

5. Environmental Analysis

5.8 POPULATION AND HOUSING

5.8.1 Environmental Setting

Population

According to the U.S. Census, Anaheim had a population of 328,014 in 2000 and accounted for nearly 12 percent of Orange County's total population. This was an increase of 61,608 people (23 percent) since the 1990 Census. Anaheim is a leader in growth in both California and in the United States. Between 1990 and 2000, Anaheim's growth rate was the highest among the 10 largest cities in California and eighth highest among all cities nationally with a population over 300,000.

Anaheim has experienced significant changes in terms of community composition over the past several decades. Although no one racial or ethnic group makes up more than 50 percent of the population in the City, the City has the second highest Hispanic population in the County (behind Santa Ana), as well as the largest African-American population in the County. There were no residences in The Platinum Triangle at the time of the 2000 Census and therefore, no permanent population.

Housing Stock

According to the 2000 Census, Anaheim's housing stock consisted of 99,719 dwelling units in 2000, an increase of 6,542 units since the 1990 Census. Table 5.8-1 shows the composition of the housing stock in the City. There were no residential dwelling units in the Project Area at the time of the 2000 Census.

**Table 5.8-1
Composition of Housing Stock**

<i>Unit Type</i>	<i>Number of Units</i>	<i>Percent</i>
1 unit, detached	42,874	43.1
1 unit, attached	8,912	8.9
2 to 4 units	10,380	10.4
5+ units	33,048	33.1
Mobile Homes	4,076	4.1
Other	429	0.4
Total	99,719	100.0

Source: U.S. Census Bureau, 2000 Census and City of Anaheim General Plan EIR

Vacancy Rate

The vacancy rate for housing in Anaheim, as reported by the Census, was 2.8 percent in 2000, suggesting that housing is in high demand in the City. Vacancy rate is a measure of the availability of housing in a community. It also demonstrates how well the types of units available actually meet the market demand. A low vacancy rate suggests that households may have difficulty finding housing within their price range; a high supply of vacant units may indicate either the existence of a high number of desired units, or an oversupply of units.

The vacancy rate fell from 6.0 percent in 1990 to 2.8 percent in 2000, even though over 6,500 units were added to the housing stock. Along with the new housing units, the number of vacant units dropped from 5,589 in 1990 to 2,750 in 2000. Together, the increase in new units and the decrease in vacant units represent an increase of 9,339 occupied units in the City.



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Housing Tenure

In 2000, half of the available housing units in the City were owner occupied (48,514 units), while the other half of the housing units (48,455 units) were renter occupied. The occupied units (96,969 units) represent approximately 97 percent of the total 99,719 housing stock. The remaining 3 percent (2,750 units) are vacant units. This represents a slight increase in owner-occupied units from 1990, when owner occupied units represent 49 percent of total available units.

Current and Future Housing Needs

The Anaheim Housing Element was approved and adopted on October 29, 2002, and certified by the State in February 2003. Goals and policies identified in the City's recent General Plan and Zoning Code Update (adopted on May 25, 2004) are consistent with the goals and policies identified in the previously approved Housing Element.

The General Plan Update reduced the residential density in certain areas of the City such as The Colony and the Mountain Park Specific Plan area but introduced mixed-use and residential development in the Downtown and The Platinum Triangle. The General Plan Update also provided opportunities to redevelop under-utilized mid-block commercial areas with residential development, thereby expanding housing opportunities to maintain the number of housing units in each category identified in the Housing Element.

Employment Trends

The City's employment base ranges from smaller service-oriented businesses to large-scale industrial and research/development land uses. According to the 2000 Census, the City of Anaheim contained an employed civilian labor force (16 years and older) of 152,255.

The largest occupational category is sales and office occupations, in which 28.3 percent of the workforce is employed, followed by management, professional and related occupations, in which 27.5 percent of the workforce is employed. The largest industry category is manufacturing (20.2 percent), followed by educational, health, and social services (14.2 percent). Currently, Anaheim's workforce comprises approximately 11 percent of the County's workforce. The Platinum Triangle contains a work force associated with industrial, light industrial, offices, hotels, restaurants, and retail uses.

Southern California Association of Governments (SCAG)

Regional Housing Needs Assessment (RHNA)

In order to address existing and future housing needs, the State requires regional councils of governments to establish housing growth policies. For Orange County, this information is contained in the SCAG Regional Housing Needs Assessment (RHNA) and is also incorporated into the City's General Plan and Housing Element. The Housing Element must be reviewed and updated every five years in accordance with State law. The current Housing Element for the City of Anaheim was adopted in October 2002.

Regional Comprehensive Plan and Guide (RCPG)

The SCAG Regional Comprehensive Plan and Guide (RCPG) presents the region's forecasts and policies for dealing with anticipated growth including population, housing, and employment expected throughout Southern California. Growth projections contained in the RCPG are based on a compilation of County and local projections. RCPG forecasts are then used in the formulation of regional plans dealing with regional air quality, housing, transportation/circulation, and other infrastructure issues.

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Regional Transportation Plan (RTP)

The Regional Transportation Plan (RTP) is a long-range (minimum 20-year) plan that provides a blueprint for future transportation improvements and investments based on specific transportation goals, objectives, policies and strategies. The RTP is based on Federal transportation law requiring comprehensive, cooperative, and continuous transportation planning. SCAG meets these requirements by developing comprehensive transportation plans that include all surface transportation modes (multi-modal planning), to ensure efficient people and goods movements throughout the region.

Every three years, the SCAG revises the RTP with updated information and an environmental clearance. The last updated plan (2004 RTP) was adopted by SCAG in April 2004. The 2004 RTP reflects changes in population, housing, employment, environmental, land-use forecast and technology. This regional planning document is required by a number of State and Federal mandates, and requirements which include the ISTEA, Clean Air Act and the California Environmental Quality Act.

Orange County Council of Governments (OCCOG)

Orange County Projection (OCP)

The Orange County Projection (OCP) is a long-range forecast of Orange County's population, housing units, and employment. The Orange County Projection 2000 (OCP 2000) contains the most recent population, housing, and employment estimates for each city in Orange County through the year 2025. These projections are used in a variety of regional planning efforts including the Regional Transportation Plan and Regional Housing Needs Assessment prepared by the Southern California Association of Governments (SCAG), the Air Quality Management Plan prepared by the South Coast Air Quality Management District (SCAQMD), and the Orange County Transportation Authority (OCTA) transportation model.



5.8.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- P-1 Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).

The Initial Study, included as Appendix A, substantiates that impacts associated with the following thresholds would be less than significant. As a result, these topics are not addressed in the following analysis.

- P-2 Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.
- P-3 Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

5.8.3 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in parentheses after the impact statement.

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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. (THRESHOLD P-1)

Impact Analysis: Implementation of the Proposed Project could result in maximum build-out of 9,500 residential units, 3,265,000 square feet of office uses, and 2,254,400 square feet of commercial uses within The Platinum Triangle, in addition to industrial development at a FAR of up to 0.50 and institutional development at a FAR up to 3.0. Development of the residential units would result in direct population increases associated with the increase in housing. In addition, indirect population increases may be associated with job growth in The Platinum Triangle as office, commercial, industrial, and institutional uses are developed. The Proposed Project is balanced in that it provides for a wide-range of housing opportunities to serve future employees.

SCAG uses the jobs/housing ratio to assess the relationship between housing and employment growth. The jobs/housing ratio is a general measure of the “balance” between the number of jobs and number of housing units within a geographic area, without regards to economic constraints or individual preferences. SCAG applies the jobs/housing ratio at the regional and subregional level as a tool for analyzing the fit between jobs, housing and infrastructure.

The EIR associated with the City’s recent General Plan and Zoning Code Update (FEIR No. 330) indicates that at build-out of the development intensities designated by the General Plan, the jobs to housing ratio in the City will be 1.94. This ratio includes development intensities assigned to The Platinum Triangle by the General Plan, which are implemented by the adopted Platinum Triangle Master Land Use Plan and Implementation Zones. The close proximity of future housing units and office, commercial, industrial, and institutional uses envisioned by the master land use plan responds directly to the City’s jobs/housing balance policies. The proposed increase of 325 additional dwelling units and 210,100 square feet of commercial uses within The Platinum Triangle, as part of the Proposed Project, would not alter the current jobs to housing ratio. Applying a typical standard ratio of square feet per employee, i.e., 500 square feet per employee, the proposed increase in commercial area (210,100 square feet.) would create an estimated 420 jobs. As shown in Table 5.8-2, Build-out Statistical Summary, the Proposed Project will not change the current projected jobs/housing ratio of 1.94. Therefore, the Proposed Project is consistent with City and regional goals to provide additional housing opportunities to balance jobs within a major regional employment concentration.

**Table 5.8-2
Build-out Statistical Summary**

	SCAG 2030 Projections	Adopted General Plan	Adopted General Plan and Proposed Project
Employment	203,609	251,397	251,817 ¹
Dwelling Units	104,356	129,159	129,484 ²
Jobs to Housing Ratio	1.95	1.94	1.94

Notes:

¹ Based on ratio of 500 square feet per employee for 210,100 additional commercial square footage.

² Based on 325 additional dwelling units in the Gateway District (321 units would be designated for the North Net Fire Training Center site).

Source: SCAG RTP 2004, FEIR Table 4.3-1

The Proposed Project provides development opportunities to match housing to employment opportunities, in that the amount and type of housing coincides with the amount and type of employment proposed. For instance, a community with a highly educated technical job base requires a greater proportion of moderate

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and upper income housing to encourage residents to work locally and reduce their travel and the environmental impacts associated with long commutes.

The Proposed Project provides opportunities for mixed-use development which promotes public transit, paratransit, carpooling, vanpooling, and other Transportation Demand programs which significantly reduce vehicle miles traveled (VMT), congestion, and associated emissions. The proximity between jobs and housing would also enable walking and biking as pollution-free alternatives to automobile travel, thus providing a further opportunity for reducing trips, VMT, congestion and emissions. Furthermore, an eclectic mix of land uses, building types and walkable streets within The Platinum Triangle will provide for a life style that allows a person to live and work in the same environment. While accommodating future growth, the Proposed Project improves the jobs/housing balance within the City. Therefore, population impacts are not considered significant.

5.8.4 Cumulative Impacts

The amount of projected housing would address General Plan policies for increased housing production to meet housing demand generated by job opportunities within the City, as well as stated housing production mandates. Further, the Proposed Project's housing growth supports and is consistent with regional policies that encourages more housing in job-rich areas to improve jobs/housing balance, thereby reducing traffic congestion and associated emissions.

Taking all of these factors into consideration, the Proposed Project along with other cumulative development in the area would result in a potential cumulative impact on employment, housing, and population. However, this potential impact is considered to be substantial, but not adverse, in light of the project's contribution to improved jobs/housing balance and transportation demand management promoted by SCAG's regional policies. There are no significant unavoidable cumulative impacts related to population and housing.

5.8.5 Existing Regulations and Standard Conditions

There are no existing regulations or standard conditions related to population and housing.

5.8.6 Level of Significance Before Mitigation

Since the Proposed Project would maintain the City's jobs/housing balance, Impact 5.8-1 would be less than significant.

5.8.7 Mitigation Measures

No mitigation measures are required.

5.8.8 Level of Significance After Mitigation

No significant impacts have been identified and no mitigation measures are required.



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