

1. Executive Summary

1.1 INTRODUCTION

This Draft Environmental Impact Report (DEIR) addresses the environmental effects associated with the implementation of the proposed City of [Anaheim](#) proposed General Plan and Zoning Code Update. The California Environmental Quality Act (CEQA) requires that local government agencies, prior to taking action on projects over which they have discretionary approval authority, consider the environmental consequences of such projects. An Environmental Impact Report (EIR) is a public document designed to provide the public and local and State governmental agency decision-makers with an analysis of potential environmental consequences to support informed decision-making. This document focuses on those impacts determined to be potentially significant as discussed in the Initial Study completed for this project (see Appendix A).

This DEIR has been prepared as a Program EIR. A Program EIR addresses the scope of a series of actions and approvals which may be considered as one large project, and are related either geographically or as logical parts in the chain of contemplated actions. This Program EIR will be used to evaluate development of the City of Anaheim and its Sphere-of-Influence in accordance with the proposed General Plan and Zoning Code Update. Use of a Program EIR provides the City (as Lead Agency) with the opportunity to consider broad policy alternatives and program-wide mitigation measures and provides the City with greater flexibility to address project-specific and cumulative environmental issues on a comprehensive basis.

This DEIR has been prepared pursuant to the requirements of the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and the City of Anaheim's CEQA procedures. 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 DEIR was obtained from on-site field observations, discussions with affected agencies, analysis of adopted plans and policies, review of available studies, reports, data and similar literature, and specialized environmental assessments (air quality, noise, traffic, geotechnical, water, sewer, fire, and drainage).

1.2 ENVIRONMENTAL PROCEDURES

This DEIR has been prepared pursuant to CEQA to assess the environmental effects associated with implementation of the proposed General Plan and Zoning Code Update, 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.



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5. To foster interagency coordination in the review of projects.
6. To enhance public participation in the planning process.

An Environmental Impact Report (“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. EIR’s 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 a proposed project, the lead agency must consider the information contained in the EIR, determine whether the EIR was properly prepared in accordance with CEQA and the CEQA Guidelines, determine that it reflects the independent judgment of the lead agency, adopt findings concerning the project’s significant environmental impacts and alternatives, and must adopt a Statement of Overriding Considerations if the proposed project would result in significant impacts that cannot be avoided.

1.2.1 EIR Format

This Draft EIR (DEIR) has been formatted as described below.

Section 1. Executive Summary – This section summarizes the background and description of the proposed General Plan and Zoning Code Update and related actions, the format of the DEIR, project alternatives, and the potential environmental impacts and mitigation measures identified for the project.

Section 2. Introduction – This section describes the purpose of the DEIR; background on the project; the Notice of Preparation/Initial Study; the use of incorporation by reference; Final EIR certification; and, any critical issues remaining to be resolved.

Section 3. Environmental Setting – The purpose of this section is to provide a description of the physical environmental conditions in the vicinity of the project, as they existed at the time the Notice of Preparation was published, from both a local and regional perspective. The environmental setting provides a set of baseline physical conditions from which the lead agency determines the significance of environmental impacts resulting from the proposed project.

Section 4. Project Description – This section provides a detailed description of the project; the objectives of the proposed General Plan and Zoning Code Update; the project area and location; approvals anticipated to be included as part of the project; the necessary environmental clearances for the project; and the intended uses of the DEIR.

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

Section 6. Cumulative Impacts – This section describes the potential cumulative impacts associated with the proposed project and other existing, approved, and proposed development in the area.

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Section 7. Significant Unavoidable Adverse Impacts – This section describes the significant unavoidable adverse impacts of the proposed project.

Section 8. Alternatives – This section describes the impacts of the alternatives to the proposed project, including a No Project/Existing General Plan and Zoning Code Update Alternative, the Corridors Alternative, and a Reduced Intensity Alternative.

Section 9. Significant Irreversible Environmental Changes – This section describes the significant irreversible environmental changes associated with the project.

Section 10. Growth Inducing Impacts – This section describes the irreversible and irretrievable commitment of resources associated with the implementation of the proposed project.

Section 11. Impacts Found Not to be Significant – This section briefly describes the potential impacts of the project that were determined not to be significant and were therefore not discussed in detail in the DEIR.

Section 12. Organizations and Individuals Contacted – This section lists the people and organizations that were contacted during the preparation of the DEIR for the proposed project.

Section 13. Report Preparation Personnel – This section lists the people who prepared the DEIR for the proposed project.

Section 14. Bibliography – This section is a bibliography of the technical reports and other documentation used in the preparation of the DEIR for the proposed General Plan and Zoning Code Update.

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

- Appendix A: Notice of Preparation and Initial Study
- Appendix B: Comments on Notice of Preparation, Initial Study, and Service Correspondence
- Appendix C: Anaheim Resort Expansion Area Updated and Modified Mitigation Monitoring Program No. 0085a
- Appendix D: Updated and Modified Mitigation Monitoring Program No. 106 for The Platinum Triangle
- Appendix E: Anaheim Resort Specific Plan No. 92-2, Amendment No. 5 – Summary of Proposed Amendments to the Specific Plan
- Appendix F: Air Quality Data
- Appendix G: Noise Data
- Appendix H: Traffic Study Data
- Appendix I: Geotechnical Study



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- Appendix J: Water System Baseline Conditions
- Appendix K: Sewer System Baseline Conditions
- Appendix L: Fire Defense Analysis
- Appendix M: City of Anaheim General Plan Update Water, Wastewater, and Drainage Report
- Appendix N: City of Anaheim General Drainage Report: Baseline Conditions, Opportunities and Constraints

1.2.2 Type and Purpose of this DEIR

This DEIR has been prepared in accordance with the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and the City's Rules for the Implementation of CEQA. In accordance with Section 15121 (a) of the State CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3), the purpose of an EIR is to:

Inform public agency decision-makers and the public generally of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project.

This DEIR fulfills the requirements for a Program EIR. Although the legally required contents of a Program EIR are the same as those of a Project EIR, Program EIR's are typically more conceptual and may contain a more general discussion of impacts, alternatives, and mitigation measures than a Project EIR. As provided in Section 15168 of the State CEQA Guidelines, a Program EIR may be prepared on a series of actions that may be characterized as one large project. Use of a Program EIR provides the City (as Lead Agency) with the opportunity to consider broad policy alternatives and program-wide mitigation measures and provides the City with greater flexibility to address project-specific and cumulative environmental impacts on a comprehensive basis.

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

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

- Provide a more exhaustive consideration of impacts and alternatives than would be practical in an individual EIR;
- Focus on cumulative impacts that might be slighted in a case-by-case analysis;
- Avoid continual reconsideration of recurring policy issues;

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- Consider broad policy alternatives and programmatic mitigation measures at an early stage when the agency has greater flexibility to deal with them; and,
- Reduce paperwork by encouraging the reuse of data (through tiering).

In practice, this Program EIR would be utilized for subsequent activities implementing the goals and policies of the General Plan and Zoning Code Update, provided the activities fall within the scope of this DEIR. These would include, but not be limited to, the following:

- Reclassification of zoning categories to maintain consistency with the proposed General Plan and Zoning Code Update designations;
- Amendments to the Master Plan Arterial Highways consistent with the updated Circulation Element;
- Adoption of a Mixed-Use Overlay Zone for The Platinum Triangle (the approximately 800 acre area including and surrounding the Angel Stadium of Anaheim) to reflect General Plan designations;
- Amendment No. 5 to the Anaheim Resort Specific Plan No. 92-2 to maintain consistency with the proposed General Plan and Zoning Code Update designations and allow application of the associated zoning regulations and design guideline criteria to the proposed 26-acre expansion area on Harbor Boulevard south of Orangewood Avenue;
- Amendment No. 2 To The Northeast Area Specific Plan to maintain consistency with the proposed General Plan and Zoning Code Update designations;
- Reclassification of the Cypress Canyon Specific Plan Area to Open Space to reflect the State's intended use of the majority of the Specific Plan land area for open space purposes;
- Site-specific environmental review of new development projects; and
- Site-specific environmental review of proposed annexations within the City's existing Sphere-of-Influence.



1.3 PROJECT LOCATION

Located in northeastern Orange County, the City of Anaheim and its Sphere-of-Influence lies approximately 35 miles southeast of downtown Los Angeles and 7 miles north of Santa Ana. The City is surrounded by the Cities of Fullerton, Placentia, and Yorba Linda to the north; Riverside County to the east; the Cities of Orange, Garden Grove, Stanton, and unincorporated Orange County to the south; and, the Cities of Cypress and Buena Park to the west. The City encompasses over 32,000 acres of land, stretching nearly 20 miles along the Riverside (SR-91) Freeway, and includes another 2,431 acres of unincorporated land within its Sphere-of-Influence. In addition to SR-91, regional access to and from Anaheim is provided by the Santa Ana (I-5), Orange (SR-57) and Costa Mesa (SR-55) Freeways; the Eastern Transportation Corridor (SR-241); and Amtrak and Metrolink passenger train services at Angel Stadium and Anaheim Canyon Stations.

1.4 PROJECT SUMMARY

The proposed project consists of a comprehensive update to the City's General Plan and Zoning Code. The proposed General Plan and Zoning Code Update reflect the City's vision for its development through buildout. The General Plan is divided into various topical sections, or Elements, that address a wide range of subjects and provide goals and policies that will guide future development in the City. The General Plan Update includes:

- Revisions to the existing Land Use Element, including new and re-named land use designations (e.g., a new Mixed Use and Corridor Residential land use category), and the re-designation of underutilized mid-block commercial areas to residential land uses;
- Incorporation of the Redevelopment Element into the new Economic Development Element;

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- Revisions to the Circulation Element to include the existing Scenic Highways Element and a new Bicycle Master Plan;
- Incorporation of the Parks, Recreation and Community Services; Open Space; and, Conservation Element into the new Green Element;
- Revisions to the Growth Management Element;
- Incorporation of the Safety and Seismic Safety Elements into one new Safety Element.
- Revisions to the Noise Element

In addition to the topics addressed in the existing General Plan Elements, new goals, policies and programs are being developed in the Community Design and Public Services and Facilities Elements. Many of the public services topics were formerly discussed in the Land Use Element.

The project also involves a comprehensive update to Title 18 of the Anaheim Municipal Code, which contains the City's zoning regulations. Title 18 would be amended to implement the updated General Plan (e.g., creation of development standards to implement the proposed Mixed-Use and Corridor Residential land use designations, creation of development standards that are consistent with the Community Design Element, etc.) and would include zoning standards designed to ensure the quality of future development. The full text of the proposed General Plan and Zoning Code is available at the City of Anaheim Planning Department, at all City libraries, and on the City's website (www.anaheim.net/generalplan). The proposed implementing zones for the individual Land Use Designation categories are noted in Section 4.3.4. Other actions will include the development of a Mixed-Use Overlay Zone (including an associated reclassification) for The Platinum Triangle, reclassification of certain properties in The Platinum Triangle to the OH (High Intensity Office) and OL (Low Intensity Office) zones, amendments to The Anaheim Resort® Specific Plan and the Northeast Area Specific Plan (including associated zoning reclassifications) and zoning reclassifications within the Cypress Canyon Specific Plan Area, and portions of the Central Anaheim Area, including the Anaheim Colony Historic District consistent with and necessary to implement the General Plan and Zoning Code Update.

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 8.0 of this DEIR, three project alternatives were identified during the scoping process and analyzed for relative impacts as compared to the proposed project:

- No-Project/Existing General Plan Alternative
- Corridors Alternative
- Reduced Intensity Alternative

1.5.1 No-Project/Existing General Plan Alternative

Section 15126.6(e) of the CEQA Guidelines requires that an EIR evaluate and analyze the impacts of the "No-Project" Alternative. When the project is the revision of an existing land use or regulatory plan, policy, or ongoing operation, the no-project alternative will be the continuation of the plan, policy, or operation into the future. Therefore, the No Project/Existing General Plan and Zoning Code Update Alternative, as required by the CEQA Guidelines, analyzes the effects of continued implementation of the City's existing General Plan and Zoning Code. This alternative assumes the existing General Plan remains as the adopted long-range planning policy document for the City. Development would continue to occur within the City in accordance with the existing General Plan, Zoning Code, and specific plans.

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Buildout pursuant to the existing General Plan would allow current development patterns to remain. The current General Plan would not allow for mixed-use developments within The Platinum Triangle, including residential units, as envisioned in the proposed General Plan and Zoning Code Update. In addition, current policy would allow more residential development within the Hill and Canyon Area, including more development within the Mountain Park Specific Plan (7,966 dwelling units versus 2,500 dwelling units) and the Cypress Canyon Specific Plan (1,650 dwelling units versus designated open space). The No-Project/Existing General Plan and Zoning Code Update Alternative would provide 2,338 fewer dwelling units, increase population by 14,736 persons, and provide 14,082 fewer jobs within the City at buildout, as compared to the proposed General Plan and Zoning Code Update.

1.5.2 Corridors Alternative

The Corridors Alternative does not represent a drastic change from the Recommended Land Use Alternative in terms of the goals and policies that would be defined through the General Plan and Zoning Code Update. This Alternative would take advantage of existing and potential transportation linkages throughout the City by assuming that four major transit routes for Bus Rapid Transit (BRT) would be established to traverse portions of the City. The first, located along the entire length of La Palma Avenue, would connect the Hill and Canyon Area and The Canyon to the North Central Industrial Area and West Anaheim. In addition, this Alternative assumes another major east-west transit route along Katella Avenue, and two north-south routes along Beach Boulevard and Harbor Boulevard. This Alternative would provide an additional 29,052 dwelling units, increase population by 44,261 persons, and provide 67,529 additional jobs within the City at buildout, as compared to the proposed General Plan and Zoning Code Update. The additional units, population, and employment are related to the potential for increased mixed use opportunities along transit routes.

1.5.3 Reduced Intensity Alternative

The Reduced Intensity Alternative would reduce the remaining growth potential associated with the proposed General Plan and Zoning Code Update by 20%. The 20% reduction was based on the total remaining buildout potential of the proposed General Plan and Zoning Code Update as compared to existing land uses and applied on a City-wide basis. This Alternative would reduce total dwelling units at buildout by 5,474, decrease population at buildout by 13,215 persons, and provide 9,804 fewer jobs at buildout, as compared to the proposed General Plan and Zoning Code Update. Land use designations would remain the same, although allowable intensities would be reduced. Other components of the project, including creation of a Mixed Use Overlay Zone for The Platinum Triangle area, expansion of The Anaheim Resort Specific Plan, and increased open space in the Hill and Canyon Area, would remain the same as the proposed General Plan and Zoning Code Update.

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

Table 1.2-1 (beginning on the following page) summarizes the conclusions of the environmental analysis contained in this DEIR. Impacts are identified as significant or less than significant and for all significant impacts mitigation measures are identified. The level of significance after imposition of the mitigation measures is also presented.



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**TABLE 1.2-1
SUMMARY OF ENVIRONMENTAL IMPACTS**

Thresholds Applied	<u>Environmental Impacts/Level of Significance Before Mitigation</u>	Mitigation Measures¹	Level of Significant After Mitigation
5.1 AESTHETICS			
Would the Project Have a Substantial Adverse Effect on a Scenic Vista or Substantially Damage Scenic Resources, Including, but not Limited to, Trees, Rock Outcroppings, and Historic Buildings Within a State Scenic Highway	A 4.5-mile segment of SR-91 is an officially designated State Scenic Highway from SR-55 to Weir Canyon Road interchange. Development in accordance with the General Plan and Zoning Code Update would allow development of undeveloped parcels within the Hill and Canyon Area in the Scenic Corridor Overlay Zone. However, the General Plan incorporates various goals and policies which would protect scenic resources within this area. Less than significant.	No mitigation measures are necessary.	No significant adverse impacts were identified and no mitigation measures are necessary.
Would the Project Substantially Degrade the Existing Visual Character or Quality of the Site and its Surroundings	Development in accordance with the General Plan and Zoning Code Update would allow development of undeveloped parcels within the Hill and Canyon Area and redevelopment of existing industrial and commercial areas within The Platinum Triangle and The Downtown and Colony Area. However, the General Plan incorporates various goals and policies which would protect the existing visual character within the City. Less than significant.	No mitigation measures are necessary.	No significant adverse impacts were identified and no mitigation measures are necessary.
Would the Project Create a New Source of Substantial Light or Glare Which Would Adversely Affect Day or Nighttime Views in the Area	Development in accordance with the General Plan and Zoning Code Update would allow development of undeveloped parcels within the Hill and Canyon Area	No mitigation measures are necessary.	No significant adverse impacts were identified and no mitigation measures are necessary.

¹ [Any mitigation measures relating to The Platinum Triangle or The Anaheim Resort Specific Plan Expansion Area will also be added to the adopted mitigation monitoring programs for those areas.](#)

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SUMMARY OF ENVIRONMENTAL IMPACTS**

Thresholds Applied	<u>Environmental Impacts/Level of Significance Before Mitigation</u>	Mitigation Measures¹	Level of Significant After Mitigation
	<p><u>and redevelopment of existing industrial and commercial areas within The Platinum Triangle and The Downtown and Colony Area. Development of undeveloped parcels within the Hill and Canyon Area will increase light and glare within this portion of the City. However, the General Plan incorporates various goals and policies which would reduce light and glare impacts within this area.</u> Less than significant.</p>		
5.2 AIR QUALITY			
<p>Would the Project Result in a Cumulatively Considerable Net Increase of any Criteria Pollutant for Which the Project Region is Non-Attainment Under an Applicable Federal or State Ambient Air Quality Standard (Including Releasing Emissions Which Exceed Quantitative Thresholds for Ozone Precursors)</p>	<p><u>Information regarding specific development projects, soil types, and the locations of receptors would be needed in order to quantify the level of impact associated with construction activity. However, given the amount of development that the proposed General Plan and Zoning Code Update could accommodate over the next 20 to 25 years, it is reasonable to conclude that some major construction activity could be occurring at any given time over the life of the General Plan, which could exceed SCAQMD's adopted thresholds. Actual significance would be determined on a project by project basis as future development applications are submitted.</u> <u>Operational impacts could result from local and regional vehicle emissions generated by future traffic growth, as well</u></p>	<p>As described above, The proposed project is expected to generate emissions levels in exceedance of AQMD's threshold criteria for CO, ROG, NO_x, and PM₁₀ in the SCAB, which is classified as a non-attainment area. Goals and Policies are included in the General Plan will facilitate continued City cooperation with the SCAQMD and SCAG to achieve regional air quality improvement goals, promotion of energy conservation design and development techniques, encouragement of alternative transportation modes, and implementation of transportation demand management strategies. In addition to these policies, the following mitigation measures will be required to reduce air quality impacts:</p> <p>5.2-1 Prior to the issuance of grading permits, the property owner/developer shall include a note on all grading plans which requires the construction contractor to implement the following measures during grading.</p>	<p>Although the mitigation measures listed above will reduce air quality impacts to the extent feasible, associated air quality impacts remain a Significant Unavoidable Adverse Impact.</p>

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**TABLE 1.2-1
SUMMARY OF ENVIRONMENTAL IMPACTS**

Thresholds Applied	<u>Environmental Impacts/Level of Significance Before Mitigation</u>	<u>Mitigation Measures¹</u>	<u>Level of Significant After Mitigation</u>
	<p><u>as direct emissions due to the use of on-site utilities and consumer goods associated with the proposed land uses. Future growth in accordance with the proposed General Plan and Zoning Code Update would exceed the daily SCAQMD thresholds for CO, NOx, ROG, and PM10 in the South Coast Air Basin (SCAB), which is classified as a non-attainment area. Potentially significant impact.</u></p>	<p>These measures shall also be discussed at the pregrade conference.</p> <ul style="list-style-type: none"> • Use low emission mobile construction equipment. • Maintain construction equipment engines by keeping them tuned. • Use low sulfur fuel for stationary construction equipment. • Utilize existing power sources (i.e., power poles) when feasible. • Configure construction parking to minimize traffic interference. • Minimize obstruction of through-traffic lanes. When feasible, construction should be planned so that lane closures on existing streets are kept to a minimum. • Schedule construction operations affecting traffic for off-peak hours. • Develop a traffic plan to minimize traffic flow interference from construction activities (the plan may include advance public notice of routing, use of public transportation and satellite parking areas with a shuttle service). <p>5.2-2 The City shall reduce vehicle emissions caused by traffic congestion by implementing transportation systems management techniques that include synchronized traffic signals and limiting</p>	

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**TABLE 1.2-1
SUMMARY OF ENVIRONMENTAL IMPACTS**

Thresholds Applied	<u>Environmental Impacts/Level of Significance Before Mitigation</u>	<u>Mitigation Measures¹</u>	<u>Level of Significant After Mitigation</u>
		<p>on-street parking.</p> <p>5.2-3 The City shall encourage major employers, tenants in business parks and other activity centers, and developers of large new developments to participate in transportation management associations.</p> <p>5.2-4 The City shall consider the feasibility of diverting commercial truck traffic to off-peak periods to alleviate non-recurrent congestion as a means to improve roadway efficiency.</p> <p>At the individual development project level, it is recommended that the City apply the following mitigation measures to future development projects:</p> <p>5.2-5 The City will encourage the incorporation of energy conservation techniques (i.e. installation of energy saving devices, construction of electric 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) in new developments.</p> <p>5.2-6 The City will encourage the incorporation of bus stands, bicycle racks, bicycle lanes, and other alternative transportation related infrastructure in new developments.</p>	
Would the Project Conflict With or Obstruct	Although implementation of development	No mitigation measures are necessary.	No significant adverse impacts were

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SUMMARY OF ENVIRONMENTAL IMPACTS**

Thresholds Applied	<u>Environmental Impacts/Level of Significance Before Mitigation</u>	Mitigation Measures¹	Level of Significant After Mitigation
Implementation of the Applicable Air Quality Plan	<u>consistent with the proposed General Plan and Zoning Code Update will result in significant regional air quality impacts, the proposed project is consistent with AQMP and other regional plan strategies to reduce the number of trips and the length of trips in the region, and to improve the balance between jobs and housing at the subregional level. Less than significant.</u>		identified and no mitigation measures are necessary.
Would the Project Violate Any Air Quality Standard or Contribute Substantially to an Existing or Projected Air Quality Violation	<u>Projected CO concentrations at buildout are below the State and Federal 1-hour and 8-hour standards. Less than significant.</u>	No mitigation measures are necessary.	No significant adverse impacts were identified and no mitigation measures are necessary.
Would the Project Expose Sensitive Receptors to Substantial Pollutant Concentrations	<u>Projected CO concentrations at buildout are below the State and Federal 1-hour and 8-hour standards. Less than significant.</u>	No mitigation measures are necessary.	No significant adverse impacts were identified and no mitigation measures are necessary.
Would the Project Create Objectionable Odors Affecting a Substantial Number of People	<u>Future residential and commercial development would involve minor, odor-generating activities, such as backyard barbeque smoke, lawn mower exhaust, application of exterior paints from home improvement, etc. These types and concentrations of odors are typical of residential communities and are not considered significant air quality impacts. Less than significant.</u>	No mitigation measures are necessary.	No significant adverse impacts were identified and no mitigation measures are necessary.
5.3 BIOLOGICAL RESOURCES			
Would the Project Have a Substantial Adverse Effect, Either Directly or Through Habitat Modifications, on any Species Identified as a Candidate, Sensitive, or Special Status Species	<u>Sensitive vegetation communities in the City and its Sphere-of-Influence include coastal sage scrub, coast live oak/walnut woodland, riparian areas, and wetlands.</u>	To reduce localized impacts of development on biological resources, the following mitigation measures shall be required for projects within sensitive plant communities and wildlife corridors	Less than significant.

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Thresholds Applied	<u>Environmental Impacts/Level of Significance Before Mitigation</u>	<u>Mitigation Measures¹</u>	<u>Level of Significant After Mitigation</u>
<p>in Local or Regional Plans, Policies, or Regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service</p>	<p><u>Development within the Hill and Canyon Area has the potential to have a significant impact on sensitive vegetation communities and individual plant species. Potentially significant.</u></p>	<p>and/or for projects containing sensitive wildlife species:</p> <p>5.3-1 <u>For all areas of the City located outside the Central/Coastal NCCP/HCP, R</u>etention of rare communities shall be incorporated into building and project design to the maximum extent practical. Rare communities include oak, riparian and wetland, walnut woodland, and coastal sage scrub. If retention is not practical, healthy specimens shall be relocated and/or replaced.</p> <p>5.3-2 <u>For all areas of the City located outside the Central/Coastal NCCP/HCP, P</u>roperty owners/developers will be required to restore and re-vegetate where the loss of small and/or isolated habitat patches is proposed.</p> <p>5.3-3 If construction activity is timed to occur during the nesting season (typically between March 1 and July 1), developers will be required to provide focused surveys for nesting birds pursuant to California Department of Fish and Game requirements. Such surveys shall identify avoidance measures taken to protect active nests.</p> <p>5.3-4 Removal of nonnative trees shall be permitted only outside the nesting season.</p> <p>5.3-5 Any crushing of existing habitat during the breeding season of the gnatcatcher shall</p>	

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SUMMARY OF ENVIRONMENTAL IMPACTS**

Thresholds Applied	<u>Environmental Impacts/Level of Significance Before Mitigation</u>	<u>Mitigation Measures¹</u>	<u>Level of Significant After Mitigation</u>
		<p>occur only under the supervision of a biological monitor.</p> <p>5.3-6 Preserved and/or protected areas will be identified by the project biologist and isolated with construction fencing or similar materials prior to clearing or grading activities. Protected areas include existing woodland and coastal sage scrub adjacent to revegetation areas and individual trees and patches of native habitat to be preserved within revegetation areas.</p> <p>5.3-7 Lighting in residential areas and along roadways shall be designed to prevent artificial lighting from reflecting into adjacent natural areas.</p>	
<p>Would the Project Have a Substantial Adverse Effect on any Riparian Habitat or Other Sensitive Natural Community Identified in Local or Regional Plans, Policies, Regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service</p>	<p><u>Riparian communities within the Hill and Canyon Area include: willow scrub, mule fat scrub, sycamore riparian, cottonwood-willow riparian, and mixed riparian. Implementation of the proposed General Plan and Zoning Code Update could impact existing riparian areas through development in the Hill and Canyon Area and potential recreational uses within the Santa Ana River. Potentially significant.</u></p>	<p>5.3-8 Prior to the issuance of grading permits for any project potentially affecting riparian or wetland habitat, the property owner/developer shall provide evidence that all necessary permits have been obtained from the State Department of Fish and Game (pursuant to Section 1601-1603 of the Fish and Game Code) and the U.S. Army Corps of Engineers (pursuant to Section 404 of the Clean Water Act) or that no such permits are required, in a manner meeting the approval of the City of Anaheim Planning Department. If a Section 404 Permit from the ACOE is required, a Section 401 Water Quality Certification will also be required</p>	<p>Less than significant.</p>

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Thresholds Applied	<u>Environmental Impacts/Level of Significance Before Mitigation</u>	Mitigation Measures¹	Level of Significant After Mitigation
		from the California Regional Water Quality Control Board, Santa Ana Region.	
Would the Project Have a Substantial Adverse Effect on Federally Protected Wetlands as Defined by Section 404 of the Clean Water Act (Including, But Not Limited to, Marsh, Vernal Pool, Coastal, etc.) Through Direct Removal, Filling, Hydrological Interruption, or Other Means	See above.	No mitigation measures are necessary.	No significant adverse impacts were identified and no mitigation measures are necessary.
Would the Project Interfere Substantially With the Movement of any Native Resident or Migratory Fish or Wildlife Species or With Established Native Resident or Migratory Wildlife Corridors, or Impede the Use of Native Wildlife Nursery Sites	Several areas within the Hill and Canyon Area of the City and its Sphere-of-Influence are utilized as migratory corridors for the movement of wildlife. Development within the Hill and Canyon Area could cause an increase in both vehicular traffic levels and nighttime light levels. Both of these factors have been found to deter the movement of many animals. However, the General Plan incorporates various goals and policies which would protect existing wildlife movement corridors within the Hill and Canyon Area. Potentially significant.	5.3-9 Prior to issuance of a grading permit for any project potentially affecting wildlife movement the Gypsum Canyon underpass , the property owner/developer shall submit a biological resources analysis which assesses potential impacts to wildlife movement.	Less than significant.
Would the Project Conflict With any Local Policies or Ordinances Protecting Biological Resources, Such as a Tree Preservation Policy or Ordinance	Future projects in accordance with the General Plan and Zoning Code Update would comply with all relevant policies and ordinances relating to tree preservation, including the City of Anaheim Street Tree Ordinance. Less than significant.	No mitigation measures are necessary.	No significant adverse impacts were identified and no mitigation measures are necessary.
Conflict With the Provisions of an Adopted Habitat Conservation Plan, Natural Community	Portions of the City of Anaheim, including the Hill and Canyon Area, are within the	No mitigation measures are necessary.	No significant adverse impacts were identified and no mitigation

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Thresholds Applied	<u>Environmental Impacts/Level of Significance Before Mitigation</u>	Mitigation Measures¹	Level of Significant After Mitigation
Conservation Plan, or Other Approved Local, Regional, or State Habitat Conservation Plan	Orange County Central/Coastal Natural Communities Conservation Plan Subregion (NCCP) and Habitat Conservation Plan (HCP). However, the General Plan and related goals and policies are consistent with the NCCP. Less than significant.		measures are necessary.
5.4 CULTURAL RESOURCES			
Would the Project Cause a Substantial Adverse Change in the Significance of a Historical Resource as Defined in §15064.5	Identified historic structures and sites that are eligible for the National Register of Historic Resources listing, particularly in the Anaheim Colony Area, may be vulnerable to development activities accompanying revitalization. Potentially significant.	5.4-1 City staff shall require property owners/developers to provide studies to document the presence/absence of historic resources for areas with documented or inferred resource presence. On properties where resources are identified, such studies shall provide a detailed mitigation plan, including a monitoring program and recovery and/or in situ preservation plan, based on the recommendations of a qualified specialist.	Less than significant.

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Thresholds Applied	<u>Environmental Impacts/Level of Significance Before Mitigation</u>	Mitigation Measures¹	Level of Significant After Mitigation
Would the Project Cause a Substantial Adverse Change in the Significance of an Archaeological Resource Pursuant to § 15064.5, Directly or Indirectly Destroy a Unique Paleontological Resource or Site or Unique Geologic Feature, or Disturb any Human Remains, Including Those Interred Outside of Formal Cemeteries	<u>Archival research indicates a prehistoric resource area (CA-Ora-303) is located in the Hill and Canyon Area and a 1970 registry of artifacts comprised of manos, hammerstones, choppers, lithic flakes, and faunal bones was assigned to locations within north-facing rock shelters within this area. Subsequent field surveys failed to reveal additional artifacts. One geologic formation – the Topanga Formation – has a high potential for yielding paleontological material and grading there, as well as in other formations, will be closely monitored. Potentially significant.</u>	5.4-2 City staff shall require property owners/developers to provide studies to document the presence/absence of archaeological and/or paleontological resources for areas with documented or inferred resource presence. On properties where resources are identified, such studies shall provide a detailed mitigation plan, including a monitoring program and recovery and/or in situ preservation plan, based on the recommendations of a qualified specialist. 5.4-3 All archaeological resources shall be subject to the provisions of CEQA (Public Resources Code) Section 21083.2.	Less than significant.
5.5 GEOLOGY AND SOILS			
Would the Project Expose People or Structures to Potential Substantial Adverse Effects, Including the Risk of Loss, Injury, or Death Involving: i) Rupture of a Known Earthquake Fault, as Delineated on the Most Recent Alquist-Priolo Earthquake Fault Zoning Map, Issued by the State Geologist for the Area or Based on Other Substantial Evidence of a Known Fault? Refer to Division of Mines and Geology Special Publication 42; ii) Strong Seismic Ground Shaking; iii) Seismic-Related Ground Failure, Including Liquefaction; or iv) Landslides	<u>No areas of the City are identified on an Alquist-Priolo Earthquake Fault Zoning Map. However, buildout of the Recommended Land Use Alternative has the potential to expose future residents to the effects of geological hazards, including groundshaking, seismically induced surface rupture, liquefaction, and slope instability leading to mudslides and landslides. Potentially significant impact.</u>	5.5-1 The City shall require geologic and geotechnical investigations in areas of potential seismic or geologic hazards as part of the environmental or development review process. All grading operations will be conducted in conformance with the recommendations contained in the applicable geotechnical investigation.	Less than significant.
Would the Project Result in Substantial Soil Erosion or the Loss of Topsoil	<u>Although the majority of the City and its Sphere-of-Influence enjoys a relatively flat topography and minimal potential for erosion impacts, the Hill and Canyon Area</u>	No mitigation measures are necessary.	No significant adverse impacts were identified and no mitigation measures are necessary.

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Thresholds Applied	<u>Environmental Impacts/Level of Significance Before Mitigation</u>	Mitigation Measures¹	Level of Significant After Mitigation
	<p><u>exhibits hilly terrain that is more susceptible to soil erosion. Development would be subject to local and State codes and requirements for erosion control and grading. In addition, project sites encompassing an area of one or more acres would require compliance with a National Pollutant Discharge Elimination System (NPDES) permit and consequently the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). Less than significant.</u></p>		
<p>Would the Project Be Located on a Geologic Unit or Soil That is Unstable, or That Would Become Unstable as a Result of the Project, and Potentially Result in On- or Off-Site Landslide, Lateral Spreading, Subsidence, Liquefaction or Collapse</p>	<p><u>Isolated areas of the City and its Sphere-of-Influence are subject to landslides. However, the General Plan incorporates various goals and policies which would mitigate potential geotechnical impacts. Less than significant.</u></p>	<p>No mitigation measures are necessary.</p>	<p>No significant adverse impacts were identified and no mitigation measures are necessary.</p>
<p>Would the Project Be Located on Expansive Soil, as Defined in Table 18-1-B of the Uniform Building Code (1994), Creating Substantial Risks to Life or Property</p>	<p><u>Soils observed in the Hill and Canyon Area are predominantly classified in the “Medium” to “High” range, with small areas associated with “Low” expansion potential. Soils observed and encountered throughout the remainder of the City range from “Low” to “High” in expansion potential (Expansivity Potential of Soils and Rock Units in Orange County, California, 1976). However, the General Plan incorporates various goals and policies which would mitigate potential geotechnical impacts. Less than significant.</u></p>	<p>No mitigation measures are necessary.</p>	<p>No significant adverse impacts were identified and no mitigation measures are necessary.</p>

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Thresholds Applied	<u>Environmental Impacts/Level of Significance Before Mitigation</u>	Mitigation Measures¹	Level of Significant After Mitigation
5.6 HAZARDS AND HAZARDOUS MATERIALS			
<p>Would the Project Create a Significant Hazard to the Public or the Environment Through the Routine Transport, Use, or Disposal of Hazardous Materials or Create a Significant Hazard to the Public or the Environment Through Reasonable Foreseeable Upset and Accident Conditions Involving the Release of Hazardous Materials Into the Environment</p>	<p><u>The proposed mixed-use zoning within The Platinum Triangle and The Colony and Downtown area would allow the conversion of industrial lands and mid-block commercial uses to residential or mixed-use designations. The potential residential uses are considered a sensitive land use and may be impacted by any upset or accident involving the release of hazardous materials. Potentially significant impact.</u></p>	<p>5.6-1 Prior to issuance of the first residential building permit in a future mixed-use zone, the City of Anaheim shall adopt a "Good Neighbor Program" which requires future residential projects to provide a Notification Letter and prepare a Safety Plan. The Good Neighbor Program shall require that prior to the issuance of a building permit for a mixed-use residential project, that the property owner/developer 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 future project property owner/ developer prepare a Safety Plan, which shall be implemented ongoing 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>5.6-2 Prior to the final building and zoning inspections for any residential project</p>	<p>Less than significant.</p>

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Thresholds Applied	<u>Environmental Impacts/Level of Significance Before Mitigation</u>	<u>Mitigation Measures¹</u>	<u>Level of Significant After Mitigation</u>
		<p>within 1,000 feet of a use that has the potential to release substantial amounts of airborne hazardous materials (determined to be "Category 1, 2, or 3" hazardous materials), the project property owner/developer shall submit a shelter-in-place program to the Planning Director for 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. The shelter-in-place program shall include the following:</p> <ul style="list-style-type: none"> • 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). • The CC&Rs for each individual project shall require that each property owner and/or project Homeowners Association (HOA): <ul style="list-style-type: none"> – Maintain a subscription following expiration of the initial purchased subscription. – Maintain in a timely manner the database of resident phone numbers in conjunction with the service. 	

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Thresholds Applied	<u>Environmental Impacts/Level of Significance Before Mitigation</u>	Mitigation Measures¹	Level of Significant After Mitigation
		<ul style="list-style-type: none"> – 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. • The CC&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>Would the Project Emit Hazardous Emissions or Handle Hazardous or Acutely Hazardous Materials, Substances, or Waste Within One-Quarter Mile of an Existing or Proposed School</p>	<p><u>Overall, the General Plan and Zoning Code Update decreases the area of land designated for heavy industrial uses and, therefore, reduces the future number of potential emitters or handlers of hazardous materials, substances, or waste City-wide. However, new school sites should be evaluated for their proximity and potential exposure to hazardous materials as they are proposed for development, and new locations should be chosen to minimize that exposure. Less than significant.</u></p>	<p>No mitigation measures are necessary.</p>	<p>No significant adverse impacts were identified and no mitigation measures are necessary.</p>

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Thresholds Applied	<u>Environmental Impacts/Level of Significance Before Mitigation</u>	Mitigation Measures¹	Level of Significant After Mitigation
Would the Project Be Located on a Site Which is Included on a List of Hazardous Materials Sites Compiled Pursuant to Government Code Section 65962.5 and, as a Result, Would it Create a Significant Hazard to the Public or the Environment	According to the Department of Toxic Substances Control's January 2004 Cortese Hazardous Substances Sites List, there is one contaminated site currently listed within the City. The site is the Owl Rock Products property located at 24000 Santa Ana Canyon Road. However, any development on this site would be subject to future environmental review. Less than significant.	No mitigation measures are necessary.	No significant adverse impacts were identified and no mitigation measures are necessary.
Would the Project be Located on a Site Containing Aboveground or Underground Pipelines Which Transport Hazardous Substances or Waste Other Than Those Serving Only the Site	A potential increase in levels of residential development in The Platinum Triangle, or in any areas located near any pipelines would potentially be at risk due to rupture or leakage of materials within the pipeline. However, various Goals and Policies have been incorporated into the proposed General Plan and Zoning Code Update to reduce potential impacts related to above ground or underground pipelines. Less than significant.	No mitigation measures are necessary.	No significant adverse impacts were identified and no mitigation measures are necessary.
Would the Project be Located on a Site Which is a Current or Former Hazardous Waste Disposal Site or Solid Waste Disposal Site	According to the Integrated Waste Management Department of the County of Orange, there are no current and two former solid waste disposal sites in the City of Anaheim, Disposal Station Number 4 (Canal Street) and Disposal Station Number 18 (Sparks Pit). Both Stations were operated by the County of Orange and ceased operations by 1960. Potentially significant impact.	5.6-3 Prior to issuance of any discretionary permit for a current or former hazardous waste disposal site or solid waste disposal site, the project property owner/developer shall submit a Phase I Environmental Site Assessment to the City. If possible hazardous materials are identified during the site assessments, the appropriate response/remedial measures will be implemented in accordance with the requirements of the Orange County Health Care Agency (OCHCA) and/or the	Less than significant.

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Thresholds Applied	<u>Environmental Impacts/Level of Significance Before Mitigation</u>	<u>Mitigation Measures¹</u>	<u>Level of Significant After Mitigation</u>
		Regional Water Quality Control Board (RWQCB), as appropriate.	
For a Project Located Within an Airport Land Use Plan or, Where Such a Plan Has Not Been Adopted, Would the Project be Located Within Two Miles of a Public Airport or Public use Airport, Would the Project Result in a Safety Hazard for People Residing or Working in the Project Area	<u>The City of Anaheim airspace is among the busiest in the nation. Hazardous materials may be transported by air over Orange County or to destinations at John Wayne or Fullerton Airports. Since air transports fly over Anaheim, the risk of an event occurring as the result of an air accident is possible (Hazardous Materials Area Plan, 2000). Potentially significant impact.</u>	<p>5.6-4 Prior to issuance of a building permit, 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>5.6-5 Ensure that a Applicants seeking approval for the construction of new development or the operation of a heliport or helistop shall comply with the State permit procedure provided for by law as well as conditions of approval imposed or recommended by the Federal Aviation Administration (FAA), by the Airport Land Use Commission, and by Caltrans Division of Aeronautics.</p> <p>5.6-6 City staff shall Review new development projects for their compliance with the State of California Department of Transportation, Division of Aeronautics, <i>California Airport Land Use Planning Handbook</i>.</p>	Less than significant.
For a Project Within the Vicinity of a Private Airstrip, Would the Project Result in a Safety	<u>Several heliports within the City of Anaheim are utilized for helicopter take-off</u>	No mitigation measures are necessary.	No significant adverse impacts were identified and no mitigation

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Thresholds Applied	<u>Environmental Impacts/Level of Significance Before Mitigation</u>	Mitigation Measures¹	Level of Significant After Mitigation
Hazard for People Residing or Working in the Project Area	and landing. According to the Department of Transportation, Division of Aeronautics, the City of Anaheim contains five heliports. These include two heliports associated with the Anaheim Police Department (police use), Boeing Anaheim B/250 (corporate use), Boeing Heliport/Building 203 (corporate use), and North Net Fire Training Center (fire department use). There are no private airstrips within the City. However, the General Plan incorporates various goals and policies which would limit potential impacts relating to aircraft overflights. Less than significant.		measures are necessary.
Would the Project Expose People or Structures to a Significant Risk of Loss, Injury or Death Involving Wildland Fires, Including Where Wildlands are Adjacent to Urbanized Areas or Where Residences are Intermixed With Wildlands	Wildland fires would continue to pose a significant threat to the people and structures of Anaheim. The central and western portions of Anaheim are highly urbanized and relatively built out; however, the Hill and Canyon Area is more susceptible to wildland fires as a result of its larger proportion of vegetation and open space. . However, the General Plan incorporates various goals and policies which would limit potential impacts relating to wildland fires. Less than significant.	No mitigation measures are necessary.	No significant adverse impacts were identified and no mitigation measures are necessary.
5.7 HYDROLOGY AND WATER QUALITY			
Would the Project Violate any Water Quality Standards or Waste Discharge Requirements		No mitigation measures are necessary.	No significant adverse impacts were identified and no mitigation measures are necessary.

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Thresholds Applied	<u>Environmental Impacts/Level of Significance Before Mitigation</u>	Mitigation Measures¹	Level of Significant After Mitigation
<p>Would the Project Substantially Deplete Groundwater Supplies or Interfere Substantially With Groundwater Recharge Such That There Would be a Net Deficit in Aquifer Volume or a Lowering of the Local Groundwater Table Level (e.g., the Production Rate of Pre-Existing Nearby Wells Would Drop to a Level Which Would Not Support Existing Land Uses or Planned Uses for Which Permits Have Been Granted)</p>		<p>No mitigation measures are necessary.</p>	<p>No significant adverse impacts were identified and no mitigation measures are necessary.</p>
<p>Would the Project Substantially Alter the Existing Drainage Pattern of the Site or Area, Including Through the Alteration of the Course of a Stream or River, in a Manner Which Would Result in a Substantial Erosion or Siltation On- or Off-Site or Substantially Increase the Rate or Amount of Surface Runoff in a Manner Which Would Result in Flooding On- or Off-Site</p>	<p><u>Increased development throughout Anaheim and its Sphere-of-Influence, especially on currently undeveloped properties, will increase the amount of impervious surfaces, thereby increasing the amount and speed of runoff. Increased runoff volumes and speeds may create nuisance flooding in areas without adequate drainage facilities. Potentially significant impact.</u></p>	<p>5.7-1 The City shall work with the Orange County Flood Control District (OCFD) to ensure that flood control facilities are well maintained and capable of accommodating, at a minimum, future 25-year storm flows flows for City-owned and maintained facilities, and 100-year storm flows for County facilities. Where improvements to local drainage facilities have the potential to increase discharges to County facilities, the City shall analyze potential impacts to County facilities in consultation with the Manager, County of Orange Flood Control Division. Encroachment Permits shall be obtained from the County's Public Property Permits Section for any activity performed within OCFCD's right of way.</p> <p>5.7-2 The City shall require that new developments minimize stormwater and urban runoff into drainage facilities by incorporating design features such as</p>	<p>Less than significant.</p>

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Thresholds Applied	<u>Environmental Impacts/Level of Significance Before Mitigation</u>	<u>Mitigation Measures¹</u>	<u>Level of Significant After Mitigation</u>
		detention basins, on-site water features, and other strategies.	
Would the Project Create or Contribute Runoff Water Which Would Exceed the Capacity of Existing or Planned Storm Water Drainage Systems or Provide Substantial Additional Sources of Polluted Runoff	<u>Pollution associated with storm water and urban runoff affects the groundwater of Anaheim, as well as neighboring jurisdictions throughout the region. The problem is particularly acute at the beginning of a heavy rain storm, but can be a problem at any time due to the improper disposal of products associated with home, garden and automotive maintenance. However, the General Plan incorporates various goals and policies which would limit potential impacts relating to water quality. Less than significant.</u>	No mitigation measures are necessary.	No significant adverse impacts were identified and no mitigation measures are necessary.
Would the Project Otherwise Substantially Degrade Water Quality	<u>The General Plan and Zoning Code Update seeks to protect water quality by requiring residents and businesses to engage in water quality management practices and pollution control measures. The General Plan's Goals and Policies also direct the City to monitor water quality and provide water service that meets or exceeds health standards. Less than significant.</u>	No mitigation measures are necessary.	No significant adverse impacts were identified and no mitigation measures are necessary.
Would the Project Place Housing Within a 100-Year Flood Hazard Area as Mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or Other Flood Hazard Delineation Map or Place Within a 100-Year Flood Hazard Area Structures Which Would Impede or Redirect Flood Flows	<u>Buildout of the Recommended Land Use Alternative could potentially expose more people and habitable structures to potential flooding. Increased exposure could occur through development of lands within flood zones. The policies contained in the General Plan seek to</u>	No mitigation measures are necessary.	No significant adverse impacts were identified and no mitigation measures are necessary.

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Thresholds Applied	<u>Environmental Impacts/Level of Significance Before Mitigation</u>	Mitigation Measures¹	Level of Significant After Mitigation
	protect structures and residents within flood zones by requiring all development proposals to undergo an evaluation process to determine flood risks and ensure compliance with local, State, and Federal regulations. Less than significant.		
Would the Project Expose People or Structures to a Significant Risk of Loss, Injury or Death Involving Flooding, Including Flooding as a Result of the Failure of a Levee or Dam	Implementation of the General Plan and Zoning Code Update has the potential to increase the number of people and structures exposed to flood hazards. The General Plan contains policies that seek to reduce the threat of catastrophic flood damage through aggressive flood mitigation activities. Less than significant.	No mitigation measures are necessary.	No significant adverse impacts were identified and no mitigation measures are necessary.
Would the Project be Subject to Inundation by Seiche, Tsunami, or Mudflow	There is a low to moderate potential for flooding due to seiche hazards affecting properties adjacent to the Walnut Canyon Reservoir, an enclosed body of water in the Anaheim Hills. The City of Anaheim is not located close enough to the coast to be subject to possible impacts from a Tsunami. Less than significant.	No mitigation measures are necessary.	No significant adverse impacts were identified and no mitigation measures are necessary.
5.8 LAND USE AND RELEVANT PLANNING			
Physically Divide an Established Community	The Recommended Land Use Alternative along with General Plan Goals and Policies strive to preserve, revitalize, and ensure compatibility throughout the City. The Recommended Land Use Alternative identifies new areas for smaller lot, multi-family and mixed-use development by strategically locating these uses and	No mitigation measures are necessary.	No significant adverse impacts were identified and no mitigation measures are necessary.

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Thresholds Applied	<u>Environmental Impacts/Level of Significance Before Mitigation</u>	Mitigation Measures¹	Level of Significant After Mitigation
	limiting designations within and adjacent to single-family neighborhoods, as well as providing additional guidance under the Community Design Element to ensure quality development and integration with surrounding areas. Less than significant.		
Conflict With any Applicable Land Use Plan, Policy, or Regulation of an Agency With Jurisdiction Over the Project (Including, But Not Limited to the General Plan, Specific Plan, Local Coastal Program, or Zoning Ordinance) Adopted for the Purpose of Avoiding or Mitigating an Environmental Effect	The Recommended Land Use Alternative provides enough dwelling unit, population and employment capacity to exceed the OCP-2000 census-based projections for the year 2025. However, the proposed General Plan and Zoning Code Update will allow the City to improve it's overall jobs-housing balance from 2.18, as projected by OCP-2000, to 2.06, which is consistent with the Southern California Association of Government's (SCAG) Regional Comprehensive Plan & Guide (RCPG). Less than significant.	No mitigation measures are necessary.	No significant adverse impacts were identified and no mitigation measures are necessary.
Conflict With any Applicable Habitat Conservation Plan or Natural Community Conservation Plan	The proposed General Plan and Zoning Code Update fully complies with the provisions of the NCCP/HCP for the Central/Coastal Subregion and no significant impacts are anticipated. Less than significant.	No mitigation measures are necessary.	No significant adverse impacts were identified and no mitigation measures are necessary.
5.9 MINERAL RESOURCES			
Result in the Loss of Availability of a Known Mineral Resource That Would be a Value to the Region and the Residents of the State or Result in the Loss of Availability of a Locally Important Mineral Resource Recovery Site Delineated on a Local General Plan, Specific Plan or Other	The State of California designates one MRZ-2 area and three specific areas of regionally significant mineral resources within the City. Changes in land use resulting from implementation of the proposed General Plan and Zoning Code	No mitigation measures are necessary.	No significant adverse impacts were identified and no mitigation measures are necessary.

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Land Use Plan	Update would not significantly impact mineral resources in the MRZ-2 area because land in this area is largely built out or already planned for development. Less than significant.		
5.10 NOISE			
Would the Project Result in Exposure of Persons to or Generation of Noise Levels in Excess of Standards Established in the Local General Plan or Noise Ordinance, or Applicable Standards of Other Agencies; Would the Project Result in a Substantial Permanent Increase in Ambient Noise Levels in the Project Vicinity Above Levels Existing Without the Project; Would the Project Result in a Substantial Temporary or Periodic Increase in Ambient Noise Levels in the Project Vicinity Above Levels Existing Without the Project	Short-term noise impacts are impacts associated with demolition, site preparation, grading and construction of the proposed land uses. The major source of long-term noise impacts in the City is from traffic traveling on its various roadways and freeways, including the I-5, SR-91, SR-55, SR-57, SR-241, Beach Boulevard (SR-39), and Imperial Highway (SR-90). Potentially significant impact.	5.10-1 Prior to the issuance of building permits 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.	Implementation of the proposed General Plan Goals and Policies, existing codes and regulations, and mitigation measures listed above will reduce all potential short-term and long-term noise impacts to the extent feasible. However, as shown in Table 5.10-7, many roadways within the City are expected generate noise levels in excess of 65 CNEL. As a result, in locations where these roadways are adjacent to existing sensitive land uses, the impacts are anticipated to remain significant.
Would the Project Result in Exposure of Persons to or Generation of Excessive Groundborne Vibration or Groundborne Noise Levels	An aspect of construction is its accompanying vibration. Excessive groundborne vibration is typically caused by activities such as blasting, or the use of pile drivers during construction. However, these impacts would be assessed at the time specific development applications are submitted. Less than significant.	No mitigation measures are necessary.	No significant adverse impacts were identified and no mitigation measures are necessary.
For a Project Located Within an Airport Land Use Plan or, Where Such a Plan has not been Adopted, Within Two Miles of a Public Airport	According to the Department of Transportation, Division of Aeronautics, the City of Anaheim contains five	5.10-2 Prior to issuance of a building permit, new development project property owner/developers shall use the most	Less than significant.

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Thresholds Applied	<u>Environmental Impacts/Level of Significance Before Mitigation</u>	Mitigation Measures¹	Level of Significant After Mitigation
or Public Use Airport, Would the Project Expose People Residing or Working In the Project Area to Excessive Noise Levels; For a Project Within the Vicinity of a Private Airstrip, Would the Project Expose People Residing or Working in the Project Area to Excessive Noise Levels	heliports, which could impact existing and proposed land uses. Potentially significant impact.	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.	
5.11 POLICE AND FIRE			
Would the Project Result in Substantial Adverse Physical Impacts Associated With the Provision of New or Physically Altered Governmental Facilities, Need for New or Physically Altered Governmental Facilities, the Construction of Which Could Cause Significant Environmental Impacts, in Order to Maintain Acceptable Service Ratios, Response Times or Other Performance Objectives for any of the Public Services	The proposed General Plan and Zoning Code Update would increase the overall demand on fire and police protection services in the City of Anaheim. In addition, the redistribution of the population into areas where there are currently no residences, could necessitate the reassignment of certain kinds of resources pertaining to fire and police services. However, the additional personnel and materials costs may be offset through the increased revenue, and fees, generated by future development. Potentially significant impact.	5.11-1 Future projects will be reviewed by the City of Anaheim on an individual basis and will be required to comply with requirements in effect at the time building permits are issued (i.e., impact fees, etc.) or if an initial study is prepared and the City determines the impacts to be significant, then the project will be required to comply with appropriate mitigation measures (i.e., fire station sites, etc.).	Less than significant.
5.12 POPULATION AND HOUSING			
Would the Project 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 proposed General Plan and Zoning Code Update will provide more housing units within one of the state's largest employment concentrations, including The Platinum Triangle, and The Colony and Downtown Area. The close proximity of the future housing units and employment opportunities responds directly to the City's jobs/housing balance	No mitigation measures are necessary.	No significant adverse impacts were identified and no mitigation measures are necessary.

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Thresholds Applied	<u>Environmental Impacts/Level of Significance Before Mitigation</u>	Mitigation Measures¹	Level of Significant After Mitigation
Displace Substantial Numbers of Existing Housing, Necessitating the Construction of Replacement Housing Elsewhere or Displace Substantial Numbers of People, Necessitating the Construction or Replacement Housing Elsewhere	<u>policies. Less than significant.</u> <u>The General Plan Land Use Element identifies portions of the Anaheim Colony and Central Anaheim Area for Low Density residential uses where a mix of multi-family and single-family development exists (in Low Medium and Medium Density Residential designations) and a mixed-use area where a mix of residential and commercial uses exist. However, the proposed mixed-use area would provide more residential units than the existing land use. As such, the General Plan and Zoning Code update will not displace a substantial number of people or existing homes. Less than significant</u>	No mitigation measures are necessary.	No significant adverse impacts were identified and no mitigation measures are necessary.
5.13 PUBLIC SERVICES AND FACILITIES			
Would the Project Result in Substantial Adverse Physical Impacts Associated With the Provision of New or Physically Altered Governmental Facilities, Need for New or Physically Altered Governmental Facilities, the Construction of Which Could Cause Significant Environmental Impacts, in Order to Maintain Acceptable Service Ratios, Response Times or Other Performance Objectives	<u>The increase in residential population would result in an additional 5,345 elementary school students, 1,620 junior high students, and 2,884 high school students. While the City acknowledges that future growth will result in increased need for school facilities, the City is precluded per SB 50 to consider this a significant impact for the purposes for CEQA. The payment of development fees will offset the costs to each District of providing educational facilities to these students. In addition, the General Plan Goals and Policies listed below will further reduce potential impacts. Library impacts</u>	<u>Although school impacts are adequately mitigated by payment of SB 50 school fees, the following mitigation measure will be incorporated into the proposed project to assist the school districts in identifying potential school sites.</u> <u>5.13-1 The City will work cooperatively with school districts to identify sites for new schools and school expansions in West and Central Anaheim and The Platinum Triangle area. No mitigation measures are necessary.</u>	No significant adverse impacts were identified and no mitigation measures are necessary.

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**TABLE 1.2-1
SUMMARY OF ENVIRONMENTAL IMPACTS**

Thresholds Applied	<u>Environmental Impacts/Level of Significance Before Mitigation</u>	Mitigation Measures¹	Level of Significant After Mitigation
	were not determined to be significant. Less than significant.		
Would the Project Exceed Wastewater Treatment Requirements of the Applicable Regional Water Quality Control Board	<u>The City of Anaheim is served by a comprehensive sanitary sewer system and no wastewater would be discharged impacting surface water or groundwater resources. Therefore, no exceedances of RWQCB's wastewater treatment requirements are anticipated. Less than significant.</u>	No mitigation measures are necessary.	No significant adverse impacts were identified and no mitigation measures are necessary.
Would the Project Require or Result in the Construction of New Water or Wastewater Treatment Facilities or Expansion of Existing Facilities, the Construction of Which Could Cause Significant Environmental Effects; Have Insufficient Water Supplies Available to Serve the Project From Existing Entitlements and Resources, or are New or Expanded Entitlements Needed	<u>Water and wastewater facilities will need to be expanded to serve future growth pursuant to the General Plan and Zoning Code Update. Potentially significant impact.</u>	Water Services 5.13-1 Prior to issuance of building permits, future projects shall demonstrate compliance with the following water conservation measures to the satisfaction of the City Engineer: <ul style="list-style-type: none"> • Install a separate irrigation meter when the total landscaped area exceeds 2,500 square feet. (City of Anaheim Water Conservation Measures) • Use of efficient irrigation systems such as drip irrigation systems and automatic systems that include moisture sensors. (City of Anaheim Water Conservation Measures) • Use of low-flow sprinkler heads in the irrigation system. (City of Anaheim Water Conservation Measures) • Use of water-conservation landscape plant materials, wherever feasible. 	Less than significant.

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**TABLE 1.2-1
SUMMARY OF ENVIRONMENTAL IMPACTS**

Thresholds Applied	<u>Environmental Impacts/Level of Significance Before Mitigation</u>	<u>Mitigation Measures¹</u>	<u>Level of Significant After Mitigation</u>
		<p>(City of Anaheim Water Conservation Measures)</p> <ul style="list-style-type: none"> • Low-flow fittings, fixtures, and equipment including low flush toilets and urinals. (City of Anaheim Water Conservation Measures) • Use of cooling tower and waterway recirculation systems. (City of Anaheim Water Conservation Measures) • Use of water efficient ice machines, dishwashers, clothes washers, and other water using appliances. (City of Anaheim Water Conservation Measures). <p>5.13-2 Prior to the issuance of the first building permit or grading permit, whichever occurs first, future projects in The Platinum Triangle shall comply with the adopted Stadium Business Center Water Facilities Fee Program (Rule 15D of the Water Utilities Rates, Rules, and Regulations per Resolution No. 99R-142, effective September 22, 1999).</p> <p>5.13-3 Prior to the issuance of the first building permit or grading permit, whichever occurs first, future projects within The Anaheim Resort Specific Plan Expansion Area (along Harbor Boulevard, south of Orangewood Avenue to the south City Limit) shall comply with the adopted Anaheim Resort Area Water Facilities Fee</p>	

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**TABLE 1.2-1
SUMMARY OF ENVIRONMENTAL IMPACTS**

Thresholds Applied	<u>Environmental Impacts/Level of Significance Before Mitigation</u>	Mitigation Measures¹	Level of Significant After Mitigation
		<p>Program (Rule 15E of the Water Utilities Rates, Rules, and Regulations per Resolution No. 95R-140, effective September 15, 1995).</p> <p>Sewer Services</p> <p>5.13-4 Prior to approval of a final subdivision map or issuance of a grading or building permit, whichever occurs first, the City Engineer shall review the location of each project to determine if it is located within an area served by deficient sewer facilities. If the City Engineer determines that the above condition exists, the property owner/developer shall conduct a sanitary sewer study to be reviewed and approved by the City Engineer. 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 applicable sewer</p>	

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**TABLE 1.2-1
SUMMARY OF ENVIRONMENTAL IMPACTS**

Thresholds Applied	<u>Environmental Impacts/Level of Significance Before Mitigation</u>	Mitigation Measures¹	Level of Significant After Mitigation
		deficiency 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, <u>construction</u> , or a combination thereof.	
Would the Project Result in a Determination by the Wastewater Treatment Provider That Serves or May Serve the Project That it has Inadequate Capacity to Serve the Project's Projected Demand in Addition to the Provider's Existing Commitments	<u>The population projections associated with the proposed General Plan and Zoning Code Update are consistent with, and actually slightly less than the projections associated with the existing General Plan. Since the projected wastewater demand would be slightly reduced under the proposed General Plan and Zoning Code Update, the project is consistent with the current OCSD Strategic Plans. Therefore, no significant impacts are anticipated provided OCSD continues to expand District facilities in accordance with their adopted Strategic Plans. Less than significant.</u>	No mitigation measures are necessary.	No significant adverse impacts were identified and no mitigation measures are necessary.
Would the Project not be Served by a Landfill With Sufficient Permitted Capacity to Accommodate the Project's Solid Waste Disposal Needs	<u>The population projections associated with the proposed General Plan and Zoning Code Update are consistent with, and actually slightly less than the projections associated with the existing</u>	No mitigation measures are necessary.	No significant adverse impacts were identified and no mitigation measures are necessary.

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**TABLE 1.2-1
SUMMARY OF ENVIRONMENTAL IMPACTS**

Thresholds Applied	<u>Environmental Impacts/Level of Significance Before Mitigation</u>	Mitigation Measures¹	Level of Significant After Mitigation
	<u>General Plan. Therefore, no significant impacts are anticipated provided IWMD continues to expand landfill capacity consistent with adopted County growth projections. Less than significant.</u>		
Would not Comply With Federal, State, and Local Statutes and Regulations Related to Solid Waste	<u>The City of Anaheim complies with all Federal, State and local statutes and regulations related to solid waste. State law requires that after 2000, the City of Anaheim divert at least 50% of solid waste from landfills through conservation, recycling, and composting. The City has also adopted a Source Reduction and Recycling Element (SRRE) and a Household Hazardous Waste Element (HHWE) to develop programs to address household hazardous waste State Law. Therefore, no significant impacts are anticipated. Less than significant.</u>	No mitigation measures are necessary.	No significant adverse impacts were identified and no mitigation measures are necessary.
Would Result in Substantial Adverse Physical Impacts Associated With the Provision of New or Physically Altered Governmental Facilities, Need for New or Physically Altered Governmental Facilities, the Construction of Which Could Cause Significant Environmental Impacts, in Order to Maintain Acceptable Service Ratios, Response Times or Other Performance Objectives for any of the Public Services	<u>The fact that the City of Anaheim owns and operates its own electric utility, enables the City to maintain the ability to generate and purchase electricity in the most efficient, cost effective, and environmentally sound manner. Through implementation of the Goals and Policies identified below, no significant impacts related to the provision of electricity, natural gas, telephone, or cable services are anticipated. Less than significant.</u>	No mitigation measures are necessary.	No significant adverse impacts were identified and no mitigation measures are necessary.

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**TABLE 1.2-1
SUMMARY OF ENVIRONMENTAL IMPACTS**

Thresholds Applied	<u>Environmental Impacts/Level of Significance Before Mitigation</u>	Mitigation Measures¹	Level of Significant After Mitigation
5.14 RECREATION			
Would the Project Would Increase the Use of Existing Neighborhood and Regional Parks or Other Recreational Facilities Such That Substantial Physical Deterioration of the Facility Would Occur or be Accelerated	<u>Development in accordance with the General Plan and Zoning Code Update will increase demands on existing recreational facilities. However, continued compliance with the City of Anaheim park dedication ordinance would mitigate any potential impacts to recreational facilities. Less than significant.</u>	No mitigation measures are necessary.	No significant adverse impacts were identified and no mitigation measures are necessary.
Would the Project Would Include Recreational Facilities or Require the Construction or Expansion of Recreational Facilities Which Might Have an Adverse Physical Effect on the Environment	<u>Development in accordance with the General Plan and Zoning Code Update will increase demands on existing recreational facilities. However, continued compliance with the City of Anaheim park dedication ordinance would mitigate any potential impacts to recreational facilities. Less than significant.</u>	No mitigation measures are necessary.	No significant adverse impacts were identified and no mitigation measures are necessary.
5.15 TRAFFIC AND CIRCULATION			
Cause an Increase in Traffic Which is Substantial in Relation to the Existing Traffic Load and Capacity of the Street System	<u>Under the proposed General Plan and Zoning Code Update, roadways citywide are expected to experience a modest amount of growth from the existing baseline to the future scenario. Several arterial highways within the City are projected to experience a significant amount of growth in daily traffic. The General Plan and Zoning Code update would result in 25 (up from 11) of the 250 study intersections operating at an unacceptable level of service (LOS E or F) during at least one of the peak periods. Four of the intersections operate at unacceptable levels in both the AM and</u>	<p>5.15-1 The City shall continue to coordinate with Caltrans (designated as lead agency) and the City of Yorba Linda to implement the planned grade separation at the intersection of Imperial Highway/Orangethorpe Avenue.</p> <p>5.15-2 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. Roadways will be constructed as development occurs and as funding</p>	<u>The proposed Circulation Element includes improvements necessary to maintain adequate levels of service in the City at buildout. However, the improvements necessary to maintain adequate levels of service at the Harbor/Ball intersection could impact adjacent land uses. As a result, a significant impact would remain if the City chooses not to implement the required improvements. even with implementation of planned improvements, the following intersections would operate at Level</u>

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**TABLE 1.2-1
SUMMARY OF ENVIRONMENTAL IMPACTS**

Thresholds Applied	<u>Environmental Impacts/Level of Significance Before Mitigation</u>	Mitigation Measures¹	Level of Significant After Mitigation
	<p><u>PM. The following mitigation measures will ensure that the proposed project contributes to planned roadway improvements on a "fair-share" basis. Potentially significant impact.</u></p>	<p>becomes available. In addition to the roadways identified on the Planned Roadway Network Map, the following improvements will be necessary to maintain acceptable levels of service within the anticipated theoretical buildout identified in the General Plan:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Intersection of Dale Ave/Lincoln Ave; add an additional EB right turn lane <input type="checkbox"/> Intersection of Harbor Blvd/Ball Rd; add a 4th WB through lane <input type="checkbox"/> Intersection of Sportstown Way/Katella Ave; change NB lane configuration from 1/1/2 to 1.5/5/2 <input type="checkbox"/> Intersection of Tustin Ave/La Palma Ave; change SB lane configuration from 2/3/1 to 2/4/0 (would require triple left turn lanes on the NB or WB approach to mitigate to LOS D) <input type="checkbox"/> Intersection of Tustin Ave/SR 91 WB ramps; add a second NB left turn lane <input type="checkbox"/> Intersection of Imperial Hwy/Santa Ana Canyon Road; add a NB right turn lane (would require triple lefts SB or EB or a 4th through lane NB to mitigate PM peak hour to LOS D) • Intersection of Weir Canyon Road/SR 91 EB ramps; add a 4th SB through lane • <u>Intersection of Dale Avenue/Lincoln Avenue; add an additional east</u> 	<p>of Service "E" or "F."</p> <ul style="list-style-type: none"> <input type="checkbox"/> Harbor Boulevard / Ball Road <input type="checkbox"/> Imperial Highway / Santa Ana Canyon Road • Tustin Avenue / La Palma Avenue <p>As a result, impacts to these intersections would remain a Significant Unavoidable Adverse Impact.</p>

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**TABLE 1.2-1
SUMMARY OF ENVIRONMENTAL IMPACTS**

Thresholds Applied	<u>Environmental Impacts/Level of Significance Before Mitigation</u>	<u>Mitigation Measures¹</u>	<u>Level of Significant After Mitigation</u>
		<ul style="list-style-type: none"> • <u>bound right turn lane</u> • <u>Intersection of Harbor Boulevard/Ball Road; add a 4th west bound through lane</u> • <u>Intersection of Sportstown Way /Katella Avenue; change north bound lane configuration from 1/1/2 to 1.5/.5/2</u> • <u>Intersection of Tustin Avenue/La Palma Avenue; change south bound lane configuration from 2/3/1 to 2/4/0 (would require triple left turn lanes on the north bound or west bound approach to mitigate to LOS D)</u> • <u>Intersection of Tustin Avenue/SR-91 west bound ramps; add a second north bound left turn lane</u> • <u>Intersection of Imperial Highway/Santa Ana Canyon Road; add a north bound right turn lane (a 4th through lane north bound to mitigate PM peak hour to LOS D)</u> • <u>Intersection of Weir Canyon Road/SR-91 east bound ramps; add a 4th south bound through lane</u> <p>5.15-3 The City shall pursue all available funding, including Measure M funding, necessary to implement the circulation improvements identified in the City's Circulation Element and Mitigation Measure 5.15-2. Implementation of transportation improvements identified in</p>	

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**TABLE 1.2-1
SUMMARY OF ENVIRONMENTAL IMPACTS**

Thresholds Applied	<u>Environmental Impacts/Level of Significance Before Mitigation</u>	<u>Mitigation Measures¹</u>	<u>Level of Significant After Mitigation</u>
		<p>the City's Circulation Element and Mitigation Measure 5.15-2 shall be conducted in coordination with Caltrans, the County of Orange, the Orange County Transportation Authority (OCTA), and surrounding jurisdictions. To qualify for Measure M funds, the City of Anaheim must comply with the Countywide Growth Management Program component requirements and have an established policy framework for the required Growth Management Program through the adoption of a Growth Management Element. The updated Growth Management Element will maintain provisions of the existing Growth Management element which: 1) establishes policy statements that identify acceptable traffic levels of service (LOS); 2) commits the City to implement a development mitigation program; and 3) commits the City to implement a development phasing and monitoring program.</p> <p>5.15-4 Prior to issuance of building permits 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</p>	

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SUMMARY OF ENVIRONMENTAL IMPACTS**

Thresholds Applied	<u>Environmental Impacts/Level of Significance Before Mitigation</u>	<u>Mitigation Measures¹</u>	<u>Level of Significant After Mitigation</u>
		<p>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 <u>at intersections within Anaheim and surrounding municipalities</u> for the anticipated theoretical buildout of the General Plan as identified in the City's Circulation Element and Mitigation Measure 5.15-2.</p> <p>5.15-5 Prior to issuance of each building permit, appropriate Traffic Signal Assessment Fees and Traffic Impact and Improvement 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;</p>	

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SUMMARY OF ENVIRONMENTAL IMPACTS**

Thresholds Applied	<u>Environmental Impacts/Level of Significance Before Mitigation</u>	<u>Mitigation Measures¹</u>	<u>Level of Significant After Mitigation</u>
		<p>and participate in all applicable reimbursement or benefit districts which have been established.</p> <p>5.15-6 Prior to approval of the first final subdivision map or issuance of the first building permit, whichever occurs first, and subject to nexus requirements, the property owner/developer shall irrevocably offer for dedication (with subordination of easements), including necessary construction easements, the ultimate <u>arterial highway</u> right(s)-of-way as shown in the Circulation Element of the Anaheim General Plan adjacent to their property.</p> <p>5.15-7 Prior to final building and zoning inspection; and, ongoing during project operation, the property owner/developer of projects anticipated to employ 250 or more employees shall join and participate in the Anaheim Transportation Network/Transportation Management Association.</p> <p>5.15-8 For a hotel or motel development in the Anaheim Resort Specific Plan Expansion Area, which exceeds 75 rooms per gross acre, the property owner/developer shall enter into an agreement with the City to the satisfaction of the City Traffic and Transportation Manager and City Attorney's office to implement TDM measures sufficient to maintain actual trip generation from the development at a level that does</p>	

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SUMMARY OF ENVIRONMENTAL IMPACTS**

Thresholds Applied	<u>Environmental Impacts/Level of Significance Before Mitigation</u>	Mitigation Measures¹	Level of Significant After Mitigation
		not exceed the number of trips assumed by the Anaheim Traffic Analysis Model.	
Would the Project Exceed, Either Individually or Cumulatively, a Level of Service Standard Established by the County Congestion Management Agency for Designated Roads or Highways	See above.	No mitigation measures are necessary.	<p>The proposed Circulation Element includes improvements necessary to maintain adequate levels of service in the City at buildout. However, the improvements necessary to maintain adequate levels of service at the Harbor/Ball intersection could impact adjacent land uses. As a result, a significant impact would remain if the City chooses not to implement the required improvements. The proposed Circulation Element includes improvements necessary to maintain adequate levels of service in the City at buildout. However, even with implementation of planned improvements, the following CMP intersection would operate at Level of Service "E" or "F."</p> <p>Harbor Boulevard / Ball Road</p> <p>As a result, impacts to this intersection would remain a Significant Unavoidable Adverse Impact.</p>
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	Although the proposed project would result in changes to the land use and zoning standards in portions of the City, the changes would not impact air traffic patterns. No airports are located within the City. Less than significant.	No mitigation measures are necessary.	No significant adverse impacts were identified and no mitigation measures are necessary.

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SUMMARY OF ENVIRONMENTAL IMPACTS**

Thresholds Applied	<u>Environmental Impacts/Level of Significance Before Mitigation</u>	Mitigation Measures¹	Level of Significant After Mitigation
Would the Project Substantially Increase Hazards Due to a Design Feature (e.g., Sharp Curves or Dangerous Intersections) or Incompatible Uses (e.g., Farm Equipment)	<u>The proposed project would result in changes to the circulation network, but would not increase hazards due to a design feature. The City has adopted roadway design standards which would preclude the construction of any unsafe design features. Therefore, no impact is anticipated. Less than significant.</u>	No mitigation measures are necessary.	No significant adverse impacts were identified and no mitigation measures are necessary.
Would the Project Result in Inadequate Emergency Access or Parking Capacity	<u>Currently, parking shortages occasionally occur in various neighborhoods. However, the Zoning Code establishes parking standards to ensure the attractiveness and adequacy of parking and loading for residential and non-residential areas. Therefore, no significant impacts are anticipated. Less than significant.</u>	No mitigation measures are necessary.	No significant adverse impacts were identified and no mitigation measures are necessary.

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