

4. Environmental Setting

4.1 INTRODUCTION

This section provides a “description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published, ... from both a local and a regional perspective” (Guidelines § 15125[a]), pursuant to provisions of the California Environmental Quality Act (CEQA) and the CEQA Guidelines. The environmental setting provides the baseline physical conditions from which the lead agency will determine the significance of environmental impacts resulting from the Proposed Project.

4.2 REGIONAL ENVIRONMENTAL SETTING

The approximately 283-acre Project Area is in the City of Anaheim. The City covers approximately 50 square miles (over 32,000 acres) along State Route (SR) 91 in the northern part of Orange County. Orange County comprises approximately 798 square miles, stretching approximately 40 miles along the coast and extending inland approximately 20 miles. Orange County is bordered by the Pacific Ocean to the west, Los Angeles County to the north and northwest, San Bernardino County to the northeast, Riverside County to the east, and San Diego County to the south. The natural setting of Orange County provides a combination of mountains, hills, flatlands, and shorelines. Orange County lies predominantly on an alluvial plain, which is generally less than 300 feet in elevation in the west and central section.

4.2.1 Regional Location

The City of Anaheim is approximately 25 miles southeast of downtown Los Angeles in north-central Orange County and part of the southern California region. Major freeways traversing the City include Interstate (I) 5, which travels generally northwest to southeast; SR-57, which travels north and south through the central portion of the City; SR-55, which abuts the southern edge of the City at the western edge of the Hill and Canyon Area; SR-91, which travels east and west along the northern portion of the City; and SR-241, which travels north and south near the eastern edge of the City. Figure 3-1, *Regional Location*, shows the regional context of the Project Area. The City of Anaheim is surrounded by the cities of Fullerton, Buena Park, Cypress, Garden Grove, Orange, Placentia, and Yorba Linda and unincorporated Orange County.

4.2.2 Regional Planning Considerations

SCAG Regional Transportation Plan/Sustainable Communities Strategy

The Southern California Association of Governments (SCAG) is a council of governments representing Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. SCAG is the federally recognized metropolitan planning organization for this region, which encompasses over 38,000 square miles.

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SCAG is a regional planning agency and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs.

The 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) was adopted in April 2016 (SCAG 2016). Major themes in the 2016 RTP/SCS include integrating strategies for land use and transportation; striving for sustainability; protecting and preserving existing transportation infrastructure; increasing capacity through improved systems managements; providing more transportation choices; leveraging technology; responding to demographic and housing market changes; supporting commerce, economic growth, and opportunity; promoting the links between public health, environmental protection, and economic opportunity; and incorporating the principles of social equity and environmental justice.

The SCS outlines a development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, would reduce greenhouse gas (GHG) emissions from transportation (excluding goods movement). The SCS is meant to provide growth strategies that will achieve the regional GHG emissions reduction targets identified by the California Air Resources Board. The SCS does not require that local general plans, specific plans, or zoning be consistent with the SCS, but provides incentives to governments and developers for consistency. The Proposed Project's consistency with the applicable 2016-2040 RTP/SCS policies is analyzed in detail in Section 5.5, *Greenhouse Gas Emissions*, and Section 5.8, *Land Use and Planning*.

South Coast Air Basin Air Quality Management Plan

The City of Anaheim is in the South Coast Air Basin (SoCAB), which is managed by the South Coast Air Quality Management District (SCAQMD). Pollutants emitted into the ambient air by stationary and mobile sources are regulated by federal and state law and standards are detailed in the SoCAB Air Quality Management Plan (AQMP). Air pollutants for which AAQS have been developed are known as criteria air pollutants—ozone (O₃), carbon monoxide (CO), volatile organic compounds (VOC), nitrogen oxides (NO_x), sulfur dioxide, coarse inhalable particulate matter (PM₁₀), fine inhalable particulate matter (PM_{2.5}), and lead. VOC and NO_x are criteria pollutant precursors and go on to form secondary criteria pollutants, such as O₃, through chemical and photochemical reactions in the atmosphere. Air basins are classified as attainment/nonattainment areas for particular pollutants depending on whether they meet AAQS for that pollutant. Based on the SoCAB AQMP, the SoCAB is designated nonattainment for O₃, PM_{2.5}, PM₁₀, and lead (Los Angeles County only) under the California and National AAQS and nonattainment for NO₂ under the California AAQS. The Proposed Project's consistency with the applicable AAQS is discussed in Section 5.2, *Air Quality*.

Greenhouse Gas Emissions Reduction Legislation

Current State of California guidance and goals for reductions in GHG emissions are generally embodied in Executive Order S-03-05; Executive Order B-30-15; Assembly Bill 32 (AB 32), the Global Warming Solutions Act (2008); and Senate Bill 375 (SB 375), the Sustainable Communities and Climate Protection Act.

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Executive Order S-03-05, signed June 1, 2005, set the following GHG reduction targets for the State of California:

- 2000 levels by 2010
- 1990 levels by 2020
- 80 percent below 1990 levels by 2050

AB 32 was passed by the state legislature on August 31, 2006, to place the state on a course toward reducing its contribution of GHG emissions. AB 32 follows the emissions reduction targets established in Executive Order S-3-05. Executive Order B-30-15 also established an interim goal of a 40 percent reduction below 1990 levels by 2030.

In 2008, SB 375 was adopted to connect GHG emissions reductions targets for the transportation sector to local land use decisions that affect travel behavior. Its intent is to reduce GHG emissions from light-duty trucks and automobiles by aligning regional long-range transportation plans, investments, and housing allocations to local land use planning to reduce vehicle miles traveled and vehicle trips. SCAG's targets are an 8 percent per capita reduction from 2005 GHG emission levels by 2020 and a 13 percent per capita reduction from 2005 GHG emission levels by 2035.

The project's ability to meet these regional GHG emissions reduction target goals is analyzed in Section 5.5, *Greenhouse Gas Emissions*.

Regional Water Quality Control Board, Santa Ana River Basin Plan

Under the Porter-Cologne Water Quality Act, California's water quality control law, the State Water Resources Control Board (SWRCB) has ultimate control over water quality policy and allocation of state water resources. The SWRCB, through its nine Regional Water Quality Control Boards, carries out the regulation, protection, and administration of water quality in each region. Each regional board is required to adopt a water quality control plan or basin plan. The City of Anaheim is in the Santa Ana River Basin, Region 8.

The Water Quality Control Plan for the Santa Ana River Basin was updated in 2008. This basin plan gives direction on the beneficial uses of the state waters in Region 8; describes the water quality that must be maintained to support such uses; and provides programs, projects, and other actions necessary to achieve the standards established in the basin plan.

4.3 LOCAL ENVIRONMENTAL SETTING

The Beach Boulevard Specific Plan Area (Project Area) is surrounded by residential uses, the Knott's Soak City and Knott's Berry Farm theme parks, and commercial uses along Beach Boulevard to the north; residential uses, the Twila Reid Elementary School, and Western High School to the west; residential uses, Balden Powell Elementary School and Schweitzer Elementary School to the east; and residential uses, the Adventure City theme park, and commercial uses along Beach Boulevard to the south. State Route 91 (SR-91) is approximately 1.6 mile to the northwest of the Project Area.

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4.3.1 Location and Land Use

Originally serving as the only north-south route with direct access to the coastal cities of Orange County, Beach Boulevard was once known as the “Road to Summer.” Significant development along the corridor in Anaheim during the 1960s and 1970s served tourists visiting area beaches and amusement parks. Over time, I-5, SR-55, SR-73, and SR-133 provided alternative access to Orange County’s beach communities. Today, Beach Boulevard no longer functions as the primary tourist-oriented connection to the coastal cities in Orange County.

As shown on Figure 3-3, *Aerial Photograph*, and Figure 3-5, *Existing Land Use*, the existing uses in the Project Area include hospitality, commercial, residential, office, recreational, and institutional facilities. There are approximately 35 acres of vacant land. No specific plan has been adopted for the Project Area. Currently, development activities in the Project Area are governed by the City’s adopted General Plan and Zoning Code.

An analysis of the Proposed Project’s impacts to land use and planning is in Section 5.8, *Land Use and Planning*, of this DEIR.

General Plan and Zoning

No specific plan has been adopted for the Project Area. Currently, development activities in the Project Area are governed by the City’s adopted General Plan and Zoning Code. Existing General Plan designations for the Project Area are shown in Figure 3-4 of this DEIR. General Plan designations include Residential Low Medium, Residential Medium, Residential Corridor, Office Low, Neighborhood Center, General Commercial, Regional Commercial, Parks, Public-Institutional, and Water.

The Project Area is zoned RS-2 (Single-Family Residential), RS-3 (Single-Family Residential), RS-4 (Single-Family Residential), RM-1 (Multi-Family Residential; one-acre minimum), RM-2 (Multi-Family Residential), RM-3 (Multi-Family Residential), RM-4 (Multi-Family Residential), C-G (General Commercial), O-L (Low Intensity Office), PR (Public Recreation), and T (Transitional).

4.3.2 Scenic Features

The Project Area is an urbanized area that has a transitional character due to its variety of land uses and its orientation along a major arterial highway. The Project Area contains residential neighborhoods (including single-family homes, townhomes, mobile homes, and apartments), auto-oriented commercial uses, two parks, and a cluster of medical offices and facilities. Traveling along Beach Boulevard, the neighborhood character is most affected by a long group of motels that vary from one to three stories in height. Commercial uses, their signage, and above-ground utility lines serve as a strong visual break between the low-density residential neighborhoods to the east and west of the corridor. The closest officially designated State Scenic Highway in Anaheim is SR-91 (Riverside Freeway) between SR-55 (Costa Mesa Freeway) and Weir Canyon Road. This segment of SR-91 is approximately 11 miles to the east of the Project Area, and the Project Area is not visible from the highway. An analysis of the Proposed Project’s impacts to scenic features is included in Section 5.1, *Aesthetics*, of this DEIR.

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4.3.3 Climate and Air Quality

The Project Area is in the South Coast Air Basin (SoCAB), which includes all of Orange County and the nondesert portions of Los Angeles, Riverside, and San Bernardino counties. The SoCAB is in a coastal plain with connecting broad valleys and low hills and is bounded by the Pacific Ocean in the southwest quadrant, with high mountains forming the remainder of the perimeter. The general region lies in the semipermanent high-pressure zone of the eastern Pacific. As a result, the climate is mild, tempered by cool sea breezes.

The majority of the Project Area is in Source Receptor Area (SRA) 16 – Metropolitan (North Orange County). The air quality monitoring station closest to the plan area is the Anaheim-Pampa Lane Monitoring Station. The data show that the concentration levels of O₃, PM₁₀, and PM_{2.5} of the area regularly exceed the state and federal one-hour and eight-hour O₃ standards as well as the state PM₁₀ and federal PM_{2.5} standards. The CO, SO₂, and NO₂ standards have not been exceeded in the last five years in the project vicinity. An analysis of the Proposed Project's impacts to air quality is included in Section 5.2, *Air Quality*, of this DEIR.

4.3.4 Geology and Landform

The Project Area is relatively flat with no visibly noticeable hills or slopes in terms of landform. The City of Anaheim is situated in the Peninsular Ranges Geomorphic Province. This geomorphic province encompasses an area that extends approximately 900 miles from the Transverse Ranges and the Los Angeles Basin in the north to the southern tip of Baja California. The Project Area is on the Downey Plain within the Coastal Plain of Orange County. The general cross-section of the Coastal Plain of Orange County consists of a broad, deep alluvial basin bounded by hills and mountains to the north and east, and by the Pacific Ocean to the south and southwest (CDWR 1967). In general, Holocene and late Pleistocene alluvia are encountered beneath the Project Area. An analysis of the Proposed Project's impacts to geology and soils is included in Section 5.4, *Geology and Soils*, of this DEIR.

4.3.5 Hydrology

The Project Area is in the San Gabriel River Watershed in Orange County. The San Gabriel River is a 58-mile-long, largely concrete-lined channel that flows from the San Gabriel Mountains to the Pacific Ocean at Long Beach. Channel flows pass through different sections in the San Gabriel River, diverting from the riverbed into four different spreading grounds, held behind several rubber dams for controlled flow and groundwater recharge, and controlled through 10 miles of concrete channel bottom from below Whittier Narrows Dam to past Coyote Creek. The lower part of the river flows through a concrete-lined channel in a heavily urbanized portion of the county before becoming a soft bottom channel once again near the ocean in Long Beach.

The Project Area is within the Coyote/Carbon Creek Water Management Area (WMA) of the San Gabriel River watershed. The Coyote/Carbon Creek WMA lies in the northwestern corner of Orange County and adjacent Los Angeles County. Major water bodies in Orange County include Coyote Creek, Brea Creek Channel, Fullerton Creek Channel, Imperial Channel, and Carbon Creek. Carbon Creek Channel, managed by Orange County Flood Control District (OCFCD), bisects the Project Area.

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An analysis of the Proposed Project's impacts to hydrology and water quality is in Section 5.7, *Hydrology and Water Quality*, of this DEIR.

4.3.6 Noise

The Project Area is in a developed portion of the City, and the existing uses include hospitality, commercial, residential, office, recreational, and institutional. There are approximately 35 acres of vacant land. The major source of noise is traffic on the area roads. Beach Boulevard is an eight-lane divided roadway with posted speed limits of 45 miles per hour. Other major roads in the study area are east–west streets, including W Ball Road, Orange Avenue, and W Lincoln Avenue. An analysis of the Proposed Project's impacts to noise is in Section 5.9, *Noise*, of this DEIR.

4.3.7 Public Services and Utilities

The Project Area is surrounded by existing urban development with existing public services and utilities. All public services are currently available to the Project Area. Law enforcement and crime prevention services are provided by the Anaheim Police Department. Fire and paramedic services are provided by Anaheim Fire & Rescue. The Project Area is in the Centralia School District, Magnolia School District, Savanna School District, and Anaheim Union High School District boundaries. Water, sewer, and electricity services to the Project Area are provided by the Anaheim Public Utilities Department. Southern California Gas Company provides gas service in Anaheim and has facilities throughout the City.

An analysis of the Proposed Project's impacts to public services and utilities is in Section 5.11, *Public Services*, and Section 5.15, *Utilities and Service Systems*, of this DEIR.

4.4 ASSUMPTIONS REGARDING CUMULATIVE IMPACTS

Section 15130 of the CEQA Guidelines states that cumulative impacts shall be discussed where the project's incremental effects are cumulatively considerable. It further states that this discussion shall reflect the level and severity of the impact and the likelihood of occurrence, but not in as great a level of detail as that necessary for the project alone. Section 15355 of the Guidelines defines cumulative impacts to be “two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.” Cumulative impacts represent the change caused by the incremental impact of a project when added to other proposed or committed projects in the vicinity.

Section 15130 [b][1] of the CEQA Guidelines states that the information utilized in an analysis of cumulative impacts should come from one of two sources:

- A list of past, present, and probable future projects producing related cumulative impacts, including, if necessary, those projects outside the control of the agency.
- A summary of projections contained in an adopted General Plan or related planning document designed to evaluate regional or area-wide conditions.

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The cumulative impact analysis in this EIR uses the second method. It uses a summary of projections in the Anaheim General Plan and related planning documents designed to evaluate regional or area-wide conditions. The City of Anaheim completed a comprehensive General Plan and Zoning Code Update and associated Program EIR No. 330, which was adopted by the Anaheim City Council on May 25, 2004. Supplemental EIR No. 346 was prepared and certified in September 2013 to update the analysis in Program EIR No. 330 to address 42 separate general plan amendments completed after adoption of the General Plan in 2004, a new version of the Anaheim Traffic Analysis Model (ATAM), and changes to CEQA. The adopted General Plan designates the general distribution of land uses and intensities throughout the City. The cumulative impact analysis in this DEIR uses the projections in the City's adopted General Plan and associated Supplemental EIR No. 346. The land use intensities allowed by the adopted General Plan are shown in Tables 4-1 and 4-2.

Table 4-1 Residential General Plan Buildout Estimates for Cumulative Impact Analysis

Land Use Designation	Probable Density	Acres	Dwelling Units	Persons per Household	Population
RESIDENTIAL					
Estate (0-1.5 du/ac)	1.0	1,246	1,548	3.3	5,108
Low Density (0-6.5 du/ac)	4.0	9,905	38,909	3.3	128,400
Hillside Low-Medium Density (0-6.0 du/ac)	5.0	456	1,589	3.3	5,244
Low-Medium Density (0-18.0 du/ac)	13.0	1,530	17,266	3.3	56,978
Medium Density (0-36.0 du/ac)	24.0	1,960	47,040	3.3	155,232
Corridor Residential (0-13.0 du/ac)	13.0	183	2,379	3.3	7,851
Areas of the City with Special Density Limitations	n/a	3,050	2,675	3.3	8,828
Subtotal	—	18,330	111,406	—	367,641
MIXED USE					
Mixed Use (0-100)	40.0	189	7,560	1.5	11,340
Mixed Use – Platinum Triangle	n/a	470	18,988	1.5	28,482
Subtotal	—	659	26,548	—	39,822
TOTAL	—	18,989	137,954	—	407,463

Source: City of Anaheim Resolution No. 2014 020 implementing General Plan Amendment No. 2013 00488, Table LU 5, February 4, 2014.

Notes:

The number of dwelling units for each designation is calculated by adding the number of existing dwelling units in areas of the City that are not anticipated to change to the number of units that are calculated by multiplying the gross acres of areas that are most likely to change by the probable residential densities.

Dwelling units in areas not anticipated to change are the number of dwelling units in areas that are not likely to be further subdivided or areas that have a fixed buildout capacity through a specific plan. These are determined by: 1) adding the number of parcels in areas that are not likely to further subdivide; or 2) by referencing the number of units expected at buildout for areas addressed through specific plans (see City of Anaheim General Plan Land Use Element Table LU 1 for a list of the City's specific plans).

The Areas of the City with Special Density Limitations, as shown on Figure LU 5 and described in Table LU 4 of the City of Anaheim General Plan Land Use Element, that are planned for residential development are shown as a separate category on the table and include the following:

Area	Acres	Low Density)	Hillside Low-Medium Density	Low-Medium Density
Area A	16	—	—	140 DU
Stonegate	33	35 DU	—	—
Total	49	35 DU	485 DU	140 DU

DU = Dwelling Units

Residential units in the Platinum Triangle, a mixed use area of the City, which is also included in the "Areas of the City with Special Density Limitations," are shown separately in the Mixed Use calculations.

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Table 4-2 Nonresidential Buildout Estimates for Cumulative Impact Analysis

Land Use Designation	Probable FAR	Acres	Square Feet	Square Feet per Employee	Estimated Employees
COMMERCIAL					
Neighborhood Center (0.35-0.45 FAR)	0.35	229	2,610,878	400	6,527
Regional Commercial (0.30-0.50 FAR)	0.40	231	3,023,064	400	7,558
General Commercial (0.25-0.50 FAR)	0.30	661	6,396,786	400	15,992
Office-Low (0.40-0.50 FAR)	0.40	402	5,366,539	285	18,830
Office-High (0.50-2.00 FAR)	1.00	9	392,040	285	1,376
Subtotal	—	1,532	17,789,307	—	50,283
INDUSTRIAL					
Industrial (0.35-0.50 FAR)	0.35	2,550	28,654,857	364-700	53,863
Subtotal	—	2,550	28,654,857	—	53,863
MIXED USE					
Mixed Use (1.5-3.0 FAR)	1.50	237	15,485,580	285-400	45,279
Subtotal	—	237	15,485,580	—	45,279
PLATINUM TRIANGLE					
Mixed Use – Commercial	n/a	470	4,795,111	400	11,988
Mixed Use – Office	n/a		9,652,747	285	33,869
Mixed Use – Institutional	n/a		1,500,000	Varies	—
Office High	2.0	50	4,478,356	285	15,714
Office Low	0.5	71			5,486
Industrial	0.5	134	2,918,520	364-700	11,988
Subtotal	—	812	23,344,734	—	79,045
TOTAL	—	5,131	85,274,478	—	228,470

Source: City of Anaheim Resolution No. 2014-020 implementing General Plan Amendment No. 2013-00488, Table LU-6, February 4, 2014.

Notes:

The estimated square feet for each designation is calculated by adding the existing building square feet in areas of the City that are not anticipated to change to the gross acres of areas that are most likely to change multiplied by the probable Floor Area Ratios (FAR).

For The Anaheim Resort/Commercial Recreation land use designation, please refer to the Disneyland Resort, Anaheim Resort and Hotel Circle Specific Plans.

Build-out intensities for the Platinum Triangle are based on the maximum intensities described in General Plan Land Use Element Table LU-4.

The General Plan land use plan, which includes areas in Anaheim’s sphere-of-influence, identifies 16,519 acres of residential land uses, 659 acres of residential mixed-use land uses, and 5,619 acres of other employment-generating land uses. Assuming a probable intensity for each of the land use designations, the land use plan provides for 137,954 dwelling units (see Table 4-1). Based on a factor of 3.3 persons per household (1.5 per household in mixed-use areas), the estimated buildout population of the General Plan land use plan would be 407,463 persons.

Of the employment-generating land uses, the General Plan land use plan provides for a total of 1,121 acres of Neighborhood, Regional, and General Commercial uses; 532 acres of office uses; 2,684 acres of industrial uses; and 707 acres of residential and nonresidential mixed use. Combined, these land use designations would generate approximately 228,470 jobs using the probable intensity factors (FARs) for each nonresidential land use designation (see Table 4-2). Additional employment opportunities are also provided by the

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implementation of the Commercial Recreation land use designation through the Anaheim Resort, Disneyland Resort, and Hotel Circle Plans.

To evaluate the potential cumulative impact of the Project on future traffic conditions, the validated ATAM was used. ATAM is the traffic forecasting tool for the City of Anaheim and has been certified by the Orange County Transportation Authority (OCTA) to be consistent with the Orange County Transportation Analysis Model (OCTAM). ATAM uses Orange County Projections (OCP) and Anaheim's General Plan to forecast cumulative growth in the City of Anaheim and relies upon OCTAM for the regional traffic component. The County of Orange, its cities, and public agencies have executed a Memorandum of Understanding with the Orange County Council of Governments to contract with the Center for Demographic Research at California State University, Fullerton, to develop OCP and periodically update demographic growth projections for Orange County based on adopted general plans and historic growth trends. OCTAM is based on and consistent with SCAG's regional transportation model, incorporating adopted regional growth projections. As a subarea model, ATAM incorporates the Anaheim General Plan within the City limits, and all other facilities are consistent with the Master Plan of Arterial Highways (MPAH) buildout. As general plan amendments are processed, ATAM is updated to reflect any changes to the General Plan. Regional growth outside of the City of Anaheim has accounted for traffic, air quality, and noise impacts through use of ATAM. The growth projections adopted by the City and surrounding area for ATAM are used for the cumulative impact analyses of this EIR.

This approach to the Regional Growth Projections Method of using adopted local growth projections is appropriate for evaluating cumulative impacts related to the Proposed Project. This is especially true given the size and long-term nature of the project, which is better considered within the context of adopted growth projections than by attempting to list reasonably foreseeable individual development projects that may occur nearby over the next several years.

The cumulative impacts of the Proposed Project have been addressed for each environmental category discussed in Chapter 5.0, *Environmental Analysis*, of this DEIR.

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