

3. *Revisions to the Draft EIR*

This Revisions to the Draft EIR section identifies any changes needed in the Draft Environmental Impact Report (DEIR) to correct or clarify the information contained in the document. Changes made to the DEIR are identified here in ~~strikeout text~~ to indicate deletions and in **bold and double underline** to signify additions.

1. Page 1-1, Section 1.1 of the DEIR, Introduction is hereby modified as follows:

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).

2. Table 1.2-1 of the DEIR, Summary of Environmental Impacts has been revised, as shown on the following pages.

3. Page 2-3, Section 2.4 of the DEIR, Incorporation by Reference, 4th bullet point, is hereby modified as follows:

- City of Anaheim, FEIR No. 313 for The Anaheim **Resort** Resort[®] Specific Plan (SCH #91091062) and adopted Mitigation Monitoring Program No. 0085, August 1994 and adopted Validation Report, 1999.



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**Table 1.2-1
Summary of Environmental Impacts**

Thresholds Applied	Environmental Impacts/Level of Significance Before Mitigation	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 and redevelopment of existing industrial	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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	<p>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.</p> <p>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>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.</p> <p>Operational impacts could result from local and regional vehicle emissions generated by future traffic growth, as well as direct emissions due to the use of on-site utilities and consumer goods</p>	<p>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. These measures shall also be discussed at the pregrade conference.</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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	<p>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, NO_x, ROG, and PM₁₀ in the South Coast Air Basin (SCAB), which is classified as a non-attainment area. Potentially significant impact.</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 on-street parking.</p> <p>5.2-3 The City shall encourage major employers, tenants in business parks and</p>	

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Thresholds Applied	Environmental Impacts/Level of Significance Before Mitigation	Mitigation Measures¹	Level of Significant After Mitigation
		<p>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>	

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Thresholds Applied	Environmental Impacts/Level of Significance Before Mitigation	Mitigation Measures¹	Level of Significant After Mitigation
Would the Project Conflict With or Obstruct Implementation of the Applicable Air Quality Plan	Although implementation of development 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.	No mitigation measures are necessary.	No significant adverse impacts were 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	Projected CO concentrations at buildout are below the State and Federal 1-hour and 8-hour standards. Less than significant.	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	Projected CO concentrations at buildout are below the State and Federal 1-hour and 8-hour standards. Less than significant.	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	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.	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**

<i>Thresholds Applied</i>	<i>Environmental Impacts/Level of Significance Before Mitigation</i>	<i>Mitigation Measures¹</i>	<i>Level of Significant After Mitigation</i>
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 in Local or Regional Plans, Policies, or Regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service	Sensitive vegetation communities in the City and its Sphere-of-Influence include coastal sage scrub, coast live oak/walnut woodland, riparian areas, and wetlands. 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.	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 and/or for projects containing sensitive wildlife species: 5.3-1 For all areas of the City located outside the Central/Coastal NCCP/HCP, retention 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. 5.3-2 For all areas of the City located outside the Central/Coastal NCCP/HCP, property owners/developers will be required to restore and re-vegetate where the loss of small and/or isolated habitat patches is proposed. 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.	Less than significant.

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		<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 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>	
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	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.	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	Less than significant.

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Thresholds Applied	Environmental Impacts/Level of Significance Before Mitigation	Mitigation Measures¹	Level of Significant After Mitigation
		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 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 property owner/developer shall submit a biological resources analysis which assesses potential impacts to wildlife movement.	Less than significant.

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Thresholds Applied	Environmental Impacts/Level of Significance Before Mitigation	Mitigation Measures¹	Level of Significant After Mitigation
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 Conservation Plan, or Other Approved Local, Regional, or State Habitat Conservation Plan	Portions of the City of Anaheim, including the Hill and Canyon Area, are within the 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.	No mitigation measures are necessary.	No significant adverse impacts were identified and no mitigation 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	Environmental Impacts/Level of Significance Before Mitigation	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	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.	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	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.	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	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	No mitigation measures are necessary.	No significant adverse impacts were identified and no mitigation measures are necessary.

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	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.		
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	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.	No mitigation measures are necessary.	No significant adverse impacts were identified and no mitigation measures are necessary.
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	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.	No mitigation measures are necessary.	No significant adverse impacts were identified and no mitigation measures are necessary.

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5.6 HAZARDS AND HAZARDOUS MATERIALS			
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	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.	<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 within 1,000 feet of a use that has the</p>	Less than significant.

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Thresholds Applied	Environmental Impacts/Level of Significance Before Mitigation	Mitigation Measures¹	Level of Significant After Mitigation
		<p>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. – Provide appropriate agencies (police, fire, other emergency 	

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		<p>response as identified by the City) with information on how to activate the notification via the service provider.</p> <ul style="list-style-type: none"> 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>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.</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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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	Environmental Impacts/Level of Significance Before Mitigation	Mitigation Measures¹	Level of Significant After Mitigation
		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	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.	<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 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.

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For a Project Within the Vicinity of a Private Airstrip, Would the Project Result in a Safety Hazard for People Residing or Working in the Project Area	Several heliports within the City of Anaheim are utilized for helicopter take-off 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.	No mitigation measures are necessary.	No significant adverse impacts were identified and no mitigation 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.

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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.
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)		No mitigation measures are necessary.	No significant adverse impacts were identified and no mitigation measures are necessary.
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	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.	5.7-1 The City shall work with the Orange County Flood Control District to ensure that flood control facilities are well maintained and capable of accommodating, at a minimum, future 25-year storm flows. 5.7-2 The City shall require that new developments minimize stormwater and urban runoff into drainage facilities by incorporating design features such as detention basins, on-site water features, and other strategies.	Less than significant.

3. Revisions to the Draft EIR

**Table 1.2-1
Summary of Environmental Impacts**

Thresholds Applied	Environmental Impacts/Level of Significance Before Mitigation	Mitigation Measures¹	Level of Significant After Mitigation
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	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.	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	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.	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	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 protect structures and residents within flood zones by requiring all development proposals to undergo an evaluation	No mitigation measures are necessary.	No significant adverse impacts were identified and no mitigation measures are necessary.

3. Revisions to the Draft EIR

**Table 1.2-1
Summary of Environmental Impacts**

Thresholds Applied	Environmental Impacts/Level of Significance Before Mitigation	Mitigation Measures¹	Level of Significant After Mitigation
	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 limiting designations within and adjacent to single-family neighborhoods, as well as providing additional guidance under the	No mitigation measures are necessary.	No significant adverse impacts were identified and no mitigation measures are necessary.

3. Revisions to the Draft EIR

**Table 1.2-1
Summary of Environmental Impacts**

Thresholds Applied	Environmental Impacts/Level of Significance Before Mitigation	Mitigation Measures¹	Level of Significant After Mitigation
	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.

3. Revisions to the Draft EIR

**Table 1.2-1
Summary of Environmental Impacts**

Thresholds Applied	Environmental Impacts/Level of Significance Before Mitigation	Mitigation Measures¹	Level of Significant After Mitigation
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 Land Use Plan	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 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.	No mitigation measures are necessary.	No significant adverse impacts were identified and no mitigation measures are necessary.
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	No mitigation measures are necessary.	No significant adverse impacts were identified and no mitigation measures are necessary.

3. Revisions to the Draft EIR

**Table 1.2-1
Summary of Environmental Impacts**

Thresholds Applied	Environmental Impacts/Level of Significance Before Mitigation	Mitigation Measures¹	Level of Significant After Mitigation
	assessed at the time specific development applications are submitted. Less than significant.		
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 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	According to the Department of Transportation, Division of Aeronautics, the City of Anaheim contains five heliports, which could impact existing and proposed land uses. Potentially significant impact.	5.10-2 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.	Less than significant.
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 public safety 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.

3. Revisions to the Draft EIR

**Table 1.2-1
Summary of Environmental Impacts**

Thresholds Applied	Environmental Impacts/Level of Significance Before Mitigation	Mitigation Measures¹	Level of Significant After Mitigation
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 policies. Less than significant.	No mitigation measures are necessary.	No significant adverse impacts were identified and no mitigation measures are necessary.
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	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	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	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	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.	No significant adverse impacts were identified and no mitigation measures are necessary.

3. Revisions to the Draft EIR

**Table 1.2-1
Summary of Environmental Impacts**

Thresholds Applied	Environmental Impacts/Level of Significance Before Mitigation	Mitigation Measures¹	Level of Significant After Mitigation
Which Could Cause Significant Environmental Impacts, in Order to Maintain Acceptable Service Ratios, Response Times or Other Performance Objectives	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 were not determined to be significant. Less than significant.	5.13-1 The Community Development Department City of Anaheim 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.	
Would the Project Exceed Wastewater Treatment Requirements of the Applicable Regional Water Quality Control Board	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.	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	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.	Water Services 5.13-2 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 	Less than significant.

3. Revisions to the Draft EIR

**Table 1.2-1
Summary of Environmental Impacts**

Thresholds Applied	Environmental Impacts/Level of Significance Before Mitigation	Mitigation Measures¹	Level of Significant After Mitigation
		<p>such as drip irrigation systems and automatic systems that include moisture sensors. (City of Anaheim Water Conservation Measures)</p> <ul style="list-style-type: none"> • 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. (City of Anaheim Water Conservation Measures) • 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>5.13-3 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</p>	

3. Revisions to the Draft EIR

**Table 1.2-1
Summary of Environmental Impacts**

Thresholds Applied	Environmental Impacts/Level of Significance Before Mitigation	Mitigation Measures¹	Level of Significant After Mitigation
		<p>Regulations per Resolution No. 99R-142, effective September 22, 1999).</p> <p>5.13-4 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 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>5.13-5 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</p>	

3. Revisions to the Draft EIR

**Table 1.2-1
Summary of Environmental Impacts**

Thresholds Applied	Environmental Impacts/Level of Significance Before Mitigation	Mitigation Measures¹	Level of Significant After Mitigation
		<p>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 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, construction, or a combination thereof.</p>	
<p>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</p>	<p>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</p>	<p>No mitigation measures are necessary.</p>	<p>No significant adverse impacts were identified and no mitigation measures are necessary.</p>

3. Revisions to the Draft EIR

**Table 1.2-1
Summary of Environmental Impacts**

Thresholds Applied	Environmental Impacts/Level of Significance Before Mitigation	Mitigation Measures¹	Level of Significant After Mitigation
	impacts are anticipated provided OCSD continues to expand District facilities in accordance with their adopted Strategic Plans. Less than significant.		
Would the Project not be Served by a Landfill With Sufficient Permitted Capacity to Accommodate the Project's Solid Waste Disposal Needs	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. Therefore, no significant impacts are anticipated provided IWMD continues to expand landfill capacity consistent with adopted County growth projections. Less than significant.	No mitigation measures are necessary.	No significant adverse impacts were identified and no mitigation measures are necessary.
Would not Comply With Federal, State, and Local Statutes and Regulations Related to Solid Waste	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.	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	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	No mitigation measures are necessary.	No significant adverse impacts were identified and no mitigation measures are necessary.

3. Revisions to the Draft EIR

**Table 1.2-1
Summary of Environmental Impacts**

Thresholds Applied	Environmental Impacts/Level of Significance Before Mitigation	Mitigation Measures¹	Level of Significant After Mitigation
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	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.		
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	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.	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	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.	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	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	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. 5.15-2 The General Plan Circulation Element and associated Planned Roadway Network	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

3. Revisions to the Draft EIR

**Table 1.2-1
Summary of Environmental Impacts**

Thresholds Applied	Environmental Impacts/Level of Significance Before Mitigation	Mitigation Measures¹	Level of Significant After Mitigation
	<p>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 PM. The following mitigation measures will ensure that the proposed project contributes to planned roadway improvements on a “fair-share” basis. Potentially significant impact.</p>	<p>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 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"> • Intersection of Dale Avenue/Lincoln Avenue; add an additional east bound right turn lane • Intersection of Harbor Boulevard/Ball Road; add a 4th west bound through lane • Intersection of Sportstown Way /Katella Avenue; change north bound lane configuration from 1/1/2 to 1.5/.5/2 • 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 • Intersection of Tustin Avenue/SR-91 west bound ramps; add a second north bound left turn lane 	<p>the City chooses not to implement the required improvements.</p>

3. Revisions to the Draft EIR

**Table 1.2-1
Summary of Environmental Impacts**

Thresholds Applied	Environmental Impacts/Level of Significance Before Mitigation	Mitigation Measures¹	Level of Significant After Mitigation
		<ul style="list-style-type: none"> • 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) • Intersection of Weir Canyon Road/SR-91 east bound ramps; add a 4th south bound through lane <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 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</p>	

3. Revisions to the Draft EIR

**Table 1.2-1
Summary of Environmental Impacts**

Thresholds Applied	Environmental Impacts/Level of Significance Before Mitigation	Mitigation Measures¹	Level of Significant After Mitigation
		<p>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 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></p>	

3. Revisions to the Draft EIR

**Table 1.2-1
Summary of Environmental Impacts**

Thresholds Applied	Environmental Impacts/Level of Significance Before Mitigation	Mitigation Measures¹	Level of Significant After Mitigation
		<p>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; 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 arterial highway 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</p>	

3. Revisions to the Draft EIR

**Table 1.2-1
Summary of Environmental Impacts**

Thresholds Applied	Environmental Impacts/Level of Significance Before Mitigation	Mitigation Measures¹	Level of Significant After Mitigation
		<p>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 not exceed the number of trips assumed by the Anaheim Traffic Analysis Model.</p>	
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.	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.
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	No mitigation measures are necessary.	No significant adverse impacts were identified and no mitigation measures are necessary.

3. Revisions to the Draft EIR

**Table 1.2-1
Summary of Environmental Impacts**

Thresholds Applied	Environmental Impacts/Level of Significance Before Mitigation	Mitigation Measures¹	Level of Significant After Mitigation
	patterns. No airports are located within the City. Less than significant.		
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)	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.	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	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.	No mitigation measures are necessary.	No significant adverse impacts were identified and no mitigation measures are necessary.

3. Revisions to the Draft EIR

4. Page 4-11, Table 4.3-1 of the DEIR, General Plan Land use Comparison for Purposes of Environmental Analysis, is hereby modified as follows:

**Table 4.3-1
General Plan Land Use Comparison
FOR PURPOSES OF ENVIRONMENTAL ANALYSIS**

	2002 Existing Land Use	Existing General Plan	Proposed General Plan	Remaining Buildout Potential
Single Family Dwelling Units	45,807	49,929	55,463	9,656
Multi Family Dwelling Units	55,979	76,892	73,697	17,718
Total Dwelling Units	101,786	126,821	129,159	27,373
Population	337,700	418,509	403,773	66,073
Commercial Square Footage	9,029,400	22,042,977	14,885,342	5,855,942
Office Square Footage	7,775,167	6,233,184	15,021,049	7,245,882
Industrial SF	44,467,380	44,030,706	30,614,730	-13,852,650
Total SF	61,271,947	72,306,867	60,521,121	-750,826
	21,212			74,241
Commercial Employment	25,829	111,173	95,453	69,624
	121,189			-62,396
Office Employment	25,569	21,871	58,793	33,226
	25,567			37,725
Industrial Employment	121,189	85,594	63,292	-57,897
	34,410			-552
Other Employment	29,793	18,677	33,858	4,065
				49,019
Total Employment	202,378	237,315	251,397	49,018

Notes:

- The figures contained herein are based on GIS mapping data prepared as part of the General Plan and Zoning Code Update.
- 2002 existing dwelling unit data and non-residential square footage provided by the City of Anaheim.
- Dwelling unit projections assumes 50-50 split of SF and MF dwelling units in the Low Medium Density, Hillside Low Medium Density, and Hillside Medium Density categories for the Existing General Plan.
- Dwelling unit projections assumes 50-50 split of SF and MF dwelling units in the Low Medium Density and Hillside Low Medium Density categories for the Recommended General Plan and Reduced Intensity Alternative.
- 2002 population source: California Department of Finance (January 2002) Center for Demographic Research (2002)
- Population projections assume average household size of 3.3 for non-mixed-use designations and 1.5 for mixed-use designation.
- 2002 employment data provided by Parsons Brinckerhoff. Employment is based on existing square footage of employment generating land uses and traffic trips.
- Hotel rooms are included in the Commercial square footage.
- Open space acreage is not shown.



5. Page 4-18, Section 4.3.2 of the DEIR, Physical Development Under the Proposed General Plan, Intermodal Transportation Center, is hereby modified as follows:

Anaheim is pursuing a major intermodal transportation center in The Platinum Triangle. The transportation center would be in addition to two other major transportation centers located in Southern California, along with Union Station in Los Angeles and the Ontario International Airport in Ontario. The center would expand existing transportation infrastructure for Amtrak intercity rail, Metrolink commuter rail, Anaheim Resort Transit shuttle service, and vehicular and bicycle modes. Five planned rail and bus services would be added into the hub to provide seamless intermodal access via the planned California-Nevada Super Speed Train, California High Speed Rail, Express Bus and Bus Rapid Transit systems.

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The intermodal transportation center would fit into the urban, mixed-use environment planned for The Platinum Triangle, providing a multitude of transportation options for residents, employees and visitors of The Platinum Triangle and nearby The Anaheim Resort.

6. Page 4-21, Section 4.3.3 of the DEIR, Community Policy Areas, The Anaheim Resort, is hereby modified as follows:

The Anaheim Resort consists of approximately 1,046 acres containing theme parks, convention facilities, and visitor-serving uses such as hotels. The Anaheim Resort contains major tourist attractions including Disneyland, Disney's California Adventure, Downtown Disney, and the Anaheim Convention Center. A number of existing Specific Plans ensure design quality in the area, including The Anaheim Resort Specific Plan, the Disneyland Resort Specific Plan, and the Hotel Circle Specific Plan which contain Design Guidelines as well as specific programs to address signage, streetscape, and landscaping. As part of the General Plan and Zoning Code Update, expansion of the The Anaheim Resort Specific Plan boundary south of Orangewood Avenue is proposed to allow application of the signage, streetscape, and landscaping requirements of the Design Guidelines contained in the Specific Plan.

7. Page 4-27, Section 4.3.4 of the DEIR, Zoning Code, Sports Entertainment Overlay (SE) Zone is hereby modified as follows:

- **Sports Entertainment Overlay (SE) Zone.** The Sports Entertainment Overlay (SE) Zone is intended to apply to the approximately 807-acre Anaheim Stadium Area, ~~as defined in Chapter 18.92 (Definitions), which~~ **and** includes the Edison International Field of Anaheim and the Arrowhead Pond of Anaheim. The objectives of the (SE) Overlay Zone are to: create a unique, integrated, sports entertainment urban attraction; create a visual link to The Anaheim Resort; provide policy and regulatory tools to guide development; stimulate development interest and create economic development opportunities. The (SE) Overlay Zone is not intended to provide for the conversion, reuse or remodeling of existing industrial buildings or other buildings not developed in accordance with the standards of the (SE) Overlay Zone. Property in the Anaheim Stadium Area is eligible for reclassification into the (SE) Overlay Zone upon application of the property owner, ~~as set forth in this chapter.~~ Inclusion in the (SE) Overlay Zone will provide the benefit of enhanced economic opportunities resulting from expanded land uses with greater development intensities. The (SE) Overlay Zone combines with any underlying zone within The Platinum Triangle. ~~The regulations contained in this chapter shall apply in addition to, and where inconsistent with shall supersede, any regulation of such underlying zone.~~ **Note: It is anticipated that the (SE) Overlay Zone will be superceded by the Mixed-Use Overlay Zone under consideration for the Platinum Triangle Area.**

8. Page 4-29, Section 4.3.5 of the DEIR, Amendment No. 5 to the Anaheim Resort Specific Plan is hereby modified as follows:

As indicated in Appendix E of this DEIR, the standards proposed for the expansion area are the same as currently set forth in the Anaheim Resort Specific Plan No. 92-02 for the C-R District (e.g., permitted and conditionally permitted uses which are intended to provide for hotels, restaurants and other visitor-serving uses) with a few exceptions including, but not limited to, standards which address minimum building setbacks, legal nonconforming signage requirements and maximum building height requirements. With regard to height requirements, it should be noted that the maximum structural height of any building or structure within the expanded area, including roof-mounted equipment, shall not exceed the maximum height defined by the Anaheim Commercial Recreation Area Maximum Permitted Structural Height Map for the intersection of Harbor Boulevard and Orangewood Avenue. However, there

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are other restrictions which limit the height of a building adjacent to residential to one-half the distance from the building to the residential zone boundary unless otherwise approved by a conditional use permit. For example, a building setback 60 feet from residential zone boundary would have a height of 30 feet unless an increased height were approved pursuant to a conditional use permit.

9. Page 4-33, Section 4.3.5 of the DEIR, Amendment No. 5 to the Anaheim Resort Plan is hereby modified as follows:

The proposed General Plan and Zoning Code Update EIR No. 330 analyzes public improvements and other related environmental impacts for the amended area. Mitigation Monitoring Program No. 0085 ~~0085a~~ was previously adopted at the time the Final EIR for The Anaheim Resort Specific Plan No. 92-2 was certified. To ensure proper implementation of the mitigation measures contained in this DEIR, Mitigation Monitoring Program No. 0085 ~~0085a~~ will be updated to include the mitigation measures contained herein and will be applied to specific development projects within the amended Anaheim Resort Specific Plan No. 92-2 boundary as Mitigation Monitoring Program 0085a.

10. Page 4-33, Section 4.3.7 of the DEIR, Proposed MPAH Amendments, 4th bullet, is hereby modified as follows:

- ~~Deletion of a segment of Santa Ana Street from the MPAH between Olive and East;~~

11. Page 5-2, Section 5.1.2 of the DEIR, Environmental Setting, Visual Components, Viewsheds, is hereby modified as follows:

As previously discussed, the City is relatively flat, with little topographic relief, throughout its central and western portions, while the Hill and Canyon Areas span the eastern half of the City and its Sphere-of-Influence. Views and vistas in the Hill and Canyon Area are important visual amenities in the City. In addition, seven major parks of regional and statewide interest, including the Chino Hills State Park and the Cleveland National Forest, are adjacent to the City. These parklands have sensitive viewsheds that overlook portions of the City.



12. Page 5-3, Section 5.1.2 of the DEIR, Environmental Setting, Regulatory and Policy Setting, General Plan, is hereby modified as follows:

The City's adopted General Plan contains an Environmental Resource and Management Element (ERME) which was established to consolidate and satisfy the requirements of the Conservation, Open Space, Recreation and Riding and Hiking Trails Elements and to recognize the interrelationships, similarities and overlapping responsibilities of these Elements. The purpose of the ERME Element is to specify spaces, or areas, (whether land or water), which should remain open for 1) the preservation of natural resources; 2) the managed production of resources including food and fiber; 3) outdoor recreation and the enjoyment of scenic beauty; and 4) the public's health, safety and welfare. All of these resources within the City are identified in this Element.

13. Page 5-7, Section 5.1.4 of the DEIR, Analysis of Environmental Impacts, 3rd Paragraph, is hereby modified as follows:

The City's major open space features are located in the eastern part of the City within the Hill and Canyon Area, which includes the undeveloped Mountain Park Specific Plan area within the City's Sphere-of-Influence. This area of the City consists of moderate to steep topography, and will require more extensive landform modifications to accommodate development. However, much of this area

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consists of open space uses including public parks, dedicated open space, and golf course. Most of Coal Canyon, which is located in the most eastern part of the Hill and Canyon Area, south of the SR-91 Freeway, is within the City limits but is owned by the State of California, and will be maintained as open space in perpetuity. In addition, a substantial amount of open space acreage within the Mountain Park Specific Plan area is permanently protected as part of the Irvine Ranch Land Reserve. A total of 5,093 acres is designated as Open Space within the City. Total Open Space/Recreation within the City, including golf courses, parks, open space and water uses, is 7,788 acres. The designation of 7,788 acres for Open Space/Recreation within the City will avoid any significant impacts relating to visual character or quality. The preservation of landforms within the Hill and Canyon Area as part of The Irvine Ranch Land Reserve and the Cypress Canyon addition to the Chino Hills State Park will result in a substantial open space preservation area that includes the highest and thus most visible portions of the City. As a result, potential impacts to scenic vistas are less than significant.

14. Page 5-9, Section 5.1.4 of the DEIR, Analysis of Environmental Impacts, 3rd Paragraph, is hereby modified as follows:

The Platinum Triangle represents the greatest potential for change to an existing area by introducing large-scale office, retail, entertainment, and residential uses in a mixed-use setting. This change, however, is carefully managed through General Plan policies and a new Platinum Triangle Mixed-Use Overlay Zone, Design Guidelines, and Public Realm Landscape and Identity Program, ~~Public Reclamation Landscape Program and Public Reach Streetscape Program~~, which are being prepared to implement The Platinum Triangle Mixed-Use designation and ~~The Platinum Triangle area would be governed by The Platinum Triangle Mixed-Use Overlay Zone, which will be considered by the Planning Commission and City Council shortly after adoption of the General Plan and Zoning Code Update.~~

15. Page 5-10, Section 5.1.4 of the DEIR, Analysis of Environmental Impacts, 1st Paragraph is hereby modified as follows:

Within the proposed Specific Plan Expansion Area, the visual character would be improved through implementation of the Specific Plan Design Guidelines and landscape criteria. Implementation of the Specific Plan Amendment would provide ~~redevelopment~~ opportunities in this area to improve the overall visual character of the area. Currently many of the structures are old and dilapidated. Protection of the residential neighborhoods located ~~directly east of~~ adjacent to the proposed Expansion Area would be achieved through compliance with the Structural Height Map for the intersection of Harbor Boulevard and Orangewood Avenue. In addition, there are other restrictions which limit the height of a building adjacent to residential to one-half the distance from the building to the residential zone boundary unless otherwise approved by a conditional use permit. For example, a building setback 60 feet from residential zone boundary would have a height of 30 feet unless an increased height were approved pursuant to a conditional use permit. Therefore, future development would be required to be consistent with the character of the existing area. ~~West of Harbor Boulevard are existing hotel uses within the City of Garden Grove, which would be consistent with the proposed Specific Plan Amendment.~~

16. Page 5-13, Section 5.2.2 of the DEIR, Environmental Setting, Humidity, is hereby modified as follows:

Although the Basin has a semi-arid climate, the air near the surface is typically moist because of the presence of a shallow marine layer. Except for infrequent periods when dry, continental air is brought into the Basin by offshore winds, the ocean effect is dominant. Periods of heavy fog, especially along the coastline, are frequent; and low stratus clouds, often referred to as "high fog" are a characteristic

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climatic feature. Annual average humidity ranges from a high of about 72% at the coast to about 58% in the eastern portion of the Basin. ~~The average relative humidity for the Anaheim area is reported at 76%.~~

17. Page 5-28, Section 5.2.4 of the DEIR, Analysis of Environmental Impact, Mitigation Measure 5.2-1 is hereby modified as follows:

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. These measures shall also be discussed at the pregrade conference.

- 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).

18. Page 5-42 and 5-43, Section 5.3.4 of the DEIR, Analysis of Environmental Impact, Mitigation Measures 5.3-1 and 5.3-2 are hereby modified as follows:

5.3-1 For all areas of the City located outside the Central/Coastal NCCP/HCP, retention Retention 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.

5.3-2 For all areas of the City located outside the Central/Coastal NCCP/HCP, property Property owners/developers will be required to restore and re-vegetate where the loss of small and/or isolated habitat patches is proposed.

19. Page 5-51, Section 5.4.2 of the DEIR, Environmental Setting, 1st Paragraph, is hereby modified as follows:

Anaheim's small town lifestyle continued through the first half of the 20th century. Center Street was the hub of community activity, where people gathered to celebrate local events and festivities and to mark such national and international events as the end of both World Wars, the assassination of President John Kennedy, and the first steps on the moon. In 1950, the town's population had grown to 14,556. ~~But the sleepy little community would soon be propelled into the modern era.~~

20. Page 5-52, Section 5.4.2 of the DEIR, Environmental Setting, Archaeological Resources, 2nd Paragraph, is hereby modified as follows:

Archaeological sites are often located along creek areas, ridgelines, and vistas. Many of these types of landforms are located within the Hill and Canyon Area of the City and its Sphere-of-Influence, and one



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major cultural resource site (CA-Ora-303) has been identified and registered. This site was first recorded in 1970 and listed as a series of small north-facing rockshelters adjacent to SR-91. The artifact assemblage was comprised of manos, hammerstones, choppers, lithic flakes, and some faunal bone.

21. Page 5-69, Section 5.5.2 of the DEIR, Environmental Setting, 1st Paragraph, is hereby modified as follows:

Historically, the City of Anaheim has generally not experienced a major destructive earthquake. However, based on a search of earthquake databases of the United States Geological Survey (USGS) – National Earthquake Information Center (NEIC), several major earthquakes (magnitude ~~6.0~~ 5.8 or more) have been recorded within approximately 100 kilometers of the project area since 1769. Table 5.5-2 summarizes the approximate magnitude and distance to these seismic events.

22. Page 5-80, Section 5.5.4 of the DEIR, Analysis of Environmental Impacts, Last Paragraph, is hereby modified as follows:

Impact Analysis: Erosion is a normal and inevitable geologic process whereby earth materials are loosened, worn away, decomposed or dissolved, and are removed from one place and transported to another location. Precipitation, running water, waves, and wind are all agents of erosion. Ordinarily, erosion proceeds so slowly as to be imperceptible, but when the natural equilibrium of the environment is changed, the rate of erosion can be greatly accelerated. This can create aesthetic as well as engineering problems. Accelerated erosion within an urban area can cause damage by undermining structures, blocking storm sewers and depositing silt, sand or mud in roads and tunnels. Eroded materials are eventually deposited into our coastal waters where the carried silt remains suspended for some time, constituting a pollutant and altering the normal balance of plant and animal life.

23. Page 5-82, Section 5.5.4 of the DEIR, Analysis of Environmental Impacts, Landslides, 3rd Paragraph, is hereby modified as follows:

The Santiago Landslide includes an area of land deformation encompassing approximately 25 acres of land, which became active in 1993. The Santiago Landslide is located south of Walnut Canyon Reservoir along the southern limits of the City. A Mitigation program is in place to stabilize this area include groundwater withdrawal from numerous wells scattered throughout the area. The City established a Geologic Hazard Abatement District to maintain, monitor, and manage the dewatering system.

24. Page 5-86, Section 5.6.2 of the DEIR, Environmental Setting, Heliports, is hereby modified as follows:

Four heliports within the City of Anaheim are utilized for helicopter take-off and landing. According to the Department of Transportation, Division of Aeronautics, the City of Anaheim contains ~~four~~ five heliports. They are the two 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).

25. Page 5-89, Section 5.6.4 of the DEIR, Analysis of Environmental Impacts, 1st impact statement, is hereby modified as follows:

Impact Analysis: According to the Department of Toxic Substances Control's January 2004 ~~August 2003~~ Cortese Hazardous Substances Sites List, there is one ~~are no~~ contaminated site ~~sites~~ currently listed within the City. The site is the Owl Rock Products property located at 24000 Santa Ana

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Canyon Road. In addition However, businesses such as industrial facilities, dry cleaners, or gas stations could potentially be contaminated, and railroad rights-of-way typically have surface contamination within the tracks due to the lubricating oil used on the wheels and the use of herbicides to help minimize weeds within these areas. In addition, spillage over the years may have contaminated the right-of-way.

26. Page 5-93, Section 5.6.4 of the DEIR, Analysis of Environmental Impacts, 2nd Paragraph, is hereby modified as follows:

Impact Analysis: According to the Department of Toxic Substances Control's ~~August 2003~~ **January 2004** Cortese Hazardous Substances Sites List, there ~~is one~~ **is one** ~~are no~~ contaminated **site** sites 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.** Therefore, no significant impacts related to development of hazardous materials sites are anticipated.

27. Page 5-99, Mitigation Measures 5.6-5 and 5.6-6 of the DEIR, are hereby modified as follows:

- 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.
- 5.6-6 **City staff shall** ~~R~~review new development projects for their compliance with the State of California Department of Transportation, Division of Aeronautics, *California Airport Land Use Planning Handbook*.

28. Page 5-107, Section 5.7.2 of the DEIR, Environmental Setting, Drainage Standards and Criteria, 1st Paragraph following bullet list, is hereby modified as follows:

The County of Orange's minimum criteria for County channels is to provide at least a 20-year channel capacity, provided that buildings are protected from inundation for a 100-year storm event. Major regional drainage facilities such as the Santa Ana River are designed to provide protection against major loss of life and property for a 100-year event. **It is the goal of the County of Orange and the Orange County Flood Control District (OCFCD) to provide 100-year flood protection for all buildings. To provide for this goal, OCFCD attempts to design facilities to convey 100-year flows where feasible. Several OCFCD's facilities are a mixture of segments built at different times. Improvements of deficient OCFCD facilities are programmed in OCFCD's Seven-Year Flood Control Projects Plan subject to annual review and revision based on Countywide prioritization. The County recommends that Cities condition developments located adjacent to flood control channels to participate in funding to implement improvements to OCFCD's deficient flood control channels so that the needed protection for the proposed developments may be provided.**

With the exception of the South Central Anaheim area, which drains into the Anaheim-Barber City Channel, a 25-year storm design standard should be used for all other **City-owned and maintained** channels (and their tributary areas) within the City. Because the Anaheim/Barber City Channel can only



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convey the maximum flow of a 10-year storm, the facilities that are tributary to the channel are master planned to accommodate only a 10-year storm.

29. Page 5-112, Section 5.7.2 of the DEIR, Environmental Setting, Existing Watercourses, 3rd Paragraph, is hereby modified as follows:

The Santa Ana River is the also Orange County's main river system. The portion of the system within the City of Anaheim includes the area from just west of Imperial Highway to Ball Road. The river's unlined channel bottom along this stretch consists of permeable sandy material and is directly connected to previous alluvial materials that allow for the transfer of water into the underlying aquifers.

30. Page 5-123, Table 5.7-4 of the DEIR, Beneficial Uses of Received Waters is hereby modified as follows:

**Table 5.7-4
Beneficial Uses of Receiving Waters**

Water Body	Beneficial Uses							
	MUN	AGR	GWR	REC 1	REC 2	WARM	WILD	RARE
Santa Ana River Reach 2	E	P	P	P	P	P	P	P
Santa Ana River Reach 1	E			P ¹	P	I	I	
Carbon Creek Canyon	E		P	P	P	P	P	P

P – Present or potential beneficial use
 E – Excepted from MUN designation
~~4 – Access prohibited in all or part by OCEMA~~
 I – Intermittent Beneficial Use
¹ Access prohibited in all or part by OCEMA.

31. Page 5-125, Section 5.7.2 of the DEIR, Environmental Setting, Illegal Discharge Illicit Connection Elimination Program is hereby modified as follows:

As part of the New Development/ Significant Redevelopment Program and as a stand alone program, the Illegal Discharge Illicit Connection (IDIC) Program was developed to provide the legal authority and the framework to enforce against violations of local Surface Water Quality Regulations. This program has evolved over time and from a broad standpoint can be considered to involve Chapters 10, 9 and 4 of the DAMP and LIP. These chapters guide the efforts of Co-permittees and the City of Anaheim, respectively, in preventing the discharge of pollutants to the storm drain system – and subsequently the waters of the state – and ensures proper and adequate enforcement actions are implemented to prevent future occurrences.

32. Page 5-131, Mitigation Measure 5.7-1 of the DEIR, is hereby modified as follows:

5.7-1 The City shall work with the Orange County Flood Control District (OCFCD) to ensure that flood control facilities are well maintained and capable of accommodating, at a minimum, future 25-year storm 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.

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Encroachment Permits shall be obtained from the County's Public Property Permits Section for any activity performed within OCFCD's right of way.

33. Page 5-139, Section 5.8.1 of the DEIR, Methodology is hereby modified as follows:

This land use section is based on the Recommended Land Use Alternative prepared for the City of Anaheim proposed General Plan and Zoning Code Update. The proposed Goals and Policies have been evaluated to determine their consistency with other relevant sections of the proposed General Plan and Zoning Code Update. In addition, compatibility of the proposed land use changes with the existing land uses in the surrounding area is discussed in this section. The proposed General Plan and Zoning Code Update is also evaluated for consistency with SCAG's Regional Comprehensive Plan and Guide.

34. Page 5-142, Section 5.8.2 of the DEIR, Environmental Setting, Agricultural/Vacant/Other is hereby modified as follows:

Although nearly 3,400 acres of land in Anaheim is identified as agriculture or vacant, very little remains that is not already entitled for future development. The primary exceptions are the many utility easements which will typically serve as trail connections, passive open space or low intensity industrial uses. The largest portion of vacant land is found east of the SR-241 Freeway, ~~including~~ **and includes** the Mountain Park Specific Plan area and State-owned Coal Canyon Area on the eastern edge of the City. The Mountain Park Specific Plan area ~~includes~~ **is approximately** 3,000 acres and is planned for a mix of residential uses, parks, a school, a fire station, and open space.

35. Page 5-148, Section 5.8.2 of the DEIR, Environmental Setting, Southern California Association of Governments (SCAG), 2nd Paragraph, is hereby modified as follows:

SCAG has developed a Regional Comprehensive Plan and Guide (RCPG) to help coordinate transportation and infrastructure, open space and environmental planning with population, housing and employment growth within the multi-county region. The RCPG, adopted in ~~1995~~ **1995**, presents policies addressing planning priorities for the region adopted by SCAG's governing board, the Regional Council. Some of these are "core" policies that implement State or Federal mandates, while most of the policies are "ancillary" or "advisory only" guidance for local jurisdictions and public agencies.

36. Page 5-149, Section 5.8.2 of the DEIR, Environmental Setting, Orange County Planning Programs, 3rd Paragraph, is hereby modified as follows:

Orange County Congestion Management Program (CMP): California Law (Proposition 111) requires each county to adopt a CMP that outlines how vehicular congestion issues will be addressed over a seven-year period. The CMP was adopted in July 1991 by OCTA and is reviewed every two years.

37. Page 5-149, Section 5.8.2 of the DEIR, Environmental Setting, Natural Community Conservation Act, 1st Paragraph, is hereby modified as follows:

The Natural Community Conservation Act and Section 2800-2840 of the Fish and Game Code authorize the preparation of Natural Community Conservation Plans (NCCPs) to protect natural communities and species, while allowing a reasonable amount of economic development. Portions of the Hill and Canyon Area are within the NCCP for the County of Orange Central and Coastal Subregion. This NCCP was



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approved by the California Department of Fish and Game (CDFG) and the U.S. Fish and Wildlife Service (USFWS), in 1996 with the purpose of addressing protection and management of coastal sage scrub (CSS) habitat and CSS-obligate species on a programmatic, sub-regional level, rather than on a project-by-project, single species basis.

38. Pages 169 to 340, of the DEIR, is hereby modified as follows:

Insert "5-" before the page numbers.

39. Page 177, Section 5.10.2 of the DEIR, Environmental Setting, Railroad Noise, 3rd Paragraph, is hereby modified as follows:

The Union Pacific line is used primarily to serve the local industries. Conversation with Union Pacific representative John Bromley, Director of Public Affairs, revealed that no mainline operations are conducted through the City. The railroad operates only as a branch line with switching activities to service the local business. Trains are short and operated at slow speed. The daily number of operations, and timing of these operations varies considerably day to day and Mr. Bromley was unable to state what a typical day could include.

40. Page 197, Section 5.10.4 of the DEIR, Analysis of Environmental Impacts, 1st Paragraph, is hereby modified as follows:

The presence of at-grade crossings would increase this value to 81 dBA L_{dn} , again, as measured at a distance of 200 feet. The future 65 dBA L_{dn} values would fall at distances of 685 and 2,330 feet, ~~for~~ without and with crossings, respectively. This then represents a potentially significant impact to any sensitive uses located along the Orangethorpe/Esperanza corridor.

41. Page 197, Section 5.10.4 of the DEIR, Analysis of Environmental Impacts, 5th Paragraph, is hereby modified as follows:

As previously noted, in all cases the actual distances could be greatly reduced due to the presence of intervening structures. While most of the proposed land uses sited adjacent to the rail lines would not be sensitive, railroad contours extend far enough to ~~include~~ ~~includes~~ large areas of residential development and the impact is potentially significant for noise from passing trains. In an effort to minimize the potential impacts associated with railway operations, the General Plan Noise Element contains a number of policies, listed ~~above~~ below.

42. Page 201, Section 5.10.4 of the DEIR, Analysis of Environmental Impacts, Construction Vibration Impacts, is hereby modified as follows:

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. Construction under the General Plan and Zoning Code update ~~is not anticipated to~~ may require blasting activities in the Hill and Canyon Area, and ~~but~~ pile driving could occur ~~and~~ which would produce vibration that could be felt at nearby land uses. These vibrations pose not only a nuisance, but also a risk to proximate structures. However, these impacts would be assessed at the time specific development applications are submitted.

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43. Page 205, Section 5.11.1 of the DEIR, Methodology is hereby modified as follows:

This section provides baseline information on, and evaluates potential impacts to, fire and police services related to the City of Anaheim General ~~Plan~~ and Zoning Code Update. Information provided in this section is based on information provided by the fire and police services having jurisdiction over the project area.

44. Page 5-208, Mitigation Measure 5.11-1 of the DEIR, is hereby modified as follows:

5.11-1 Future projects will be reviewed by the City of Anaheim on an individual basis and will be required to comply with public safety 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.).

45. Page 214, Section 5.12.4 of the DEIR, Analysis of Environmental Impacts, 1st Paragraph, is hereby modified as follows:

Impact Analysis: The Buildout Statistical Summary is shown in Table 5.12-5. The proposed General Plan and Zoning Code Update accommodates additional housing opportunities within The Platinum Triangle and The Colony and Downtown Areas, which are high employment and activity centers. The additional housing units will assist the City of Anaheim in meeting state-mandated fair share housing production targets. The mixed-use component of the proposed General Plan and Zoning Code Update implements the Goals and Policies of the General Plan, and develops housing opportunities to satisfy the RHNA targets. Most units allowed by the General Plan and Zoning Code Update may not be available within the time frame of the current RHNA targets. However, the RHNA targets and Housing Element are scheduled to be updated for 2006, and every five years thereafter. The additional units allowed by the proposed project will help meet the City's RHNA goals.



46. Page 215, Section 5.12.4 of the DEIR, Analysis of Environmental Impacts, 1st Paragraph, is hereby modified as follows:

In addition to fulfilling the Anaheim General Plan goals and addressing state fair share housing requirements, the proposed project also responds to SCAG's regional job and housing growth policies in several ways (refer to Regional Comprehensive Plan and Guide).

47. Page 219, Section 5.13.2 of the DEIR, Environmental Setting, Anaheim City School District, 3rd Paragraph, is hereby modified as follows:

Planning for future schools in the District includes There are plans for the construction of three new schools; Ponderosa School, expansion of Revere and Mann Elementary Schools, North Central School, and Harbor Campus and numerous modernization projects with interim student housing at the Harbor Campus, in order to help meet the enrollment growth. In addition, there are plans to expand the campuses of Revere School and Horace Mann School.

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48. Page 223, Table 5.3-5 of the DEIR, Savanna School District Enrollment, is hereby modified as follows:

School Name and Address	Enrollment on 11/3/03	Number of Portables
Cerritos Elementary School 3731 Cerritos Avenue, Anaheim	471	5
Hanson Elementary School 1300 S. Knott Avenue, Anaheim	705	12
Holder Elementary School 9550 Holder Street, Buena Park	583	15
Twila Reid Elementary School 720 S. Western Avenue, Anaheim	690	14
Total	2,449	

49. Page 235, Section 5.13.2 of the DEIR, Environmental Setting, South Central Area, 1st Paragraph, is hereby modified as follows:

The South Central Area is the portion of the City south of Vermont Avenue, east of Euclid Street and 9th Street, west of State College Boulevard, and at the South City Limits. This area includes Disneyland and the associated district of hotels, shops, restaurants, and similar enterprises, known as the ~~Resort Area~~ **The Anaheim Resort**.

50. Page 235, Section 5.13.2 of the DEIR, Environmental Setting, Undesignated Areas is hereby modified as follows:

Additional areas of the City, principally on the eastern side of State College Boulevard and north ~~of~~ **of** Ball Road and the area east of the Santa Ana River, were not included in any of the five studies. Since the development in the area east of the Santa Ana River is within the last 35 years, it is reasonable to assume that a majority of the area has sufficient sewer system capacity available in the existing condition. However, it would be expected that some existing sewer system deficiencies could exist in these areas and sewer master planning studies are currently underway the City to determine the extent of the existing deficiencies.

51. Page 239, Section 5.13.2 of the DEIR, Environmental Setting, 2nd Paragraph is hereby modified as follows:

Current seating capacity within the Anaheim City School District (ACSD) is reported to be 17,457 students. Based on 2002 to 2003 current enrollment rates, the District appears to exceed this seating capacity by 4,713 students. Enrollment versus capacity at the elementary schools demonstrates that the elementary schools within the District are operating at about 127% capacity. ~~However, the District's plans to construct three new schools, Ponderosa School, North Central and Harbor Campus, in addition to its plans to expand the campuses of Revere School and Horace Mann School should help meet the projected enrollment growth. Guinn, Sunkist, and Juarez elementary school serve The Anaheim Platinum Triangle.~~ **The District currently has plans to construct Ponderosa School, but would need**

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to construct or acquire facilities to accommodate additional students generated from The Platinum Triangle and the mixed-use zones in the Colony and Downtown areas.

52. Page 240, Section 5,13-4 of the DEIR, Analysis of Environmental Impacts is hereby modified as follows:

Mitigation Measures: ~~No mitigation measures are necessary.~~

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.

5.13-1 The City of Anaheim 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.

53. Page 244, Section 5.13.4 of the DEIR, Analysis of Environmental Impacts, 1st Paragraph, is hereby modified as follows:

Water supply improvements will be required to meet the projected increases in water demands in the Platinum Triangle. The Platinum Triangle includes the area bounded by ~~Ball Road~~ **Southern California Edison Easement** on the north, the Santa Ana River on the east, and by the I-5 Freeway on the south. This area was previously studied in 1996 as part of the Anaheim Sports Center EIR No. 320 and in 1998 in conjunction with the Stadium Area Master Land Use Plan EIR No. 321. A new groundwater well and several new pipelines were installed as mitigation measures for EIR Nos. 320 and 321. These improvements were incorporated into the 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). Since average day water demands in the Platinum Triangle will **be** approximately 5.0 million gallons per day greater than previously evaluated in EIR Nos. 320 and 321, another groundwater well will need to be constructed in the area and added to the Stadium Business Center Water Facilities Fee Program to support the proposed General Plan and Zoning Code Updates.



54. Page 247, Section 5,13-4 of the DEIR, Analysis of Environmental Impacts is hereby modified as follows:

Mitigation Measures:

~~5.13-1~~ **5.13-2** Prior to issuance of building permits, future projects shall demonstrate compliance with the following water conservation measures to the satisfaction of the City Engineer:

- 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. (City of Anaheim Water Conservation Measures)
- Low-flow fittings, fixtures, and equipment including low flush toilets and urinals. (City of Anaheim Water Conservation Measures)

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- 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).

~~5.13-2~~ **5.13-3** 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).

~~5.13-3~~ **5.13-4** 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 Program (Rule 15E of the Water Utilities Rates, Rules, and Regulations per Resolution No. 95R-140, effective September 15, 1995).

55. Page 248, Section 5.13.4 of the DEIR, Analysis of Environmental Impacts, 4th Paragraph, is hereby modified as follows:

Another area of potential impact is within The Platinum Triangle, within the proposed mixed-use overlay zone. The comparison to existing master planning comes from research and analysis of existing master plan reports for the "2nd Revision to South Central Area Sewer Deficiency Study," "Stadium Area Sewer Deficiency Study East of State College Boulevard (SASDS-East)," the "Remaining Central City Areas Sewer Deficiency Study," "Pointe Anaheim Sewer Study" and the "Stadium Area Master Land Use Plan (West of State College Boulevard) Supplement to the South Central Area Sewer Deficiency Study Second Revision." The above sewer studies cover the existing and build-out sewer needs and required mitigation measures. Any project that will deviate upwards from these studies will be required to study and mitigate its sewer impacts.

56. Page 250, Section 5,13-4 of the DEIR, Analysis of Environmental Impacts is hereby modified as follows:

Mitigation Measures:

~~5.13-4~~ **5.13-6** 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 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

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City Engineer, which could include fees, credits, reimbursements, construction or a combination thereof.

57. Page 262, Subsection “Community Parks” of the DEIR, is hereby modified as follows:

Community parks serve several neighborhoods and have a service radius of ~~two~~ up to 2 miles. Their size ranges from 15 to 30 acres and they provide similar and larger amenities than a neighborhood park. These amenities generally include lighted ball fields, tennis courts, and community centers or recreation buildings. Community parks are also designed for vehicular as well as pedestrian access. Community parks are located adjacent to middle or high schools, when possible, in an attempt to facilitate joint-use with local school districts. Table 5.14-2 shows the Community Parks located within the City of Anaheim.

58. Page 265, Section 5.14.4 of the DEIR, Analysis of Environmental Impacts is hereby modified as follows:

Impact Analysis: The City currently maintains park dedication standards that require new development ~~an~~ in the City to ensure that ~~two~~ 2 acres of parkland will be developed for each 1,000 residents. Depending on the magnitude of residential development, the dedication may be in the form of direct dedication of improved land, the payment of fees in lieu of dedication, or a combination of both. The City has a park dedication ordinance, and every year the City Council adopts a resolution setting park dedication fees. New park dedication standards or in-lieu fees can also be developed for non-residential or mixed-use development. Typical parks in these areas would include sports fields and other active recreational opportunities to meet the needs of Anaheim’s residents and employees and could supplement park needs of nearby residential neighborhoods. To supplement its own recreational facilities, the City also enters into joint-use agreements with local school districts in which residents are able to use school facilities such as gymnasiums, play equipment, sports fields, swimming pools and classrooms.



59. Page 269, Section 5.15.2 of the DEIR, Environmental Setting, Functional Classification System, 1st Paragraph, is hereby modified as follows:

The primary circulation system in the City of Anaheim is the network of freeways and arterial highways and ~~surface~~ local streets that serve the City. The network serves two distinct and equally important functions: mobility of persons and goods in and through the City, and access to adjacent properties. The design and operation of each street or arterial highway depends upon its designated role in the safe delivery of each of these functions. For example, the arterial highways are designed to carry large volumes of vehicles. Accordingly, they are designed for mobility, have more lanes, higher speed limits and fewer driveways. In contrast, residential street have fewer lanes, lower speed limits, and more driveways to provide access to fronting properties.

60. Page 270, Section 5.15.2 of the DEIR, Environmental Setting, Freeways, is hereby modified as follows:

Freeways are controlled-access, median-separated highways that provide for high-speed vehicular traffic. Four freeways lie within the City of Anaheim: the I-5 Freeway, the SR-57 Freeway, the SR-91 Freeway and the SR-55 Freeway. In addition, the Garden Grove (SR-22) Freeway is located less than one mile south of the City.

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61. Page 270 and 271, Section 5.15.2 of the DEIR, Environmental Setting, State Highways, 1st Paragraph, is hereby modified as follows:

The SR-91 Freeway is an east-west freeway that lies at the northern edge of the City. It provides regional access westerly to the South Bay cities of Los Angeles County, and terminates to the east at the Pomona (SR-60) Freeway, providing access to Riverside County, San Bernardino County, and points east. The SR-91 Freeway generally has eight mixed flow lanes through the City. These are supplemented with four express lanes east of SR-55, two HOV lanes from the Los Angeles County line to the SR-55 Freeway, and ~~The~~ the express lanes are a fully automated four-lane facility with the first variable congestion pricing system in the United States. The OCTA toll facility is now being planned for improvements. Toll costs vary to optimize traffic flow. New policies implemented since OCTA's purchase of the facility include a "Three-Ride-Free" program where carpools of three or more people can ride the toll road for free, except during limited hours.

The SR-90 Freeway (Imperial Highway) is an east-west freeway within Caltrans' jurisdiction that turns north-south as it passes through eastern Anaheim. There are expansion plans through the Cities of Yorba Linda, Brea, and Placentia.

The SR-57 Freeway is a north-south freeway with its southern terminus at the I-5 and SR-22 Freeways just south of the Anaheim City limit. It provides regional access to northern Orange County and eastern Los Angeles County. The SR-57 Freeway is a ten-lane freeway, including the two high-occupancy vehicle (HOV) lanes. The freeway has a total of five interchanges that provide access to the City.

The SR-55 Freeway is a north-south freeway, which terminates at the SR-91 Freeway within the City limits of Anaheim. Additional lane construction was completed in 2002 and the facility now has eight mixed flow lanes and two HOV lanes, serving over 200,000 vehicles daily. It provides regional access to the central coastal communities of Orange County. The only interchange that serves Anaheim is Lincoln Avenue/Nohl Ranch Road.

The SR-39 (Beach Boulevard) is a predominantly two-lane north-south major arterial roadway under Caltrans' jurisdiction that runs from the Angeles Crest Highway (SR-2 at Islip Saddle) with a break from SR-72 to the I-10 and terminates at Pacific Coast Highway in Huntington Beach. It passes through the cities of Azusa, La Habra, Buena Park, Stanton, Anaheim, Garden Grove, and Huntington Beach. Portions of the roadway are being rehabilitated by Caltrans.

The SR-22 Freeway is located approximately 1 mile south of the City. It provides regional access to western Orange County and eastern Los Angeles County.

62. Page 271 and 275, Section 5.15.2 of the DEIR, Environmental Setting, Arterial Streets, 2nd Paragraph, All Bulleted Items is hereby modified as follows:

The street classifications shown on Figure 5.15-1 reflect the planned classifications, not necessarily existing conditions. A brief description of each of the roadway classifications follows:

- Scenic Expressway – roadways with limited access ~~and~~ that serve intercity and intra-city traffic. This six lane divided facility requires an 148 foot right of way.
- Resort Smartstreet – roadways that are six or eight lanes landscaped median divided with a typical right of way of 120 to 166 feet. Smartstreets improve roadway traffic capacity through a variety of

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measures such as consolidating conflicting vehicle turning movements through median island construction and driveway restrictions, traffic signal synchronization and intelligent transportation systems management and operation, bus turnouts, intersection improvements and addition of travel lanes by removing on-street parking ~~and consolidating driveways~~.

- Stadium Smartstreet – roadways that are six or eight lanes divided with a typical right-of-way of 130 to 144 feet. This facility utilizes capacity improvements similar to the Resort Smartstreet.
- Major Arterial – roadways that connect to the freeways and typically have six lanes, a median, left turn pockets, parking lanes adjacent to each curb and a right-of-way width of 120 feet.
- Primary Arterial – roadways that provide for circulation within the City and its immediate environments. Primary arterials are typically six lane divided facilities with no parking of four lane divided with left turn pickets and two parking lanes. The typical right-of-way of a primary arterial is 106 feet.
- Hillside Secondary Arterial – roadways that provide for circulation within the City Hillside Area secondary arterial facilities are four-lane roadways, with two parking lanes that are undivided. It has a typical right-of-way width of ~~66~~ 72 feet with no access and ~~78~~ 84 feet with access.
- Collector ~~Commuter~~ Street – roadways that distribute residential traffic from its point of origin to higher capacity facilities. They are typically two-lane undivided roadways with a 64 to 76-foot right-of-way.
- Hillside Collector ~~Commuter~~ Street – roadways that distribute residential traffic from its point of origin to higher capacity facilities. They are typically two-lane undivided roadways with a 48 ~~42~~-foot right-of-way with no access and 60 ~~54~~ feet with access.



63. Page 275, Section 5.15.2 of the DEIR, Environmental Setting, Congestion Management Plan is hereby modified as follows:

- Harbor Boulevard/SR-91 Ramps
- Harbor Boulevard/I-5 NB Ramp
- Harbor Boulevard/I-5 SB Ramp
- Harbor Boulevard/Katella Avenue
- State College Boulevard/Orangethorpe Avenue
- State College Boulevard/SR-91 WB Ramps
- State College Boulevard/SR-91 EB Ramps
- SR-57 SB Ramps/Katella Avenue
- SR-57/NB Ramps/Katella Avenue
- Tustin Avenue/Orangethorpe Avenue
- Tustin Avenue/SR-91 WB Ramps
- Tustin Avenue/SR-91 ~~01~~ EB Ramps
- Imperial Highway/Orangethorpe Avenue
- Imperial Highway/SR-91 WB Ramps
- Imperial Highway/SR-91 ~~001~~ EB Ramps

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64. Page 276, Section 5.15.2 of the DEIR, Environmental Setting, Public Transportation, 1st Paragraph, is hereby modified as follows:

An extensive network of fixed-route transit service is provided in Anaheim due to its central location in Orange County. Transit service is provided by the Orange County Transportation Authority (OCTA). In addition to the many bus routes that directly serve the City itself, many routes also traverse the periphery of the City. OCTA also operates three Stationlink routes in the City of Anaheim. These routes provide bus connections between rail stations and major employment centers and residential areas. ~~There are no transit lines east of SR 55 Freeway to serve the eastern portion of the City.~~ Figure 5.15-2 illustrates existing and planned bus routes. **Planned transit service is intended to increase work trips by transit from 3.5% in 2000 to about 10% by 2030.**

65. Page 276, Section 5.15.2 of the DEIR, Environmental Setting, Bikeway System is hereby modified as follows:

The City of Anaheim currently has ~~three~~ **two** classifications of bikeways: Class I; **and** Class II, ~~and Class III.~~ Class I Bikeways provide for bicycle travel on right-of-way completely separated from the street. Class II Bikeways provide a striped lane for one-way travel within the street right-of-way. ~~Class III Bikeways are commonly referred to as bike routes and provide for shared use with pedestrian or motor vehicle traffic.~~ Figure 5.15-3, illustrates existing and planned bike routes. **These facilities are to improve commutes for the 2.5% of work trips completed by biking.**

66. Page 283, Section 5.15.2 of the DEIR, Environmental Setting, Railroad Operations, is hereby modified as follows:

Railroad Operations

The City of Anaheim is served by three types of railroad operations – commuter rail, **intercity** passenger rail, and freight rail. The commuter rail service, Metrolink, is provided by the Southern California Regional Rail Authority (SCRRA) and OCTA. The **intercity** passenger rail service is provided by Amtrak while the freight rail service is provided by the Burlington Northern Santa Fe (BNSF) and the **Union Pacific** Southern Pacific Transportation Company (~~SPTC~~ **UPSP**).

The approximately seventy railroad crossings with arterial and local streets within the City are mostly at grade. The primary points of conflict with street traffic occur near railroad switching yards, particularly at the crossings ~~of Katella Avenue at the Southern Pacific tracks; at the crossing of Lincoln Avenue and Broadway~~ **at** near the Santa Fe **UPSP** tracks; and, at the crossing of Imperial Highway and Orangethorpe Avenue near the BN&SF tracks.

67. Page 283, Section 5.15.2 of the DEIR, Environmental Setting, Commuter Rail, is hereby modified as follows:

Metrolink operates six commuter rail lines throughout Southern California, three of which pass through the City. The Orange County line, linking downtown Los Angeles and Oceanside, provides commuter rail service to the Anaheim **Angel Stadium** Station, ~~adjacent to Angel Stadium of Anaheim.~~ Commuters can transfer to the 91 Line at the Fullerton Station, one stop north of the Anaheim Station, to travel east to Riverside County or transfer to the inland Empire-Orange County Line at the Orange Station, one stop south of the Anaheim Station, to travel to San Bernardino County. Commuters can also directly access the inter-County Inland Empire-Orange County Line at the Anaheim Canyon Station, which is adjacent to Tustin Avenue, between the SR-91 Freeway and La Palma Avenue. Currently, Metrolink operates

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nineteen weekday daily trips on the Orange County line between Oceanside and Los Angeles and nine weekday trips on the Inland Empire-Orange County Line.

68. Page 283, Section 5.15.2 of the DEIR, Environmental Setting, Passenger Rail, is hereby modified as follows:

Intercity Passenger Rail

Amtrak operates the Pacific Surfliner passenger train line from San Diego to San Luis Obispo, connecting many cities along California's southern coast. Amtrak operates nine passenger trains daily in each direction along this route, providing fifteen roundtrips stopping at the Anaheim station. Five of these trains travel the length of the route, from San Diego to San Luis Obispo, while the remaining lines travel as far north as downtown Los Angeles.

69. Pages 283 and 284, Section 5.15.2 of the DEIR, Environmental Setting, Parking, is hereby modified as follows:

Typically, on-street parking in Anaheim is permitted on ~~principal, major,~~ primary and secondary highways unless specifically prohibited. On-street parking is permitted on neighborhood streets unless specifically prohibited. The City of Anaheim does not have a strategic parking plan, but has established off-street parking requirements for designated zones in the Zoning Code.

~~Parking shortages occasionally arise inside and adjacent to the Resort Area due to the regional, national, and international nature of attractions located in this single, confined area. Parking and demand management plans have been adopted in the Anaheim Resort® Specific Plan and Disneyland Resort Specific Plan to address such parking issues.~~

~~The City of Anaheim has also established a residential permit parking program in response to parking intrusion into single family neighborhoods from adjacent developments. The City has numerous neighborhood permit parking districts in this program. Within these districts, on street parking is regulated to ensure that spillover parking demands from adjacent developments do not prevent local residents from parking on the street. The hours of enforcement vary between programs, as do the eligibility requirements, but generally all residents of the neighborhood are entitled to a parking permit.~~

There are four park-and-ride facilities for those who carpool or use public transportation to reach their destination. Two park-and-ride facilities located adjacent to Metrolink Stations serve rail commuters only. The Anaheim Angel Stadium Station lot has 405 400 spaces, and the Anaheim Canyon Station lot has 75 400 spaces. Both Metrolink lots are currently experiencing 100% usage. The two other park-and-ride lots – the 50 space lot near Kraemer Boulevard and La Palma Avenue and 40-space lot near State College Boulevard and Lincoln Avenue – both currently experience very low usage rates.

70. Page 284, Section 5.15.2 of the DEIR, Environmental Setting, Daily Traffic Volumes, 4th Paragraph, is hereby modified as follows:

Beach Boulevard exhibits the highest north-south arterial volumes, with approximately 60,000 daily vehicles. Brookhurst Street volumes range from 30,000 to 40,000. Euclid Street, State College Boulevard, and Harbor Boulevard fall mostly within the 20,000 to 40,000 range. ~~South of the I-5 Freeway, State College Boulevard volumes pick up dramatically, ranging from 50,000 to 60,000 daily vehicles between the I-5 Freeway interchange and the SR-22 Freeway interchange.~~



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71. Page 287, Section 5.15.2 of the DEIR, Environmental Setting, Peak Hour Conditions, is hereby modified as follows:

~~Average daily traffic (ADT) volumes were collected for a~~ Arterials and freeway ramps from the peak period intersection hour turning movement ~~were~~ and counts counted were provided by City staff for 250 signalized intersections. Counts were collected between the hours of 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m. These study intersections are illustrated in Figure 5.15-6.

72. Page 287, Section 5.15.2 of the DEIR, Environmental Setting, Level of Service (LOS) Analysis, is hereby modified as follows:

An important “standard” referred to throughout the Circulation Element relates to the ability of a roadway and/or intersection to accommodate traffic. This level of service standard may be used to describe both existing and future traffic conditions. Level of Service (LOS) is a qualitative ranking that characterizes traffic congestion on a scale of A to F, similar to a school report card, with LOS A being a free-flow/best condition and LOS F representing failure/extreme congestion, as illustrated in Table 5.15-1.

~~In addition to the~~ The LOS definition is derived from ; a volume to capacity ratio or V/C ratio, which is ~~used to provide~~ a more quantified description of traffic conditions at intersections. The V/C ratio is the ratio of existing or projected traffic volumes to an intersection’s design maximum theoretical capacity. A V/C ratio of 0.90 for an intersection means that the traffic volumes at the intersection represent 90% of its design maximum theoretical capacity. The V/C ratio can also be related to the above LOS definitions. For example, an intersection with a V/C ratio exceeding 0.95 is handling traffic volumes that approach design maximum theoretical capacity. The V/C ratio of 0.95 corresponds to LOS E, which indicates an unacceptable level of service at that particular intersection.

The Circulation Element establishes that the LOS should be LOS D or better for major Master Plan of Arterial Highways intersections in the City. The Congestion Management Plan establishes that the LOS should be LOS E or better for CMP roadways and intersections.

73. Page 291, Section 5.15.2 of the DEIR, Environmental Setting, Existing Level of Service Results, is hereby modified as follows:

The distribution of LOS grades for a.m. and p.m. peak hours are illustrated in Table 5.15-2. The V/C ratios and LOS grade results for the 250 individual intersections ~~of the LOS analysis~~ can be found in Appendix H, E. Eleven of the 250 study intersections, including one of the CMP intersections, currently operate at an unacceptable level of service (LOS E or F) during at least one of the peak periods. The eleven intersections include:

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74. Page 291, Table 5.15-2 of the DEIR, 2002 Los Summary, is hereby modified as follows:

<i>AM</i>		<i>PM</i>	
<u># of ICUs Intersections</u>	<i>LOS</i>	<u># of ICUs Intersections</u>	<i>LOS</i>
0	F	3	F
1	E	8	E
4	D	25	D
17	C	39	C
50	B	50	B
178	A	125	A

75. Page 297, Section 5.15.2 of the DEIR, Environmental Setting, Future Baseline Conditions (Existing General Plan), 1st Paragraph, is hereby modified as follows:

Forecast volumes were developed using the validated ATAM model. To estimate the impact of future traffic on the General Plan road system, peak hour LOS were calculated for existing General Plan land uses at buildout, assuming full development of the General Plan street system. The number of lanes for each intersection for this scenario can be seen in Appendix H, E. This existing General Plan network differs from the existing system in both number of lanes and facility type of existing roads and in the planned addition of new streets. The streets that continue to be planned for are planned to have increases in number of lanes include:



- Brookhurst Street- upgrade from four to six lanes between Katella Avenue and Ball Road and La Palma to SR-91
- Euclid Street – upgrade to six lanes on segments where it is currently four lanes
- Harbor Boulevard – upgrade to six lanes on segments where it is currently four lanes
- State College Boulevard – upgrade to six lanes on segments where it is currently four lanes
- Orangethorpe Avenue – upgrade to six lanes on segments where it is currently four lanes
- La Palma Avenue – upgrade to six lanes on segments where it is currently four lanes
- Santa Ana Canyon Road – upgrade to six lanes on segments where it is currently four lanes
- Lincoln Avenue – upgrade to six lanes on segments where it is currently four lanes

The existing General Plan Network includes the following future roadway additions:

- Fairmont Boulevard over crossing ~~and interchange with~~ of SR-91
- Extension of Weir Canyon Road to an interchange with SR-241
- Extension of Gypsum Canyon Road, connecting with Weir Canyon Road at the new SR-241 interchange and Jamboree expansion
- Gene Autry Way extension to Harbor Boulevard
- Oak Canyon Road extension to Gypsum Canyon Road
- Santa Ana Canyon Road extension to Coal Canyon Road

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The existing General Plan also designates twenty-seven (27) intersections as Critical Intersections, requiring enhanced lane geometry at buildout, with up to two left turn lanes, three through lanes, and one right turn lane for each direction. The following intersections are designated as Critical Intersections by the existing General Plan and can be seen in Figure 5.15-9:

76. Page 301, Section 5.15.2 of the DEIR, Environmental Setting, Future Daily Traffic Volumes (Existing General Plan), is hereby modified as follows:

Future Daily Traffic Volumes (Existing General Plan)

The forecast average daily traffic volumes are shown in Figure 5.15-10. The portion of the I-5 Freeway that runs through the City is projected to carry over 300,000 two-way daily volumes north of Euclid Street, an increase of over 30% over today's volumes. SR 91 Freeway volumes, at State College Boulevard, are forecast to carry almost 260,000, an increase over 15% from existing levels. The percent change rises to a 25% increase east of Imperial Highway. Volumes on SR 55 on Imperial Highway are expected to increase approximately 29% near Lincoln Avenue. City-wide, roadways 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. These roads include:

- Weir Canyon Road, forecast to increase over 200%;
- Katella Avenue, forecast to carry almost 80,000 vehicles on some sections;
- Serrano Road and Orangewood Avenues are forecast to experience over 100% increase in daily trips; and,
- Fairmont Boulevard would carry upwards of 40,000 vehicles per day if the SR 91 over-crossing were built.

77. Page 301, Table 5.15-3 of the DEIR, Future Existing General Plan Peak Hour Conditions is hereby modified as follows:

<i>AM</i>		<i>PM</i>	
<u># of ICUs Intersections</u>	<i>LOS</i>	<u># of ICUs Intersections</u>	<i>LOS</i>
3	F	5	F
3	E	18	E
18	D	40	D
31	C	50	C
59	B	54	B
136	A	83	A

78. Page 303, Figure 5.15-10 of the DEIR, 2025 Existing General Plan Average Daily Traffic has been deleted.

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79. Page 307, Figure 5.15-11 of the DEIR, Current General Plan LOS E & F has been deleted.

80. Page 309, Section 5.15.3 of the DEIR, Analysis of Environmental Impacts, is hereby modified as follows:

~~5.15.3~~ **5.15.4** *Analysis of Environmental Impacts*

81. Page 309, Section 5.15.3 of the DEIR, Analysis of Environmental Impacts, Future Conditions (Proposed General Plan), is hereby modified as follows:

The ATAM model was also used to forecast traffic volumes associated with buildout of the proposed General Plan. This scenario represents the future conditions, including all elements of the updated General Plan network.

This updated **proposed** network differs from the existing General Plan system in a few major areas. The updated **proposed** General Plan Network **tests “with” and “without” scenarios for:** ~~does not include:~~

- Fairmont Boulevard over crossing ~~and interchange with~~ of SR-91 **and Santa Ana River**
- Gilbert Street between Crescent Avenue and Lincoln Avenue
- Santa Ana Canyon Road from Gypsum Canyon Road to Coal Canyon Road
- Extension of Gypsum Canyon Road, connecting Santa Ana Canyon Road to the SR-241 interchange
- ~~Oak Canyon Drive connection with Gypsum Canyon Road~~

The updated **proposed** General Plan Network does include:

- Lewis Street connecting to Gene Autry Way **as secondary vs. primary**
- **Downsizing of Santa Ana Canyon Road from Weir Canyon Road to Gypsum Canyon Road**
- **Downsizing of Weir Canyon Road to SR-241**

82. Page 309, Section 5.15.3 of the DEIR, Analysis of Environmental Impacts, Future Daily Traffic Volumes with Proposed General Plan, 1st Paragraph, is hereby modified as follows:

The portion of the I-5 Freeway that runs through the City is projected to carry less than 300,000 two-way daily volumes north of Euclid Street, ~~an increase of 28% over today's volumes.~~ SR-91 Freeway volumes, at State College Boulevard, are forecast to carry around 252,000, ~~and increase of 13% from existing levels.~~ The increase rises to a 20% increase on SR-91 east of Imperial Highway. Volumes on SR-55 at Imperial Highway are expected to increase ~~around 26%~~ near Lincoln Avenue.

83. Page 311, Figure 5.15-12 of the DEIR, 2025 General Plan Update ADT, has been modified.



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Figure 5.15-12 2025 General Plan Update ADT



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84. Page 313, Table 5.15-5 of the DEIR, Future Updated General Plan Peak Hour Conditions, is hereby modified as follows:

<i>AM</i>		<i>PM</i>	
<i># of ICUs Intersections</i>	<i>LOS</i>	<i># of ICUs Intersections</i>	<i>LOS</i>
3	F	3	F
3	E	15	E
15	D	21	D
26	C	52	C
51	B	58	B
152	A	101	A

85. Page 317, Section 5.15.3 of the DEIR, Analysis of Environmental Impacts, Public Transportation, is hereby modified as follows:

In the near future 2007, OCTA plans to begin implementing a Bus Rapid Transit (BRT) program in Orange County. BRT combines communications technology, traffic signal priority, specifically designed vehicles, rapid fare collection, and rail style stations to create a system that exhibits the flexibility of buses with features more typical of rail transit. A BRT demonstration project on Harbor Boulevard is expected to begin in 2007 ~~complete by 2006~~. In addition, BRT lines on Katella Avenue, La Palma Avenue, St. College, and Beach Boulevard are planned to be added to the system following the completion of the demonstration project. These BRT routes are expected to improve travel time for transit users by up to 50% over existing bus service.



86. Page 321, Section 5.15.3 of the DEIR, Analysis of Environmental Impacts, Rail Operations, is hereby modified as follows:

OCTA's long-range plan includes expansion of Metrolink commuter rail service. Commuter rail is a mode of ~~inter-city~~ intra-region travel that primarily transports people during the peak hours to major employment centers. As a result, it typically carries long-distance trips, serves stations that are ~~several~~ 3 to 5 miles apart, and has high average operating speeds.

Ridership in Fiscal Year 2001-2002 was 1,427,000 for the Orange County Line with nineteen daily trips. Current plans for future commuter rail in Orange County involve adding service to the existing Metrolink lines, with an expected thirty daily trips operating in 2020 on the Orange County Line. The Inland Empire-Orange County Line and 91 Line are each projected to increase from nine daily trips in 2002 to 21 in 2020. OCTA's Baseline Plan includes a plan to doubletrack Lincoln Avenue, while the Balanced Plan, constrained to 2030 for development, contains plans for 15 minute headways on the Orange Line and 30 minute headways on the Inland Empire-Orange County Line, plus increased rail feeder bus service.

Freight train movements are expected to increase on the rail lines through Anaheim, with an expected increase from 50 to 70 trains per day to 135 to 150 trains daily by the end of the decade on Burlington Northern Santa Fe's (BNSF) main transcontinental line that runs through northern segments of the City. The Orange North-American Trade Access Corridor Authority (ONTRAC) part of the Orange County Gateway project, will grade separate the BNSF main line in northern Orange County west of Imperial

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Highway. The project was developed to eliminate traffic conflicts at 11 grade crossings, increase safety at rail crossings, and provide congestion relief. The project is expected to be completed in 2006.

Other rail plans include a pre-development study of a proposed maglev rail line from Union Station in downtown Los Angeles to the City of Anaheim conducted by the Gateway City Council of Governments. In addition, OCTA and the West Orange County Cities Association are studying a possible transit guideway along the Pacific Electric right of way in western Orange County. The project consists of two components: mixed use development in growth centers and the 33-mile train route linking 13 cities.

Another proposed rail line is the California-Nevada **SST High Speed Rail**, which would connect Anaheim to Las Vegas via ~~Prim, Barstow/Victorville, and Ontario~~ **International Airport with a future possible extension to Las Vegas**. The alignment of this rail project would be along the existing I-15 right-of-way between Barstow and Las Vegas. Report findings shown that the maglev train could reach speeds of up to 300 miles per hour ~~along parts of its 270-mile length~~, with ridership and revenue estimates forecast to be highest in metropolitan areas of Southern California. A portion of the proposed alignment would travel through Anaheim along the SR-91 Freeway south of the Anaheim Regional Transportation Intermodal Center Station.

In addition, OCTA continues to plan for the Centerline rail project to run from Irvine to Santa Ana. The potential new rail lines would connect at the Anaheim Regional Transportation Intermodal Center (ARTIC) Station. The ARTIC would act as a hub for seamless intermodal access to the new rail projects, as well as existing Amtrak Surfliner and Metrolink services.

The California High Speed Rail Authority is also studying a high speed train system from San Diego to San Francisco and Sacramento, which would travel through Anaheim adjacent to one of the existing rail lines that traverses the City. If successful, this project could provide high speed rail service to City residents.

87. Page 325, Section 5.15.3 of the DEIR, Analysis of Environmental Impacts, Bikeway System, is hereby modified as follows:

Bikeway System

~~Proposed Class II Bikeways are planned on Brookhurst and Euclid Streets within Anaheim city limits and are part of OCTA's Baseline Plan. These bikeways would provide connections between the existing facilities and would provide greater coverage in the City. OCTA's strategic Bikeways Plan includes several projects in the City, which are illustrated in Figure 5.15-16. Other routes included on OCTA's Strategic Bikeways Plan include:~~

- ~~• One 0.25-mile project from the Santa Ana River bikeway to Angel Stadium of Anaheim.~~
- ~~• Class II routes on Brookhurst Street, State College and Kraemer Boulevards, Orangethorpe and Orangewood Avenues, Ball Road, and Imperial Highway.~~

~~Second and Third Priority Projects~~

~~Magnolia, Euclid, and Sunkist Streets; Harbor, and Anaheim Boulevards; La Palma, and Lincoln Avenues; Broadway; and Ball Road.~~

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88. Page 325, Section 5.15.3 of the DEIR, Analysis of Environmental Impacts, 1st Impact Statement, is hereby modified as follows:

Impact Analysis: To estimate the impact of traffic at buildout on the updated General Plan road system, peak hour period LOS were calculated for the updated proposed General Plan and were compared to existing conditions and the existing General Plan. This scenario represents the future condition, including all elements of the updated General Plan network.

This updated proposed network differs from the existing General Plan system in a few major areas. The updated proposed General Plan Network tests “with” and “without” scenarios for: ~~does not include:~~

- Fairmont Boulevard over crossing ~~and interchange with~~ of SR-91 and Santa Ana River
- Gilbert Street between Crescent Avenue and Lincoln Avenue
- Santa Ana Canyon Road from Gypsum Canyon Road to Coal Canyon Road
- Extension of Gypsum Canyon Road, connecting Santa Ana Canyon Road to the SR-241 interchange
- ~~Oak Canyon Drive connection with Gypsum Canyon Road~~

The updated proposed General Plan Network does include:

- Lewis Street connecting to Gene Autry Way as secondary vs. primary
- Downsizing of Santa Ana Canyon Road from Weir Canyon Road to Gypsum Canyon Road
- Downsizing of Weir Canyon Road to SR-241

89. Page 327, 5.15-16 of the DEIR, Proposed Strategic Bicycle Plan Network, has been deleted, and figures following have been renumbered.

90. Page 329, Section 5.15.3 of the DEIR, Analysis of Environmental Impacts, Future Level of Service, is hereby modified as follows:

The General Plan Update future conditions scenario identified intersections that are projected to operate at an unacceptable level of service in by 2025. This scenario identifies a preliminary set of measures designed to decrease the congestion at those intersections.

This scenario includes all programmed roadway and intersection improvements outlined in the OCTAs Balanced Plan, intersection improvements recommended in recent environmental impact reports for projects within and outside the City, and other improvements that will either mitigate each intersection to an acceptable level of service or will widen the intersection to its maximum feasible configuration. The maximum feasible configuration for an approach on a major arterial includes dual left-turn lanes, three through lanes and an exclusive right-turn lane. ~~The maximum feasible configuration for an approach on a primary arterial includes dual left-turn lanes, two through lanes, and an exclusive right turn lane.~~

91. Page 329 (bottom) and Page 333 (top), Section 5.15.3 of the DEIR, Analysis of Environmental Impacts, Future Peak Hour Conditions, is hereby modified as follows:

Peak Hour ICU analysis identified intersections in need of additional enhancements, beyond those planned in the existing General Plan, and also those intersections that are not in need of the expanded capacity planned in the existing General Plan. In particular, some of the critical intersections in the existing General Plan do not require the full number of lanes currently planned. Adjustments in



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intersection lane geometry enable many of the intersections to function more efficiently and raise falling falling LOS grades to acceptable levels. Distribution of LOS grades after lane modifications are shown in Table 5.15-6.

Table 5.15-6
Updated General Plan with Lane Modifications LOS Summary

<i>AM</i>		<i>PM</i>	
<u># of ICUs Intersections</u>	<i>LOS</i>	<u># of ICUs Intersections</u>	<i>LOS</i>
1	F	2	F
1	E	4	E
19	D	33	D
28	C	61	C
59	B	55	B
148	A	101	A

A total of seven intersections are projected to operate at LOS E or F and need additional enhancements beyond those already planned in the Circulation Element, illustrated in Table 5.15-7, as well as Figure 5.15-17 5.15-16. The following seven intersections were the only intersections that were unable to be mitigated to acceptable levels through the existing MPAH:

- Dale Street/Lincoln Avenue
- Harbor Boulevard / Ball Road
- Sportstown Way/Katella Avenue
- Tustin Avenue / La Palma Avenue
- Tustin Avenue/SR-91 ~~WB~~ West Bound Ramps
- Imperial Highway/Santa Ana Canyon Road
- Weir Canyon Road/SR-91 ~~EB~~ East Bound Ramps

92. Page 333, Section 5.15.3 of the DEIR, Analysis of Environmental Impacts, Future Peak Hour Conditions, 1st Paragraph, is hereby modified as follows:

The grade separation of the intersection of Imperial Highway/Orangethorpe Avenue would improve this location to LOS D with proposed General Plan volumes. In addition, ~~two~~ one of the intersections, ~~Harbor Boulevard/Katella Avenue and~~ Imperial Highway/Orangethorpe Avenue, are CMP designated intersections; therefore an LOS E is an acceptable LOS grade. The Harbor/Ball intersection would have a failing LOS, and would thus remain a significant adverse impact.

93. Page 334, Section 5.15.3 of the DEIR, Analysis of Environmental Impacts, 2nd Paragraph, is hereby modified as follows:

Proposed General Plan policies related to supporting the development of mass transit, where appropriate, as a viable alternative to automobile travel include:

- Support the efforts of regional, State and Federal agencies to provide additional local and express bus service in the City. (Circulation Element Goal 5.1, Policy 1)

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- Support transit supportive land uses and new development. (Circulation Element Goal 5.1, Policy 3)
- Support OCTA's development of a Bus Rapid Transit (BRT) system. (Circulation Element Goal 5.1, Policy 4)
- Intensify land uses in close proximity to future bus stop(s) where appropriate. (Circulation Element Goal 5.1, Policy 5)
- Support efforts to enhance passenger and commuter rail systems and services. (Circulation Element Goal 6.1, Policy 1)
- Encourage the development of multi-modal transit opportunities at The Platinum Triangle/Anaheim Regional Intermodal Transportation Center. (Circulation Element Goal 6.1, Policy 2)
- Participate in and support further study implementation of regional and interstate rail projects. (Circulation Element Goal 6.1, Policy 3)
- Participate in passenger rail planning efforts. (Circulation Element Goal 6.1, Policy 5)

94. Page 335, Section 5.15.3 of the DEIR, Analysis of Environmental Impacts, Mitigation Measure 5.15-2, is hereby modified as follows:

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 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:

- Intersection of Dale Avenue/Lincoln Avenue; add an additional EB east bound right turn lane
- Intersection of Harbor Boulevard Blvd/Ball Road; add a 4th WB west bound through lane
- Intersection of Sportstown Way/Katella Avenue; change NB north bound lane configuration from 1/1/2 to 1.5/.5/2
- Intersection of Tustin Avenue/La Palma Avenue; change SB south bound lane configuration from 2/3/1 to 2/4/0 (would require triple left turn lanes on the NB north bound or WB west bound approach to mitigate to LOS D)
- Intersection of Tustin Avenue/SR-91 WB west bound ramps; add a second NB north bound left turn lane
- Intersection of Imperial Highway Hwy/Santa Ana Canyon Road; add a NB north bound right turn lane (would require triple lefts SB or EB or a 4th through lane NB north bound to mitigate PM peak hour to LOS D)
- Intersection of Weir Canyon Road/SR-91 EB east bound ramps; add a 4th SB south bound through lane

95. Page 336, Section 5.15.3 of the DEIR, Analysis of Environmental Impacts, Mitigation Measure 5.15-6, is hereby modified as follows:

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 arterial highway right(s)-of-way as shown in the Circulation Element of the Anaheim General Plan adjacent to their property.



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96. Page 336, Section 5.15.3 of the DEIR, Analysis of Environmental Impacts, Level of Significance After Mitigation, is hereby modified as follows:

Level of Significance After Mitigation: 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 intersections would operate at Level of Service "E" or "F."

Harbor Boulevard / Ball Road

Imperial Highway / Santa Ana Canyon Road

Tustin Avenue / La Palma Avenue

As a result, impacts to these intersections would remain a Significant Unavoidable Adverse Impact.

97. Page 336, Section 5.15.3 of the DEIR, Analysis of Environmental Impacts, Level of Significance After Mitigation, bottom of the page, is hereby modified as follows:

Level of Significance After Mitigation: 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 intersections would operate at Level of Service "E" or "F."

Harbor Boulevard / Ball Road

Imperial Highway / Santa Ana Canyon Road

Tustin Avenue / La Palma Avenue

As a result, impacts to these intersections would remain a Significant Unavoidable Adverse Impact.

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98. Page 337, Section 5.15.3 of the DEIR, Analysis of Environmental Impacts, 2nd Impact Section, is hereby modified as follows:

Impact Analysis: The proposed project would result in changes to the circulation network, but would not increase hazards due to a design feature. The City has ~~accepted~~ roadway design standards which would preclude the construction of any unsafe design features. Therefore, no impact is anticipated.

99. Page 338, Section 5.15.3 of the DEIR, Analysis of Environmental Impacts, 1st Impact Section, is hereby modified as follows:

Impact Analysis: The proposed project would involve an update to the General Plan and Zoning Code. Growth in population, employment and housing, along with implementation of the Recommended Land Use Alternative could result in intensification in some areas of the City, thus impacting parking. Currently, parking shortages occasionally occur in various neighborhoods. ~~The City has established a residential parking permit program in response to parking constraints within certain neighborhoods.~~ Furthermore, 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.

100. Page 339, Section 5.15.4 of the DEIR, Significant Unavoidable Adverse Impacts, is hereby modified as follows:

5.15-4 5.15.5 Significant Unavoidable Adverse Impacts



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