

# 1. Executive Summary

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## 1.1 INTRODUCTION

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 local and State governmental agency decision makers with an analysis of potential environmental consequences to support informed decision-making. This EIR has been prepared to evaluate the environmental consequences of development pursuant to The Platinum Triangle Master Land Use Plan and Associated Actions (hereinafter referred to as the “project”) as described in Section 3.3 of this document. This document focuses on those issues determined to be potentially significant as discussed in the Initial Study completed for this project (see Appendix A).

This EIR has been prepared as a Draft Subsequent EIR (DSEIR). A DSEIR 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. This DSEIR will be used to evaluate the impacts associated with development pursuant to The Platinum Triangle Master Land Use Plan, The Platinum Triangle Mixed-Use (PTMU) Overlay Zone, The Platinum Triangle Standardized Development Agreement and the Updated and Modified Mitigation Monitoring Program No. 106 for The Platinum Triangle. Additional development intensities will also be analyzed by this DSEIR, which were not previously analyzed for development within The Platinum Triangle. 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 project and project alternatives, and mitigation measures that can reduce project impacts to the extent possible or to below a level of significance.

This DSEIR has been prepared pursuant to the requirements of CEQA, and the City of Anaheim’s Environmental Guidelines. The City of Anaheim Planning Department, as the Lead Agency, 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 DSEIR 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, hazards, hydrology and water quality, noise, public services, traffic, and utilities).

## 1.2 ENVIRONMENTAL PROCEDURES

This DSEIR 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.
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.



# 1. *Executive Summary*

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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 an objective, factually supported, full-disclosure analysis 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 individual development projects and subdivision maps consistent with the adopted Master Land Use Plan for The Platinum Triangle, the lead agency must consider the information contained in the EIR, determine whether the EIR was properly prepared in accordance with CEQA, the CEQA and City Guidelines, determine that it reflects the independent judgment of the lead agency, adopt findings concerning the project's significant environmental impacts and alternatives, and must adopt a Statement of Overriding Considerations if the Proposed Project would result in significant impacts that cannot be avoided.

## **1.2.1 DSEIR Format**

This DSEIR has been formatted as described below.

**Section 1. Executive Summary** – This section summarizes the background and description of the Proposed Project, the format of the DSEIR, project alternatives, any critical issues remaining to be resolved, and a summary of the potential environmental impacts and mitigation measures identified for the project.

**Section 2. Introduction** – This section describes the purpose of the DSEIR; the Notice of Preparation/ Initial Study; a summary of impacts considered less than significant, potentially significant adverse impacts and unavoidable significant adverse impacts; the use of incorporation by reference; Final EIR certification; and a discussion of the project mitigation monitoring program.

**Section 3. Project Description** – This section provides the location of The Platinum Triangle project, a detailed description of the project; the objectives of the project; project characteristics including a discussion on the history of the project; and intended use of the DSEIR.

**Section 4. Environmental Setting** – This section describes 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 a set of baseline physical conditions from which the lead agency determines the significance of environmental impacts resulting from the Proposed Project. This section also provides the assumptions used to evaluate cumulative impacts.

**Section 5. Environmental Impact Analysis** – This section provides a description of the existing environmental conditions; thresholds used to determine if a significant impact would occur; the potential adverse and beneficial effects of the project for each environmental category analyzed; mitigation measures to offset these effects; and the cumulative impacts that will be created for each environmental category analyzed.

# 1. *Executive Summary*

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**Section 6. Significant Unavoidable Adverse Impacts** – This section describes the significant unavoidable adverse impacts created by the project which remain significant even after incorporation of mitigation measures.

**Section 7. Alternatives to the Proposed Project** – This section provides a description of the alternatives to the Proposed Project considered as part of this DSEIR.

**Section 8. Impacts Found Not To Be Significant** – This section provides a description of the environmental categories which were not found to be potentially significant in the Initial Study.

**Section 9. Significant Irreversible Changes Due to the Proposed Project** – This section discusses the significant, irreversible environmental changes that would occur if the Proposed Project were implemented.

**Section 10. Growth Inducing Impacts of the Project** – This section provides a discussion on the growth-inducing impacts of the Proposed Project.

**Section 11. Organizations and Persons Contacted** – This section lists the organizations and people that were contacted during the preparation of the DSEIR.

**Section 12. Qualifications of Persons Preparing the EIR** – This section discusses the qualification of the persons preparing the DSEIR.

**Section 13. Bibliography** – This section lists all the technical reports and other documentation used in the preparation of the DSEIR.

**Appendices** – The appendices in this document contain supporting documents and other material too detailed and voluminous to be included in the body of the DSEIR. The following appendices are found in Volume II of this DSEIR:

- Appendix A: Notice of Preparation and Initial Study
- Appendix B: Comments on Notice of Preparation
- Appendix C: Proposed General Plan Amendment, Zoning Reclassification, Zoning Code Amendment, and an Amendment to The Platinum Triangle Master Land Use Plan
- Appendix D: Air Quality Modeling Output
- Appendix E: Hazardous Materials Report
- Appendix F: Drainage Study
- Appendix G: Water Quality Analysis
- Appendix H: Noise Modeling Output
- Appendix I: Public Services Correspondence
- Appendix J: Traffic Study
- Appendix K: Water Supply Assessment
- Appendix L: Sewer Study



# 1. *Executive Summary*

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## **1.2.2 Type and Purpose of This DSEIR**

This DSEIR has been prepared in accordance with the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and the City's Guidelines for the Implementation of CEQA.

The subject DSEIR is intended to provide the additional environmental documentation for the project actions including the proposed amendments to the General Plan, The Platinum Triangle Master Land Use Plan and the PTMU Overlay Zone. While the previously certified EIR No. 330 (for the General Plan and Zoning Code Update and related actions) and the Updated and Modified Mitigation Monitoring Program No. 106 analyzed and addressed the establishment of The Platinum Triangle Master Land Use Plan and associated actions, additional environmental review was deemed necessary to analyze future development, subdivision maps and infrastructure improvements pursuant to The Platinum Triangle Master Land Use Plan and the associated zoning designations within the Project Area. Therefore, this DSEIR is intended to serve as the primary environmental document for subsequent actions within the Project Area, including all local discretionary approvals requested to implement The Platinum Triangle Master Land Use Plan. Future developments that require additional discretionary review (i.e., conditional use permit, building permit, variance, development agreement, etc.) will utilize this document for CEQA purposes to the extent possible, consistent with Section 15162 of the CEQA Guidelines.

In March 1999, the City adopted the Anaheim Stadium Area Master Land Use Plan for the area including and surrounding Angel Stadium of Anaheim (see previously certified EIR No. 321 and Mitigation Monitoring Program No. 106 (SCH# 9611041)). In 2004, this plan was replaced by The Platinum Triangle Master Land Use Plan. The boundaries for The Platinum Triangle Master Land Use Plan follow those of the Anaheim Stadium Area Master Land Use Plan (SCH#9611041), with the exception that the Anaheim Stadium Area Master Land Use Plan included 15 acres adjacent to the I-5 Freeway which are not a part of the current Platinum Triangle boundaries. Therefore, preparation of the subject DSEIR would utilize the certified EIR No. 321 (for the Anaheim Stadium Master Land Use Plan) in its analysis, and include some refinements and revisions to the Updated and Modified Mitigation Monitoring Program No. 106 to include more project specific measures.

This document analyzes the environmental effects of development pursuant to the Master Land Use Plan and associated actions to the degree of specificity required by Section 15146 of the State CEQA Guidelines. This DSEIR 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. 106 would be updated and modified based on the findings contained herein.

The purpose of this DSEIR 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 DSEIR will provide an additional environmental documentation for the project actions in accordance with Section 15162 of the State CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, Article 11).

## **1.3 PROJECT LOCATION**

The Platinum Triangle (herein after also referred to as the "Project Area") is located at the confluence of Interstate 5 (I-5 Freeway) and State Route 57 (SR-57 Freeway), in the City of Anaheim in Orange County, California. The approximate 820-acre Platinum Triangle 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.

# 1. Executive Summary

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The Platinum Triangle encompasses Angel Stadium of Anaheim, Arrowhead Pond of Anaheim, the Grove of Anaheim, the Anaheim Stadium Metrolink/Amtrak Station and the surrounding light Industrial buildings, several industrial parks, distribution facilities, offices, hotels, restaurants, and supporting retail uses.

## 1.4 PROJECT SUMMARY

Pursuant to Section 15162 of the CEQA Guidelines, the City of Anaheim proposes preparation of a DSEIR to address the environmental impacts of the following actions associated with The Platinum Triangle Master Land Use Plan:

- Implementation of the adopted Platinum Triangle Master Land Use Plan, The Platinum Triangle Mixed-Use (PTMU) Overlay Zone, The Platinum Triangle Standardized Development Agreement and the Updated and Modified Mitigation Monitoring Program No. 106 for The Platinum Triangle. Implementation is intended to include, but not be limited to, the approval of subdivision maps, grading permits, street improvement plans, final site plans, development agreements and other related actions for properties located within The Platinum Triangle.
- General Plan Amendment No. 2004-00420 – Amend the City of Anaheim General Plan Land Use Element to redesignate a 3.21-acre property located at 2400 East Orangewood Avenue (“North Net Fire Training Center”) from the Office-High to the Mixed-Use land use designation. The General Plan is also proposed to be amended to provide for an additional 325 dwelling units and up to 210,100 square feet of additional commercial square footage in The Platinum Triangle Mixed-Use land use designation. This amendment would increase the maximum overall residential density from 9,175 to 9,500 dwelling units and the maximum overall commercial density from 2,044,300 to 2,254,400 square feet.
- Amend the City of Anaheim General Plan Circulation Element to redesignate a portion of Cerritos Avenue between State College Boulevard and Douglass Road from a Primary Arterial Highway (six lanes divided with no parking or four lanes divided with left-turn pockets and two parking lanes with a typical right-of-way width of 106 feet) to a Secondary Arterial Highway (four undivided lanes with parking on either side with a typical right-of-way width of 90 feet) to be consistent with the Orange County Master Plan of Arterial Highways and respective lane configurations.
- Amend the City of Anaheim General Plan Circulation Element to provide for Gene Autry Way between Betmor Lane and State College Boulevard to be up to 170 feet in width to provide for the construction of the “Grand Parkway” (this segment of Gene Autry Way is designated as a Stadium Smartstreet with a current typical right-of-way width of up to 144 feet).
- Zoning Reclassification No. 2004-00134 – Reclassify the North Net Fire Training Center from the PR (Public Recreational) Zone to the PR (PTMU) (Public Recreation – Platinum Triangle Mixed-use Overlay) Zone and rescind Resolution No. 2004-180 (a resolution of intent to the O-H (High Intensity Office) Zone).
- Zoning Code Amendment No. 2004-00036, an amendment to The Platinum Triangle Master Land Use Plan and The Platinum Triangle Standard Development Agreement (Miscellaneous Case No. 2004-00089) – Amend the PTMU Overlay Zone and the Master Land Use Plan to adjust the boundaries of the mixed-use districts to include the North Net Fire Training Center in the PTMU Overlay Zone Gateway District and add 325 units to said district (321 of said units would be designated for the North Net Fire Training Center). The amendment to the Overlay Zone and



# 1. Executive Summary

the Master Land Use Plan would also include modifying the PTMU Overlay Zone commercial density to add 210,100 square feet of additional commercial square footage. Of this square footage, 190,000 square feet would be designated for future required ground floor commercial uses on Market Street and Gene Autry Way in the Katella and Gene Autry Districts and 20,000 square feet for other commercial uses in the Katella District. In conjunction with these amendments, additional technical refinements and clarifications are also proposed to the Master Land Use Plan and Overlay Zone, including, but not limited to refinements to street cross-sections and density descriptions to reflect the above-noted changes and other City Code requirements. Refinements to The Platinum Triangle Standard Development Agreement are also proposed to reflect mitigation measure requirements set forth in the Updated and Modified Mitigation Monitoring Program No. 106, editorial refinements and updated fees.

Table 1-1 indicates the amended development intensities for the PTMU Overlay Districts.

**Table 1-1  
The Platinum Triangle PTMU Overlay Zone  
Proposed Development Intensities\***

| <b>District</b> | <b>Housing Units</b> | <b>Office Square Feet</b> | <b>Commercial Square Feet</b> |
|-----------------|----------------------|---------------------------|-------------------------------|
| Stadium         | 1,750                | 1,760,000                 | 1,300,000                     |
| Arena           | 425                  | 100,000                   | 100,000                       |
| Katella         | 4,250                | 775,000                   | 630,300                       |
| Gene Autry      | 1,000                | 100,000                   | 174,100                       |
| Gateway         | 2,075                | 530,000                   | 50,000                        |
| <b>Total</b>    | <b>9,500</b>         | <b>3,265,000</b>          | <b>2,254,400</b>              |

\* Includes intensities associated with Arrowhead Pond of Anaheim and the Stadium uses per Area Development Plan No. 120 (Sportstown), which also provided for a total of 119,543 seats for new and/or renovated stadiums and a 150,000 square foot exhibition center.

## 1.5 SUMMARY OF PROJECT ALTERNATIVES

CEQA states that an Environmental Impact Report (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 DSEIR, 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 Alternative

The following three alternatives were selected for further analysis in this DSEIR and are evaluated in greater depth in Section 7, Alternatives to the Proposed Project, of this DSEIR.

# 1. Executive Summary

## 1.5.1 No-Project/Existing Master Land Use Plan Alternative

This alternative, which is required by CEQA, assumes that the existing Platinum Triangle Master Land Use Plan would remain unchanged. The 3.21-acre North Net Fire Training Center would retain its current designation of Office-High instead of the proposed Mixed-Use land use designation. This alternative would also preclude the proposed General Plan Amendment to provide for an additional 325 dwelling units and up to 210,100 square feet of additional commercial square footage in The Platinum Triangle Mixed-Use land use designation. As a result, the No-Project/Existing Master Land Use Plan Alternative assumes a total of 9,175 dwelling units and a maximum overall commercial density of 2,044,300 square feet.

## 1.5.2 Reduced Intensity Alternative

This alternative would reduce overall residential intensity within the project by 20 percent. Implementation of this Alternative would result in a total of 7,600 residential units, 2,612,000 square feet of office, and 1,803,520 square feet of commercial, as shown below. Other aspects of the Master Land Use Plan including the Market Street, landscaping, and other improvements would remain similar to the Proposed Project. The intent of this alternative is to reduce the impacts associated with implementation of The Platinum Triangle Master Land Use Plan while achieving the goals and objectives established in the City's General Plan.

**Table 1-2  
Reduced Intensity Alternative  
Development Intensities**

| <b>District</b> | <b>Housing Units</b> | <b>Office Square Feet</b> | <b>Commercial Square Feet</b> |
|-----------------|----------------------|---------------------------|-------------------------------|
| Stadium         | 1,400                | 1,408,000                 | 1,040,000                     |
| Arena           | 340                  | 80,000                    | 80,000                        |
| Katella         | 3,400                | 620,000                   | 504,240                       |
| Gene Autry      | 800                  | 80,000                    | 139,280                       |
| Gateway         | 1,660                | 424,000                   | 40,000                        |
| <b>TOTAL</b>    | <b>7,600</b>         | <b>2,612,000</b>          | <b>1,803,520</b>              |



## 1.5.3 Increased Residential Intensity Alternative

The Increased Residential Intensity Alternative would include 15,000 residential units, but would reduce office square footage by approximately one million square feet and commercial square footage by 381,000 square feet. The resulting intensities would maintain overall traffic volumes at the same level as with the Proposed Project. This alternative would increase residential development by 5,500 units, although the proposed land use designations and boundaries would remain unchanged. However, increased residential development could require increases in parkland dedication and increased school demands. This alternative is not currently allowed by the General Plan, the adopted Master Land Use Plan or the PTMU Overlay Zone, and would require amendments to said documents.

# 1. *Executive Summary*

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## **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 the following:

1. Whether this Final Subsequent EIR (FSEIR) adequately describes the environmental impacts of the project.
2. Whether the benefits of the project override those environmental impacts which cannot be feasibly avoided or mitigated to a level of insignificance.
3. Whether the size and scope of the Proposed Project is compatible with the character of the surrounding area.
4. Whether the identified mitigation measures should be adopted or modified.
5. Whether there are other mitigation measures that should be applied to the project besides Mitigation Measures identified in the FEIR.
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**

There are no specific areas of known controversy concerning the Proposed Project. This DSEIR 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 1-3 (beginning on the following page) summarizes the conclusions of the environmental analysis contained in this DSEIR. 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. For ease of reference, the updated and Modified Mitigation Monitoring Program No. 106, which was adopted in connection with the certification of EIR No. 330, is referred to as "MMP No. 106" in this table. Please refer to Section 5 for a listing of the thresholds of significance used to determine impact significance.

# 1. Executive Summary

**Table 1-3  
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

| <i>Environmental Impact/Level of Significance Before Mitigation</i>  | <i>Mitigation Measures</i>  | <i>Level of Significance After Mitigation</i>                                   |
|--|---|---|
| <b>5.1 AESTHETICS</b>  |   |   |
| Impact 5.1-1: The Proposed Project would alter the visual appearance of the Project Area. <b>Potentially significant.</b>  | <p><b>Applicable Measure from MMP No. 106</b><br/>There are no applicable measures relating to aesthetics identified in MMP No. 106.</p> <p><b>Additional Mitigation</b></p> <p>5.1-1 As part of the Final Site Plan application, where adjacent uses are deemed to be shadow sensitive (i.e., 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.</p>   | Less than significant.  |
| Impact 5.1-2: The Proposed Project would generate additional light and glare. <b>Less than significant.</b>  | No mitigation measures are required.  | No significant impacts were identified and no mitigation measures are required. |
| <b>5.2 AIR QUALITY</b>   |   |   |
| Impact 5.2-1: Construction activities associated with the Proposed Project would generate short-term emissions in exceedance of SCAQMD's threshold criteria. <b>Potentially significant.</b> | <p><b>Applicable Measures from MMP No. 106</b></p> <p>5.2-1 On-going 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.</p> <ul style="list-style-type: none"> <li>a) The contractor shall ensure that all construction equipment is being properly serviced and maintained to reduce operational emissions.</li> <li>b) Where feasible, the contractor shall use low emission mobile construction.</li> <li>c) The contractor shall utilize existing power sources (e.g., power poles) or clean-fuel generators rather than temporary power generators where feasible.</li> </ul> <p>5.2-2 On-going during grading and construction, the property owner/developer shall implement the following measures in order to reduce PM<sub>10</sub> emissions:</p> <ul style="list-style-type: none"> <li>a) The property owner/developer shall implement standard mitigation measures in accordance with SCAQMD Rules 402 and 403, to control fugitive dust emissions and ensure that nuisance dust conditions do not occur during construction.</li> <li>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</li> </ul> | <b>Significant unavoidable adverse impact.</b>                                  |

# 1. Executive Summary

**Table 1-3  
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

| <b>Environmental Impact/Level of Significance Before Mitigation</b> | <b>Mitigation Measures</b>   | <b>Level of Significance After Mitigation</b> |
|---|--|---|
|   | <p>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> <ul style="list-style-type: none"> <li>○ Re-establish ground cover on the construction site through seeding and watering.</li> <li>○ Pave on-site haul roads.</li> <li>○ Phase grading to prevent the susceptibility of large areas to erosion over extended periods of time.</li> <li>○ Schedule activities to minimize the amounts of exposed excavated soil during and after the end of work periods.</li> <li>○ Dispose of surplus excavated material in accordance with local ordinances and use sound engineering practices.</li> <li>○ Restore landscaping and irrigation that are removed during construction in coordination with local public agencies.</li> <li>○ Sweep streets on a daily basis if silt is carried over to adjacent public thoroughfares or occurs as a result of hauling.</li> <li>○ Suspend grading operations during high winds in accordance with Rule 403 requirements.</li> <li>○ Wash off trucks leaving site.</li> <li>○ Maintain a minimum 12-inch freeboard ratio on haul trucks.</li> <li>○ Cover payloads on trucks hauling soil using tarps or other suitable means.</li> </ul> <p>5.2-3 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. These plans shall include identification of off-site locations for materials exported 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.</p> <p>5.2-4 Prior to the approval 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 SCAQMD regulations. 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 atomized spray techniques shall not be permitted.</p> |   |

# 1. Executive Summary

**Table 1-3  
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

| <b>Environmental Impact/Level of Significance Before Mitigation</b>   | <b>Mitigation Measures</b>   | <b>Level of Significance After Mitigation</b>  |
|---|--|--|
|   | <p>5.2-5 In accordance with the timing required by the Traffic and Transportation Manger, but no later than prior to the first final Building and Zoning inspections, the property owner/developer shall implement the following measures to reduce long-term operational CO, NO<sub>x</sub>, ROG, and PM<sub>10</sub> emissions:</p> <ul style="list-style-type: none"> <li>• Traffic lane improvements and signalization as outlined in the traffic study and MPAH shall be implemented as required by the Traffic and Transportation Manger.</li> <li>• 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.</li> </ul> <p><b>Additional Mitigation</b><br/>No additional mitigation measures are required.</p>   |  |
| <p>Impact 5.2-2: Long-term operation of the project would generate additional vehicle trips and associated emissions. <b>Potentially significant.</b></p> | <p><b>Applicable Measures from MMP No. 106</b></p> <p>5.2-6 Prior to issuance of a building permit, 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.</p> <p><b>Additional Mitigation</b></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><b>Significant unavoidable adverse impact.</b></p>                                  |
| <p>Impact 5.2-3: The Proposed Project could expose sensitive receptors to substantial pollutant concentrations. <b>Less than significant.</b></p>         | <p>No mitigation measures are required.</p>  | <p>No significant impacts were identified and no mitigation measures are required.</p> |
| <p>Impact 5.2-4: The Proposed Project is consistent with the applicable air quality management plan. <b>Less than significant.</b></p>                    | <p>No mitigation measures are required.</p>  | <p>No significant impacts were identified and no mitigation measures are required.</p> |
| <p>Impact 5.2-5: The Proposed Project would not create objectionable odors. <b>Less than significant.</b></p>   | <p>No mitigation measures are required.</p>  | <p>No significant impacts were identified and no mitigation measures are required.</p> |

# 1. Executive Summary

**Table 1-3  
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

| <i>Environmental Impact/Level of Significance Before Mitigation</i>  | <i>Mitigation Measures</i>  | <i>Level of Significance After Mitigation</i>                                   |
|--|---|---|
| <b>5.3 GEOLOGY AND SOILS</b>   |   |   |
| Impact 5.3-1: Existing and future structures within The Platinum Triangle would be subjected to potential seismic-related hazards. <b>Potentially significant.</b> | <p><b>Applicable Measures from MMP No. 106</b></p> <p>5.3-1 Prior to approval of a grading plan, if within a Seismic Hazard Zone, the property owner/developer shall submit to the Public Works Department a site specific report in compliance with DMG Special Publication 117, <i>Guidelines for Evaluating and Mitigating Seismic Hazards in California</i>. The report shall be prepared by an engineering geologist and geotechnical engineer. All grading shall be in conformance with Title 17 of the City of Anaheim Municipal Code.</p> <p>5.3-2 Prior to issuance of a building permit, the property owner/developer shall submit to the Planning Department, Building Division, for review and approval, detailed foundation design information for the proposed buildings, prepared by a civil engineer, based on recommendations of a geotechnical engineer.</p> <p>5.3-3 Prior to issuance of a building permit, the property owner/developer shall submit to the Planning Department, Building Division, a report prepared by a geotechnical engineer for review and approval which shall investigate the subject foundation excavations.</p> <p>5.3-4 Prior to issuance of a building permit, the property owner/developer shall submit to the Planning Department, Building Division, plans showing that the proposed structure(s) has been analyzed for earthquake loading and designed according to the most recent seismic standards in the Uniform Building Code adopted by the City of Anaheim.</p> <p>5.3-5 Prior to final building inspection, for any proposed hotel uses, the property owner/developer shall submit an earthquake emergency response plan to the Planning Department, Building Division, for review and approval. The plan shall require posted notices in all hotel rooms and earthquake safety procedures and incorporate on-going earthquake training for hotel staff.</p> <p>5.3-6 On-going during grading operations, the property owner/developer shall implement standard practices from City Ordinance (Title 17) and policies to the satisfaction of the Public Works Department, Field Engineering Division.</p> <p><b>Additional Mitigation</b><br/>No additional mitigation measures are required.</p> | Less than significant.  |
| Impact 5.3-2: Unstable geologic unit or soils conditions, including soil erosion, could result due to development of the project. <b>Less than significant.</b>    | No mitigation measures are required.  | No significant impacts were identified and no mitigation measures are required. |

# 1. Executive Summary

**Table 1-3  
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

| <b>Environmental Impact/Level of Significance Before Mitigation</b>  | <b>Mitigation Measures</b>  | <b>Level of Significance After Mitigation</b>                                   |
|--|---|---|
| Impact 5.3-3: Soil conditions could result in risks to life or property. <b>Less than significant.</b>   | No mitigation measures are required.  | No significant impacts were identified and no mitigation measures are required. |
| <b>5.4 HAZARDS AND HAZARDOUS MATERIALS</b>   |   |   |
| Impact 5.4-1: Historic and on-going industrial activities could result in the release of hazardous materials into the environment in close proximity to future residential uses. <b>Potentially significant.</b> | <p><b>Applicable Measures from MMP No. 106</b></p> <p>5.4-1 On-going during demolition and construction, in the event that hazardous waste is discovered during site preparation or construction, the property owner/developer shall ensure that the identified hazardous waste and/or hazardous material is handled and disposed of in the manner specified by the State of California Hazardous Substances Control Law (Health and Safety Code, Division 20, Chapter 6.5) and according to the requirements of the California Administrative Code, Title 30, Chapter 22. In addition, the property owner/developer shall report the finding of hazardous waste to the Orange County Health Care Agency and Anaheim Fire Department.</p> <p>5.4-2 On-going during project operation, the applicant shall handle and dispose of all hazardous materials and wastes during the operation and maintenance of facilities in accordance with the State codes identified in Mitigation Measure No. 5.4-1 and under Anaheim Fire Department supervision..</p> <p>5.4-3 Prior to issuance of first residential building permit, the property owner/developer for future residential projects shall send a Notification Letter to businesses in proximity to the project to inform them of the presence of the sensitive use (i.e., residential land uses). The letter shall request that the mixed-use project property owner/residents be notified of any accident at the nearby businesses that may involve the release of hazardous substances. The Good Neighbor Program shall also require that the project property owner/developer prepare a Safety Plan, which shall be implemented and on-going during project operation, that includes staff training, emergency tools, and first aid provisions, supervision of children or other individuals in an emergency situation, and a shelter-in-place program for instances when evacuation is not appropriate or practicable.</p> <p>5.4-4 Prior to final Building and Zoning inspections, the owner/developer for future residential projects shall prepare and submit to the Planning Department, Building Division, a Safety Plan, which shall be implemented on-going during project operation that includes staff training, emergency tools, and first aid provisions, supervision of children or other individuals in an emergency situation, and a shelter-in-place program for when evacuation is not appropriate or practicable.</p> <p>5.4-5 Prior to final Building and Zoning inspections, for any residential project within 1,000 feet of a use that has the potential to release substantial amounts of airborne hazardous materials, the project property owner/developer shall submit a shelter-in-place program to the Planning Department, Building Division, for</p> | Less than significant.  |

# 1. Executive Summary

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|---|---|---|
|   | <p>review and approval. The shelter-in-place program shall require the property owner/developer to purchase a subscription to a service that provides “automated emergency notification” to individual residents (subject to meeting minimum standards set by the City) of the project.</p> <p>The shelter-in-place program shall include the following:</p> <ul style="list-style-type: none"> <li>• The property owner/developer shall be required to purchase a minimum 10-year subscription to such a service that would include periodic testing (at least annually).</li> <li>• The CC&amp;Rs for each individual project shall require that each property owner and/or project Homeowners Association (HOA):               <ul style="list-style-type: none"> <li>○ Maintain a subscription following expiration of the initial purchased subscription.</li> <li>○ Maintain, in a timely manner, the database of resident phone numbers in conjunction with the service.</li> <li>○ Provide appropriate agencies (police, fire, other emergency response as identified by the City) with information on how to activate the notification via the service provider.</li> </ul> </li> </ul> <p>The CC&amp;Rs for each individual project shall require that each resident provide the property owner/HOA with a current phone number for the residence and/or individual residents. This would include timely notification following the sale of a unit and would require notification if the unit were rented or leased or subject to any other change in occupancy.</p> <p><b>Additional Mitigation</b></p> <p>5.4-6 Prior to issuance of grading permits for each development project, a Phase I Site Assessment shall be prepared by the property owner/developer and submitted to the City of Anaheim Public Works Department, Development Services Division, for review and approval. If actual or potential impacts are identified by the Phase I, a Phase II ESA will be completed for the site by the owner/developer and the results will be submitted to the Planning Department. During the Phase II ESA, samples from potential areas of concern will be collected and submitted for laboratory analysis to confirm the nature and extent of potential impacts. If hazardous materials are identified during the site assessments, the property owner/developer shall notify the finding to the Anaheim Fire Department and the appropriate response/remedial measures will be implemented in accordance with the directives of the OCHCA and/or the Regional Water Quality Control Board (RWQCB), as appropriate. If soil is encountered during site development that is suspected of being impacted by hazardous materials, work will be halted and site conditions will be evaluated by a qualified environmental professional. The results of the evaluation will be submitted to OCHCA and/or RWQCB, and the appropriate response/remedial measures will be implemented, as directed by OCHCA, RWQCB, or other</p> |   |

# 1. Executive Summary

**Table 1-3  
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

| <b>Environmental Impact/Level of Significance Before Mitigation</b>   | <b>Mitigation Measures</b>  | <b>Level of Significance After Mitigation</b>                                   |
|---|---|---|
|   | <p>applicable oversight agency, until all specified requirements of the oversight agencies are satisfied and a no-further-action status is attained.</p> <p>5.4-7 Prior to issuance of a grading permit or a demolition permit for any building, an asbestos survey shall be conducted and submitted to the Planning Department, Building Division, by the property owner/developer. If the materials are found to contain asbestos fibers, demolition shall be conducted in accordance with the remediation and mitigation procedures detailed in Remediation Procedures Report, and in accordance with Federal, State and local law. Buildings constructed prior to 1973 shall be screened for lead-based paint prior to demolition. If lead-based paint is identified, it shall be mitigated in accordance with the procedures set forth in the Remediation Procedures Report.</p>   |   |
| Impact 5.4-2: Several heliports are located in the vicinity of the Project Area, which may result in hazards to future residents and workers within the Project Area. <b>Less than significant.</b>                                 | No mitigation measures are required.  | No significant impacts were identified and no mitigation measures are required. |
| Impact 5.4-3: Development in accordance with The Platinum Triangle Master Land Use Plan may interfere with the adopted emergency response plan or emergency evacuation plan for the area. <b>Less than significant.</b>             | No mitigation measures are required.  | No significant impacts were identified and no mitigation measures are required. |
| <b>5.5 HYDROLOGY AND WATER QUALITY</b>  |   |   |
| Impact 5.5-1: Development pursuant to the Proposed Project would alter the amount of impervious surfaces on the site and may affect surface water flows into drainage systems within the watershed. <b>Potentially significant.</b> | <p><b>Applicable Measure from MMP No. 106</b></p> <p>5.5-1 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 flood-proofed to prevent damage to property or harm to people.</p> <p><b>Additional Mitigation</b></p> <p>5.5-4 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. If the project will increase storm water 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</p> | Less than significant.  |

# 1. Executive Summary

**Table 1-3  
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

| <b>Environmental Impact/Level of Significance Before Mitigation</b>  | <b>Mitigation Measures</b>   | <b>Level of Significance After Mitigation</b>  |
|--|--|--|
|  | <p>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), 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.</p>  |  |
| <p>Impact 5.5-2: Portions of the Project Area proposed for development are located within a 100-year flood hazard area. <b>Less than significant.</b></p>  | <p>No mitigation measures are required.</p>  | <p>No significant impacts were identified and no mitigation measures are required.</p> |
| <p>Impact 5.5-3: During the construction phase of the Proposed Project, there is the potential for short-term unquantifiable increases in pollutant concentrations from the site. After project development, the quality of storm run-off (sediment, nutrients, metals, pesticides, pathogens, and hydrocarbons) may be altered. <b>Potentially significant.</b></p> | <p><b>Applicable Measure from MMP No. 106</b></p> <p>5.5-2 At least 90 days prior to the initiation of grading activities, for projects greater than five acres, an NOI shall be filed with the RWQCB by the property owner/developer pursuant to State and Federal NPDES requirements. As part of the NOI, a 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 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 prepared for the Proposed Project (Appendix G of SEIR No. 332).</p> <p><b>Additional Mitigation</b></p> <p>No additional mitigation measures are required.</p> | <p>Less than significant.</p>  |
| <p>Impact 5.5-4: The project site is located within the inundation area of the Prado Dam. <b>Less than significant.</b></p>  | <p>No mitigation measures are required.</p>  | <p>No significant impacts were identified and no mitigation measures are required.</p> |

# 1. Executive Summary

**Table 1-3  
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

| <i>Environmental Impact/Level of Significance Before Mitigation</i>  | <i>Mitigation Measures</i>   | <i>Level of Significance After Mitigation</i>                                   |
|--|--|---|
| <b>5.6 LAND USE AND RELEVANT PLANNING</b>  |  |   |
| Impact 5.6-1: Components of the Proposed Project would conflict with the existing General Plan and zoning designations for the Project Area. <b>Less than significant.</b> | No mitigation measures are required.   | No significant impacts were identified and no mitigation measures are required. |
| <b>5.7 NOISE</b>   |  |   |
| Impact 5.7-1: Construction activities would result in temporary noise increases in the vicinity of the Proposed Project. <b>Potentially significant.</b>                   | <p><b>Applicable Mitigation Measure from MMP No. 106</b></p> <p>5.7-1 On-going and 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:</p> <ul style="list-style-type: none"> <li>a) Noise generated by construction, shall be limited by the property owner/developer to 60 dBA along the property boundaries, before 7 a.m. and after 7 p.m., as governed by Chapter 6.7, Sound Pressure Levels, of the Anaheim Municipal Code.</li> <li>b) Limit the hours of operation of equipment that produces noise levels noticeably above general construction noise levels to the hours of 10 a.m. to 4 p.m.</li> <li>c) All internal combustion engines on all of the construction equipment shall be properly outfitted with well maintained muffler systems.</li> </ul> <p><b>Additional Mitigation</b><br/>No additional mitigation measures are required.</p> | Less than significant.  |
| Impact 5.7-2: Project implementation would result in noise increases associated with the long-term operation of the project. <b>Potentially significant.</b>               | <p><b>Applicable Measure from MMP No. 106</b></p> <p>5.7-2 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 and railroad, to meet City interior and exterior noise standards.</p> <p><b>Additional Mitigation</b><br/>No additional mitigation measures are required.</p>   | Less than significant.  |
| Impact 5.7-3: The project may increase groundborne vibration and groundborne noise. <b>Less than significant.</b>  | No mitigation measures are required.   | No significant impacts were identified and no mitigation measures are required. |

# 1. Executive Summary

**Table 1-3  
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

| <i>Environmental Impact/Level of Significance Before Mitigation</i>  | <i>Mitigation Measures</i>   | <i>Level of Significance After Mitigation</i>  |
|--|--|--|
| Impact 5.7-4: The proximity of the project site to existing heliports would result in exposure of future residents and workers to heliport-related noise. <b>Potentially significant.</b>  | <p><b>Applicable Measure from MMP No. 106</b></p> <p>5.7-3 New development project property owner/developers shall use the most current available Airport Environs Land Use Plan (AELUP) as a planning resource for evaluating heliport and airport operations as well as land use compatibility and land use intensity in the proximity of Los Alamitos Joint Training Base and Fullerton Municipal Airport.</p> <p><b>Additional Mitigation</b></p> <p>No additional mitigation measures are required.</p> | Less than significant.   |
| <b>5.8 POPULATION AND HOUSING</b>  |  |  |
| Impact 5.8-1: The Proposed Project would result in direct and indirect population growth due to the introduction of additional housing units and employment opportunities. <b>Less than significant.</b>   | No mitigation measures are required.   | No significant impacts have been identified and no mitigation measures are required. |
| <b>5.9 PUBLIC SERVICES</b>   |  |  |
| <b>Fire Protection and Emergency Services</b>  |  |  |
| Impact 5.9-1: Project implementation will increase demands on the Anaheim Fire Department, including calls for service, station and equipment maintenance, training, fire prevention, inspection and emergency medical services. <b>Potentially significant.</b> | <p><b>Applicable Measure from MMP No. 106</b></p> <p>5.9-1 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 prior to each final Building and Zoning inspection.</p>  | Less than significant.   |

# 1. Executive Summary

**Table 1-3  
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

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|--|---|--|
| <b>Police Protection</b>   |   |  |
| <p>Impact 5.9-2: The Proposed Project would introduce new structures, residents, and workers into the Anaheim Police Department service boundaries, thereby increasing the requirement for police protection facilities and personnel.<br/><b>Potentially significant.</b></p> | <p><b>Applicable Measures from MMP No. 106</b></p> <p>5.9-2 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 the concept of crime prevention through environmental design (i.e., building design, circulation, site 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.</p> <p>5.9-3 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.</p> <p>5.9-4 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 reviews and approval of the Anaheim Police Department.</p> <p>5.9-5 If the Anaheim Police Department or 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.</p> <p><b>Additional Mitigation</b></p> <p>No additional mitigation measures are required.</p> | <p>Less than significant.</p>  |
| <b>School Services</b>   |   |  |
| <p>Impact 5.9-3: The Proposed Project would generate additional students that would impact the school enrollment capacities of area schools.<br/><b>Less than significant.</b> [However, payment of school fess in accordance with SB50 would mitigate potential impacts.]</p> | <p><b>Applicable Measure from MMP No. 106</b></p> <p>No significant impacts have been identified, however the following mitigation measure will be incorporated to ensure that facilities are constructed or expanded to adequately serve future residents.</p> <p>5.9-6 The City of Anaheim will work cooperatively with school districts to identify sites for new schools and school expansions in The Platinum Triangle.</p> <p><b>Additional Mitigation</b></p> <p>No additional mitigation measures are required.</p>   | <p>No significant impacts have been identified; however, the mitigation measure identified will additionally assist in reducing impacts to the Proposed Project.</p> |

# 1. Executive Summary

**Table 1-3  
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

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|--|---|--|
| <b>Library Services</b>  |   |  |
| Impact 5.9-4: The Proposed Project would generate additional residents, increasing the service needs of the local libraries. <b>Less than significant.</b>                     | No mitigation measures are required.  | No significant impacts have been identified and no mitigation measures are required. |
| <b>Parks</b>   |   |  |
| Impact 5.9-5: The Proposed Project would generate additional residents that would increase the use of existing park and recreational facilities. <b>Less than significant.</b> | No mitigation measures are required.  | No significant impacts have been identified and no mitigation measures are required. |
| <b>5.10 TRAFFIC AND CIRCULATION</b>  |   |  |
| Impact 5.10-1: Project-related trip generation would impact levels of service for the existing area roadway system. <b>Potentially significant.</b>                            | <p><b>Applicable Measures from MMP No. 106</b></p> <p>5.10-1 Prior to the issuance of grading or building permit, whichever occurs first, for new development 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, the property owner/developer shall be required to pay the City of Anaheim for all costs associated with updating the applicable Transportation Model to include the trips associated with their proposed development. This model update will be used to determine and program the extent and phasing of improvements necessary to accommodate the proposed development.</p> <p>If the model demonstrates that the proposed development will cause an intersection to operate at an unacceptable level of service (LOS "E" or "F" depending on the location), the property owner/developer shall be responsible for constructing its fair share of necessary improvements to maintain acceptable levels of service at intersections within Anaheim and surrounding municipalities for the anticipated theoretical buildout of the General Plan as identified in the City's Circulation Element. The Public Works Department, Traffic and Transportation Division, and Planning Department, Building Division, shall monitor these measures.</p> <p>5.10-2 The property owner/developer shall implement and administer a comprehensive Transportation Demand Management (TDM) program for all employees. Objectives of the TDM program shall be:</p> <ul style="list-style-type: none"> <li>• Increase ridesharing and use of alternative transportation modes by guests</li> <li>• Provide a menu of commute alternatives for employees to reduce project-generated trips.</li> <li>• Conduct an annual commuter survey to ascertain trip generation, trip origin and Average Vehicle Ridership.</li> </ul> |  |

# 1. Executive Summary

**Table 1-3  
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

| <b>Environmental Impact/Level of Significance Before Mitigation</b> | <b>Mitigation Measures</b>  | <b>Level of Significance After Mitigation</b> |
|---|---|---|
|   | <p>Prior to final Building and Zoning inspection and on-going during project operation, the property owner/ developer shall provide a menu of TDM program strategies and elements for both existing and future employees' commute options, to include, but not be limited to, the following:</p> <ul style="list-style-type: none"> <li>• On-site Services such as the food, retail, and other services be provided.</li> <li>• 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.</li> <li>• Vanpooling. Develop a computer 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.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> <li>• Stagger work shifts.</li> <li>• Develop a "compressed work week" program, which provides for fewer work days but longer daily shifts as an option for employees.</li> <li>• Explore the possibility of a "telecommuting" program that would link some employees via electronic means (e.g., computer with modem).</li> <li>• 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.</li> <li>• Access. Preferential access to high occupancy vehicles and shuttles may be provided.</li> </ul> |   |

# 1. Executive Summary

**Table 1-3  
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

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|---|---|---|
|   | <ul style="list-style-type: none"> <li>• 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.)</li> <li>• Financial Incentive for Bicycling. Employees offered financial incentives for bicycling to work.</li> <li>• 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.</li> <li>• Design incentive programs for carpooling and other alternative transportation modes so as to put highest priority on reduction of longest commute trips.</li> </ul> <p>5.10-3 The property owner/developer of office/commercial uses 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.</p> <p>5.10-4 The General Plan Circulation Element and associated Planned Roadway Network Map (Figure C-1 of the General Plan), identifies those roadways that are planned to accommodate current development and future growth established by the Land Use Element. As determined by the Public Works Department, Traffic and Transportation Division, roadways will be constructed as development occurs and as funding becomes available. In addition to the roadways identified on the Planned Roadway Network Map, improvements will be necessary to maintain acceptable levels of service within the anticipated theoretical buildout identified in the General Plan.</p> <p>5.10-5 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.</p> <p>5.10-6 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 as shown in the Circulation Element of the Anaheim General Plan adjacent to their property.</p> <p><b>Additional Mitigation</b><br/>No additional mitigation measures are required.</p> |   |

# 1. Executive Summary

**Table 1-3  
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

| <b>Environmental Impact/Level of Significance Before Mitigation</b>  | <b>Mitigation Measures</b>           | <b>Level of Significance After Mitigation</b>  |
|--|--------------------------------------|--|
| Impact 5.10-2: The Proposed Project may result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks. | No mitigation measures are required. | No significant impacts have been identified and no mitigation measures are required. |
| Impact 5.10-3: The Proposed Project may result in inadequate emergency access.   | No mitigation measures are required. | No significant impacts have been identified and no mitigation measures are required. |

**5.11 UTILITIES AND SERVICE SYSTEMS**

**Water**

|  |  |                        |
|--|--|------------------------|
| Impact 5.11-1: Upgrades to the existing water supply and delivery system will be required to adequately serve the Proposed Project.<br><b>Potentially significant.</b> | <p><b>Applicable Measures from MMP No. 106</b></p> <p>5.11-1 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 Water 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"> <li>• Use of water-conserving landscape plant materials wherever feasible;</li> <li>• Use of vacuums and other equipment to reduce the use of water for wash down of exterior areas;</li> <li>• Low-flow fittings, fixtures and equipment including low flush toilets and urinals;</li> <li>• Use of self-closing valves for drinking fountains;</li> <li>• Use of efficient irrigation systems such as drip irrigation and automatic systems which use moisture sensors;</li> <li>• Infrared sensors on sinks, toilets and urinals;</li> <li>• Low-flow shower heads in hotels;</li> <li>• Infrared sensors on drinking fountains;</li> <li>• Use of irrigation systems primarily at night, when evaporation rates are lowest;</li> <li>• Water-efficient ice machines, dishwashers, clothes washers, and other water using appliances;</li> <li>• Cooling tower recirculating system;</li> <li>• Use of low flow sprinkler heads in irrigation system;</li> <li>• Use of waterway re-circulation systems;</li> <li>• Provide information to the public in conspicuous places regarding water conservation; and</li> <li>• Use of reclaimed water for irrigation and washdown when it becomes available.</li> </ul> | Less than significant. |
|--|--|------------------------|

# 1. Executive Summary

**Table 1-3  
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

| <i>Environmental Impact/Level of Significance Before Mitigation</i>  | <i>Mitigation Measures</i>   | <i>Level of Significance After Mitigation</i> |
|--|--|---|
|  | <p>In conjunction with submittal of landscape and building plans, the applicant shall identify which of these measures have been incorporated into the plans.</p> <p>5.11-2 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.</p> <p>5.11-3 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)</p> <p>5.11-4 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.</p> <p><b>Additional Mitigation</b><br/>No additional mitigation measures are required.</p>  |   |
| <b>Wastewater</b>  |  |   |
| <p>Impact 5.11-2: Upgrades to existing wastewater facilities will be required to adequately serve the project. <b>Potentially significant.</b></p> | <p><b>Applicable Measure from MMP No. 106</b></p> <p>5.11-5 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 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 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. 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.</p> | <p>Less than significant.</p>                 |

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|---|--|---|
|   | <p><b>Additional Mitigation</b></p> <p>5.11-6 Within 90 days following the effective date of each Development Agreement for The Platinum Triangle mixed-use area entered into between the City of Anaheim and the property owner/developer, the property owner/developer shall submit proof to the Planning Services Division of the Planning Department that the County Sanitation District of Orange County (OCSD) fees due for the project have been paid. Further, this requirement shall be added to the Project requirements set forth in Exhibit "C" (Conditions of Approval) of the Development Agreement.</p> <p>5.11-7 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 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.</p>  |   |
| <p><b>Solid Waste</b></p> <p>Impact 5.11-3: Implementation of the Proposed Project will generate additional solid waste which will further impact county landfills. <b>Potentially significant.</b></p> | <p><b>Applicable Measures from MMP No. 106</b></p> <p>5.11-8 The property owner/developer shall submit project plans to the Street 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, as its discretion, the following plan components:</p> <ul style="list-style-type: none"> <li>• Detailing the locations and design of on-site recycling facilities.</li> <li>• Providing on-site recycling receptacles to encourage recycling.</li> <li>• Participating in the City of Anaheim's "Recycle Anaheim" program or other substitute program as may be developed by the City.</li> <li>• Facilitating cardboard recycling (especially in retail area) by providing adequate space and centralized locations for collection and bailing.</li> <li>• Providing trash compactors for nonrecyclable materials whenever feasible to reduce the total volume of solid waste and number of trips required for collection</li> <li>• Providing on-site recycling receptacles accessible to the public to encourage recycling for all businesses, employees, and patrons where feasible.</li> <li>• Prohibiting curbside pick-up.</li> <li>• Ensuring hazardous materials disposal complies with Federal, State, and city regulations.</li> </ul> | <p>Less than significant.</p>                 |

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|--|--|---|
|  | <p>5.11-9 The following practices shall be implemented, as feasible, by the property owner/developer:</p> <ul style="list-style-type: none"> <li>• Usage of recycled paper products for stationery, letterhead, and packaging.</li> <li>• Recovery of materials, such as aluminum and cardboard.</li> <li>• Collection of office paper for recycling.</li> <li>• Collection of glass, plastics, kitchen grease, laser printer toner cartridges, oil, batteries and scrap metal for recycling or recovery.</li> </ul> <p>5.11-10 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.</p> <p><b>Additional Mitigation</b><br/>No additional mitigation measures are required.</p> |   |
| <p><b>Electricity</b></p> <p>Impact 5.11-4: Upgrades to the existing facilities will be required to accommodate project generated utility demands. <b>Potentially significant.</b></p> | <p><b>Applicable Measures from MMP No. 106</b></p> <p>5.11-11 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) and will consult with the City of Anaheim Public Utilities Resource Efficiency Division in order to review Title 24 measures prior to each final Building and Zoning inspection to incorporate into the project design including energy efficient designs. This consultation shall take place during project design to incorporate into the project design energy efficiency and allow potential systems alternatives such as thermal energy storage air-conditioning and building envelope options.</p> <p>5.11-12 In order to conserve energy, the property owner/developer shall implement energy-saving practices in compliance with Title 10, which may include the following:</p> <ul style="list-style-type: none"> <li>• High-efficiency air-conditioning with EMS (computer) control.</li> <li>• Variable Air Volume (VAV) air distribution.</li> <li>• Outside air (100 percent) economizer cycle.</li> <li>• Staged compressors or variable speed drives to flow varying thermal loads.</li> </ul>  | <p>Less than significant.</p>                 |

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|---|--|---|
|   | <ul style="list-style-type: none"> <li>• Isolated HVAC zone control by floors/separable activity areas.</li> <li>• Specification of premium-efficiency electric motors (i.e., compressor motors, air-handling units, and fan-coil units).</li> <li>• Use of occupancy sensors in appropriate spaces.</li> <li>• Use of compact fluorescent lamps in place of incandescent lamps.</li> <li>• Use of T-8 lamps and electronic ballasts where applications of standard fluorescent fixtures are identified.</li> <li>• Use of metal-halide or high-pressure sodium (high intensity discharge) lamps for outdoor lighting and parking lots.</li> <li>• Consideration of thermal energy storage air conditioning for hotel buildings, meeting facilities, theaters, or other intermittent-use spaces or facilities that may require air-conditioning during summer, day-peak periods.</li> <li>• Consideration for participation in Resource Efficiency's Programs such as:</li> <li>• New Construction Design Review, in which the City cost-shares engineering fees for design of energy efficient buildings and systems.</li> <li>• Energy Sale for New Construction – Cash incentives (\$150 to \$400 per kW reduction in load) for efficiency that exceeds Title 24 requirements.</li> <li>• Thermal Energy Storage Feasibility Study – Cost sharing of up to \$5,000 for the feasibility study of TES applied to new facilities.</li> </ul> <p>5.11-13 For any buildings requiring a change in electrical service, the property owner/developer shall install an underground electrical service from the Public Utilities Distribution System. The Underground Service will be installed in accordance with the Electric Rules, Rates, Regulations and Electrical Specifications for Underground Systems. Electrical Service Fees and other applicable fees will be assessed in accordance with the Electric Rules, Rates, Regulations and Electrical Specifications for Underground Systems.</p> <p><b>Additional Mitigation</b><br/>No additional mitigation measures are required.</p> |   |

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|--|--|--|
| <b>Natural Gas</b>   |  |  |
| Impact 5.11-5: Future development of the Project Area would result in an increased demand for natural gas service. <b>Less than significant.</b> [Although impacts to natural gas service are considered less than significant, the Proposed Project will comply with Title 24 of the California Administrative Code.] | <p><b>Applicable Measures from MMP No. 106</b></p> <p>No significant impacts have been identified; however, the following mitigation measure will ensure compliance with Title 24 of the California Administrative Code.</p> <p>5.11-14 The property owner/developer shall submit plans for review and approval which shall ensure that buildings are in conformance with the State Energy Conservation Standards for Nonresidential buildings (Title 24, Part 6, Article 2, California Administrative Code).</p> <p><b>Additional Mitigation</b></p> <p>No additional mitigation measures are required.</p> | No significant impacts have been identified, however all future projects will be required to comply with Title 24 of the California Administrative Code.         |
| <b>Telephone</b>   |  |  |
| Impact 5.11-6: Upgrades to existing telephone service facilities may be necessary to adequately serve the Proposed Project. <b>Less than significant.</b>  | No mitigation measures are required.   | No significant impacts have been identified and no mitigation measures are required.   |
| <b>Cable</b>   |  |  |
| Impact 5.11-7: Upgrades to existing cable facilities may be required to serve the Proposed Project. <b>Less than significant.</b>  | No mitigation measures are required.   | No significant impacts have been identified, however all future projects will be required to maintain existing television reception throughout the Project Area. |