

1. *Executive Summary*

1.1 **INTRODUCTION**

This Subsequent Environmental Impact Report (SEIR) addresses the environmental effects associated with the implementation of the Revised Platinum Triangle Expansion Project (Proposed Project) in the City of Anaheim, California. The California Environmental Quality Act (CEQA) requires that local government agencies, prior to taking action on projects over which they have discretionary approval authority, consider the environmental consequences of such projects. An Environmental Impact Report (EIR) is a public document designed to provide the public, local, and state governmental agency decision makers with an analysis of potential environmental consequences to support informed decision making. This document focuses on those impacts determined to be potentially significant as discussed in the Initial Study completed for this project (see Appendix A).

A Subsequent EIR (SEIR) is prepared when an EIR has been certified or a negative declaration adopted for a project and the lead agency determines, on the basis of substantial evidence, that one or more of the criteria listed under Section 15162 of the State CEQA Guidelines are met. The City of Anaheim, as lead agency, has determined that preparation of a Subsequent EIR (California Code of Regulations, Title 14, Division 6, Chapter 3, Article 11) is appropriate. This SEIR has been prepared pursuant to the requirements of CEQA and the City of Anaheim's CEQA procedures.

This SEIR will be used to evaluate the impacts associated with implementing the Proposed Project. Use of a Subsequent EIR provides the City of Anaheim, as lead agency, with the opportunity to consider the environmental impacts that will be created by the Proposed Project and project alternatives, and mitigation measures that can reduce project impacts to the extent possible or to below a level of significance.

The City of Anaheim has reviewed and revised as necessary all submitted drafts, technical studies, and reports to reflect its own independent judgment, including reliance on applicable City technical personnel from other departments and review of all technical subconsultant reports.

Data for this SEIR was obtained from on-site field observations; discussions with affected agencies; analysis of adopted plans and policies; review of available studies, reports, data, and similar literature; and specialized environmental assessments (air quality, noise, traffic, water supply, and sewer).

1.2 **ENVIRONMENTAL PROCEDURES**

This SEIR has been prepared pursuant to CEQA to assess the environmental effects associated with implementation of the Proposed Project, as well as anticipated future discretionary actions and approvals. The six main objectives of this document as established by CEQA are listed below:

- 1) To disclose to decision makers and the public the significant environmental effects of proposed activities.
- 2) To identify ways to avoid or reduce environmental damage.



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- 3) To prevent environmental damage by requiring implementation of feasible alternatives or mitigation measures.
- 4) To disclose to the public reasons for agency approval of projects with significant environmental effects.
- 5) To foster interagency coordination in the review of projects.
- 6) To enhance public participation in the planning process.

An EIR is the most comprehensive form of environmental documentation identified in CEQA and the CEQA Guidelines and provides the information needed to assess the environmental consequences of a proposed project, to the extent feasible. EIRs are intended to provide objective, factually supported, full-disclosure analyses of the environmental consequences associated with a proposed project that has the potential to result in significant, adverse environmental impacts.

An EIR is also one of various decision-making tools used by a lead agency to consider the merits and disadvantages of a project that is subject to its discretionary authority. Prior to approving a proposed project, the lead agency must consider the information contained in the EIR, determine whether the EIR was properly prepared in accordance with CEQA and the CEQA Guidelines, determine that it reflects the independent judgment of the lead agency, adopt findings concerning the project's significant environmental impacts and alternatives, and adopt a Statement of Overriding Considerations if the proposed project would result in significant impacts that cannot be avoided.

1.2.1 EIR Format

This SEIR has been formatted as described below.

Section 1. Executive Summary: Summarizes the background and description of the Proposed Project, the format of this SEIR, project alternatives, any critical issues remaining to be resolved, and the potential environmental impacts and mitigation measures identified for the project.

Section 2. Introduction: Describes the purpose of this SEIR, background on the project, the Notice of Preparation, the use of incorporation by reference, and Final SEIR certification.

Section 3. Project Description: A detailed description of the project, the objectives of the Proposed Project, the project area and location, approvals anticipated to be included as part of the project, the necessary environmental clearances for the project, and the intended uses of this SEIR.

Section 4. Environmental Setting: A description of the physical environmental conditions in the vicinity of the project as they existed at the time the Notice of Preparation was published, from both a local and regional perspective. The environmental setting provides baseline physical conditions from which the lead agency determines the significance of environmental impacts resulting from the Proposed Project.

Section 5. Environmental Analysis: Provides, for each environmental parameter analyzed, a description of the thresholds used to determine if a significant impact would occur; the methodology to identify and evaluate the potential impacts of the project; the existing environmental setting; the potential adverse and beneficial effects of the project; the level of impact significance before mitigation; the mitigation measures for the Proposed Project; the level of significance of the adverse impacts of the

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project after mitigation is incorporated and the potential cumulative impacts associated with the Proposed Project and other existing, approved, and proposed development in the area.

Section 6. Significant Unavoidable Adverse Impacts: Describes the significant unavoidable adverse impacts of the Proposed Project.

Section 7. Alternatives to the Proposed Project: Describes the impacts of the alternatives to the Proposed Project, including the No-Project/Existing MLUP Alternative, Reduced Intensity Alternative, and Increased Residential Intensity Alternative.

Section 8. Impacts Found Not to be Significant: Briefly describes the potential impacts of the project that were determined not to be significant by the Initial Study and were therefore not discussed in detail in this SEIR.

Section 9. Significant Irreversible Changes Due to the Proposed Project: Describes the significant irreversible environmental changes associated with the project.

Section 10. Growth-Inducing Impacts of the Project: Describes the growth-inducing impacts of the Proposed Project.

Section 11. Organizations and Persons Consulted: Lists the people and organizations that were contacted during the preparation of this SEIR for the Proposed Project.

Section 12. Qualifications of Persons Preparing SEIR: Lists the people who prepared this SEIR for the Proposed Project.

Section 13. Bibliography: A bibliography of the technical reports and other documentation used in the preparation of this SEIR for the Proposed Project.

Appendices. The appendices for this document (presented in PDF format on a CD attached to the front cover) contain the following supporting documents:

- Appendix A: Notice of Preparation and Initial Study
- Appendix B: Comments on Notice of Preparation
- Appendix C: Air Quality Modeling Output
- Appendix D: Noise Modeling Output
- Appendix E: Public Services Correspondence
- Appendix F: Traffic Study
- Appendix G: Water Supply Assessment
- Appendix H: Sewer Study Technical Memorandum
- Appendix I: Proposed Amendments to the Platinum Triangle Master Land Use Plan
 - I.1 Redline
 - I.2 Clean Copy
- Appendix J: Infrastructure/Facility Improvements
- Appendix K: HCD's Approval Letter for the City's Housing Element.



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1.2.2 Type and Purpose of This SEIR

Subsequent EIR

This SEIR has been prepared as a Subsequent EIR as authorized by State CEQA Guidelines (Section 15162, Public Resources Code Section 21166). A Subsequent EIR must be prepared if:

- (a) Substantial changes are proposed in the project which will require major revisions of the environmental impact report.
- (b) Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report.
- (c) New information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available.

The subject SEIR is intended to provide the additional environmental documentation for the project actions, including amendments to the City of Anaheim General Plan, the Platinum Triangle MLUP, the Platinum Triangle Mixed Use (PTMU) Overlay Zone, the Platinum Triangle Standardized Development Agreement Form, and Zoning Reclassifications.

Therefore, this SEIR is intended to serve as the primary environmental document for subsequent actions within the Platinum Triangle—including all local discretionary approvals and implementation programs and financial mechanisms (i.e., assessment districts)—requested to implement the Platinum Triangle MLUP. Future developments that require additional discretionary review (i.e., conditional use permit, variance, development agreement, etc.) will utilize this document for CEQA purposes to the extent possible, consistent with Section 15162 of the CEQA Guidelines.

The Proposed Project would tier off of Final Subsequent EIR No. 332 for the Platinum Triangle MLUP and Associated Actions (FSEIR No. 332). Based on FSEIR No. 332, the Initial Study prepared for the Proposed Project in December 2008 found that impacts pertaining to agricultural resources, biological resources, cultural resources, geology and soils, hazards and hazardous materials, and mineral resources are less than significant and were not further analyzed in this document.

This document analyzes the environmental effects of development pursuant to the Proposed Project to the degree of specificity required by Section 15146 of the State CEQA Guidelines. This SEIR would be the primary reference document in the formation and implementation of a mitigation reporting and monitoring program for the Platinum Triangle; therefore, the previously adopted Mitigation Monitoring Program No. 106A would be updated and modified based on the findings contained herein.

The purpose of this SEIR is to share information with the public regarding the project's impacts, identify ways to avoid and/or reduce impacts, analyze alternatives, and to foster interagency coordination and public review. This SEIR will provide an additional environmental documentation for the project actions in accordance with Section 15162 of the State CEQA Guidelines.

Program EIR

This SEIR fulfills the requirements for a Program EIR. Although the legally required contents of a Program EIR are the same as those of a Project EIR, Program EIR's are typically more conceptual and may contain a more general discussion of impacts, alternatives, and mitigation measures than a Project EIR.

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As provided in Section 15168 of the State CEQA Guidelines, a Program EIR may be prepared on a series of actions that may be characterized as one large project. Use of a Program EIR provides the City (as Lead Agency) with the opportunity to consider broad policy alternatives and program-wide mitigation measures and provides the City with greater flexibility to address project-specific and cumulative environmental impacts on a comprehensive basis.

Agencies generally prepare Program EIR's for programs or a series of related actions that are linked geographically, are logical parts of a chain of contemplated events, rules, regulations, or plans that govern the conduct of a continuing program, or are individual activities carried out under the same authority and having generally similar environmental effects that can be mitigated in similar ways.

Once a Program EIR has been prepared, subsequent activities within the program must be evaluated to determine whether an additional CEQA document needs to be prepared. However, if the Program EIR addresses the program's effects as specifically and comprehensively as possible, many subsequent activities could be found to be within the Program EIR scope and additional environmental documents may not be required (Guidelines Section 15168(c)). When a Program EIR is relied on for a subsequent activity, the Lead Agency must incorporate feasible mitigation measures and alternatives developed in the Program EIR into the subsequent activities (Guidelines Section 15168(c)(3)). If a subsequent activity would have effects not within the scope of the Program EIR, the Lead Agency must prepare a new Initial Study leading to a Negative Declaration, Mitigated Negative Declaration, or an EIR. In this case, the Program EIR still serves a valuable purpose as the first-tier environmental analysis. The CEQA Guidelines (Section 15168(h)) encourage the use of Program EIR's, citing five advantages:

- Provide a more exhaustive consideration of impacts and alternatives than would be practical in an individual EIR;
- Focus on cumulative impacts that might be slighted in a case-by-case analysis;
- Avoid continual reconsideration of recurring policy issues;
- Consider broad policy alternatives and programmatic mitigation measures at an early stage when the agency has greater flexibility to deal with them; and,
- Reduce paperwork by encouraging the reuse of data (through tiering).



1.3 PROJECT LOCATION

The Platinum Triangle (hereinafter also referred to as the project area) is located at the confluence of Interstate (I-5) and State Route 57 (SR-57), in the City of Anaheim in Orange County, California. It is located in the south-central portion of the City of Anaheim. The approximate 820-acre project area is located generally east of I-5, west of the Santa Ana River Channel and SR-57, south of the Southern California Edison easement, and north of the Anaheim City limit.

The Platinum Triangle encompasses the Angel Stadium of Anaheim, the Honda Center, the Grove of Anaheim, and surrounding light industrial buildings, industrial parks, distribution facilities, offices, hotels, restaurants, and retail uses. A number of mixed-use developments have been constructed or are under construction.

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1.4 PROJECT SUMMARY

The City of Anaheim proposes to increase the amount of residential, commercial, office, and institutional development intensities permitted in the Platinum Triangle as shown in Table 1-1. The Proposed Project has reduced the amount of office and commercial square footage and increased the amount of residential units being requested as compared to the previous Platinum Triangle Expansion Project analyzed in Final SEIR No. 334. These modifications were made in an effort to improve the overall jobs/housing balance in the Platinum Triangle at buildout, encourage a full range of transit oriented development opportunities for ARTIC, and reduce traffic impacts to the City of Orange.

**Table 1-1
Proposed Platinum Triangle Development Intensities**

Land Use	Adopted	Proposed	Increase
Residential Units	10,266	18,909	8,643
Commercial Square Feet	2,264,400	4,909,682	2,645,282
Office Square Feet	5,055,550	14,340,522	9,284,972
Institutional Square Feet	0	1,500,000	1,500,000

The Proposed Project would expand the General Plan Mixed Use land use designation within the Platinum Triangle, create two new mixed use districts, and expand two existing mixed use districts within PTMU Overlay Zone. District development intensity maps that break down the allocated development in the Platinum Triangle Mixed-Use Districts by sub-areas have also been developed and are included in Appendix I of the SEIR No. 339. Development that occurs within the Platinum Triangle is implemented through the processing of subdivision maps and the submittal of plans for building permits unless a conditional use permit or a variance are required. Development in the PTMU Overlay Zone also requires approval of a Master Site Plan and/or a Final Site Plan and a Development Agreement.

Specifically, the Proposed Project includes technical refinements and clarifications to the documents that govern and regulate development within the Platinum Triangle—the General Plan, the PTMLUP, and the PTMU Overlay Zone.

Below is a description of the proposed amendments to each of these documents.

General Plan

- A. Amend the Land Use Element (Figure LU-4: Land Use Plan) to:
 - a. Redesignate approximately 191 acres from the Office High land use designation to the Mixed Use designation; and
 - b. Redesignate approximately 17 acres from the Institutional land use designation to the Mixed Use designation.
 - c. Reflect a recently constructed park and parks required by approved development agreements.
- B. Amend the Land Use Element (Table LU-4: General Plan Density Provisions for Specific Areas of the City) as shown in Table 1-2, *Existing and Proposed General Plan Density Provisions*, to:

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- a. Increase the permitted development intensities in the Platinum Triangle; and
- b. Remove the FAR (Floor Area Ratio) requirement for Mixed Use development in the Platinum Triangle.

**Table 1-2
Existing and Proposed General Plan Density Provisions (Table LU-4)**

<i>Existing Description in Table LU-4</i>			<i>Proposed Description in Table LU-4</i>			
<i>Location</i>	<i>General Plan Land Use Designation</i>	<i>Permitted Density</i>	<i>Location</i>	<i>General Plan Land Use Designation</i>	<i>Permitted Density</i>	
The Platinum Triangle Area	Mixed Use	Up to 10,266 dwelling units at densities up to 100 dwelling units per acre; up to 3,265,000 square feet of office development; up to 2,254,400 square feet of commercial development at a maximum FAR of 0.40.	The Platinum Triangle	Mixed Use		
	Office High and Office Low	Up to 1,790,550 square feet of office development and up to 10,000 square feet of commercial development and a maximum FAR of 0.50 for properties designated Office-Low		Residential	18,909	Dwelling Units
Commercial				4,909,682	Square Feet	
Office				9,862,166	Square Feet	
Institutional				1,500,000	Square Feet	
Office-High and Office-Low				4,478,356	Square Feet*	
Institutional	3.0	FAR				
Industrial	0.5	FAR				
Open Space	0.1	FAR				
*The maximum FAR for properties designated Office-Low is 0.5; the maximum FAR for properties designated Office-High is 2.0.						



- C. Amend the Circulation Element (Figure C-1: Planned Roadway Network) to modify the designations of streets within the Platinum Triangle:
 - a. Katella Avenue between Manchester Avenue and Anaheim Way from 6-lane Major Arterial to 8-lane Stadium Smartstreet;
 - b. Douglass Road between Katella Avenue and Cerritos Avenue from Secondary Arterial to 4-lane Primary Arterial;
 - c. Douglass Road between Katella Avenue and SR-57 overpass from Interior Street to Secondary Arterial;
 - d. Rampart Street between Orangewood Avenue and the South City Limits adjacent to the City of Orange from Interior Street to Secondary Arterial;
 - e. West Dupont Drive between Orangewood Avenue and South Dupont Drive from Interior Street to Collector Street;
 - f. South Dupont Drive between West Dupont Drive and West Towne Centre Place from Interior Street to Collector Street;
 - g. South Towne Centre Place between West Towne Centre Place and Rampart Street from Interior Street to Secondary Arterial;

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- h. Lewis Street between Katella Avenue and Cerritos Avenue from Secondary Arterial to 4-lane Primary Arterial; and,
 - i. Cerritos Avenue between State College Boulevard and Douglass Road from Secondary Arterial to 4-lane Primary Arterial.
- D. Amend the Circulation Element (Figure C-5: Existing and Proposed Bicycle Facilities) to:
- a. Extend the Class II Bikeway on Orangewood Avenue from east of State College Boulevard to West Dupont Drive;
 - b. Add the Class II Bikeway to West Dupont Drive, South Dupont Drive and West Towne Centre Place to Rampart Street;
 - c. Add the Class II Bikeway to Lewis Street between Katella Avenue and Ball Road; and
 - d. Add the Class II Bikeway to Cerritos Avenue between Anaheim Boulevard and Douglass Road.
- E. Amend the Green Element (Figure G-1: Green Plan) to reflect a recently constructed park and parks required by approved development agreements.
- F. Amend the Public Services and Facilities Element (Figure PSF-1: Fire and Police Facilities Map) to reflect the three fire stations proposed for the Platinum Triangle.

Platinum Triangle Master Land Use Plan

Amend the Platinum Triangle Master Land Use Plan (PTMLUP) as shown in further detail in Appendix I, *Proposed Amendments to the Platinum Triangle Master Land Use Plan*, to:

- A. Reflect the proposed General Plan amendments;
- B. Adjust the boundaries of the PTMU Overlay Zone to create the ARTIC and Office Districts and expand the Katella and Orangewood Districts;
- C. Distribute the proposed increased development intensities as shown in Table 1-3 and further detailed in Appendix I, *Proposed Amendments to the Platinum Triangle Master Land Use Plan*.

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**Table 1-3
Proposed PTMU Overlay Zone Development Intensities**

Platinum Triangle District	Acres		Residential Units		Commercial Square Feet		Office Square Feet ³	
	Adopted	Proposed	Adopted	Proposed	Adopted	Proposed	Adopted	Proposed
Arena	41	41	425	425	100,000	100,000	100,000	100,000
ARTIC ¹	0	17	0	520	0	358,000	0	2,202,803
Gateway	53	50	2,142	2,949	50,000	64,000	530,000	562,250
Gene Autry	33	33	1,699	2,362	174,100	304,700	100,000	338,200
Katella	99	141	4,250	5,707	630,300	832,614	775,000	2,131,058
Orangewood	4	35	0	1,771	10,000	130,000	590,000	1,402,855
Stadium ²	153	153	1,750	5,175	1,300,000	3,120,368	1,760,000	3,125,000
Total Mixed Use	383	470	10,266	18,909	2,264,400	4,909,682	3,855,000	9,862,166
Office	0	121	0	0	0	0	0	4,478,356
Total PTMU Overlay	383	591	10,266	18,909	2,264,400	4,909,682	5,055,550	14,340,522

¹ The proposed development intensity includes 1,500,000 square feet of institutional uses.

² The adopted and proposed development intensities for the Stadium District include 119,543 seats for existing (49,043 seats) and potential (70,500 seats) stadiums.

³ The adopted General Plan allows an additional 1,200,550 square feet of office development within the Platinum Triangle on properties outside of the PTMU Overlay Zone. The Proposed Project expands the PTMU Overlay Zone to encompass these properties.

- D. Replace Updated and Modified Mitigation Monitoring Program No. 106A with Updated and Modified Mitigation Monitoring Program No. 106C, and,
- E. Reflect technical refinements and clarifications including, but not limited to, refinements to street cross-sections, density descriptions and exhibits.



PTMU Overlay Zone

Amend Chapter 18.20 PTMU Overlay Zone of Title 18 of the Anaheim Municipal Code, as shown in further detail in Appendix I, *Proposed Amendments to the Platinum Triangle Master Land Use Plan*, to:

- A. Reflect the proposed General Plan and PTMLUP amendments;
- B. Provide development standards for the ARTIC, Stadium, Arena, and Office Districts; and,
- C. Modify zoning standards, including, but not limited to, vacant lots and setbacks and parking structure requirements for hotels and offices.

Zoning Reclassification

The Proposed Project includes a request to add the PTMU Overlay Zone to the properties within the new ARTIC and Office Districts and the expanded areas of the Katella and Orangewood Districts.

Related Infrastructure Upgrades

The Proposed Project also includes upgrades to existing infrastructure to serve the proposed increased intensity of land uses. These upgrades include roadway improvements, including a railroad grade separation project along State College Boulevard, between Katella Avenue and Howell Avenue; sewer

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upgrades; a new water well; a new electrical substation; natural gas infrastructure improvements; and an additional fire station. These improvements are further discussed in Sections 5.9 and 5.10 and Appendix J. More specific design and location of infrastructure facilities as related to specific development projects would be reviewed as part of subsequent plan approvals (i.e., tentative tract maps, street improvement plans, storm drain improvement plans, and Caltrans encroachment permits). The necessary on-site infrastructure that would be provided as part of future projects would be constructed by future property owner/developers, the City of Anaheim, and/or the utility provider, as determined by the City of Anaheim and/or other responsible agencies.

State College Boulevard Railroad Undercrossing: The AT&SF railroad currently crosses State College Boulevard approximately 250 feet north of Wright Circle within the Platinum Triangle. In order to improve traffic flow and safety, the City of Anaheim is working with the Orange County Transportation Authority (OCTA) on an underpass concept at this location. To accommodate this concept, the State College Boulevard profile requires depression from about 950 feet north to 750 feet south of the railroad crossing. The profiles of Wright Circle and Howell Avenue will need to be adjusted to meet the proposed grade of State College Boulevard.

In anticipation of a future railroad grade separation project along State College Boulevard between Katella Avenue and Howell Avenue, a retaining wall was constructed along the southerly right-of-way of Wright Circle and the westerly right-of-way of State College Boulevard adjacent to the Stadium Lofts building. The retaining wall has a maximum height of 14 feet and was designed to be buried during the interim condition until such time that the grade separation project is constructed.

The retaining wall design took into consideration the preliminary road profile of the undercrossing from a previous OCTA study and also accounted for a 3:1 landscaped slope from the back of the sidewalk to the face of wall. Portions of the retaining wall adjacent to Wright Circle and State College Boulevard that will be visible from the right-of-way upon completion of the railroad grade separation project were constructed with a decorative brick finish. The location and concept illustration of the grade separation are shown in Figure 3-12.

Utilities along State College Boulevard need to be relocated due to the depressed profile of the undercrossing. Existing utilities include a water line, two sewer lines, a storm drain pipe, a gas line, and two underground power conduits. A pump station will be required for pumping stormwater at the sag point. The City has indicated that the pump station for the sewer line is not allowed along State College Boulevard, and that sewer lines need to be relocated within a sewer easement.

Water Well: A new water well is proposed adjacent to the proposed Fire Station No. 12 between Anaheim Way and Santa Cruz Street south of Stanford Court, as shown on Figure 3-13. The new well will have a capacity between 3,000 and 4,000 gallons per minute (gpm), and equipped at an initial production rate of 1,500 gpm. Discharge piping for the new well will connect to the existing 12-inch diameter main in Anaheim Way and the existing 10-inch diameter main in Santa Cruz Street. The building setback requirements and architectural treatments for the new well facility will blend with proposed Fire Station No. 12. Additional information regarding the water well is provided in Section 5.3.

Electrical Substation: An electrical substation is proposed adjacent to the new water well at the corner of Orangewood Avenue and Anaheim Way. Construction of the substation will be by the electrical utility provider.

Natural Gas: The Southern California Gas Company has indicated that alterations to the existing system and infrastructure improvements would be required. Future street and infrastructure improvements would be coordinated with the appropriate service providers.

1.5 SUMMARY OF PROJECT ALTERNATIVES

CEQA states that an EIR must address “a range of reasonable alternatives to the project, or to the location of the project, which could feasibly attain the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives” (14 Cal. Code of Reg. 15126.6[a]). As described in Section 7.0 of this SEIR, three project alternatives were identified and analyzed for relative impacts as compared to the Proposed Project:

- 1) No Project/Existing MLUP Alternative
- 2) Reduced Intensity Alternative
- 3) Increased Residential Intensity Alternative

All three alternatives were selected for further analysis in this SEIR and are evaluated in greater depth in Section 7, *Alternatives to the Proposed Project*.

1.5.1 No-Project/Existing MLUP Alternative

This alternative, which is required by CEQA, assumes that the Adopted MLUP and the Platinum Triangle Mixed Use (PTMU) Overlay Zone would remain unchanged. The properties designated by the General Plan for Mixed Use, Institutional, Industrial, Office-High and Office-Low land use would remain unchanged. The Katella and Orangewood Mixed Use Districts would not be expanded. The Office District and ARTIC Mixed Use District would not be created. Therefore, this alternative would not require a General Plan Amendment or amendments to the Platinum Triangle MLUP. As a result, the No-Project/Existing MLUP Alternative assumes a total of 10,266 dwelling units, a maximum overall commercial density of 2,264,400 square feet, and a maximum overall office density of 5,055,550 square feet.

1.5.2 Reduced Intensity Alternative

This alternative would reduce proposed intensity increases by 30 percent. Implementation of this alternative would result in a total of 16,316 residential units, 4,116,097 square feet of commercial uses, 11,555,030 square feet of office uses, and 1,050,000 square feet of institutional uses within the PTMU Overlay Zone. The intent of this alternative is to reduce the impacts associated with implementation of the Platinum Triangle MLUP while achieving the basic goals and objectives established in the City’s General Plan.

1.5.3 Increased Residential Intensity Alternative

The Increased Residential Intensity Alternative would convert some of office uses to residential intensity and commercial/retail and institutional square footages would remain. This Alternative would allow a maximum of 23,500 dwelling units, 11,714,038 square feet of office, 4,909,682 square feet of commercial/retail, and 1,500,000 square feet of institutional within the PTMU Overlay Zone. The increased Residential Intensity Alternative would reduce 2,626,484 square feet of office use from the Proposed Project and add 4,591 additional residential units. The resulting intensities would result in a



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more balanced jobs/housing ratio but exacerbate other environmental impacts associated with residential increases such as the need for additional recreation and education facilities where there may not be adequate available sites.

1.6 ISSUES TO BE RESOLVED

Section 15123(b)(3) of the CEQA Guidelines requires that an EIR contain issues to be resolved, including the choice among alternatives and whether or how to mitigate significant impacts. With regard to the Proposed Project, the major issues to be resolved include decisions by the lead agency as to:

- 1) Whether this SEIR adequately describes the environmental impacts of the project.
- 2) Whether the benefits of the project override those environmental impacts that cannot be feasibly avoided or mitigated to a level of insignificance.
- 3) Whether the proposed land use changes are compatible with the character of the existing area.
- 4) Whether the identified goals, policies, or mitigation measures should be adopted or modified.
- 5) Whether there are other mitigation measures that should be applied to the project besides those identified in the SEIR.
- 6) Whether there are any alternatives to the project that would substantially lessen any of the significant impacts of the Proposed Project and achieve most of the basic project objectives.

1.7 AREAS OF CONTROVERSY

During the NOP Review period and the scoping meeting the following issues were raised as areas of concern.

1. ARTIC – The City of Anaheim is currently preparing an environmental document for construction of ARTIC. The ARTIC project is discussed in the context of the Proposed Project throughout this SEIR. Approval of the Proposed Project is not required for the implementation of the ARTIC project.
2. Provision of affordable housing opportunities within the Platinum Triangle (Inclusionary Housing Requirements) – NOP comments indicated that because the Proposed Project would create a range of employment opportunities at all income levels, housing opportunities should also be provided for all income groups in the Platinum Triangle. Please refer to Section 5.6, *Population and Housing*, for a discussion of housing affordability within the City of Anaheim.
3. Land Use Decisions related to the Stadium District – A comment by Public Law Center indicated that of special concern are control over and land use decisions related to the areas immediately surrounding the footprint of Angel's Stadium, irrespective of the terms of any leases. Currently the lease between the City of Anaheim and the Los Angeles Angels of Anaheim precludes development of residential uses on the stadium property. This issue deals with the contractual arrangement between the City and the Angels. It does not involve any physical impact that needs to be addressed in the SEIR. The SEIR analyzes what the Proposed Project will allow, not what any specific lease agreement permits.

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4. Job training and local hiring – A comment from OCCORD indicated that it would be beneficial for the Platinum Triangle to address issues pertaining to local hiring and job training in an effort to improve several neighborhoods near the Platinum Triangle. This issue is not discussed in the SEIR because it does not relate to physical impacts on the environment, as required by CEQA.

This SEIR has taken into consideration the comments received from the public, various agencies, and jurisdictions in response to the Notice of Preparation. Written comments received during the NOP and scoping period are contained in Appendix B.

1.8 SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Table 1-4 summarizes the conclusions of the environmental analysis contained in this SEIR. Impacts are identified as significant or less than significant, and for all significant impacts mitigation measures are identified. The level of significance after imposition of the mitigation measures is also presented.



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**Table 1-4
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
5.1 AESTHETICS			
5.1-1: The Proposed Project would alter the visual appearance of the project area.	Potentially significant	<p>Applicable Mitigation Measure from MMP No. 106A</p> <p>The following mitigation measure was included in the Updated and Modified Mitigation Monitoring Program No. 106 for the Platinum Triangle, adopted by the City Council on October 25, 2005, as part of the Subsequent Environmental Impact Report No. 332 and are applicable to the Proposed Project. Additions are shown in bold and deletions are indicated in strikeout format. The mitigation reference number from MMP No. 106A is shown in <i>(italics)</i>.</p> <p>1-1 Prior to approval of a As part of the Final Site Plan application, where adjacent uses are deemed to be shadow sensitive (i.e. e.g., residential, recreational, outdoor restaurants, and pedestrian areas), the property owner/developer for future development projects shall demonstrate that the Proposed Project would not preclude shadow sensitive receptors' exposure to natural sunlight for at least 50 percent of duration for the season, for at least 50 percent of the shade-sensitive area, to the satisfaction of the Planning Director. <i>(5.1-1)</i></p>	Less than significant
5.2 AIR QUALITY			
5.2-1: Construction activities associated with the Proposed Project would generate substantially more short-term air pollutants compared to the Adopted Master Land Use Plan and would continue to exceed South Coast Air Quality Management District's regional significance thresholds.	Potentially significant	<p>Applicable Mitigation Measure from MMP No. 106A</p> <p>The following mitigation measures were included in Updated and Modified Mitigation Monitoring Program No. 106 prepared for the Platinum Triangle, adopted by the City Council on October 25, 2005, as part of the Subsequent Environmental Impact Report No. 332 (FSEIR No. 332), and are applicable to the Proposed Project. (For mitigation measures to reduce energy consumption, see also Chapter 5.10, <i>Utilities and Service Systems</i>). Additions are shown in bold and deletions are indicated in strikeout format. The reference number for each measure from MMP No.106A is shown in <i>(italics)</i>.</p> <p><i>Construction</i></p> <p>2-1 Ongoing during grading and construction, the property owner/developer shall be responsible for requiring contractors to implement the following measures to reduce construction-related emissions; however, the resultant value is expected to remain significant. <i>(5.2-1)</i></p> <p>a) The contractor shall ensure that all construction equipment is being properly serviced and maintained in accordance with the manufacturer's recommendations to reduce operational emissions.</p>	Significant and unavoidable

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**Table 1-4
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<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<p>b) Where feasible, the The contractor shall use Tier 3 or higher, as identified by the United States Environmental Protection Agency, off-road construction equipment with higher air pollutant emissions standards for equipment greater than 50 horsepower, based on manufacturer’s availability. low-emission mobile construction.</p> <p>c) The contractor shall utilize existing power sources (e.g., power poles) or clean-fuel generators rather than temporary diesel-power generators, where feasible.</p> <p>2-2 Ongoing during grading and construction, the property owner/developer shall implement the following measures in addition to the existing requirements for fugitive dust control under South Coast Air Quality Management District Rule 403 to further reduce in order to reduce PM₁₀ and PM_{2.5} emissions. To assure compliance, the City shall verify compliance that these measures have been implemented during normal construction site inspections. The measures to be implemented are listed below: (5.2-2)</p> <p>a) The property owner/developer shall implement standard mitigation measures in accordance with South Coast Air Quality Management District’s Rules 402 and 403, to control fugitive dust emissions and ensure that nuisance dust conditions do not occur during construction.</p> <p>b) In addition to the standard measures, the property owner/developer shall implement supplemental measures as feasible to reduce fugitive dust emissions to the extent feasible during construction operations. To assure compliance, the City shall verify compliance that these measures have been implemented during normal construction site inspections. The measures to be implemented are listed below:</p> <p>a) ☐ During all grading activities, the property owner/developer’s construction contractor shall re-establish ground cover on the construction site through seeding and watering as quickly as possible to achieve a minimum control efficiency for PM₁₀ of 5 percent.</p> <p>b) ☐ During all grading activities, the property owner/developer’s construction contractor shall apply chemical soil stabilizers Pave to on-site haul roads to achieve a control efficiency for PM₁₀ of 85 percent compared to travel on unpaved, untreated roads.</p>	

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<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<p>c) Phase grading to prevent the susceptibility of large areas to erosion over extended periods of time.</p> <p>d) Schedule activities to minimize the amount of exposed excavated soil during and after the end of work periods.</p> <p>Dispose of surplus excavated material in accordance with local ordinances and use sound engineering practices.</p> <p>Restore landscaping and irrigation that are removed during construction in coordination with local public agencies.</p> <p>e) During all construction activities, the property owner/developer's construction contractor shall sweep streets with Rule 1186-compliant PM₁₀-efficient vacuum units on a daily basis if silt is carried over to adjacent public thoroughfares or occurs as a result of hauling.</p> <p>f) During active demolition and debris removal and grading, the property owner/developer's construction contractor shall suspend demolition and grading operations when during high winds speeds exceed 25 miles per hour to achieve an emissions control efficiency for PM₁₀ under worst-case wind conditions of 98 percent in accordance with Rule 403 requirements.</p> <p>Wash off trucks leaving site.</p> <p>g) During all construction activities, the property owner/developer's construction contractor shall maintain a minimum 12-inch freeboard ratio on haul trucks hauling dirt, sand, soil, or other loose materials and tarp materials with a fabric cover or other suitable means to achieve a control efficiency for PM₁₀ of 91 percent.</p> <p>Cover payloads on trucks hauling soil using tarps or other suitable means.</p> <p>h) During all construction activities, the property owner/developer's construction contractor shall water exposed ground surfaces and disturbed areas a minimum of every three hours on the construction site to achieve an emissions reduction control efficiency for PM₁₀ of 61 percent.</p>	

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<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<p>i) During active demolition and debris removal, the property owner/developer's construction contractor shall apply water to disturbed soils at the end of each day to achieve an emission control efficiency for PM₁₀ of 10 percent.</p> <p>j) During scraper unloading and loading, the property owner/developer's construction contractor shall ensure that actively disturbed areas maintain a minimum soil moisture content of 12 percent by use of a moveable sprinkler system or water truck to achieve a control efficiency for PM₁₀ of 69 percent.</p> <p>k) During all construction activities, the property owner/developer's construction contractor shall limit on-site vehicle speeds on unpaved roads to no more than 15 miles per hour to achieve a control efficiency for PM₁₀ of 57 percent.</p> <p>2-3 Prior to approval of each grading plan (for Import/Export Plan) and prior to issuance of demolition permits (for Demolition Plans), the property owner/developer shall submit Demolition and Import/Export Plans detailing construction and demolition (C&D) recycling and waste reduction measures to be implemented to recover C&D materials. These plans shall include identification of off-site locations for materials export from the project and options for disposal of excess material. These options may include recycling of materials on-site or to an adjacent site, sale to a soil broker or contractor, sale to a project in the vicinity or transport to an environmentally cleared landfill, with attempts made to move it within Orange County. The property owner/developer shall offer recyclable building materials, such as asphalt or concrete for sale or removal by private firms or public agencies for use in construction of other projects if not all can be reused at the project site. (5.2-3)</p> <p>2-4 Prior to approval issuance of each building permit, the property owner/developer shall submit evidence that high-solids or water-based low emissions paints and coatings are utilized in the design and construction of buildings, in compliance with South Coast Air Quality Management District's regulations. To ensure that volatile organic compounds (VOC) emissions from architectural coatings do not exceed AQMDs significance thresholds for architectural coatings, the number of gallons of coatings shall be restricted, to the maximum extent feasible, to the maximum daily coating usage identified in Table 5.2-9 of the SEIR. This information shall be denoted on the project plans and specifications. Additionally, the property owner/developer shall specify the use of high volume/low pressure spray equipment or hand application. Air</p>	

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Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<p>atomized spray techniques shall not be permitted. Where feasible, the paint contractor shall use hand applications as well. This information shall be denoted on the project plans and specifications. Additionally, the property owner/developer's shall specify the use of high-volume/low-pressure spray equipment or hand application. Air-atomized spray techniques shall not be permitted. Plans shall also show that property owner/developers shall construct/build with materials that do not require painting, or use prepainted construction materials, to the extent feasible. (5.2-4)</p> <p>Additional Mitigation No addition mitigation measures are applicable.</p>	
<p>5.2-2: Implementation of the Proposed Project would generate substantially more long-term air pollutants compared to the Adopted Master Land Use Plan and would continue to exceed South Coast Air Quality Management District's regional significance thresholds.</p>	<p>Potentially significant</p>	<p>Applicable Measures from MMP No. 106A</p> <p>The following mitigation measures were included in Updated and Modified Mitigation Monitoring Program No. 106 prepared for the Platinum Triangle, adopted by the City Council on October 25, 2005, as part of the Subsequent Environmental Impact Report No. 332, and are applicable to the Proposed Project. (For mitigation measures to reduce energy consumption, see also Chapter 5.10, <i>Utilities and Service Systems</i>). Additions are shown in bold and deletions are indicated in strikeout format. The reference number for each measure from MMP No.106A is shown in (<i>italics</i>).</p> <p><i>Operation</i></p> <p>2-5 In accordance with the timing required by the Traffic and Transportation Manager, but no later than prior to the first final Building and Zoning inspection, the property owner/developer shall implement the following measures to reduce long-term operational CO, NO_x, ROG, and PM₁₀ emissions: (5.2-5)</p> <ul style="list-style-type: none"> • Traffic lane improvements and signalization as outlined in the Revised Platinum Triangle Expansion Project Traffic Study Report, Parsons Brinckerhoff, August 2010 traffic study and Master Plan of Arterial Highways (MPAH) shall be implemented as required by the Traffic and Transportation Manager. • The property owner/contractor shall place bus benches and/or shelters as required by the Traffic and Transportation Manager at locations along any site frontage routes as needed. 	<p>Significant and unavoidable</p>

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<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<p>2-6 Prior to issuance of a building permit, the property owner/architect shall submit energy calculations used to demonstrate compliance with the performance approach to the California Energy Efficiency Standards to the Building Department that shows each new structure exceeds the applicable Building and Energy Efficiency Standards by a minimum of 10 percent. Plans shall show the following:</p> <ul style="list-style-type: none"> a) Energy-efficient roofing systems, such as vegetated or “cool” roofs, that reduce roof temperatures significantly during the summer and; therefore, reduce the energy requirement for air conditioning. Examples of energy efficient building materials and suppliers can be found at the following website: http://eetd.lbl.gov/ CoolRoots/ or other similar websites. b) Cool pavement materials such as lighter-colored pavement materials, porous materials, or permeable or porous pavement, for all roadways and walkways not within the public right-of-way, to minimize the absorption of solar heat and subsequent transfer of heat to its surrounding environment. Examples of cool pavement materials are available at: http://www.epa.gov/heatisd/images/extra/level3_pavingproducts.html or other similar websites. c) Energy saving devices that achieve the existing 2008 Building and Energy Efficiency Standards, such as use of energy efficient appliances (e.g., EnergyStar® appliances) and use of sunlight-filtering window coatings or double-paned windows. d) Electrical vehicle charging stations for all commercial structures encompassing over 50,000 square-feet. e) Shady trees strategically located within close proximity to the building structure to reduce heat load and resulting energy usage at residential, commercial, and office buildings. <p>Implementation of energy conservation techniques (i.e., installation of energy saving devices, construction of electrical vehicle charging stations, use of sunlight filtering window coatings or double-paned windows, utilization of light-colored roofing materials as opposed to dark-colored roofing materials, and placement of shady trees next to habitable structures) shall be indicated on plans. (5.2-6)</p>	

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Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>The following Mitigation Measure from the 2005 EIR for the Adopted MLUP is no longer applicable because SCAQMD adopted Rule 445, Wood-Burning Devices. SCAQMD Rule 445 prohibits installation of wood-burning fireplaces. Consequently, all fireplaces installed within the Platinum Triangle MLUP would be required to be gas-burning and former Mitigation Measure 5.2-7 is no longer required.</p> <p>5.2-7 Prior to issuance of a building permit, the property owner/developer shall be responsible for the placement of a note on the plans stating that to reduce the health impacts of air quality hazards within The Platinum Triangle, placement of wood burning fireplaces in residential units shall be prohibited. As an alternative to wood burning fireplaces, gas fireplaces may be used.</p> <p>Additional Mitigation No additional mitigation measures are available.</p>	
5.2-3: Construction activities would potentially expose sensitive receptors to substantial pollutant concentrations of NO _x , CO, PM ₁₀ , and PM _{2.5} .	Potentially significant	<p>Applicable Measures from MMP No. 106A Mitigation Measures 2-1 through 2-4 would also reduce localized concentration of air pollutants during construction.</p> <p>Additional Mitigation No additional mitigation measures are available.</p>	Significant and unavoidable
5.2-4: Mobile sources of emissions related to the Proposed Project would not expose sensitive receptors in the vicinity of the project to substantial pollutant concentrations.	Less than significant	No mitigation measures are necessary.	Not applicable

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Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
<p>5.2-5: Sensitive land uses within 500 feet of State Route 57 and Interstate 5 or within the recommended buffer distances to facilities emitting TACs may be exposed to substantial pollutant concentrations.</p>	<p>Potentially significant</p>	<p>Applicable Measures from MMP No. 106A No mitigation measures are applicable.</p> <p>Additional Mitigation</p> <p>2-7 Applicants for new residential developments in the Platinum Triangle Master Land Use Plan within 500 feet of Interstate 5 (I-5) or State Route 57 (SR-57) shall be required to install high efficiency Minimum Efficiency Reporting Value (MERV) filters of MERV 14 or better in the intake of residential ventilation systems. MERV 14 filters have a Particle Size Efficiency rating of 90 percent for particulates 1.0 micron to 3.0 microns in size and a Particle Size Efficiency rating of 75 to 85 percent for particles 0.3 to 1.0 micron in size. A MERV 14 filter creates more resistance to airflow because the filter media becomes denser as efficiency increases. Heating, air conditioning, and ventilation systems shall be installed with a fan unit designed to force air through the MERV 14 filter. To ensure long-term maintenance and replacement of the MERV 14 filters in the individual units, the following shall occur:</p> <ul style="list-style-type: none"> a) Developer, sale, and/or rental representative shall provide notification to all affected tenants/residents of the potential health risk from I-5/SR-57 for all affected units. b) For rental units within 500 feet of the I-5/SR-57, the owner/property manager shall maintain and replace MERV 14 filters in accordance with the manufacturer's recommendations. The property owner shall inform renters of increased risk of exposure to diesel particulates from I-5 or SR-57 when windows are open. c) For residential owned units within 500 feet of I-5/SR-57, the homeowner's association (HOA) shall incorporate requirements for long-term maintenance in the Covenant, Conditions, and Restrictions and inform homeowners of their responsibility to maintain the MERV 14 filter in accordance with the manufacturer's recommendations. The HOA shall inform homeowners of increased risk of exposure to diesel particulates from I-5/SR-57 when windows are open. <p>2-8 Based on the recommended buffer distances of the California Air Resources Board, applicants for new developments in the Platinum Triangle Master Land Use Plan shall place residential structures and active outdoor recreational areas outside of the recommended buffer distances to the following stationary air pollutant sources:</p>	<p>Significant and unavoidable</p>

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<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<ul style="list-style-type: none"> • 1,000 feet from the truck bays with an existing distribution center that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units, or where transport refrigeration unit operations exceed 300 hours per week. • 1,000 feet from an existing chrome plating facility. • 300 feet from a dry-cleaning facility using perchloroethylene using one machine and 500 feet from dry-cleaning facility using perchloroethylene using two machines. • 50 feet from gas pumps within a gas-dispensing facility and 300 feet from gas pumps within a gasoline-dispensing facility with a throughput of 3.6 million gallons per year or greater. <p>2-9 All outdoor active-use public recreational areas associated with development projects shall be located more than 500 feet from the nearest lane of traffic on Interstate 5 and State Route 57.</p>	
5.2-6: The Proposed Project is consistent with the 2007 AQMP.	Less Than Significant	No mitigation measures are necessary.	Not Applicable
5.2-7: The Proposed Project would not create objectionable odors; however, implementation of the Proposed Project could result in new residential land uses located near existing odor generators.	Potentially significant	<p>Applicable Measures from MMP No. 106A</p> <p>No mitigation measures are applicable.</p> <p>Additional Mitigation</p> <p>2-10 For all residential projects located within 1,000 feet of an industrial facility that emits substantial odors, which includes but is not limited to</p> <ul style="list-style-type: none"> • wastewater treatment plants • composting, greenwaste, or recycling facilities • fiberglass manufacturing facilities • painting/coating operations • coffee roasters • food processing facilities, 	Less than significant

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<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<p>Project Applicant shall submit an odor assessment to the Planning Director prior to approval of any future discretionary action that verifies that the South Coast Air Quality Management District (SCAQMD) has not received three or more verified odor complaints. If the Odor Assessment identifies that the facility has received three such complaints, the applicant will be required to identify and demonstrate that Best Available Control Technologies for Toxics (T-BACTs) are capable of reducing potential odors to an acceptable level, including appropriate enforcement mechanisms. T-BACTs may include, but are not limited to, scrubbers at the industrial facility, or installation of Minimum Efficiency Reporting Value (MERV) filters rated at 14 or better at all residential units.</p>	

5.3 HYDROLOGY AND WATER QUALITY

<p>5.3-1: The Proposed Project would place additional demands on groundwater supplies due to the construction of a new water well.</p>	<p>Less than significant</p>	<p>Applicable Mitigation Measures from MMP No. 106A</p> <p>The following mitigation measures were included in the Updated and Modified Mitigation Monitoring Program No. 106A for the Platinum Triangle, adopted by the City Council on October 25, 2005, as part of the Subsequent Environmental Impact Report No. 332 and are applicable to the Proposed Project. Additions are shown in bold and deletions are indicated in strikeout format. The mitigation reference numbers from MMP No. 106A are shown in <i>(italics)</i>.</p> <p>3-1 Prior to issuance of a grading permit, the property owner/developer shall submit plans documenting that the design of all aboveground structures (with the exception of parking structures) shall be at least three feet higher than the 100-year flood zone, where applicable, unless otherwise required by the City Engineer. All structures below this level shall be floodproofed to prevent damage to property or harm to people. (5.5-1)</p> <p>3-2 At least 90 days prior to the initiation of grading activities, for projects greater than one acre, an NOI shall be filed with the Regional Water Quality Control Board (RWQCB) by the property owner/developer pursuant to State and Federal National Pollution Discharge Elimination System (NPDES) requirements. As part of the NOI, a Surface Water Pollution Prevention Plan (SWPPP) shall be prepared. The property owner/developer shall also prepare and submit to RWQCB, a Water Quality Management Plan (WQMP) in accordance with the City's municipal NPDES requirements and the Orange County Drainage Area Management Plan. The SWPPP, in</p>	<p>Less than significant</p>
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**Table 1-4
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>conjunction with the WQMP, will describe the structural and nonstructural BMPs that will be implemented during construction (short-term) within the Project Area as well as BMPs for long-term operation of the Project Area. Long-term measures could include, but may not be limited to, street sweeping, trash collection, proper materials storage, designated wash areas connected to sanitary sewers, filter and grease traps, and clarifiers for surface parking areas. The BMPs selected shall be consistent with the Water Quality Technical Report set forth in for the Proposed Project (Appendix G) of SEIR No. 332. (5.5-2)</p> <p>Additional Mitigation Measures No additional mitigation measures are required.</p>	
5.4 LAND USE AND PLANNING			
5.4-1: Project Implementation would conflict with applicable plans, policies, and/or regulation.	Less than significant	No significant impacts have been identified and no mitigation measures are required.	Not Applicable
5.4-2: Some development pursuant to the Proposed Project will not be compatible with the Southern California Gas Company's existing microwave tower.	Potentially significant	No feasible mitigation measures are available to mitigate the potential conflict with the microwave tower's telecommunication function anticipated by the high-rise towers.	Significant and unavoidable
5.5 NOISE			
5.5-1: Build-out of the Proposed Project would result in a substantial, permanent increase in ambient traffic noise levels within the vicinity of existing noise-sensitive receptors.	Potentially significant	<p>Applicable Mitigation Measures from MMP No. 106A No existing mitigation measures measure from MMP No. 106A apply.</p> <p>Additional Mitigation 5-1 Prior to approval of street improvement plans for any project-related roadway widening, the City shall retain a qualified acoustic engineer to design project acoustical features that will limit traffic noise at noise sensitive uses to levels that are below the City's noise ordinance. These treatments shall be noted on the street improvement plans to the satisfaction of the Planning</p>	Significant and unavoidable. Mitigation Measure 5-1 will reduce impacts related traffic noise increases to the extent feasible. However, some areas may experience noise

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Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		Department and may include, but are not limited to, the replacement of windows and doors at existing residences with acoustically rated windows and doors.	levels in exceedance of the City's noise ordinance prior to implementation of roadway improvements and associated noise attenuation. Consequently, Impact 5.5-1 would remain significant and unavoidable.
5.5-2: Build-out of the Platinum Triangle would not generate significant levels of stationary-source noise that exceeds the City of Anaheim's noise standards from truck loading/unloading activities and operation of HVAC systems.	Less than significant	No significant impacts have been identified and no mitigation measures are required.	Not Applicable
5.5-3: Noise-sensitive residential units proposed within the Platinum Triangle may be exposed to mobile- and stationary-source noise levels that exceed state and/or City standards.	Potentially significant	<p>Applicable Mitigation Measures from MMP No. 106A</p> <p>The following mitigation measure was included in the Updated and Modified Mitigation Monitoring Program No. 106A for the Platinum Triangle, adopted by the City Council on October 25, 2005, as part of the SEIR No. 332 and is applicable to the Proposed Project. Additions are shown in bold and deletions are indicated in strikeout format. The mitigation reference numbers are shown in (<i>italics</i>).</p> <p>5-2 Prior to issuance of a building permit for any project generating over 100 peak hour trips, the project property owner/developers shall submit a final acoustical report prepared to the satisfaction of the Planning Director. The report shall show that the development will be sound-attenuated against present and projected noise levels, including roadway, aircraft, helicopter, stationary sources (e.g., industrial, commercial, stadium, etc.), and railroad, to meet City</p>	Significant and unavoidable

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<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<p>interior and exterior noise standards as follows: (5.7.2)</p> <p>a) The report shall demonstrate that the proposed residential design will result in compliance with the 45 dBA CNEL interior noise levels, as required by the California Building Code and California Noise Insulation Standards (Title 24 and 25 of the California Code of Regulations).</p> <p>b) The report shall demonstrate that the Proposed Project residential design shall minimize nighttime awakening from stadium event noise and train horns such that interior single-event noise levels are below 81 dBA L_{max}.</p> <p>The property owner/developer shall submit the noise mitigation report to the Planning Director for review and approval. Upon approval by the City, the project acoustical design features shall be incorporated into construction of the Proposed Project.</p> <p>Additional Mitigation</p> <p>5-3 Prior to the first final building and zoning inspection, the property owner/developer shall submit evidence to the satisfaction of the Planning Director that occupancy disclosure notices regarding potential for exterior noise levels to be elevated during a stadium event will be provided to all future tenants in the Stadium District.</p> <p>5-4 Prior to the first final building and zoning inspection, the property owner/developer shall submit evidence to the satisfaction of the Planning Director that occupancy disclosure notices regarding potential for exterior noise levels to be elevated during sounding of train horns will be provided to all future tenants facing an at-grade crossing of the Orange Count Line.</p>	
5.5-4: Building façades that are exposed to noise levels that exceed 69 dBA would require architectural improvements to achieve the required 45 dBA CNEL interior noise level limits.	Potentially Significant	Same mitigation measures as Impact 5.5-3.	Less than significant

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Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.5-5: Construction of the Proposed Project would generate substantial levels of groundborne vibration and groundborne noise in the vicinity of vibration-sensitive land uses.	Potentially significant	<p>Applicable Mitigation Measures from MMP No. 106A</p> <p>No existing mitigation measures measure from MMP No. 106A apply.</p> <p>Additional Mitigation</p> <p>5-5 Prior to issuance of the first building permit, to reduce noise and vibration impacts from the impact pile driver, the construction contractor shall evaluate the feasibility of using auger cast piles or a similar system to drill holes to construct cast-in-place piles for a pile-supported transfer slab foundation system. This alternative construction method would reduce the duration necessary for use of the impact pile driver and/or eliminate the need to use pile drivers altogether. Proof of compliance with this measure shall be submitted to the Planning Department in the form of a letter from the construction contractor.</p>	Significant and unavoidable
5.5-6: Implementation of the Proposed Project could expose vibration-sensitive receptors to substantial levels of groundborne vibration and groundborne noise in the vicinity of the AMTRAK/Metrolink line.	Potentially significant	<p>Applicable Mitigation Measures from MMP No. 106A</p> <p>No existing mitigation measures measure from MMP No. 106A apply.</p> <p>Additional Mitigation</p> <p>5-6 Prior to approval of any Final Site Plan, if new vibration-sensitive land uses are located in close proximity to the Orange County Line, the project applicant shall retain an acoustical engineer to conduct an acoustic analysis that includes a vibration analysis for potential impacts from vibration generated by operation of the rail line. If perceptible levels of vibration are detected, the acoustic analysis shall recommend site design features, such as setbacks and trenches, and/or required building improvements, such as harder building materials (e.g., steel framing vs. wood framing), to eliminate the potential for train operations to result in perceptible levels of vibration that cause human annoyance to future project residents. The site design features shall be identified on the Final Site Plan to the satisfaction of the Planning Director.</p>	Less than significant
5.5-7: Development within the Platinum Triangle could result in a substantial temporary increase in noise levels in the vicinity of existing noise-sensitive land uses during construction activities.	Potentially significant	<p>Applicable Mitigation Measures from MMP No. 106A</p> <p>5-7 Ongoing during grading, demolition, and construction, the property owner/developer shall be responsible for requiring contractors to implement the following measures to limit construction-related noise: (5.7-1)</p> <p>a) Noise generated by construction, shall be limited by the property owner/developer to</p>	Significant and unavoidable

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<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<p>60 dBA along the property boundaries, before 7:00 AM and after 7:00 PM, as governed by Chapter 6.7, Sound Pressure Levels, of the Anaheim Municipal Code.</p> <p>b) Limit the hours of operation of equipment that produces noise levels noticeably above general construction noise levels to the hours of 10:00 AM to 4:00 PM.</p> <p>c) All internal combustion engines on all of the construction equipment shall be properly outfitted with well maintained muffler systems.</p> <p>Additional Mitigation</p> <p>5-8 Ongoing during construction activities, the property owner/developer shall be responsible for requiring project contractors to properly maintain and tune all construction equipment to minimize noise emissions.</p> <p>5-9 Ongoing during construction activities, the property owner/developer shall be responsible for requiring project contractors to locate all stationary noise sources (e.g., generators, compressors, staging areas) as far from occupied noise-sensitive receptors as is feasible.</p> <p>5-10 Ongoing during construction activities, material delivery, soil haul trucks, and equipment servicing shall also be restricted to the hours set forth in the City of Anaheim Municipal Code, Section 6.70.</p>	
5.5-8: Heliports/helipads within and surrounding the Platinum Triangle would not significantly expose future residents and/or workers to substantial levels of airport-related noise.	Less than significant	No significant impacts have been identified and no mitigation measures are required.	Not Applicable
5.6 POPULATION AND HOUSING			
5.6-1: The Proposed Project would result in direct population growth due to new housing and employment opportunities in the Project Area.	Potentially significant	No significant impacts have been identified and no mitigation is required.	Not Applicable

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**Table 1-4
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
5.7 PUBLIC SERVICES			
FIRE PROTECTION AND EMERGENCY SERVICES			
5.7-1: The Proposed Project would require additional fire facilities to serve project development.	Potentially significant	<p>Applicable Mitigation Measures from MMP No. 106A</p> <p>The following mitigation measures were included in the Updated and Modified Mitigation Monitoring Program No. 106A for the Platinum Triangle, adopted by the City Council on October 25, 2005, as part of the Subsequent Environmental Impact Report No. 332 and are applicable to the Proposed Project. Additions are shown in bold and deletions are indicated in strikeout format. The mitigation reference numbers from MMP No. 106A are shown in <i>(italics)</i>.</p> <p>7-1 Prior to issuance of a Building Permit, plans Plans shall indicate that all buildings shall have fire sprinklers installed by the property owner/developer in accordance with the Anaheim Municipal Code. Said sprinklers shall be installed by the property owner/developer prior to each final Building and Zoning inspection. (5.9-1)</p> <p>Additional Mitigation</p> <p>7-2 Prior to the issuance of each Building Permit, the property owner/developer shall pay the Public Safety Impact Fee, as amended from time to time, for fire facilities and equipment impact fees identified in Anaheim Municipal Code Chapter 17.36.</p>	Less than significant
POLICE PROTECTION			
5.7-2: The Proposed Project would require an increase in police facilities and staffing needs.	Potentially significant	<p>Applicable Mitigation Measures from MMP No. 106A</p> <p>The following mitigation measures were included in the Updated and Modified Mitigation Monitoring Program No. 106A for the Platinum Triangle, adopted by the City Council on October 25, 2005, as part of the Subsequent Environmental Impact Report No. 332 and are applicable to the Proposed Project. Additions are shown in bold and deletions are indicated in strikeout format. The mitigation reference numbers from MMP No. 106A are shown in <i>(italics)</i>.</p> <p>7-3 Prior to the approval of Final Site Plan, The property owner/developer shall submit plans to the Anaheim Police Department for review and approval for the purpose of incorporating safety measures in the project design including implementation of Ordinance 6016 and the concept of crime prevention through environmental design (i.e., building design, circulation, site</p>	Less than significant

**Table 1-4
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<p>planning and lighting of parking structure and parking areas). Rooftop addresses shall be provided for all parking structures (for the police helicopter). Minimum size for numbers shall be four feet in height and two feet in width. The lines for the numbers shall be six inches thick and spaced 12 to 18 inches apart. All numbers shall have a contrasting color to the parking structure and shall face the street to which the structure is addressed. (5.9-2)</p> <p>7-4 Prior to the issuance of each Building Permit for a parking structure , the The property owner/developer shall submit plans to the Anaheim Police Department for review and approval indicating the provision of closed circuit monitoring and recording or other substitute security measures as may be approved by the Anaheim Police Department. Said measures shall be implemented prior to final Building and Zoning inspections. (5.9-3)</p> <p>7-5 Prior to the approval of Final Site Plan, the The property owner/developer shall submit design plans that shall include parking lots and parking structures with controlled access points to limit ingress and egress if determined to be necessary by the Anaheim Police Department, and shall be subject to the review and approval of the Anaheim Police Department. (5.9-4)</p> <p>7-6 Ongoing during project operation, if # the Anaheim Police Department of Anaheim Traffic Management Center (TMC) personnel are required to provide temporary traffic control services, the property owner/developer shall reimburse the City, on a fairshare basis, if applicable, for reasonable costs associated with such services. (5.9-5)</p> <p>Additional Mitigation</p> <p>7-7 Prior to the issuance of each building permit, the property owner/developer shall pay the Public Safety Impact Fee, as amended from time to time, for police facilities and equipment impact fees identified in Anaheim Municipal Code Chapter 17.36.</p>	
SCHOOL SERVICES			
5.7-3: The Proposed Project would generate new students and require additional school facilities in the area.	Potentially significant	<p>Applicable Mitigation Measure from MMP No. 106A</p> <p>The following mitigation measure was included in the Updated and Modified Mitigation Monitoring Program No. 106A for the Platinum Triangle, adopted by the City Council on October 25, 2005, as part of the Subsequent Environmental Impact Report No. 332 and is applicable to the Proposed Project.</p>	Less than significant

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**Table 1-4
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<p>Additions are shown in bold and deletions are indicated in strikeout format. The mitigation reference numbers from MMP No. 106A are shown in <i>(italics)</i>.</p> <p>7-8 Ongoing, the The City of Anaheim will work cooperatively with school districts to identify opportunities for school facilities sites for new schools and school expansions in the Platinum Triangle. (5.9-6)</p> <p>Additional Mitigation</p> <p>7-9 Prior to the issuance of each building permit, the property owner/developer shall pay the school impact fees as adopted by the Board of Trustees of the Anaheim Union High School District and Anaheim City School District in compliance with Senate Bill 50 (Government Code [GC] Section 65995 [b][3] as amended).</p>	
LIBRARY SERVICES			
5.7-4: The Proposed Project would increase the service needs for local libraries.	Potentially significant	7-10 Prior to approval of the first Development Agreement with residential units within the Platinum Triangle Master Land Use Plan following certification of SEIR No. 339, an update to the library facilities fee program included in the Standardized Development Agreement shall be submitted to the City Council for review and consideration to reflect the Proposed Project intensities.	Less than significant
DAY CARE FACILITIES			
5.7-5: The Proposed Project would increase the service needs for local day care facilities.	Less than significant.	No mitigation measures are necessary.	Not applicable.
5.8 RECREATION			
5.8-1: The Proposed Project would increase demands on existing parks and recreational facilities.	Potentially significant	<p>8-1 Ongoing during project implementation, the City shall continue to seek property acquisition opportunities for parkland in and adjacent to the project area.</p> <p>8-2 Ongoing during project implementation, the City shall continue to work with developers to seek alternative means of providing recreational amenities.</p> <p>8-3 Ongoing during project implementation, the City shall continue fostering partnerships with</p>	Less than significant

**Table 1-4
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		other public entities and private organizations to seek alternative means of providing various types of recreational opportunities.	
5.8-2: Development of recreational facilities would not have adverse physical effect on the environment.	Less than significant	No mitigation measures are necessary.	Not Applicable
5.9 TRANSPORTATION AND TRAFFIC			
5.9-1: Project-related trip generation would impact levels of service for the area roadway system.	Potentially significant	<p>Applicable Mitigation Measures from MMP No. 106A</p> <p>The following mitigation measures were included in the Updated and Modified Mitigation Monitoring Program No. 106A for the Platinum Triangle, adopted by the City Council on October 25, 2005, as part of the Subsequent Environmental Impact Report No. 332 and are applicable to the Proposed Project. Additions are shown in bold and deletions are indicated in strikeout format. The reference number for each measure from the MMP No. 106A is shown in <i>(italics)</i>.</p> <p>9-1 Prior to the first final building and zoning inspection for each building with commercial, office, and/or institutional uses, the property owners/developer shall record a covenant on the property requiring that ongoing during project implementation, the property owner/developer shall implement and administer a comprehensive Transportation Demand Management (TDM) program for all employees. The form of the covenant shall be approved by the City Attorney's Office. Objectives of the TDM program shall be: <i>(5.10-2)</i></p> <ul style="list-style-type: none"> • Increase ridesharing and use of alternative transportation modes by guests. • Provide a menu of commute alternatives for employees to reduce project-generated trips. • Conduct an annual commuter survey to ascertain trip generation, trip origin, and Average Vehicle Ridership. <p>9-2 Prior to the first Final Building and Zoning inspection for each building with commercial, office, or institutional uses, and ongoing during project operation, the property owner/developer shall provide to the City of Anaheim Public Works Department for review and approval a menu of TDM program strategies and elements for both existing and future employees' commute options, to include, but not be limited to, the list below. The property</p>	Significant and unavoidable. All arterial roadways and intersections would operate at an acceptable level of service or no worse than No Project conditions provided planned roadway improvements are implemented. However, if these programs are not implemented by the agencies with the responsibility to do so, including Caltrans and the City of Orange, the project's intersection, impacts would remain significant and unmitigated.

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**Table 1-4
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<p>owner/developer shall also record a covenant on the property requiring that the approved TDM strategies and elements be implemented ongoing during project operation. The form of the covenant shall be approved by the City Attorney's Office prior to recordation. following: (5.10-2)</p> <ul style="list-style-type: none"> • On-site services such as the food, retail, and other services be provided. • Ridesharing. Develop a commuter listing of all employee members for the purpose of providing a "matching" of employees with other employees who live in the same geographic areas and who could rideshare. • Vanpooling. Develop a commuter listing of all employees for the purpose of matching numbers of employees who live in geographic proximity to one another and could comprise a vanpool or participate in the existing vanpool programs. • Transit Pass. Southern California Rapid Transit District and Orange County Transportation Authority (including commute rail) passes be promoted through financial assistance and on-site sales to encourage employees to use the various transit and bus services from throughout the region. • Shuttle Service. A commuter listing of all employees living in proximity to the project be generated, and a local shuttle program offered to encourage employees to travel to work by means other than the automobile. Event shuttle service will be available for the guests. • Bicycling. A Bicycling Program be developed to offer a bicycling alternative to employees. Secure bicycle racks, lockers, and showers be provided as part of this program, Maps of bicycle routes throughout the area be provided to inform potential bicyclists of these options. • Guaranteed Ride Home Program. A program to provide employees who rideshare, or use transit or other means of commuting to work, with a prearranged ride home in a taxi, rental car, shuttle, or other vehicle, in the event of emergencies during the work shift. • Target Reduction of Longest Commute Trip. An incentive program for ridesharing and other alternative transportation modes to put highest priority on reduction of longest employee commute trips. • Stagger work shifts. 	

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<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<ul style="list-style-type: none"> • Develop a “compressed work week” program, which provides for fewer work days but longer daily shifts as an option for employees. • Explore the possibility of a “telecommuting” program that would link some employees via electronic means (e.g., computer with modem). • Develop a parking management program that provides incentives to those who rideshare or use transit means other than single-occupant auto to travel to work. • Access. Preferential access to high occupancy vehicles and shuttles may be provided. • Financial Incentive for Ridesharing and/or Public Transit. (Currently, federal law provides tax-free status for up to \$65 per month per employee contributions to employees who vanpool or use public transit including commuter rail and/or express bus pools.) • Financial Incentive for Bicycling. Employees offered financial incentives for bicycling to work. • Special “Premium” for the Participation and Promotion of Trip Reduction. Ticket/passes to special events, vacation, etc. be offered to employees who recruit other employees for vanpool, carpool, or other trip reduction programs. • Design incentive programs for carpooling and other alternative transportation modes so as to put highest priority on reduction of longest commute trips. <p>Every property owner and/or lessee shall designate an on-site contact who will be responsible for coordinating with the ATN and implementing all trip mitigation measures. The on-site coordinator shall be the one point of contact representing the project with the ATN. The TDM requirements shall be included in the lease or other agreement with all of the project participants.</p> <p>9-3 Prior to the first final building and zoning inspection, for each building with office and/or commercial uses, the property owner/developer shall join and financially participate in a clean fuel shuttle program, if established and, shall participate in the Anaheim Transportation Network/Transportation Management Association in conjunction with the on-going operation of the project. The property owner/developer shall also record a covenant on the property that requires participation in the program ongoing during project operation. The form of the covenant shall be approved by the City Attorney’s Office prior to recordation. (5.10-3)</p>	

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<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<p>9-4 Prior to issuance of the first building permit for each building, the property owner/developer shall pay the appropriate Appropriate Traffic Signal Assessment Fees, Traffic Impact and Improvement Fees, and Platinum Triangle Impact Fees shall be paid by the property owner/developer to the City of Anaheim in amounts determined by the City Council Resolution in effect at the time of issuance of the building permit with credit given for City-authorized improvements provided by the property owner/developer; and participate in all applicable reimbursement or benefit districts which have been established. (5.10-5)</p> <p>9-5 Prior to approval of the first final subdivision map or issuance of the first building permit, whichever occurs first, the property owner/developer shall irrevocably offer for dedication (with subordination of easements), including necessary construction easements, the ultimate arterial highway right(s)-of-way adjacent to their property as shown in the Circulation Element of the Anaheim General Plan adjacent to their property and consistent with the adopted Platinum Triangle Master Land Use Plan. (5.10-6)</p> <p>Additional Mitigation Measures</p> <p>9-6 Prior to approval of a Development Agreement for any project forecast to generate 100 or more peak hour trips, as determined by the City Traffic and Transportation Manager utilizing Anaheim Traffic Analysis Model Trip Generation Rates, property owner/developers shall prepare traffic improvement phasing analyses to identify when the improvements identified in the Revised Platinum Triangle Expansion Project Draft Traffic Study Report, Parson Brinkerhoff, August 2010 (Appendix F of this SEIR) shall be designed and constructed. The Development Agreement Conditions of Approval shall require the property owner/developer to implement traffic improvements as identified in the project traffic study to maintain satisfactory levels of service as defined by the City's General Plan, based on thresholds of significance, performance standards and methodologies utilized in SEIR No. 339, Orange County Congestion Management Program and established in City of Anaheim Traffic Study Guidelines. The improvement phasing analyses will specify the timing, funding, construction and fair share responsibilities for all traffic improvements necessary to maintain satisfactory levels of service within the City of Anaheim and surrounding jurisdictions. The Development Agreement Conditions of Approval shall require the property owner/developer to construct, bond for or enter into a funding agreement for necessary circulation system improvements, as determined</p>	

**Table 1-4
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<p>by the City Traffic and Transportation Manager, unless alternative funding sources have been identified.</p> <p>9-7 In conjunction with the preparation of any traffic improvement phasing analyses as required in Mitigation Measure 9-6, property owners/developers will analyze to determine when the intersection improvements shall be constructed, subject to the conditions identified in Mitigation Measure 9-6.</p> <p>The improvement phasing analyses will specify the timing, funding, construction and fair-share responsibilities for all traffic improvements necessary to maintain satisfactory levels of service within the City of Anaheim and surrounding jurisdictions. At minimum, fair-share calculations shall include intersection improvements, rights-of-way, and construction costs, unless alternative funding sources have been identified to help pay for the improvement.</p> <p>The Development Agreement Conditions of Approval shall require the property owner/developer to construct, bond for or enter into a funding agreement for necessary circulation system improvements, as determined by the City Traffic and Transportation Manager, unless alternative funding sources have been identified.</p> <p>9-8 In conjunction with the preparation of any traffic improvement phasing analyses as required in Mitigation Measure 9-6, the following actions shall be taken in cooperation with the City of Orange:</p> <ul style="list-style-type: none"> a) The traffic improvement phasing analysis shall identify any impacts created by the project on facilities within the City of Orange. The fair-share percentage responsibility for mitigating these impacts shall be calculated in this analysis. b) The City of Anaheim shall estimate the cost of the project's fair-share responsibility in cooperation with the City of Orange. c) The Proposed Project shall pay the City of Anaheim the fair-share cost prior to issuance of a building permit. The City of Anaheim shall hold the amount received in trust, and then, once a mutually agreed upon joint program is executed by both cities, the City of Anaheim shall allocate the fair-share contribution to traffic mitigation programs that result 	

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<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<p>in improved traffic flow at the impacted locations, via an agreement mutually acceptable to both cities.</p> <p>9-9 In conjunction with the preparation of any traffic improvement phasing analyses as required in Mitigation Measure 9-6, and assuming that a regional transportation agency has not already programmed and funded the warranted improvements to the impacted freeway mainline or freeway ramp locations, property owners/developers and the City will take the following actions in cooperation with Caltrans:</p> <ul style="list-style-type: none"> a) The traffic study will identify the Project's proportionate impact on the specific freeway mainline and/or freeway ramp locations and its fair share percentage responsibility for mitigating these impacts based on thresholds of significance, performance standards and methodologies utilized in SEIR No. 339 and established in the Orange County Congestion Management Program and City of Anaheim Traffic Study Guidelines. b) The City shall estimate the cost of the project's fair-share responsibility in cooperation with Caltrans. <p>9-10 Prior to the approval of the final subdivision map or issuance of a Building Permit, whichever occurs first, the property owner/developer shall pay the identified fair-share responsibility as determined by the City as set forth in Mitigation Measure 9-9. The City shall allocate the property owners/developers fair-share contribution to traffic mitigation programs that result in improved traffic flow on the impacted mainline and ramp locations, via an agreement mutually acceptable to Caltrans and the City.</p> <p>9-11 Prior to approval of the first final subdivision map or issuance of the first building permit, whichever occurs first, the property owner/developer shall irrevocably offer for dedication (with subordination of easements), including necessary construction easements, the ultimate arterial highway right(s)-of-way adjacent to their property as shown in the Circulation Element of the Anaheim General Plan and consistent with the adopted Platinum Triangle Master Plan.</p> <p>9-12 Prior to the first final building and zoning inspection, for each building with office and/or commercial uses, the property owner/developer shall submit proof to the Public Works, Transit Planning Division that the property owner/developer has entered into an agreement with the Anaheim Transportation Network (ATN) for the provision of a transit shuttle service between</p>	

**Table 1-4
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<p>the project, the existing Metrolink Station and future Anaheim Regional Transportation Intermodal Center (ARTIC) as well as major activity centers in between. The agreement shall be recorded in the Official Records of the Office of the County Recorder, Orange County, California. The form of the agreement shall be approved by the City Attorney's Office prior to recordation. The agreement shall provide for the following:</p> <ol style="list-style-type: none"> a. A shuttle route plan, approved by the Public Works Department, Transit Planning Division and ATN, shall be attached and incorporated into the agreement. The plan shall include co-location of stops with Orange County Transportation Authority bus stop locations and other properties in the Platinum Triangle where feasible and determined appropriate by the Public Works Transit Planning Division and ATN. The property owner/developer shall pay all costs associated with the preparation of the shuttle route plan. b. The property owner/developer shall provide the full cost associated with providing the shuttle, including, but not limited to, purchasing the shuttle vehicle and all costs associated with operating and marketing the shuttle route. c. The agreement shall provide a mechanism for the property owner/developer to request fair share participation from other major activity centers to be served by this shuttle route. The mechanism shall be subject to the approval of the ATN. d. The agreement shall set forth a schedule for commencement of operation of the shuttle service. e. The agreement shall provide that the property owner/developer's obligations to fund the shuttle service may be cancelled only upon prior written approval from the Public Works Department, Transit Planning Division's once a new transit service has taken its place. f. That to the extent permitted by law the terms of this agreement shall constitute covenants which shall run with the property for the benefit thereof, and the benefits of this agreement shall bind and inure to the benefit of the parties and all successors in interest to the parties hereto. 	

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<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
5.9-2: The Proposed Project would increase traffic volumes on Caltrans facilities.	Potentially significant	Same mitigation measures for Impact 5.9-1.	Significant and unavoidable. All Caltrans intersections and freeway mainline segments would operate at an acceptable level of service or no worse than No Project conditions provided planned roadway improvements are implemented. However, if these programs are not implemented by the agencies with the responsibility to do so, the project's freeway ramp and mainline impacts would remain significant and unmitigated.
5.9-3: The Proposed Project would result in the construction of residential uses within close proximity to several heliports.	Less Than Significant	No mitigation measures are necessary.	Not applicable
5.9-4: Proposed Project would not substantially increase hazards due to a design feature (sharp curves, etc.) or potentially conflicting uses.	Potentially significant	9-13 In conjunction with the preparation of any traffic improvement phasing analyses as required in Mitigation Measure 9-6, property owners/developers will analyze to determine when the intersection improvements identified under Impact 5.9-4 shall be constructed, subject to the conditions identified in Mitigation Measure 9-6.	Less than significant

**Table 1-4
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		9-14 Prior to the approval of a Final Site Plan, the property owner/developer shall meet with the Traffic and Transportation Manager to determine whether a bus stop(s) is required to be placed adjacent to the property. If a bus stop(s) is required, it shall be placed in a location that least impacts traffic flow and may be designed as a bus turnout or a far side bus stop as required by the Traffic and Transportation Manager and per the approval of the Orange County Transportation Authority (OCTA).	
5.9-5: The Proposed Project would not result in inadequate emergency access.	Less than significant	No significant impacts have been identified and no mitigation measures are required.	Not Applicable
5.9-6: The Proposed Project would promote alternative forms of transportation.	Less than significant	No significant impacts have been identified and no mitigation measures are required.	Not Applicable
5.10 UTILITIES AND SERVICE SYSTEMS			
5.10-1: Project-generated sewage could be adequately treated by the sewer service provider for the Proposed Project.	Potentially significant	<p>Applicable Mitigation Measures from MMP No. 106A</p> <p>The following mitigation measures were included in the Updated and Modified Mitigation Monitoring Program No. 106A for the Platinum Triangle, adopted by the City Council on October 25, 2005, as part of the Subsequent Environmental Impact Report No. 332 and are applicable to the Proposed Project. Additions are shown in bold and deletions are indicated in strikeout format. The mitigation reference numbers from MMP No. 106A are shown in <i>(italics)</i>.</p> <p>10-1 The City Engineer shall review the location of each project to determine if it is located within an area served by deficient sewer facilities, as identified in the latest updated sewer study for the Platinum Triangle Sewer Study. If the project will increase sewer flows beyond those programmed in the appropriate master plan sewer study for the area or if the project currently discharges to an existing deficient sewer system or will create a deficiency in an existing sewer line, the property owner/developer shall be required to guarantee mitigation of the impact to adequately serve the area to the satisfaction of the City Engineer and City Attorney's Office. The property owner/developer shall be required to install the sanitary sewer facilities, as required by the City Engineer, to mitigate the impacts of the proposed development based upon the Benefit Parcels and Development Mitigation (Appendix D of the Platinum Triangle</p>	Less than significant

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<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<p>Sewer Study), prior to acceptance for maintenance of public improvements by the City or final Building and Zoning inspection for the building/structure, whichever occurs first. Prior to approval of a final subdivision map or issuance of a grading or building permit for each development project, whichever occurs first, the property owner/developer shall be required to install the sanitary sewer facilities, as required by the City Engineer, to mitigate the impacts of the proposed development based upon the latest updated sewer study for the Platinum Triangle. Additionally, the property owner/developer shall participate in the Infrastructure Improvement (Fee) Program, if adopted for the project area, as determined by the City Engineer, which could include fees, credits, reimbursements, construction, or a combination thereof. (5.11-5)</p> <p>10-2 Prior to the approval and ongoing during construction of any street improvement plans within the Platinum Triangle, which encompass area(s) where Orange County Sanitation District (OCSD) will be upsizing trunk lines and/or are making other improvements, the City and/or property owner/developer shall coordinate with the OCSD to ensure that all improvements and construction schedules are coordinated. (5.11-7)</p> <p>Additional Mitigation</p> <p>10-3 Prior to approval of a final subdivision map or issuance of a grading or building permit for each development project, whichever occurs first, the property owner/developer shall contact Orange County Sanitation District (OCSD) regarding sewer capacity. Additionally, if requested by the OCSD, the property owner/developer shall place up to three flow monitoring devices for up to a month to verify capacity and ensure consistency with the OCSD's modeling results.</p> <p>10-4 Prior to approval of sanitary sewer connections for each development project, the property owner/developer shall be required to install the sanitary sewer facilities, as required by the City Engineer, to prevent the sewer spill for below-grade structures of the proposed development based upon the latest updated sewer study for the Platinum Triangle. Where requested by the City Engineer, sewer improvements shall be constructed with larger than recommended diameter to maintain the surcharge levels within the pipe and the invert elevation of sewer laterals shall be located above the hydraulic grade line elevation of the surcharge levels when they are above the pipe crown.</p>	

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<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<p>10-5 Prior to the approval and ongoing during construction of any street improvement plans within the Platinum Triangle, which encompass area(s) where OCSD will be upsizing truck lines and/or are making other improvements, the City and/or property owner shall coordinate with OCSD to ensure that backflow prevention devices are installed at the lateral connections to prevent surcharge flow from entering private properties.</p> <p>10-6 Prior to final design approval, additional analysis shall be performed for each individual project using flow, wet-weather data, and other information specific for that project in order to obtain more accurate results of the surcharge levels for final design.</p>	
5.10-2: Water supply and delivery systems are adequate to meet project requirements.	Potentially significant	<p>Applicable Mitigation Measures from MMP No. 106A</p> <p>The following mitigation measures were included in the Updated and Modified Mitigation Monitoring Program No. 106A for the Platinum Triangle, adopted by the City Council on October 25, 2005, as part of the Subsequent Environmental Impact Report No. 332 and are applicable to the Proposed Project. Additions are shown in bold and deletions are indicated in strikeout format. The mitigation reference numbers from MMP No. 106A are shown in <i>(italics)</i>.</p> <p>10-7 Prior to issuance of a building permit, submitted landscape plans shall demonstrate compliance with the City of Anaheim adopted Landscape Water Efficiency Guidelines. This ordinance is in compliance with the State of California Model Water Efficient Landscape Ordinance (AB 1881)Conservation in Landscaping Act (AB 325).</p> <p>Among the measures to be implemented with the project are the following:</p> <ul style="list-style-type: none"> • Use of water-conserving landscape plant materials wherever feasible; • Use of vacuums and other equipment to reduce the use of water for wash down of exterior areas; • Low-flow fittings, fixtures and equipment including low flush toilets and urinals; • Use of self-closing valves for drinking fountains; • Use of efficient irrigation systems such as drip irrigation and automatic systems which use moisture sensors; • Infrared sensors on sinks, toilets and urinals; • Low-flow shower heads in hotels; 	Less than significant

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**Table 1-4
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<ul style="list-style-type: none"> • Infrared sensors on drinking fountains; • Use of irrigation systems primarily at night, when evaporation rates are lowest; • Water-efficient ice machines, dishwashers, clothes washers, and other water using appliances; • Cooling tower recirculating system; • Use of low-flow sprinkler heads in irrigation system; • Use of waterway recirculation systems; • Provide information to the public in conspicuous places regarding water conservation; and • Use of reclaimed water for irrigation and washdown when it becomes available. <p>In conjunction with submittal of landscape and building plans, the applicant shall identify which of these measures have been incorporated into the plans. (5.11-1)</p> <p>10-8 Prior to the issuance of the first building permit, the property owner/developer shall provide engineering studies, including network analysis, to size the water mains for ultimate development within the project. This includes detailed water usage analysis and building plans for Public Utilities Water Engineering reviews and approval in determining project water requirements and appropriate water assessment fees. (5.11-2)</p> <p>10-9 Prior to the issuance of the first building permit or grading permit, whichever occurs first, the property owner/developer shall indicate on plans installation of a separate irrigation meter when the total landscaped area exceeds 2,500 square feet. (City of Anaheim Water Conservation Measures) (5.11-3)</p> <p>10-10 Prior to the issuance of the first building permit or grading permit, whichever occurs first, the property owner/developer shall comply with Rule 15D of the Water Utilities Rates, Rules, and Regulations. Rule 15D shall be amended to include construction of a new well with a minimum 1,500 GPM capacity within The Platinum Triangle. (5.11-4)</p> <p>Additional Mitigation</p> <p>10-11 Ongoing, the City shall continue to collaborate with Metropolitan, its member agencies, and OCWD to ensure that available water supplies meet anticipated demand. If it is forecast that water demand exceeds available supplies, the City shall trigger application of its Water</p>	

**Table 1-4
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<p>Conservation Ordinance, Municipal Code Section 10.18, as prescribed, to require mandatory conservation measures as authorized by Section 10.18.070 through 10.18.090, as appropriate.</p> <p>10-12 Prior to issuance of a building permit, submitted landscape plans for all residential, office and commercial landscaping shall demonstrate the use of drought tolerant plant materials pursuant to the publication entitled "Water Use Efficiency of Landscape Species" by the U.C. Cooperative Extension, August 2000.</p> <p>10-13 Prior to issuance of a building permit or grading permit whichever occurs first, the property owner/developer shall indicate on plans water efficient design features including, but not limited to (as applicable to the type of development at issue) waterless water heaters, waterless urinals, automatic on and off water facets, and water efficient appliances.</p> <p>10-14 Prior to issuance of a building permit or grading permit, whichever occurs first, the property owner/developer shall indicate on plans installation of a separate irrigation lines for recycled water. All irrigation systems shall be designed so that they will function properly with recycled water.</p> <p>10-15 Prior to approval of a project that exceeds the statutory thresholds set forth in SB 610 and SB 221, the applicant shall demonstrate to the City Engineer that adequate water supply exists to serve the Proposed Project. If it cannot be demonstrated that adequate water exists to serve the specific project, the project shall not be approved.</p> <p>10-16 Prior to issuance of the first building permit or grading permit following certification of SEIR No. 334, whichever occurs first, Rule 15-D shall be amended to include the following improvements.</p> <ul style="list-style-type: none"> • A transmission main in Orangewood Avenue from State College Boulevard to SR-57 • A transmission main in Douglass Avenue from Katella to the Anaheim Stadium loop • A transmission main in State College Boulevard from Orangewood south to the City limits • A transmission main in the Lewis Street Connector • A new 3,000 gallon per minute water well 	

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**Table 1-4
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<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
5.10-3: The Proposed Project would result in the construction of new storm water drainage facilities.	Potentially Significant	<p>The following mitigation measures were included in the Updated and Modified Mitigation Monitoring Program No. 106A for the Platinum Triangle, adopted by the City Council on October 25, 2005, as part of the Subsequent Environmental Impact Report No. 332 and are applicable to the Proposed Project. Additions are shown in bold and deletions are indicated in strikeout format. The mitigation reference numbers from MMP No. 106A are shown in <i>(italics)</i>.</p> <p>10-17 Prior to approval of a final subdivision map or issuance of a grading or building permit, whichever occurs first, the City Engineer shall review the location of each project to determine if it is located within an area served by deficient drainage facilities, as identified in the Platinum Triangle Drainage Study Master Plan of Storm Drainage for East Garden Grove Wintersburg Channel Tributary Area. If the project will increase stormwater flows beyond those programmed in the appropriate master plan drainage study for the area or if the project currently discharges to an existing deficient storm drain system or will create a deficiency in an existing storm drain, the property owner/developer shall be required to guarantee mitigation of the impact to adequately serve the area to the satisfaction of the City Engineer and City Attorney's Office. The property owner/developer shall be required to install the drainage facilities, as required by the City Engineer to mitigate the impacts of the proposed development based upon the Development Mitigation within Benefit Zones (Appendix E of the Platinum Triangle Drainage Study) of the Master Plan of Storm Drainage for East Garden Grove Wintersburg Channel Tributary Area, prior to acceptance for maintenance of public improvements by the City or final Building and Zoning inspection for the building/ structure, whichever occurs first. Additionally, the property owner/developer shall participate in the Infrastructure Improvement (Fee) Program, if adopted for the Project Area, as determined by the City Engineer, which could include fees, credits, reimbursements, construction, or a combination thereof. (5.5-3)</p>	Less than significant
5.10-4: Existing and/or proposed facilities would be able to accommodate project-generated solid waste and comply with related solid waste regulations.	Potentially significant	<p>Applicable Mitigation Measures from MMP No. 106A</p> <p>The following mitigation measures were included in the Updated and Modified Mitigation Monitoring Program No. 106A for the Platinum Triangle, adopted by the City Council on October 25, 2005, as part of the Subsequent Environmental Impact Report No. 332 and are applicable to the Proposed Project. Additions are shown in bold and deletions are indicated in strikeout format. The mitigation reference numbers from MMP No. 106A are shown in <i>(italics)</i>.</p>	Less than significant

**Table 1-4
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<p>10-18 Prior to the final building and zoning inspections of each development, the The property owner/developer shall submit project plans to the Streets and Sanitation Division of the Public Works Department for review and approval to ensure that the plans comply with AB939, and the Solid Waste Reduction Act of 1989, and the County of Orange and City of Anaheim Integrated Waste Management Plans as administered by the City of Anaheim. Implementation of said plan shall commence upon occupancy and shall remain in full effect as required by the Street and Sanitation Division and may include, at its discretion, the following plan components: (5.11-8)</p> <ul style="list-style-type: none"> • Detailing the locations and design of on-site recycling facilities. • Providing on-site recycling receptacles to encourage recycling. • Participating in the City of Anaheim’s “Recycle Anaheim” program or other substitute program as may be developed by the City or governing agency. • Facilitating cardboard recycling (especially in retail areas) by providing adequate space and centralized locations for collection and bailing. • Providing trash compactors for nonrecyclable materials whenever feasible to reduce the total volume of solid waste and number of trips required for collection • Providing on-site recycling receptacles accessible to the public to encourage recycling for all businesses, employees, and patrons where feasible. • Prohibiting curbside pick-up. • Ensuring hazardous materials disposal complies with federal, state, and city regulations. <p>10-19 Ongoing during project operations, the The following practices shall be implemented, as feasible, by the property owner/developer: (5.11-9)</p> <ul style="list-style-type: none"> • Usage of recycled paper products for stationery, letterhead, and packaging. • Recovery of materials, such as aluminum and cardboard. • Collection of office paper for recycling. • Collection of glass, plastics, kitchen grease, laser printer toner cartridges, oil, batteries, and scrap metal for recycling or recovery. 	

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**Table 1-4
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		10-20 Prior to the approval of each grading plan (for import/export plan) and prior to issuance of demolition permits (for demolition plans), the The property owner/developer shall submit a Demolition and Import/ Export Plans, if determined to be necessary by the Public Works Department, Traffic Engineering Division and /or Street and Sanitation Division. The plans shall include identification of off-site locations for material export from the project and options for disposal of excess material. These options may include recycling of materials on-site, sale to a broker or contractor, sale to a project in the vicinity or transport to an environmentally cleared landfill, with attempts made to move it within Orange County. The property owner/ developer shall offer recyclable building materials, such as asphalt or concrete for sale or removal by private firms or public agencies for use in construction of other projects, if all cannot be reused on the project site. (5.11-10)	
5.10-5: Existing and/or proposed facilities would be able to accommodate project-generated electricity demands.	Potentially significant	<p>Applicable Mitigation Measures from MMP No. 106A</p> <p>The following mitigation measures were included in the Updated and Modified Mitigation Monitoring Program No. 106A for the Platinum Triangle, adopted by the City Council on October 25, 2005, as part of the Subsequent Environmental Impact Report No. 332 and are applicable to the Proposed Project. Additions are shown in bold and deletions are indicated in strikeout format. The mitigation reference numbers from MMP No. 106A are shown in (<i>italics</i>).</p> <p>10-21 Prior to the issuance of each building permit, the The property owner/developer shall submit plans showing that each structure will comply with the State Energy Efficiency Standards for Nonresidential Buildings (Title 24, Part 6, Article 2, California Code of Regulations) by a minimum of 10 percent and will consult with the City of Anaheim Public Utilities Resource Efficiency Department Business and Community Programs Division. in order to review Title 24 measures incorporated into the project design including energy efficient designs. This consultation shall take place during project design in order to review Title 24 measures that are incorporated into the project design energy efficient practices efficiency and allow potential systems alternatives such as thermal energy storage air-conditioning, lighting, and building envelope options. Plans submitted for building permits shall show the proposed energy efficiencies and systems alternatives. (5.11-11)</p>	Less than significant

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<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<p>10-22 Prior to the issuance of each building permit, in order to conserve energy, the property owner/developer shall indicate on plans implement energy-saving practices that will be implemented with the project in compliance with Title 24, which may include the following:</p> <ul style="list-style-type: none"> • High-efficiency air-conditioning with EMS (computer) control. • Variable Air Volume (VAV) air distribution. • Outside air (100 percent) economizer cycle. • Staged compressors or variable speed drives to flow varying thermal loads. • Isolated HVAC zone control by floors/separable activity areas. • Specification of premium-efficiency electric motors (i.e., compressor motors, air-handling units, and fan-coil units). • Use of occupancy sensors in appropriate spaces. • Use of compact fluorescent lamps in place of incandescent lamps. • Use of cold cathode fluorescent lamps. • Use of EnergyStar ® exit lighting or exit signage. • Use of T-8 lamps and electronic ballasts where applications of standard fluorescent fixtures are identified. • Use of lighting power controllers in association with metal-halide or high-pressure sodium (high intensity discharge) lamps for outdoor lighting and parking lots. • Use of skylights. • Consideration of thermal energy storage air conditioning for spaces or hotel buildings, meeting facilities, theaters, or other intermittent use spaces or facilities that may require air-conditioning during summer, day-peak periods. • Consideration for participation in Resource Efficiency's Advantage Services Programs such as: <ul style="list-style-type: none"> ○ New construction design review, in which the City cost-shares engineering fees for up to \$10,000 for design of energy efficient buildings and systems. ○ Energy Sale for New Construction – Cash incentives (\$150 300 to \$400 per kW reduction in load) for efficiency that exceeds Title 24 requirements. ○ Green Building Program – Offers accelerated plan approval, financial 	

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**Table 1-4
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p align="center">incentives, waived plan check fees and free technical assistance.</p> <ul style="list-style-type: none"> ○ Thermal Energy Storage Feasibility Study – Cost sharing of up to \$5,000 for the feasibility study of TES applied to new facilities. ● Use of high efficiency toilets (1.28 gallons per flush(gpf) or less). ● Use of zero to low water use urinals (0.0 gpf to 0.25 gpf). ● Use of Weather0based irrigation controllers for outdoor irrigation. ● Use of draught-tolerant and native plants in outdoor landscaping. (5.11-12) <p>10-23 Prior to issuance of each building permit or grading permit, whichever occurs first, For any buildings requiring a change in electrical service, the property owner/developer shall install their portion of the an underground electrical service from the Public Utilities Distribution System as determined by the City of Anaheim Public Utilities Department. The Underground Service will be installed in accordance with the Electric Rules, Rates, Regulations and Electrical Specifications for of Underground Systems. Electrical Service Fees service fees and other applicable fees will be assessed in accordance with the Electric Rules, Rates, Regulations or another financial mechanism approved by the City and Electrical Specifications for Underground Systems. The underground electrical service will consist of the following improvements to the current electric facilities: (5.11-13)</p> <ul style="list-style-type: none"> ● Relocate Southern California Edison transmission line underground on Katella Avenue from west of the Union Pacific Railroad to Lewis Street (850 feet). ● Relocate Southern California Edison communication line underground on Katella Avenue from Lewis Street to east of State College Boulevard (2,400 feet). ● A new distribution duct bank on Katella Avenue from Lewis Street to 700 feet west of State College Boulevard (2,400 feet). ● Relocate distribution circuits underground on Katella Avenue from Lewis Street to 700 feet west of State College Boulevard (2,400 feet). ● A new distribution duct bank on Orangewood Avenue from Anaheim Way to State College Boulevard (1,500 feet). ● Relocation a distribution circuit underground on Orangewood Avenue from State College Boulevard to west of the Santa Ana River (1,600 feet). 	

**Table 1-4
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<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<ul style="list-style-type: none"> • A new distribution duct bank on Gene Autry Way from I-5 to State College Boulevard (2,500 feet). • A new distribution duct bank on Anaheim Way from 700 feet north of Katella Avenue to Orangewood Avenue (3,400 feet). • A new distribution duct bank on Lewis Street from Katella Avenue to Gene Autry Way (950 feet). • Relocate a distribution circuit underground on Douglas Street from Katella Avenue to Cerritos Avenue (1,000 feet). <p>10-24 Prior to the issuance of each building permit, the The property owner/developer shall submit plans for review and approval which shall ensure that buildings are in conformance with exceed the State Energy Conservation Standards for Nonresidential buildings (Title 24, Part 6, Article 2, California Administrative Code) by a minimum of 10 percent. (5.11-14)</p> <p>Additional Mitigation</p> <p>10-25 Prior to issuance of each building permit or grading permit, whichever occurs first, the property owner/developer shall install their portion of the underground electrical service from the Public Utilities Distribution System as determined by the City of Anaheim Public Utilities Department. The Underground Service will be installed in accordance with the Electric Rules, Rates, Regulations and Electrical Specifications of underground systems. Electrical service fees and other applicable fees will be assessed in accordance with the Electric Rules, Rates, Regulations or another financial mechanism approved by the City. The underground electrical service will consist of the following improvements to the current electric facilities:</p> <ul style="list-style-type: none"> • Two new distribution duct banks on Katella Avenue from Anaheim Way to Lewis Street (800 feet). • A new distribution duct bank on Katella Avenue from Douglas Road to Howell Avenue (2,000 feet). • A new distribution duct bank on State College Boulevard from Cerritos Avenue to Katella Avenue (2,600 feet). 	

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<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<ul style="list-style-type: none"> • A new distribution duct bank on Orangewood Ave. from I-5 to the Santa Ana River (4,800 feet). • A new distribution duct bank on Gene Autry Way from Haster Street to the east side of I-5 (2,500 feet). • A new transmission duct bank on Anaheim Way from 700 feet north of Katella Avenue to Orangewood Avenue (3,400 feet). • A new transmission duct bank on Lewis Street and Santa Cruz Street from Katella Avenue to Orangewood Avenue (3,000 feet). • A new distribution duct bank on the east side of the Angel Stadium parking lot from Orangewood Avenue to the SR-57 (2,000 feet). • A new distribution duct bank on Douglas Road from SR-57 to Cerritos Avenue (4,000 feet). <p>10-26 Prior to issuance of each building permit or grading permit, the property owner/developer shall provide an electrical load analysis to the City of Anaheim Public Utilities Department. The analysis shall include a load schedule and maximum electrical coincident demand. Should the property owner/developer's load analysis result in a contributed load forecast to exceed 20 mega volt-amperes (MVA) above the existing 40 MVA capacity of the electrical system currently serving the Platinum Triangle area, the APUD will initiate construction of a new electrical substation within the Platinum Triangle project area. Electrical service fees and other applicable fees for the electrical substation will be assessed in accordance with the Electric Rules, Rates, Regulations, or another financial mechanism approved by the City.</p>	
5.10-6: Existing and/or proposed facilities would be able to accommodate project-generated natural Gas demands.	Potentially Significant	10-27 The City shall coordinate all future street and infrastructure improvements within the Platinum Triangle with other service providers, including Southern California Gas Company and the Orange County Sanitation District so that required infrastructure upgrades maybe constructed concurrently.	Less than significant

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<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
5.11 GREENHOUSE GAS EMISSIONS			
<p>5.11-1: The Proposed Project would generate substantially more greenhouse gas emissions compared to the Adopted Master Land Use Plan and cumulatively contribute to climate change impacts in California. However, the Proposed Project would be consistent statewide and regional greenhouse gas reductions goals.</p>	<p>Potentially Significant</p>	<p>Applicable Mitigation Measures from Other EIR Sections</p> <p>Below is a list of mitigation measures included in other environmental topical sections of this EIR that also would reduce GHG emissions associated with the project and are consistent with the California Attorney General’s mitigation measures for energy efficiency, renewable energy and storage, water conservation and efficiency, solid waste, land use, transportation and motor vehicle, and agriculture and forestry measures. It should also be noted that the proposed project is a mixed-use infill project that is consistent with the Attorney General’s recommended measures for land use. In addition, several of the mitigation measures incorporate several categories of the California Attorney General’s recommended measures (i.e., energy efficiency and water efficiency measures are occasionally incorporated in the same mitigation measure).</p> <p><i>Solid Waste Measures</i></p> <p>2-3 Prior to approval of each grading plan (for Import/Export Plan) and prior to issuance of demolition permits (for Demolition Plans), the property owner/developer shall submit Demolition and Import/Export Plans detailing construction and demolition (C&D) recycling and waste reduction measures to be implemented to recover C&D materials. These plans shall include identification of off-site locations for materials export from the project and options for disposal of excess material. These options may include recycling of materials on-site or to an adjacent site, sale to a soil broker or contractor, sale to a project in the vicinity or transport to an environmentally cleared landfill, with attempts made to move it within Orange County. The property owner/developer shall offer recyclable building materials, such as asphalt or concrete for sale or removal by private firms or public agencies for use in construction of other projects if not all can be reused at the project site. (5.2-3)</p> <p>10-18 Prior to the final building and zoning inspections of each development, the The property owner/developer shall submit project plans to the Streets and Sanitation Division of the Public Works Department for review and approval to ensure that the plans comply with AB 939, and the Solid Waste Reduction Act of 1989, and the County of Orange and City of Anaheim Integrated Waste Management Plans as administered by the City of Anaheim. Implementation of said plan shall commence upon occupancy and shall remain in full effect as required by the</p>	<p>Significant and Unavoidable</p>

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**Table 1-4
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Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>Street and Sanitation Division and may include, at its discretion, the following plan components: (5.11-8)</p> <ul style="list-style-type: none"> • Detailing the locations and design of on-site recycling facilities. • Providing on-site recycling receptacles to encourage recycling. • Participating in the City of Anaheim’s “Recycle Anaheim” program or other substitute program as may be developed by the City or governing agency. • Facilitating cardboard recycling (especially in retail areas) by providing adequate space and centralized locations for collection and bailing. • Providing trash compactors for nonrecyclable materials whenever feasible to reduce the total volume of solid waste and number of trips required for collection • Providing on-site recycling receptacles accessible to the public to encourage recycling for all businesses, employees, and patrons where feasible. • Prohibiting curbside pick-up. • Ensuring hazardous materials disposal complies with federal, state, and city regulations. <p>10-19 Ongoing during project operations, the the following practices shall be implemented, as feasible, by the property owner/developer: (5.11-9)</p> <ul style="list-style-type: none"> • Usage of recycled paper products for stationery, letterhead, and packaging. • Recovery of materials, such as aluminum and cardboard. • Collection of office paper for recycling. • Collection of glass, plastics, kitchen grease, laser printer toner cartridges, oil, batteries, and scrap metal for recycling or recovery. <p>10-20 Prior to the approval of each grading plan (for import/export plan) and prior to issuance of demolition permits (for demolition plans), the the property owner/developer shall submit a Demolition and Import/Export Plans, if determined to be necessary by the Public Works Department, Traffic Engineering Division, and /or Street and Sanitation Division. The plans shall include identification of off-site locations for material export from the project and options for disposal of excess material. These options may include recycling of materials on-site, sale to a broker or contractor, sale to a project in the vicinity or transport to an environmentally cleared</p>	

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<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<p>landfill, with attempts made to move it within Orange County. The property owner/developer shall offer recyclable building materials, such as asphalt or concrete for sale or removal by private firms or public agencies for use in construction of other projects, if all cannot be reused on the project site. (5.11-10)</p> <p><i>Transportation and Motor Vehicle Measures</i></p> <p>2-5 In accordance with the timing required by the Traffic and Transportation Manager, but no later than prior to the first final Building and Zoning inspection, the property owner/developer shall implement the following measures to reduce long-term operational CO, NO_x, ROG, and PM₁₀ emissions: (5.2-5)</p> <ul style="list-style-type: none"> • Traffic lane improvements and signalization as outlined in the Platinum Triangle Master Land Use Plan Draft Traffic Study Report by Parsons Brinckerhoff, August 2010, traffic study and Master Plan of Arterial Highways shall be implemented as required by the Traffic and Transportation Manager. • The property owner/contractor shall place bus benches and/or shelters as required by the Traffic and Transportation Manager at locations along any site frontage routes as needed. <p>9-1 Prior to the first final building and zoning inspection for each building with commercial, office, and/or institutional uses, the property owners/developer shall record a covenant on the property requiring that ongoing during project implementation, the property owner/developer shall implement and administer a comprehensive Transportation Demand Management (TDM) program for all employees. The form of the covenant shall be approved by the City Attorney's Office. Objectives of the TDM program shall be: (5.10-2)</p> <ul style="list-style-type: none"> • Increase ridesharing and use of alternative transportation modes by guests. • Provide a menu of commute alternatives for employees to reduce project-generated trips. • Conduct an annual commuter survey to ascertain trip generation, trip origin, and Average Vehicle Ridership. 	

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		<p>9-2 Prior to the first Final Building and Zoning inspection for each building with commercial, office, or institutional uses, and ongoing during project operation, the property owner/developer shall provide to the City of Anaheim Public Works Department for review and approval a menu of TDM program strategies and elements for both existing and future employees' commute options, to include, but not be limited to, the list below. The property owner/developer shall also record a covenant on the property requiring that the approved TDM strategies and elements be implemented ongoing during project operation. The form of the covenant shall be approved by the City Attorney's Office prior to recordation.</p> <p>following: (5.10-2)</p> <ul style="list-style-type: none"> • On-site services such as the food, retail, and other services be provided. • Ridesharing. Develop a commuter listing of all employee members for the purpose of providing a "matching" of employees with other employees who live in the same geographic areas and who could rideshare. • Vanpooling. Develop a commuter listing of all employees for the purpose of matching numbers of employees who live in geographic proximity to one another and could comprise a vanpool or participate in the existing vanpool programs. • Transit Pass. Southern California Rapid Transit District and Orange County Transportation Authority (including commute rail) passes be promoted through financial assistance and on-site sales to encourage employees to use the various transit and bus services from throughout the region. • Shuttle Service. A commuter listing of all employees living in proximity to the project be generated, and a local shuttle program offered to encourage employees to travel to work by means other than the automobile. Event shuttle service will be available for the guests. • Bicycling. A Bicycling Program be developed to offer a bicycling alternative to employees. Secure bicycle racks, lockers, and showers be provided as part of this program, Maps of bicycle routes throughout the area be provided to inform potential bicyclists of these options. • Guaranteed Ride Home Program. A program to provide employees who rideshare, or use transit or other means of commuting to work, with a prearranged ride home in a taxi, rental car, shuttle, or other vehicle, in the event of emergencies during the work shift. 	

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<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<ul style="list-style-type: none"> • Target Reduction of Longest Commute Trip. An incentive program for ridesharing and other alternative transportation modes to put highest priority on reduction of longest employee commute trips. • Stagger work shifts. • Develop a “compressed work week” program, which provides for fewer work days but longer daily shifts as an option for employees. • Explore the possibility of a “telecommuting” program that would link some employees via electronic means (e.g., computer with modem). • Develop a parking management program that provides incentives to those who rideshare or use transit means other than single-occupant auto to travel to work. • Access. Preferential access to high occupancy vehicles and shuttles may be provided. • Financial Incentive for Ridesharing and/or Public Transit. (Currently, federal law provides tax-free status for up to \$65 per month per employee contributions to employees who vanpool or use public transit including commuter rail and/or express bus pools.) • Financial Incentive for Bicycling. Employees offered financial incentives for bicycling to work. • Special “Premium” for the Participation and Promotion of Trip Reduction. Ticket/passes to special events, vacation, etc. be offered to employees who recruit other employees for vanpool, carpool, or other trip reduction programs. • Design incentive programs for carpooling and other alternative transportation modes so as to put highest priority on reduction of longest commute trips. <p>Every property owner and/or lessee shall designate an on-site contact who will be responsible for coordinating with the ATN and implementing all trip mitigation measures. The on-site coordinator shall be the one point of contact representing the project with the ATN. The TDM requirements shall be included in the lease or other agreement with all of the project participants.</p> <p>9-12 Prior to the first final building and zoning inspection, for each building with office and/or commercial uses, the property owner/developer shall submit proof to the Public Works, Transit Planning Division that the property owner/developer has entered into an agreement with the</p>	

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		<p>Anaheim Transportation Network (ATN) for the provision of a transit shuttle service between the project, the existing Metrolink Station and future Anaheim Regional Transportation Intermodal Center (ARTIC) as well as major activity centers in between. The agreement shall be recorded in the Official Records of the Office of the County Recorder, Orange County, California. The form of the agreement shall be approved by the City Attorney's Office prior to recordation. The agreement shall provide for the following:</p> <ol style="list-style-type: none"> a. A shuttle route plan, approved by the Public Works Department, Transit Planning Division and ATN, shall be attached and incorporated into the agreement. The plan shall include co-location of stops with Orange County Transportation Authority bus stop locations and other properties in the Platinum Triangle where feasible and determined appropriate by the Public Works Transit Planning Division and ATN. The property owner/developer shall pay all costs associated with the preparation of the shuttle route plan. b. The property owner/developer shall provide the full cost associated with providing the shuttle, including, but not limited to, purchasing the shuttle vehicle and all costs associated with operating and marketing the shuttle route. c. The agreement shall provide a mechanism for the property owner/developer to request fair share participation from other major activity centers to be served by this shuttle route. The mechanism shall be subject to the approval of the ATN. d. The agreement shall set forth a schedule for commencement of operation of the shuttle service. e. The agreement shall provide that the property owner/developer's obligations to fund the shuttle service may be cancelled only upon prior written approval from the Public Works Department, Transit Planning Division's once a new transit service has taken its place. f. That to the extent permitted by law the terms of this agreement shall constitute covenants which shall run with the property for the benefit thereof, and the benefits of this agreement shall bind and inure to the benefit of the parties and all successors in interest to the parties hereto. 	

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		<p>9-14 Prior to the approval of a Final Site Plan, the property owner/developer shall meet with the Traffic and Transportation Manager to determine whether a bus stop(s) is required to be placed adjacent to the property. If a bus stop(s) is required, it shall be placed in a location that least impacts traffic flow and may be designed as a bus turnout or a far side bus stop as required by the Traffic and Transportation Manager and per the approval of the Orange County Transportation Authority (OCTA).</p> <p><i>Energy Efficiency</i></p> <p>2-6 Prior to issuance of a building permit, the property owner/architect shall submit energy calculations used to demonstrate compliance with the performance approach to the California Energy Efficiency Standards to the Building Department that shows each new structure exceeds the applicable Building and Energy Efficiency Standards by a minimum of 10 percent. Plans shall show the following:</p> <ul style="list-style-type: none"> a) Energy-efficient roofing systems, such as vegetated or “cool” roofs, that reduce roof temperatures significantly during the summer and therefore reduce the energy requirement for air conditioning. Examples of energy efficient building materials and suppliers can be found at http://eetd.lbl.gov/ CoolRoofs or similar websites. b) Cool pavement materials such as lighter-colored pavement materials, porous materials, or permeable or porous pavement, for all roadways and walkways not within the public right-of-way, to minimize the absorption of solar heat and subsequent transfer of heat to its surrounding environment. Examples of cool pavement materials are available at http://www.epa.gov/heatisd/images/extra/level3_pavingproducts.html or similar websites. c) Energy saving devices that achieve the existing 2008 Appliance Energy Efficiency Standards, such as use of energy efficient appliances (e.g., EnergyStar® appliances) and use of sunlight-filtering window coatings or double-paned windows. d) Electrical vehicle charging stations for all commercial structures encompassing over 50,000 square feet. 	

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		<p>e) Shady trees strategically located within close proximity to the building structure to reduce heat load and resulting energy usage at residential, commercial, and office buildings.</p> <p>Implementation of energy conservation techniques (i.e., installation of energy saving devices, construction of electrical vehicle charging stations, use of sunlight filtering window coatings or double-paned windows, utilization of light-colored roofing materials as opposed to dark-colored roofing materials, and placement of shady trees next to habitable structures) shall be indicated on plans. (5.2-6)</p> <p>10-21 Prior to the issuance of each building permit, the The property owner/developer shall submit plans showing that each structure will comply with exceed the State Energy Efficiency Standards for Nonresidential Buildings (Title 24, Part 6, Article 2, California Code of Regulations) by a minimum of 10 percent and will consult with the City of Anaheim Public Utilities Resource Efficiency Department Business and Community Programs Division. In order to review Title 24 measures incorporated into the project design including energy efficient designs. This consultation shall take place during project design in order to review Title 24 measures that are incorporated into the project design energy efficient practices efficiency and allow potential systems alternatives such as thermal energy storage air-conditioning, lighting, and building envelope options. Plans submitted for building permits shall show the proposed energy efficiencies and systems alternatives. (5.11-11)</p> <p>10-22 Prior to the issuance of each building permit, In order to conserve energy, the property owner/developer shall indicate on plans implement energy-saving practices that will be implemented with the project in compliance with Title 49 24, which may include the following:</p> <ul style="list-style-type: none"> • High-efficiency air-conditioning with EMS (computer) control. • Variable Air Volume (VAV) air distribution. • Outside air (100 percent) economizer cycle. • Staged compressors or variable speed drives to flow varying thermal loads. • Isolated HVAC zone control by floors/separable activity areas. • Specification of premium-efficiency electric motors (i.e., compressor motors, air-handling units, and fan-coil units). 	

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		<ul style="list-style-type: none"> • Use of occupancy sensors in appropriate spaces. • Use of compact fluorescent lamps in place of incandescent lamps. • Use of cold cathode fluorescent lamps. • Use of Energy Star exit lighting or exit signage. • Use of T-8 lamps and electronic ballasts where applications of standard fluorescent fixtures are identified. • Use of lighting power controllers in association with metal-halide or high-pressure sodium (high intensity discharge) lamps for outdoor lighting and parking lots. • Use of skylights. • Consideration of thermal energy storage air conditioning for spaces or hotel buildings, meeting facilities, theaters, or other intermittent use spaces or facilities that may require air-conditioning during summer, day-peak periods. • Consideration for participation in Resource Efficiency's Advantage Services Programs such as: <ul style="list-style-type: none"> - New construction design review, in which the City cost-shares engineering fees for up to \$10,000 for design of energy efficient buildings and systems. - Energy Save for New Construction – Cash incentives (\$150 300 to \$400 per kW reduction in load) for efficiency that exceeds Title 24 requirements. - Green Building Program – Offers accelerated plan approval, financial incentives, waived plan check fees and free technical assistance. - Thermal Energy Storage Feasibility Study – Cost sharing of up to \$5,000 for the feasibility study of TES applied to new facilities. (5.11-12) • Use of high efficiency toilets (1.28 gallons per flush (gpf) or less). • Use of zero to low water use urinals (0.0 gpf to 0.25 gpf). • Use of weather-based irrigation controllers for outdoor irrigation. • Use of drought-tolerant and native plants in outdoor landscaping. <p>10-24 Prior to the issuance of each building permit, the The property owner/developer shall submit plans for review and approval which shall ensure that buildings are in conformance with exceed the State Energy Conservation Efficiency Standards for Nonresidential buildings (Title 24, Part 6, Article 2, California Administrative Code) by a minimum of 10 percent. (5.11-14)</p>	

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		<p><i>Water Conservation and Efficiency</i></p> <p>10-7 Prior to issuance of a building permit, submitted landscape plans shall demonstrate compliance with the City of Anaheim adopted Landscape Water Efficiency Guidelines. This ordinance is in compliance with the State of California Model Water Efficient Landscape Ordinance (AB 1881) Conservation in Landscaping Act (AB 325).</p> <p>Among the measures to be implemented with the project are the following:</p> <ul style="list-style-type: none"> • Use of water-conserving landscape plant materials wherever feasible; • Use of vacuums and other equipment to reduce the use of water for wash down of exterior areas; • Low-flow fittings, fixtures and equipment including low flush toilets and urinals; • Use of self-closing valves for drinking fountains; • Use of efficient irrigation systems such as drip irrigation and automatic systems which use moisture sensors; • Infrared sensors on sinks, toilets and urinals; • Low-flow shower heads in hotels; • Infrared sensors on drinking fountains; • Use of irrigation systems primarily at night, when evaporation rates are lowest; • Water-efficient ice machines, dishwashers, clothes washers, and other water using appliances; • Cooling tower recirculating system; • Use of low-flow sprinkler heads in irrigation system; • Use of waterway recirculation systems; • Provide information to the public in conspicuous places regarding water conservation; and • Use of reclaimed water for irrigation and washdown when it becomes available. <p>In conjunction with submittal of landscape and building plans, the applicant shall identify which of these measures have been incorporated into the plans. (5.11-1)</p>	

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		<p>10-9 Prior to the issuance of the first building permit or grading permit, whichever occurs first, the property owner/developer shall indicate on plans installation of a separate irrigation meter when the total landscaped area exceeds 2,500 square feet. (City of Anaheim Water Conservation Measures) (5.11-3)</p> <p>10-12 Prior to issuance of a building permit, submitted landscape plans for all residential, office and commercial landscaping shall demonstrate the use of drought tolerant plant materials pursuant to the publication entitled "Water Use Efficiency of Landscape Species" by the U.C. Cooperative Extension, August 2000.</p> <p>10-13 Prior to issuance of a building permit or grading permit, whichever occurs first, the property owner/developer shall indicate on plans water efficient design features including, but not limited to (as applicable to the type of development at issue) waterless water heaters, waterless urinals, automatic on and off water facets, and water efficient appliances.</p> <p>10-14 Prior to issuance of a building permit or grading permit, whichever occurs first, the property owner/developer shall indicate on plans installation of a separate irrigation lines for recycled water. All irrigation systems shall be designed so that they will function properly with recycled water.</p>	

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