - **Action ICS-1.1.2 (a):** Where feasible, explore opportunities for Intelligent Transportation System (ITS) technologies to be incorporated into any future improvements to major primary and secondary corridors.
 - **Action ICS-1.1.2 (b):** Direct through traffic from local and collector roadways onto major primary and secondary corridors.
 - **Action ICS-1.1.2 (c):** Revise parking policies to allow for increased flexibility with parking standards, encourage shared parking between uses, and facilitate the establishment of parking districts to manage and maintain off-street parking locations.
 - **Action ICS-1.1.2 (e):** Review and determine if there are corridors or intersections where a future operating condition of LOS E may be acceptable if the impact of the mitigation to address that condition would prohibit other important goals from being achieved.

- **Strategy ICS-1.1.3:** Integrate OCTA's Smart Street Program with improvements and modifications, such as lot consolidation, coordinated planning of adjacent properties, and driveway consolidation.
 - **Action ICS-1.1.3 (a):** Ensure improvements and modifications to streets are efficiently integrated within the Smart Street Program.
 - **Action ICS-1.1.3 (b):** Establish a sign program that is integrated with the Smart Street Program, and includes sign consolidation and directional signs design.

Goal ICS-1.2: Encourage alternatives to the private automobile by increasing access and opportunities to public transit, as well as to other alternative modes of transportation, such as biking and walking.

- **Strategy ICS-1.2.1:** Capitalize on the economic development and community revitalization potential of transit operations.
 - **Action ICS-1.2.1 (a):** Study the planning and development implications of a regional light rail stop in downtown Stanton.
 - **Action ICS-1.2.1 (b):** Encourage transit supportive uses at key locations, as well as provide appropriate buffers between transit areas and adjoining uses.
 - **Action ICS-1.2.1 (c):** Require that major roadway projects consider planning for future transit corridors and uses, such as bus rapid transit and future light rail opportunities.
 - **Action ICS-1.2.1 (d):** Within future design guidelines documents provide appropriate mitigation for the impacts of future light rail uses, such as landscape buffers, urban design consideration and noise mitigation.
 - **Action ICS-1.2.1 (e):** Develop a citywide framework plan for improving transit.
 - **Action ICS-1.2.1 (f):** Prepare a Specific Plan or master plan for mixed-use/transit-oriented development at the Pacific Electric Corridor and Beach Boulevard.
 - **Action ICS-1.2.1 (g):** Prepare and adopt a Bicycle Master Plan.
 - **Action ICS-1.2.1 (h):** As part of the plan review of future development proposals, the demand for vehicular, pedestrian, bicycle, and other transportation modes shall be reviewed and the city shall determine the appropriate modes applicable to each development project that assist in accomplishing goal ICS-1.2.
- **Strategy ICS-1.2.2:** Proactively plan for the reuse of the Pacific Electric and Union Pacific Corridors as a light rail facility, or other alternative transportation use, such as a regional bikeway and linear park.

- **Action ICS-1.2.2 (a):** In conjunction with OCTA, conduct preliminary planning for several alternative uses of the Pacific Electric and Union Pacific Corridors that take advantage of future opportunities to place Stanton as a regional mass transit center, and ensure the safety and convenience of Stanton residents.
- **Action ICS-1.2.2 (b):** Investigate opportunities for encouraging the lease of portions of the Pacific Electric Corridor for nursery and/or horticultural uses that could compliment a regional bikeway use along this right-of way.
- **Action ICS-1.2.2 (c):** If a light rail station is not feasible, consider entering into a lease agreement with the Union Pacific Railroad to landscape, make improvements such as paved biked trails, and use the right-of way as a linear park, west of Beach Boulevard.

Goal ICS-3.1: Reduce the environmental impacts of the city's infrastructure systems, promoting sustainable continuation of services to Stanton residents.

- **Strategy ICS-3.1.3:** Encourage the protection of natural drainage methods.
 - **Action ICS-3.1.3 (a):** Require new development to incorporate environmentally friendly designs, such as detention systems, metered-release watering devices, porous or vegetative drain liners, and the minimization of impervious surfaces.

Goal ICS-4.1: Create and maintain a system of public parks that are accessible to all residents, and provide a range of recreational amenities and opportunities.

- **Strategy ICS-4.1.1:** Seize opportunities to expand park acreage and maintain a higher ratio of park acreage per resident.
- **Strategy ICS-4.1.2:** Continue to improve existing parkland and recreational facilities as appropriate.

REGIONAL COORDINATION

The goal of the Regional Coordination Element is to recognize the depth and breadth of interconnectivity among local jurisdictions in the region and promote coordination in relation to issues such as housing, circulation, land use, and air quality. This element serves to recognize the need to participate in and influence the plans and programs operating on a scale larger than the city of Stanton.

RC-2 GROWTH MANAGEMENT

Goal RC-2.1: Develop and maintain an effective Growth Management Plan that operates to the advantage of both the City of Stanton as well as the County and regional level.

- **Strategy RC-2.1.7:** Develop land use strategies and incentives to reduce the amount of vehicle miles traveled within city limits.

RC-3 AIR QUALITY

Goal RC-3.1: Clean and safe air quality.

- **Strategy RC-3.1.5:** Manage the city's transportation system in which traffic flow is improved and mobility and efficiency are enhanced.
 - **Action RC-3.1.5 (b):** Continue to work to relieve congestion on major arterials and thereby reduce emissions.
 - **Action RC-3.1.5 (c):** Reduce the amount of delay time at intersections by using roundabouts or similar designs.
- **Strategy RC-3.1.7:** Encourage the use of alternative fuel vehicles, alternative transportation methods, and reduction of vehicles on the road to reduce vehicle emissions.
 - **Action RC-3.1.7 (b):** Promote use of the Orange County Transit Authority (OCTA) system and other mass transit systems.
 - **Action RC-3.1.7 (c):** Continue to improve existing sidewalks, bicycle trails, and parkways, and require sidewalk and bicycle trail improvements and parkways for new developments.
 - **Action RC-3.1.7 (d):** Locate and design new development in a manner that will minimize direct and indirect emission of air contaminants by: 1) promoting mixed-use development to reduce the length and frequency of vehicle trips; 2) providing for increased intensity of development along existing and proposed transit corridors; and 3) providing for the location of ancillary employee services (i.e., child care, restaurants, banking facilities, etc.) at major employment centers for the purpose of reducing midday vehicle trips.
 - **Action RC-3.1.7 (e):** Review new development and encourage new intensified development around transit nodes and along transit corridors.
 - **Action RC-3.1.7 (f):** Promote and encourage ride-sharing activities within the community, including such programs as preferential parking, park-and-ride lots, alternative work week/flexible working hours and telecommuting, as well as other trip reduction strategies.

City of Stanton Municipal Code

The following sections of Stanton’s municipal code govern rules related to active transportation in the city.

§ 14.04.050 RIDING

No person shall ride a horse, bicycle, motorcycle, mini-bike, automobile, or other vehicle or animal within a public park or playground; provided, however, that bicycles may be ridden on any road or path designated for such purposes and may be wheeled or pushed by hand over any grass area or trail reserved for pedestrian use. (Prior code § 14.04.050)

§ 19.12.150 SIDEWALKS AND PEDESTRIAN WAYS.

- A. Sidewalks shall be designed in accordance with the standard plans adopted by City Council and located as follows:
 - 1. Along both sides of arterial highways;
 - 2. Along all commercial and industrial frontage;
 - 3. Along both sides of collector streets;
 - 4. Along residential frontage where the required minimum building site area is less than fifteen thousand square feet and the lots have access to the street, except in those instances where an alternate pedestrian circulation system is proposed;
 - 5. Along all streets leading directly to a school, a designated school bus stop, or a park;
 - 6. Where the sidewalk will provide a continuation or link between other sidewalks.
- B. Additional pedestrian ways not abutting a street shall be provided when necessary for access to schools, recreation, and other public areas. These pedestrian ways shall not be less than six feet in width. (Ord. 780 § 2, 1996)

§ 20.320.120 BICYCLE PARKING AND MOTORCYCLE PARKING

B. Bicycle parking requirements.

- 1. Multi-family project. A multi-family project of five or more units shall provide bicycle parking facilities equal to a minimum of 10% of the required motor vehicle spaces, unless separate secured garage space is provided for each unit. The bicycle facilities shall be distributed throughout the project.
- 2. Nonresidential project. A nonresidential project (e.g., retail, office, etc.) shall provide bicycle parking facilities equal to a minimum of 5% of the required motor vehicle spaces, distributed to serve customers and employees of the project.

C. Bicycle parking facilities. Bicycle parking facilities may consist of the following:

1. Parking racks. Bicycle parking racks shall be:
 - i. Designed to allow a bicycle to be securely locked in an upright position;
 - ii. Of permanent construction (e.g., heavy gauge tubular steel) with angle bars permanently attached to the pavement; and
 - iii. Subject to approval of the Director.
2. Lockers. Each bicycle storage locker shall be:
 - i. Large enough to accommodate the user's bicycle and associated items;
 - ii. Fully enclosed and weather-tight;
 - iii. Made of durable materials that resist theft and vandalism;
 - iv. Accessible only to user and owner by a controlled access system that may use keys, swipe card (key fob) or an electronic key pad located on a locker door;
 - v. Installed on a level surface with clearance for locker doors; and
 - vi. Securely attached to the ground or floor by bolting them to a hard surface or fixing them in concrete with fasteners that cannot be removed by standard tools. Concrete is the preferred surface for maximum security although other surfaces may also be appropriate.

D. Site design standards and strategies.

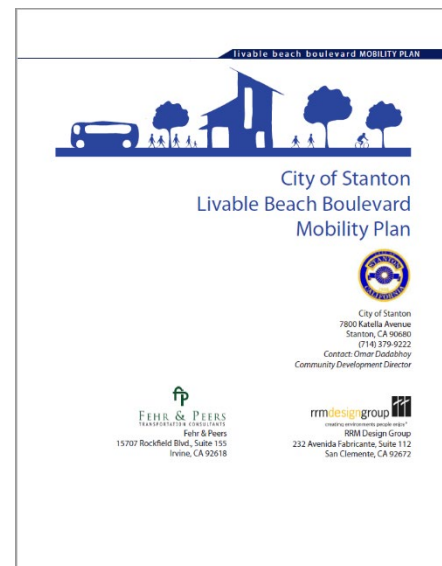
1. Aisles. Access aisles to bicycle parking facilities shall be at least five feet in width.
2. Accessibility. Where possible, a site plan that includes stairways shall also include an alternative, level access route for bicycles. If it is not possible to provide an alternative access, a ramp or a small channel for bicycle wheels on the edge of a stairway shall be provided.
3. Space dimensions. Each bicycle space shall be a minimum of two feet in width and six feet in length and have a minimum of seven feet of overhead clearance, with additional back-out or maneuvering space of at least five feet.
4. Location. Bicycle spaces shall be located within 50 feet of building entrances and shall be highly visible from the uses they serve. They shall not be located to interfere with pedestrian or motor vehicle traffic flow or to cause damage to plant material from bicycle traffic.

5. Separation from vehicle parking. Bicycle spaces shall be separated from motor vehicle parking spaces or aisles by a fence, wall, or curb, or by at least five feet of open area, marked to prohibit motor vehicle parking.
6. Surface. A hard-surfaced parking area shall be provided.
7. Signs. Where bicycle parking areas are not clearly visible to approaching cyclists, signs shall be provided to indicate the location of the facilities.
8. Maintenance. Damage to bicycle racks and lockers shall be repaired in a timely fashion and derelict or abandoned bikes shall be removed so as not to prevent or discourage continued use of the racks and lockers. (Ord. 1017, 2013)

City of Stanton Livable Beach Boulevard Mobility Plan (2009)

The City of Stanton developed the Livable Beach Boulevard Mobility Plan (LBBMP) to guide the way the City plans and implements new mobility and public realm enhancement projects on Beach Boulevard. The LBBMP identifies improvements for amenities, pedestrian and bicycle facilities, vehicular circulation, transit, urban design, and parking recommendations. Goals for the Beach Boulevard Mobility Plan were developed in conjunction with the Caltrans Community Planning Grant. The eight goals that directly support the intent of the grant are as follows:

1. Congestion relief
2. Efficient movement of people, goods, and services
3. Safe and healthy communities
4. Pedestrian, bicycle, and transit mobility and access
5. Public stakeholder participation
6. Community input and outreach
7. Measures to reduce air pollution and green house gas emissions
8. Conservation of energy and other natural resources



The Plan establishes many implementation actions and guidelines related to improving active transportation along the corridor, including:

VEHICLE MOBILITY

- **V - 2** Provide continuous crosswalks, clear wayfinding signs, and ADA compliant ramps at the intersection of Beach Boulevard and Stanford Avenue/Village Center Drive.
- **V - 3** Relocate the existing east-west crosswalk to the north side of the intersection of Beach Boulevard and Stanford Avenue/Village Center Drive.
- **V - 8** Improve crosswalks and intersections with enhanced paving and/or striping materials.
- **V - 18** Design and install additional street light fixtures to illuminate all areas along Beach Boulevard.

BICYCLE MOBILITY

- **B - 1** Prepare a City of Stanton bicycle master plan or adopt the OCTA Master Plan.
- **B - 2** Prepare and distribute Stanton bicycle maps at civic buildings, bike shops, and schools.
- **B - 3** Identify bicycle safe routes to school.
- **B - 4** Explore development of a shared-use bicycle commuter program.
- **B - 5** Develop requirements for businesses to provide bike racks.
- **B - 6** Develop incentives for businesses to provide bike lockers and showers.
- **B - 7** Work with flood control channel operators to develop a shared use agreement that allows bicycle facilities.
- **B - 8** Incorporate flood control channel paths into citywide bicycle master plan (see B-1).

PEDESTRIAN MOBILITY

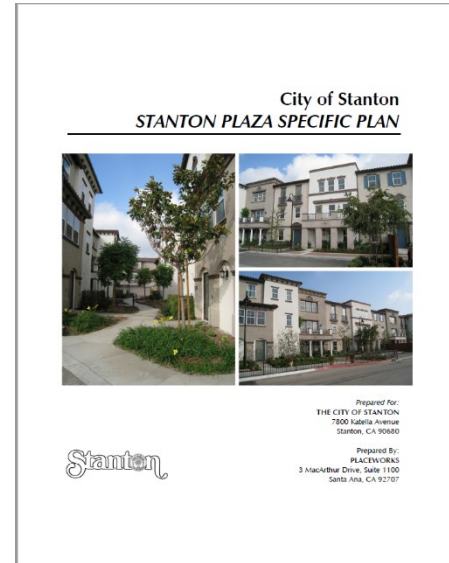
Implementation actions for pedestrian mobility are offered for every intersection along Beach Avenue. General themes among the recommendations include widening sidewalks and improving ADA accessibility, crosswalk striping, countdown timers, push buttons, and lighting conditions.

ADDITIONAL IMPROVEMENTS

In addition, the Orange County Transportation Authority (OCTA) and the State of California Department of Transportation District 12 (Caltrans) are currently conducting a region wide 21-mile long stretch study called Beach Boulevard Corridor Study. OCTA and Caltrans will provide local agencies along Beach Boulevard, such as the City of Stanton, improvement and planning alternatives.

Stanton Plaza Specific Plan (2016)

Originally drafted in 2002, the Stanton Plaza Specific Plan was amended in 2016 to reflect changing conditions and market preferences. Almost 15 acres, various residential projects have already been developed on the site. The amended plan thus focuses on guiding commercial development on the site. Overall, the plan envisions a mixed-use, walkable “urban complex that fits into the surrounding suburban context” and that “substantially improve[s] the visual and functional attributes of the site.”



Regional

Orange County's Bike + Ped Plan (Underway)

Currently underway, Orange County Transportation Authority's Bike + Ped Plan represents the County's first ever active transportation plan. The Plan will help to ensure bicycle and pedestrian improvement efforts are coordinated between local jurisdictions and reduce the need for local agencies to develop similar plans to compete for state and federal grants. Public outreach and technical analysis have been completed, and recommendations with local jurisdictions are being confirmed before finalizing the OC Active Report. The Plan aims to:



1. **Reduce pedestrian and bicycle collisions.** OCTA and local agencies in Orange County are very interested in reducing the number of fatal and serious injury collisions involving bicyclists and pedestrians. Continued investment in the active transportation network will also close gaps in the system and address challenges for improved safety.
2. **Advance strategic walking and biking network.** Bicycle and pedestrian facilities that provide safe and convenient access to major destinations, schools, and parks are essential to

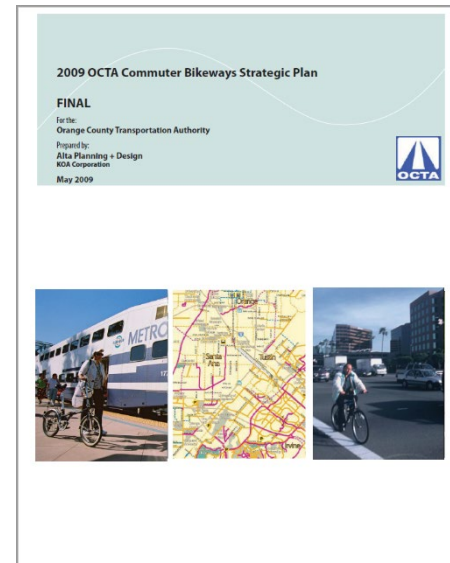
maintaining Orange County's high quality of life. Facilities that connect multiple cities are also important to increase mobility and encourage use of active transportation modes.

3. **Enhance walking and biking access to transit.** As the regional transit operator in Orange County, OCTA is interested in improving access to transit for residents throughout Orange County, helping to improve mobility and increase transit ridership.
4. **Improve high-need pedestrian areas.** The plan identifies areas throughout Orange County where the need for improved pedestrian infrastructure is high compared to the county as a whole. Mapping the pedestrian realm high need areas will help guide investment for improved mobility, safety, and equity.
5. **Strengthen stakeholders' partnerships.** OC Active builds on a history of OCTA, the County, and local cities cooperating together to plan and implement regional bicycle and pedestrian infrastructure. This plan identifies strategies and opportunities to continue and strengthen these partnerships going forward.
6. **Incorporate diverse community perspectives.** The community outreach effort focused on connecting with residents throughout Orange County. The plan strategies and recommendations are strengthened by the diverse and widespread input received during the project engagement with the community.
7. **Leverage funding opportunities.** OCTA is focused on helping local cities to pursue and obtain grant funding to support the planning, design, and construction of the active transportation improvements identified in OC Active. This plan will serve as the foundation for local agencies to pursue funding opportunities for project implementation.

OCTA Commuter Bikeways Strategic Plan (2009)

The Orange County Transportation Authority (OCTA) developed the Commuter Bikeways Strategic Plan (CBSP) to encourage the enhancement of Orange County's regional bikeways network, in order to make bicycle commuting a more viable and attractive travel option. Adopted in 2009, the CBSP was later amended in 2012 to include the Fourth District Bikeways Strategy and new proposed bikeways, as requested by the County of Orange. Two regional priority projects intersect the City of Stanton:

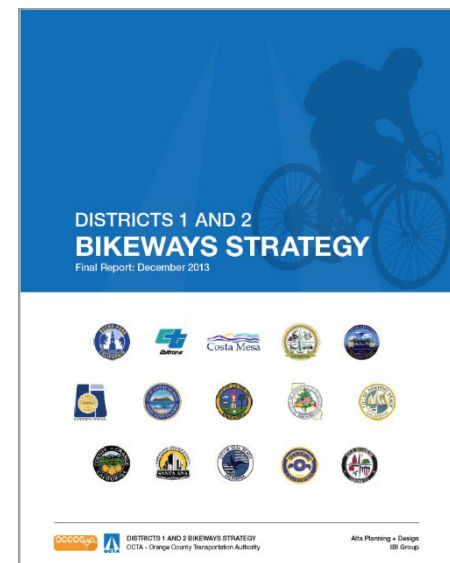
1. Class I path on Magnolia Ave. from Anaheim City Limit to UP RR (0.62 miles)
2. Class II bike lane on Katella Ave. from Cypress City Limit to Magnolia St. (1.94 miles)



Districts 1 and 2 Bikeways Strategy (2013)

Created by OCTA, the Districts 1 and 2 Bikeways Strategy (DBS) report summarizes the results of a collaborative effort focused on the identification of potential regional bikeways within Orange County's Supervisorial Districts 1 and 2. Three of the identified corridors pass through Stanton:

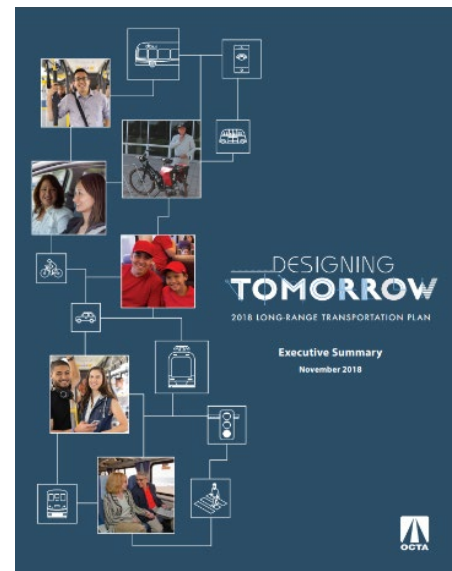
- **Corridor A: Pacific Electric Right-of-Way**
 - The PE ROW corridor spans a total of 15.6 miles and is a combination of off-street paths and on-street bikeway segments that links Coyote Creek Trail with the Santa Ana River Trail. The corridor mostly runs diagonally southeast from La Palma to Santa Ana within the OCTA-owned PE ROW, then transitions easterly to link with the Santa Ana Regional Transportation Center (SARTC) and the City of Tustin.



- **Corridor D: Magnolia-Hoover**
 - The Magnolia-Hoover Corridor spans 15.0 miles and would connect with several other proposed routes, including the Pacific Electric Right-of-Way, and destinations (e.g., Stanton City Hall).
- **Corridor G: Knott-Springdale**
 - Th proposed 8.1-mile Knott-Springdale corridor runs north and south between the PE ROW (Corridor A) and Slater Avenue. Envisioned as a Class II facility, it would provide north-south linkage across several cities in northwest Orange County.

Long-Range Transportation Plan (2018)

Designing Tomorrow, OCTA’s vision for mobility over the next 20+ years, is known as a long-range transportation plan. Orange County’s long-range transportation plan is updated every four years to reflect changing demographics, economic trends, and mobility needs. It also serves as Orange County’s input into regional planning efforts for southern California. It establishes the following goals and objectives for the region.

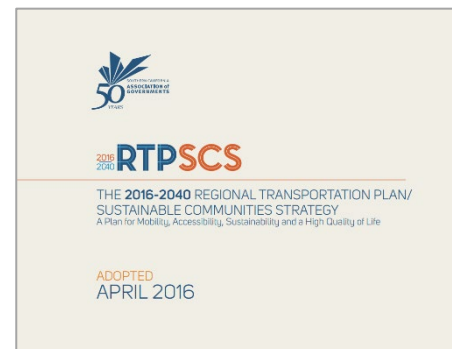


Goals	Objectives
Deliver on Commitments	<ul style="list-style-type: none"> • Prioritize OC Go (Measure M) Investments • Maintain consistency with the Next 10 Plan • Maximize external funds to support OC Go (Measure M) and complementary investments
Improve System Performance	<ul style="list-style-type: none"> • Deploy transit resources in a cost-effective manner • Improve efficiency of highways (freeways and toll facilities) and roadways • Leverage emerging technologies and services

Expand System Choices	<ul style="list-style-type: none"> • Deploy on-demand transit service and rideshare options • Support improved connectivity for active transportation • Explore public/private partnerships for new transportation capacity
Support Sustainability	<ul style="list-style-type: none"> • Deliver a financially constrained long-range transportation plan and identify opportunities to reduce funding uncertainty • Explore environmental and emission reduction strategies • System maintenance

Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) (2016)

The SCAG Regional Transportation Plan includes a commitment to reduce transportation related emissions to comply with California Senate Bill 375. This Plan will help Stanton contribute to this goal.

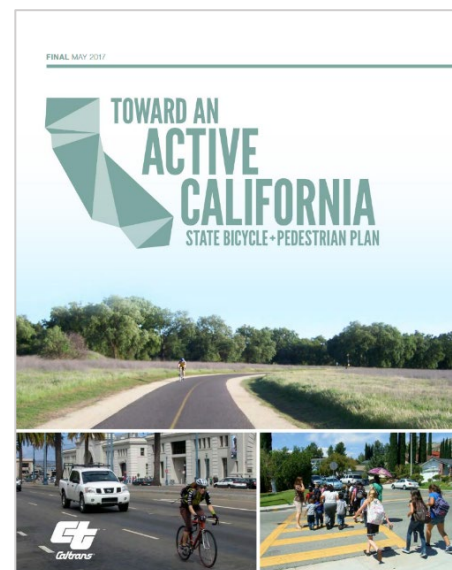


State

California State Bicycle & Pedestrian Plan (2017)

The California State Bicycle and Pedestrian Plan is a visionary and comprehensive policy plan to promote a multi-modal transportation system that supports active modes of transportation and creates a framework to increase safe bicycling and walking. The plan contains:

- Strategies to achieve the goals and objectives outlined in the plan
- Performance measures and data needs to evaluate success
- Recommendations for improved Caltrans processes
- Safety statistics and a safety awareness brochure
- Investment strategies



This plan will help Stanton to work with the local Caltrans office to implement projects on Caltrans rights-of-way.

Complete Streets Implementation Action Plan 2.0 (2017)

The intent of the Complete Streets Implementation Action Plan 2.0 is to describe the current California Department of Transportation (Caltrans) complete streets policy framework and to provide an overview of Caltrans' complete streets efforts. This policy directs Caltrans to provide for the needs of all travelers of all ages and ability in all planning, programming, design, construction, operations, and maintenance activities, and products on the State highway system. This update of the plan lays out the structure for monitoring, reporting, and overcoming barriers to further integrate complete streets into all Caltrans functions and processes.

Senate Bill 99 - Active Transportation Program Act (2013)

SB 99 establishes the Active Transportation Program for the state, in accordance with the federal Moving Ahead for Progress in the 21st Century (MAP-21) legislation, to encourage increased use of active modes of transportation and create a mechanism for distributing federal funds to local and regional efforts. The bill includes the following goals for the Active Transportation Program:

- Increase the proportion of trips accomplished by bicycling and walking
- Increase safety and mobility for non-motorized users
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction
- Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding
- Ensure that disadvantaged communities fully share in the benefits of the program
- Provide a broad spectrum of projects to benefit many types of active transportation users

Caltrans Deputy Directive 64 – Complete Streets (2008)

In 2001, the California Department of Transportation (Caltrans) adopted Deputy Directive 64, "Accommodating Non-Motorized Travel," which contained a routine accommodation policy. The directive was updated in 2008 as "Complete Streets – Integrating the Transportation System." The new policy includes the following language:

The Department views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system.

The Department develops integrated multimodal projects in balance with community goals, plans, and values. Addressing the safety and mobility needs of bicyclists, pedestrians, and transit users in all projects, regardless of funding, is implicit in these objectives. Bicycle, pedestrian and transit travel is facilitated by creating “complete streets” beginning early in system planning and continuing through project delivery and maintenance operations.

The directive establishes Caltrans’ own responsibilities under this policy. The responsibilities Caltrans assigns to various staff positions under the policy include the following:

- Ensure bicycle, pedestrian, and transit interests are appropriately represented on interdisciplinary planning and project delivery development teams.
- Ensure bicycle, pedestrian, and transit user needs are addressed and deficiencies identified during system and corridor planning, project initiation, scoping, and programming.
- Ensure incorporation of bicycle, pedestrian, and transit travel elements in all Department transportation plans and studies.
- Promote land uses that encourage bicycle, pedestrian, and transit travel.
- Research, develop, and implement multimodal performance measures.

Assembly Bill 1358 - Complete Streets Act (2008)

In September 2008, California adopted a new law that requires cities and counties to include complete streets policies as part of their general plans so that roadways are designed to safely accommodate all users, including bicyclists, pedestrians, transit riders, children, older adults, and people with mobility impairments, as well as motorists.

Senate Bill 375 - California Sustainable Communities Strategy (2008)

SB 375 is the first law in the nation that attempts to control greenhouse gas emissions by curbing sprawl. The law requires the California Air Resources Board (CARB) to develop regional targets for reductions in greenhouse gas emissions from passenger vehicles for 2020 and 2035. Each of the 18 metropolitan planning organizations in California will need to prepare a “sustainable communities strategy” for meeting the emissions reductions target in its region through transportation and land use actions that reduce the number of vehicle miles traveled. SB 375 establishes per-capita greenhouse gas

emission reduction targets of 7% by the year 2020 and 15% by the year 2035, using 2005 levels as the base year.

Assembly Bill 32 - California Global Warming Solutions Act (2006)

The California Global Warming Solutions Act aims to reduce the state's emissions of greenhouse gases to 1990 levels by 2020 and to 80% below 1990 levels by 2050. The law requires the California Air Resources Board (CARB) to adopt a "scoping plan" indicating how the 2020 target for emission reductions may be achieved from significant greenhouse gas sources through regulations, market mechanisms, and other actions. One of the recommended actions in the CARB scoping plan is to "develop regional greenhouse gas emissions reduction targets for passenger vehicles." The mechanism for developing these targets was established by separate legislation, Senate Bill 375.

Federal Plans and Policies

US DOT Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations (2010)

The United States Department of Transportation (US DOT) issued this Policy Statement to support and encourage transportation agencies at all levels to establish well-connected walking and bicycling networks. The DOT encourages States, local governments, professional associations, community organizations, public transportation agencies, and other government agencies, to adopt similar policy statements on bicycle and pedestrian accommodation as an indication of their commitment to accommodating bicyclists and pedestrians as an integral element of the transportation system.

APPENDIX E: NEEDS ASSESSMENT

To further understand existing conditions in Stanton, we conducted an assessment of health and community conditions related to active transportation using a customized score of the California Healthy Places Index²⁵ (HPI). The HPI, which pools data from 2006 to 2018 depending on the variable and data source, aggregates a collection of community characteristics that predict life expectancy and allow users to see how public health intersects with transportation, climate, and more. Characteristics included in the HPI score consist of social equity, healthcare access, economic, educational, housing, transportation, and environmental factors such as air and water pollutants. The data is up to date as of 2019.

The HPI then generates a composite score based on 25 weighted variables and additional support layers which can be used to compare the relative health impacts of living in different locations throughout California, and later, inform and drive policy decisions. The higher the score, the healthier the community conditions based on 25 community characteristics. The HPI is another tool used in

Stanton has healthier community conditions than 26.7% of other California cities.

California's Active Transportation Program grant application program. A census tract must be in the 25th percentile or less to qualify as a disadvantaged community. However, the HPI also offers subcategories and customizable scores that can be adjusted for targeted analyses. The tool allows for analysis at various geographic levels, including census tracts, zip codes, census-designated places, cities, counties, and more.

Overall, the HPI suggests that Stanton has healthier community conditions than 26.7% of other

California cities. To better understand conditions related to active transportation, we assessed 26 of the 84 indicators (including decision support layers) impacted by active transportation to create a custom score for Stanton. This custom score suggests that Stanton experiences healthier community conditions related to active transportation than 55.2% of other cities in California—or worse conditions than 44.8% of California cities. However, Stanton's performance differs for each variable, which are detailed in the following sections on health and built environment.

²⁵ <https://map.healthyplacesindex.org/>

Variables were then assessed by level of concern for this planning effort. Variables in which Stanton experiences poorer conditions than 61% or more of other cities in California were given high priority; medium priority was given to variables in which Stanton experiences worse conditions than 40% to 60% of other cities; and low priority was given to variables in which Stanton experiences poorer conditions than 39% or less of comparison cities. Eleven of the 26 health related variables in Stanton classify as high priority (42%). Only 19% classify as medium priority and 38% as low priority. The table below lists the specific high priority variables.

High Priority Health Variables

Category	Variables in which Stanton experiences worse conditions than 61% or more of California cities
Physical Activity	<ol style="list-style-type: none"> 1. <u>Physical Health Not Good</u>: Higher prevalence of poor physical health 2. <u>Diagnosed Diabetes</u>: Higher prevalence of diagnosed diabetes 3. <u>No Leisure Time Physical Activity</u>: High % of people who do not exercise or participate in physical activities (outside of their regular job) 4. <u>Mental Health Not Good</u>: Higher prevalence of poor mental health
Safety	<ol style="list-style-type: none"> 5. <u>None</u>
Environment	<ol style="list-style-type: none"> 6. <u>Clean Air - Diesel PM</u>: High exposure to diesel PM emissions in summer 7. <u>Clean Air - PM 2.5</u>: High concentration of PM 2.5 (very small particles from vehicle tailpipes, tires and brakes, powerplants, factories, burning wood, construction dust, and many other sources) 8. <u>Asthma</u>: High prevalence of current asthma among adults
Health Equity	<ol style="list-style-type: none"> 9. <u>Above Poverty</u>: Lower % of people earning more than 200% FPL 10. <u>Median Household Income</u>: Lower median annual household income 11. <u>Automobile Access</u>: Lower % of households with access to an automobile

Category	Variables in which Stanton experiences worse conditions than 61% or more of California cities
	12. <u>Tree Canopy</u> : Low % of land with tree canopy (weighted by number of people per acre)

Health Assessment

Active transportation is an important element in efforts to improve community health. It has direct and indirect implications on human and environmental health outcomes. The major health benefits of active transportation relate to physical activity, traffic safety, health equity, and environmental conditions (air quality and noise).

Physical Activity

In Stanton, one-third of people did not participate in physical activities or exercise, other than their regular job. This exceeds 86% of cities in California, suggesting that Stanton residents could benefit greatly from increased opportunities for physical activity.

Health Conditions

Physical activity, whether through leisure time activities, exercise, or active commuting, helps to combat many chronic health conditions. In Stanton, 15% of adults reported 14 or more days during the past 30 days during which their physical health was not good, which is higher than 74% of other California cities. Similarly, approximately 14% of adults reported 14 or more days during the past 30 days during which their mental health was not good, placing Stanton above 77% of California cities and making both physical and mental health high priorities for this planning effort.

When considering body mass index, 23% of adults in our community have a score greater than or equal to 30.0 kg/m². Because this exceeds only 39% of other California cities, obesity is not as high of a concern for this planning effort in comparison to other health indicators.

Approximately one-fourth of adults in our community have high blood pressure, 5% of adults have angina or coronary heart disease, 11% of adults have diabetes (other than during pregnancy), and 4% of adults have cancer (except skin cancer). Of these three, diabetes is the only variable for which Stanton performs worse than more than 61% of other California cities making it of high concern.

Approximately 9% of Stanton residents have asthma – higher than 67% of other California cities. Furthermore, 41.03 per 10,000 emergency department visits were for asthma, which is higher than half of other California cities.

Safety

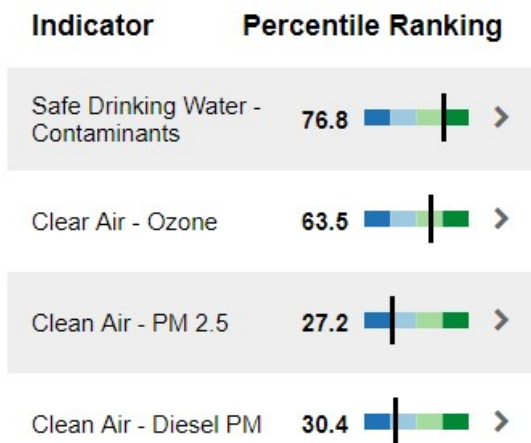
The 5-year annual average rate of severe and fatal pedestrian injuries from 2006 to 2010 in Stanton per 100,000 people is 13.01, which is a higher average rate than 93% of other California cities. To see more details regarding where pedestrian- and bicycle-involved collisions have occurred in our city, refer to the Collision Analysis.

Environment

Replacing motor vehicle trips with active transportation modes can reduce the vehicle emissions that contribute to poor air quality conditions, and decrease people’s exposure to harmful pollutants. **Stanton has less healthy environmental conditions than 54.2% of other California cities.** The figure below shows how Stanton’s environmental conditions, including clean air and safe drinking water indicators, compare to the rest of the state. While Stanton has safer drinking water than 76.8% of other cities, its PM 2.5 levels are lower than just 27.2% of other California cities.

Clean Environment Conditions in Stanton Compared to Other Cities in California

This city has healthier clean environment conditions than **45.8%** of other California cities.

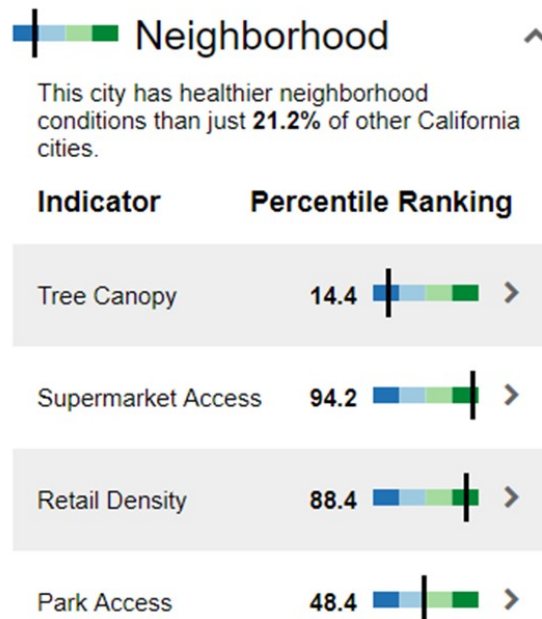


In fact, the yearly average of fine particulate matter concentration (very small particles from vehicle tailpipes, tires and brakes, powerplants, factories, burning wood, construction dust, and many other sources) is 11.21 $\mu\text{g}/\text{m}^3$, which is a higher yearly average than 73% of other California cities. The average daily amount of particulate pollution (very small particles) from diesel sources (for July) is 11.98 kg/day, which is a higher average than 70% of other California cities. The average of daily maximum eight-hour ozone concentration during the summer months (May to October) over three years (2012 to 2014) was 0.5 ppm – a rate that exceeds 36% of other California cities.

Built Environment Assessment

Changing the built environment can increase opportunities for more active modes of transportation, and therefore physical activity, while also reducing greenhouse gas emissions. Both physical activity and improved air quality reduce one's risk for chronic health conditions and increase life expectancy.

Neighborhood Conditions in Stanton Compared to Other Cities in California



Compared to other cities in California, Stanton ranks relatively high compared to other cities in California for Supermarket Access and Retail Density. **However, Stanton ranks relatively low for Tree Canopy.**

Stanton is relatively similar to other cities in California with regard to Park Access. Using data provided on the California Healthy Places Index website, the current built environment conditions for Stanton are described in more detail below.

Access to Supermarkets

Having nearby supermarkets that are convenient to access by walking or bicycling can encourage a better diet and eating behaviors, lower the costs of obtaining food, reduce chronic diseases, and lower the risk of food insecurity. In Stanton, approximately 74% of people in urban areas reside less than half-mile from a supermarket or large grocery store. This is a higher percentage of people than 94% of other California cities, indicating that access to healthy food outlets is relatively better (and therefore a low priority for this planning effort) for people living in Stanton.

Destinations

Living in a community with a mix of uses and destinations can improve health by reducing household costs, encouraging physical activity through more walking and bicycling, reducing chronic diseases, improving mental health, fostering community connections, and supporting community resilience to climate change and pollution. In Stanton, the number of retail, entertainment, and education jobs per acre on unprotected land amounts to 1.54, which is higher than 88% of other California cities.

Parks

Parks can encourage physical activity, reduce chronic diseases, improve mental health, foster community connections, and support community resilience to climate change and pollution. In our community, 63% of people live within walkable distance (half-mile) of a park or open space greater than one acre. Approximately half of other cities in California enjoy greater park access than Stanton.

Trees

Trees are beneficial for mental and physical health. Adequate tree canopy can provide shade and cool surrounding areas, reduce stress, and promote health, wellness, and physical activity. They also provide many ecosystem services, including absorbing carbon dioxide and improving air quality. According to the Healthy Places Index, only 3% of land in Stanton has tree canopy – an amount that exceeds only 14% of other California cities. However, this percentage is a likely underestimation of overall tree canopy in Stanton, as the Healthy Places Index data only captures trees within the public right-of-way.

Findings

The top ten variables for which Stanton experiences some of the worst conditions among cities in California, as identified in the health and built environment assessments, are (in order of severity):

11. Low Rates of Physical Activity
12. Low Tree Canopy Coverage
13. Low Rates of Automobile Access
14. Poor Mental Health
15. High Rates of Poverty
16. Poor Physical Health
17. High Rates of Particulate Matter (PM 2.5)
18. High Rates of Diesel Particulate Matter (PM)
19. High Rates of Asthma
20. High Rates of Diagnosed Diabetes

The health and built environment assessments highlight the intersections of health and transportation and the potential active transportation has to benefit multiple aspects of our community. Once complete, this Plan will be another extension of our efforts to improve health and wellness in our community.

APPENDIX F: RESOLUTION

