

4. *Environmental Setting*

4.1 INTRODUCTION

The purpose of this section is to provide, pursuant to provisions of the California Environmental Quality Act (CEQA) and the State CEQA Guidelines, a “description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published, from both a local and a regional perspective.” The environmental setting will provide a set of baseline physical conditions that will serve as a tool from which the lead agency will determine the significance of environmental impacts resulting from the Proposed Project.

4.2 REGIONAL ENVIRONMENTAL SETTING

4.2.1 Regional Location

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

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



4.2.2 Regional Planning Considerations

Air Quality Management Plan

An air basin generally has similar meteorological and geographic conditions throughout the basin. California is geographically divided into 15 air basins, and the City of Anaheim is in the South Coast Air Basin (SoCAB). This air basin contains the largest urban area in the western US. It is a 6,600-square-mile coastal plain with connecting broad valleys and low hills and is bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The SoCAB includes all of the nondesert portions of San Bernardino, Los Angeles (non-Antelope Valley portion), and Riverside Counties and all of Orange County.

The South Coast Air Quality Management District (SCAQMD) and the Southern California Association of Governments (SCAG) are responsible for formulating and implementing the Air Quality Management Plan (AQMP) for the SoCAB, a comprehensive plan that includes control strategies for stationary and area sources, as well as for on-road and off-road mobile sources. Every three years since 1979, SCAQMD has prepared a new AQMP, with updates to the previous plan and a 20-year horizon. The most recent adopted comprehensive plan was adopted on June 1, 2007, and builds upon the approaches for attainment in the 2003 AQMP. The 2007 AQMP incorporates significant new scientific data, primarily in the form of updated emissions inventories, ambient measurements, new meteorological episodes, and new air quality modeling tools. It proposes attainment demonstration of the federal PM_{2.5} standards through a more focused control of SO_x, directly emitted PM_{2.5}, NO_x, and volatile organic compounds (VOC) by 2015. The eight-hour ozone

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control strategy builds upon the PM_{2.5} strategy, augmented with additional NO_x and VOC reductions to meet the standard by 2024, assuming a bump-up (extended attainment date) is obtained.

The AQMP provides local guidance for the State Implementation Plan, which provides the framework for air quality basins to achieve attainment of the state and federal ambient air quality standards. Areas that meet ambient air quality standards are classified as attainment areas; areas that do not meet these standards are in nonattainment. Severity classifications for ozone nonattainment are marginal, moderate, serious, severe, and extreme. The Proposed Project's consistency with the applicable policies and standards of the AQMP is analyzed in detail in Section 5.2, *Air Quality*.

Southern California Association of Governments

Orange County and the City of Anaheim are at the southern edge of a six-county metropolitan region composed of Orange, Los Angeles, Ventura, Riverside, San Bernardino and Imperial Counties. SCAG is the federally recognized Metropolitan Planning Organization (MPO) for this region, which encompasses over 38,000 square miles. SCAG is a regional planning agency and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs. As the southern California region's MPO, SCAG cooperates with the SCAQMD, the California Department of Transportation (Caltrans), and other agencies in preparing regional planning documents. Orange County and its jurisdictions constitute the Orange County Subregion of the SCAG region. This subregion is governed by the Orange County Council of Governments (OCCOG). SCAG has developed plans to achieve specific regional objectives. The plans most applicable to the Proposed Project are discussed below.

Regional Transportation Plan

SCAG has adopted the Regional Transportation Plan (RTP) to help coordinate development of the region's transportation improvements. On May 8, 2008, SCAG adopted the 2008 Regional Transportation Plan (RTP): *Making the Connections*. The 2008 RTP is a \$531.5 billion plan that emphasizes the importance of system management, goods movement, and innovative transportation financing. It provides a regional investment framework to address the region's transportation and related challenges, and looks to strategies that preserve and enhance the existing transportation system and integrate land use into transportation planning. The 2008 RTP is based on Compass Blueprint 2% Strategy land use projections, which are not consistent with Orange County and City of Anaheim General Plan Land Use Elements. The Proposed Project's consistency with the applicable RTP policies is analyzed in detail in Section 5.4, *Land Use and Planning*.

Compass Blueprint 2% Strategy

In 2004, SCAG adopted the Compass Blueprint, which is a part of the 2004 regional growth forecast policy that attempts to reduce emissions and increase mobility through strategic land use changes. The program resulted in a plan that identified strategic growth opportunity areas. The Compass Blueprint is a voluntary guidance document identifying how and where an alternative future vision for southern California's future can be implemented. Goals for areas identified in the Compass Blueprint include locating new housing near existing jobs and new jobs near existing housing, encouraging in-fill development, promoting development with a mix of uses, creating walkable communities, providing a mix of housing types, and focusing development in urban areas. A portion of the Platinum Triangle has been designated by SCAG as a strategic area in which to focus growth.

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This area contains the proposed Anaheim Regional Transportation Intermodal Center (ARTIC) that will be served by Amtrak, Metrolink commuter rail, and Orange County Transportation Authority bus services. In addition, potential high-speed rail service to San Francisco and Las Vegas, Nevada could be provided. The project is consistent with the overall Compass Blueprint in that it directs additional housing and mixed-use opportunities near to existing and future jobs Orange County subregion and locates new jobs near to transit. The Proposed Project's consistency with the Compass Blueprint is addressed in detail in Section 5.4, *Land Use and Planning*.

4.3 LOCAL ENVIRONMENTAL SETTING

4.3.1 Location and Land Use

The Platinum Triangle is an 820-acre area located within the City of Anaheim. The project area is comprised of the Angel Stadium of Anaheim, Honda Center, the Anaheim Stadium Metrolink/Amtrak Station, various light industrial uses, industrial parks, distribution facilities, offices, hotels, public recreation areas, and residential and supporting retail uses.

The project area is bounded by the Santa Ana River to the east, the Anaheim City Limit to the south (approximately Orangewood Avenue and State College Boulevard), I-5 to the west, SR-57 to the east, and the Southern California Edison easement (approximately Cerritos Avenue) to the north. The project area is accessible by motor vehicles from I-5, SR-57, Katella Avenue, State College Boulevard, Orangewood Avenue, Lewis Street, and Anaheim Way. Additional access is provided through the Anaheim Stadium Metrolink/Amtrak station adjacent to the stadium.

4.3.2 Biological Resources

The project area is completely developed and there are no native biological resources within the area.

4.3.3 Climate and Air Quality

The project area is located within the South Coast Air Basin (SoCAB). The SoCAB is a 6,600-square-mile coastal plain bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The SoCAB includes all of the nondesert portions of San Bernardino, Los Angeles, and Riverside counties and all of Orange County. Basinwide conditions are characterized by warm summers, mild winters, infrequent rainfall, moderate onshore daytime breezes, and moderate humidity. Anaheim is located outside of the marine microclimatic zone and summers are generally cooler than areas along the coast. The usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds. The City's average daily high temperature ranges from 51 degrees Fahrenheit (°F) in January to 89°F in August in a typical year. The average annual precipitation is nearly 14 inches, although the region is subject to significant variations in annual precipitation with occasional summer thundershowers.

The topography and climate of southern California combine to produce unhealthful air quality in the SoCAB. Low temperature inversion, light winds, shallow vertical mixing, moist semi-arid climate, and extensive sunlight, in conjunction with a shallow marine layer that hinders horizontal and vertical dispersion of air pollutants, combine to create degraded quality, especially in inland valleys of the basin.



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4.3.4 Geology and Landform

The Platinum Triangle is located near the southeastern margin of the Central Block within the Peninsular Range Province, extending from Los Angeles County to southern Baja California. The project area has a relatively flat surface with a shallow southwest slope of 250:1 (16 feet per mile). The area was primarily formed by alluvial stream deposition from the Santa Ana River that forms a 2,000-foot-thick section below the project area, consisting of horizontally bedding sands and silts. Sedimentary formations underlying the area are comprised of consolidated and semiconsolidated sandstone, siltstone, and conglomerates of Cretaceous to late Tertiary age. Soils underlying the project area are characterized by moderate to moderately rapid permeability, slow runoff, and a slight erosion potential.

Major fault lines that run within proximity of the project area are the Newport-Inglewood fault, the Whittier fault, and the El Modeno fault. The nearest active faults to the project area are the Newport-Inglewood fault located approximately nine miles southwest of the project area and the Whittier fault, located approximately eight miles northeast of the project area. The nearest potentially active fault is the El Modeno fault, which is located approximately five miles west of the project area.

4.3.5 Hydrology

The Platinum Triangle is located within the Santa Ana River watershed. The Santa Ana River, located adjacent to the project area, is the major drainage system in the City. The river originates in the San Bernardino Mountains, traveling in a southwesterly direction to the sea at the Huntington Beach/Newport Beach boundary. Drainage from the project area is generally conveyed by two major sub-drainages. The central portion of the project area drains into the Southeast Anaheim Channel (E12) while the western portion drains into Spinnaker Storm Drain (CO5P21). E12, parallel to State College Boulevard, is a 9-foot by 9-foot concrete box that conveys urban run-off, discharging into the Santa Ana River north of Chapman. The project area is predominately covered with impervious surfaces. Runoff occurs primarily in sheet flow across parking areas in a southeast direction, to the surrounding street system, designed to convey the theoretical 10-year storm event. The project area is located within a Federal Emergency Management Agency (FEMA) flood insurance study area within Zone A99 and X designation.

4.3.6 Noise

The project area is located centrally between two freeways, a railway station, and several major roadways. The project area consists of industrial, commercial, business office, and hotel, and retail land uses that are not generally considered to be noise sensitive. However, several residential and mixed-use developments have recently been constructed. Noise sources include state highways, arterials, railroad, and aircraft overflights.

Temporary construction activities and sporting events also provide additional noise sources. Construction noise is generally high-level, short-duration noise, generated from heavy construction equipment and excavation and grading activities. Sporting events at Honda Center and Angel Stadium of Anaheim produce high-level, short-duration noise, generated from technical equipment, crowds, and increased associated traffic.

Long-term noise sources result predominately from automobiles, trucks, and railroad stations. The project area contains an Amtrak/Metrolink station, serving as a major railway corridor connecting Anaheim with both Los Angeles and San Diego. Residents living in proximity to the station experience two types of noise, generated from the engine and the railroad cars. Major noise exposure as a result of traffic is audible throughout the site along major highways and roadways, primarily I-5, SR-57, State College Boulevard,

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Orangewood Avenue, Cerritos Avenue, Lewis Street, and Katella Avenue; therefore, the project area is currently subject to high levels of construction, railroad, automobile, and truck noise.

4.3.7 Scenic Features

The Platinum Triangle project area contains relatively flat topography and is primarily urban in character. There are no distinct natural landscape features or natural visual resources or vistas within the project area, nor is there natural open space within the project area. Existing views within and surrounding the project area are generally limited, resulting from the lack of topography, large size of the area, and existing development. The Angel Stadium of Anaheim, Honda Center, and their accompanying parking lots, are the most significant viewsheds within the project area and can be seen from many surrounding uses and streets in the vicinity.

No scenic corridors or designated scenic highways are located in the project vicinity. Major arterial streetscapes are dominated by commercial and office buildings, light industrial complexes, retail, associated landscaping, and overhead utility lines. Structures within the project area range from one-story to multistory office buildings and hotels.

4.3.8 Public Services and Utilities

Public services are currently provided to the Platinum Triangle by a number of providers. Police services are provided by the Anaheim Police Department, with assistance during emergencies and major planned events from neighboring cities' Police Departments, such as Garden Grove and Orange, and the Orange County Sheriff's Department. Fire services are provided by the Anaheim Fire Department. School services are provided by the Anaheim Union High School District and the Anaheim City School District. Parks and recreation services are provided by the City of Anaheim Community Services Department. Library services are provided by the Library Division of the Anaheim Community Services Department.



Utilities are currently provided to the Platinum Triangle by a number of utility providers. Electricity is provided by Anaheim Public Utilities Department (PUD), Electrical Services Division. Power supply comes primarily from PUD owned interest in the San Onofre Nuclear Power Plant and the Intermountain Power Project in Utah through PUD interState and Southern California Edison (SCE) interstate high-voltage transmission lines. Natural gas is provided by the Southern California Gas Company (SGC), which has gas lines along Orangewood Avenue, State College Boulevard, Katella Avenue, Gene Autry Way, and Lewis Street. Telephone and cable TV service is provided by Verizon and Adelphia. Water service is provided by the City of Anaheim Public Utilities Department, Water Division. Reserve supply will be purchased from the Metropolitan Water District (MWD). Wastewater and sewer services are provided by the City of Anaheim's local sanitary sewer system, and are tributary to the Orange County Sanitation District (OCSD). Solid waste pickup is provided by Anaheim Disposal, Inc., under contract to the City of Anaheim Department of Public Works to provide waste hauling services throughout the City.

4.3.9 General Plan and Zoning

The City of Anaheim General Plan designations for the site include Office-Low, Office-High, Industrial, Institutional, Open Space, and Mixed Use, as shown on Figure 3-4, *Platinum Triangle General Plan Land Use*. These existing General Plan designations would allow for the development of a maximum of 10,266 dwelling units, 5,055,550 square feet of office uses, 2,264,400 square feet of commercial uses, industrial uses at a Floor Area Ratio (FAR) of 0.5, open space at a 0.10 FAR and institutional uses at a 3.0 FAR.

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General Plan Land Use Designations

The Platinum Triangle MLUP describes the development intensities permitted by the General Plan for the Platinum Triangle. The following descriptions indicate the types of land uses that are under the purview of the Platinum Triangle MLUP:

- **Mixed Use.** The Mixed Use General Plan designation is implemented through the PTMU Overlay Zone. The PTMU Overlay Zone is in addition to the property's existing zoning designation. Property owners may either develop or continue operating under the existing zoning designation or, if they choose, they can take advantage of the opportunities to develop their property under the requirements of the PTMU Overlay Zone.
- **Office-High and Office-Low.** The Office-High and Office-Low General Plan designations are implemented through the O-H (High Intensity Office) and O-L (Low Intensity Office) Zones and provide new workplace opportunities within easy access to a variety of housing, retail, entertainment and sports facilities within the mixed-use areas. The maximum amount of allowable office square footage for these designations is 1,735,000 square feet.
- **Industrial.** The Industrial General Plan designation is implemented by the I (Industrial) Zone. These uses may have a FAR of up to 0.50.
- **Open Space.** The Open Space General Plan designation is implemented through the OS (Open Space) Zone and includes those areas intended to remain in natural open space including utility easements that will provide recreational and trail access to Anaheim's residents.
- **Institutional.** The Institutional General Plan designation is implemented through the SP (Semi-Public) Zone. It covers a wide variety of public and quasi-public land uses and is applied to existing public facilities. Institutional uses may have a FAR of up to 3.0.

Zoning Designations

Properties within the project area are zoned PR (Public Recreational), O-L (Low Intensity Office), OS (Open Space), SP (Semi-Public), T (Transitional), I (Industrial), and C-G (General Commercial), as shown on Figure 5.4-1, *Existing Zoning Designations*, in Section 5.4, *Land Use*. In addition, properties designated Mixed Use by the General Plan are within the PTMU (Platinum Triangle Mixed Use) Overlay Zone, which allows properties to be developed under the provisions of the underlying zone or the PTMU Overlay Zone.

4.3.10 Traffic and Transportation

Table 4-1 quantifies the existing average daily traffic (ADT) on key arterial segments in the project area.

**Table 4-1
Existing Arterial Segment Daily LOS**

<i>ID</i>	<i>Arterial</i>	<i>From</i>	<i>To</i>	<i>Traffic Count</i>	<i>Lanes</i>	<i>Capacity</i>	<i>V/C</i>	<i>LOS</i>
A-1	Anaheim Blvd	Katella Ave	I-5 Freeway	19,380	6D	56,300	0.34	A
A-2	Anaheim Blvd	I-5 Freeway	Cerritos Ave	33,160	6D	56,300	0.59	A
A-3	Anaheim Blvd	Cerritos Ave	Ball Road	26,790	4D	37,500	0.71	C
A-4	Anaheim Blvd	Ball Road	Vermont Street	25,230	4D	37,500	0.67	B

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**Table 4-1
Existing Arterial Segment Daily LOS**

ID	Arterial	From	To	Traffic Count	Lanes	Capacity	V/C	LOS
A-5*	Anaheim Way	State College Blvd	Orangewood Ave	3,220	3D	28,150	0.11	A
A-6	Anaheim Way	Orangewood Ave	Katella Ave	18,190	3D	28,150	0.65	B
A-7	Anaheim Way	Katella Ave	Anaheim Blvd	10,730	3D	28,150	0.38	A
A-8	Ball Road	Walnut Street	Disneyland Drive	34,020	6D	56,300	0.60	A
A-9	Ball Road	Disneyland Drive	Harbor Blvd	44,320	6D	56,300	0.79	C
A-10	Ball Road	Harbor Blvd	Anaheim Blvd	36,890	6D	56,300	0.66	B
A-11	Ball Road	Anaheim Blvd	East Street	35,280	6D	56,300	0.63	B
A-12	Ball Road	East Street	State College Blvd	38,110	6D	56,300	0.68	B
A-13	Ball Road	State College Blvd	Sunkist Street	40,500	4D	37,500	1.08	F
A-14	Ball Road	Sunkist Street	SR-57 Freeway	48,400	6D	56,300	0.86	D
A-15*	Ball Road	SR-57 Freeway	Main Street	32,740	6D	56,300	0.58	A
A-16	Cerritos Ave	Anaheim Blvd	Lewis Street	11,710	4U	25,000	0.47	A
A-17	Cerritos Ave	Lewis Street	State College Blvd	10,030	4U	25,000	0.40	A
A-18	Cerritos Ave	State College Blvd	Sunkist Street	6,180	4U	25,000	0.25	A
A-19	Cerritos Ave	Sunkist Street	Douglass Road	4,520	4U	25,000	0.18	A
A-20*	Chapman Ave	State College Blvd	SR-57 Freeway	30,740	6D	56,300	0.55	A
A-21*	Chapman Ave	SR-57 Freeway	Main Street	27,260	6D	56,300	0.48	A
A-22*	The City Drive	SR-22 Freeway	Chapman Ave	20,980	8D	75,000	0.28	A
A-23	Clementine Street	Orangewood Ave	Gene Autry Way	NA	NA	NA	NA	NA
A-24	Clementine Street	Gene Autry Way	Katella Ave	NA	NA	NA	NA	NA
A-25	Clementine Street	Katella Ave	Manchester Ave	7,510	4U	25,000	0.30	A
A-26*	Collins Ave	Eckhoff Street	Main Street	6,620	4U	24,000	0.28	A
A-27*	Collins Ave	Main Street	Batavia Street	10,800	4U	24,000	0.45	A
A-28*	Collins Ave	Batavia Street	Glassell Street	14,710	4U	24,000	0.61	B
A-29	Disney Way	Harbor Blvd	Clementine Street	7,770	6D	56,300	0.14	A
A-30	Disney Way	Clementine Street	Anaheim Blvd	13,880	6D	56,300	0.25	A
A-31	Douglass Road	Katella Ave	Cerritos Ave	6,910	4U	25,000	0.28	A
A-32*	Eckhoff Street	Orangewood Ave	Collins Ave	10,870	2D	18,750	0.58	A
A-33	Gene Autry Way	Harbor Blvd	Clementine Street	NA	NA	NA	NA	NA
A-34	Gene Autry Way	Clementine Street	Haster Street	NA	NA	NA	NA	NA
A-35	Gene Autry Way	Haster Street	I-5 Freeway	NA	NA	NA	NA	NA
A-36	Gene Autry Way	I-5 Freeway	State College Blvd	2,220	4U	25,000	0.09	A
A-37	Harbor Blvd	Chapman Ave	Orangewood Ave	35,560	6D	56,300	0.63	B
A-38	Harbor Blvd	Orangewood Ave	Convention Way	35,870	6D	56,300	0.64	B
A-39	Harbor Blvd	Convention Way	Katella Ave	40,430	6D	56,300	0.72	C
A-40	Harbor Blvd	Katella Ave	Disney Way	38,410	6D	56,300	0.68	B
A-41	Harbor Blvd	Disney Way	Manchester Ave	41,340	6D	56,300	0.73	C
A-42	Harbor Blvd	Manchester Ave	I-5 Freeway	39,450	7D	65,625	0.60	A
A-43	Harbor Blvd	I-5 Freeway	Ball Road	44,360	8D	75,000	0.59	A
A-44	Harbor Blvd	Ball Road	Vermont Street	26,900	6D	56,300	0.48	A
A-45	Haster Street	Chapman Ave	Orangewood Ave	18,190	4U	25,000	0.73	C
A-46	Haster Street	Orangewood Ave	Katella Ave	19,760	4U	25,000	0.79	C
A-47	Howell Ave	State College Blvd	Sunkist Street	4,390	4U	25,000	0.18	A
A-48	Howell Ave	Sunkist Street	Katella Ave	5,830	4U	25,000	0.23	A
A-49	Katella Ave	Euclid Street	Ninth Street	31,470	6D	56,300	0.56	A
A-50	Katella Ave	Ninth Street	Walnut Street	29,270	6D	56,300	0.52	A
A-51	Katella Ave	Walnut Street	Disneyland Drive	35,240	6D	56,300	0.63	B
A-52	Katella Ave	Disneyland Drive	Harbor Blvd	37,440	6D	56,300	0.67	B



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**Table 4-1
Existing Arterial Segment Daily LOS**

ID	Arterial	From	To	Traffic Count	Lanes	Capacity	V/C	LOS
A-53	Katella Ave	Harbor Blvd	Clementine Street	39,100	6D	56,300	0.69	B
A-54	Katella Ave	Clementine Street	Anaheim Blvd	38,510	6D	56,300	0.68	B
A-55	Katella Ave	Anaheim Blvd	I-5 Freeway	37,830	6D	56,300	0.67	B
A-56	Katella Ave	I-5 Freeway	Lewis Street	35,040	6D	56,300	0.62	B
A-57	Katella Ave	Lewis Street	State College Blvd	30,260	6D	56,300	0.54	A
A-58	Katella Ave	State College Blvd	Sportstown	32,800	6D	56,300	0.58	A
A-59	Katella Ave	Sportstown	Howell Ave	34,240	6D	56,300	0.61	B
A-60	Katella Ave	Howell Ave	SR-57 Freeway	37,990	6D	56,300	0.67	B
A-61	Katella Ave	SR-57 Freeway	Main Street	29,610	6D	56,300	0.53	A
A-62*	Katella Ave ¹	Main Street	Batavia Street	30,280	6D	59,115	0.51	A
A-63*	Katella Ave ¹	Batavia Street	Glassell Street	29,490	6D	59,115	0.50	A
A-64	Lewis Street	Gene Autry Way	Katella Ave	1,440	2U	12,500	0.12	A
A-65	Lewis Street	Katella Ave	Cerritos Ave	7,680	4U	25,000	0.31	A
A-66	Lewis Street	Cerritos Ave	Ball Road	6,460	4U	25,000	0.26	A
A-67*	Main Street	Chapman Ave	Orangewood Ave	20,090	4U	24,000	0.84	D
A-68*	Main Street	Orangewood Ave	Collins Ave	16,900	4U	24,000	0.70	B
A-69*	Main Street	Collins Ave	Katella Ave	17,700	4U	24,000	0.74	C
A-70*	Main Street	Katella Ave	Taft Avenue	11,440	4U	24,000	0.48	A
A-71	Manchester Ave	Compton Ave	Orangewood Ave	6,840	3D	28,150	0.24	A
A-72	Manchester Ave	Orangewood Ave	Katella Ave	11,050	3D	28,150	0.39	A
A-73	Manchester Ave	Katella Ave	Anaheim Blvd	1,410	3D	28,150	0.05	A
A-74	Orangewood Ave	Harbor Blvd	Haster Street	15,540	4U	25,000	0.62	B
A-75	Orangewood Ave	Haster Street	Manchester Ave	17,950	4U	25,000	0.72	C
A-76**	Orangewood Ave ²	Manchester Ave	State College Blvd	19,810	6D	56,300	0.35	A
A-77	Orangewood Ave	State College Blvd	Rampart Street	24,490	4U	25,000	0.98	E
A-78**	Orangewood Ave ²	Rampart Street	SR-57 Freeway	23,490	4U	25,000	0.94	E
A-79*	Orangewood Ave	SR-57 Freeway	Eckhoff Street	27,720	4D	37,500	0.74	C
A-80*	Orangewood Ave	Eckhoff Street	Main Street	14,160	4D	37,500	0.38	A
A-81	Phoenix Club Drive	Honda Center	Ball Road	3,880	2U	12,500	0.31	A
A-82	Rampart Street	Chapman Ave	Orangewood Ave	2,770	2U	12,500	0.22	A
A-83*	State College Blvd	Chapman Ave	I-5 Freeway	26,980	8D	75,000	0.36	A
A-84*	State College Blvd	I-5 Freeway	Orangewood Ave	21,400	8D	75,000	0.29	A
A-85	State College Blvd	Orangewood Ave	Gene Autry Way	22,160	6D	56,300	0.39	A
A-86	State College Blvd	Gene Autry Way	Katella Ave	20,120	6D	56,300	0.36	A
A-87	State College Blvd	Katella Ave	Howell Ave	23,980	6D	56,300	0.43	A
A-88	State College Blvd	Howell Ave	Cerritos Ave	23,440	6D	56,300	0.42	A
A-89	State College Blvd	Cerritos Ave	Ball Road	23,320	6D	56,300	0.41	A
A-90	State College Blvd	Ball Road	Wagner Ave	24,020	6D	56,300	0.43	A
A-91*	Struck Ave	Katella Ave	Main Street	6,720	2U	12,000	0.56	A
A-92	Sunkist Street	Howell Ave	Cerritos Ave	3,900	4U	25,000	0.16	A
A-93	Sunkist Street	Cerritos Ave	Ball Road	7,720	4U	25,000	0.31	A
A-94*	Walnut Ave	Main Street	Batavia Street	8,540	2U	12,000	0.71	B
A-95*	Walnut Ave	Batavia Street	Glassell Street	8,090	2U	12,000	0.67	B

Note: All arterial segments are in the City of Anaheim jurisdiction except where noted * that are in the City of Orange and ** that are in both cities (Anaheim and Orange).

Shared segments capacities are identified by the jurisdiction in which the traffic count was taken.

¹ Smart Street segments in Orange include a 5 percent capacity enhancement.

² Shared segments capacities are identified by the jurisdiction in which the traffic count was taken.

Public Transportation

Orange County Transportation Authority (OCTA) operates five transit routes in the project area. These routes include regular bus service, station-link bus service, and express bus service. It is projected that demand for mass transit services will increase in the near future, especially when the ARTIC is built and fully operational.

4.4 ASSUMPTIONS REGARDING CUMULATIVE IMPACTS

Section 15130 of the CEQA Guidelines states that cumulative impacts shall be discussed where they are significant. It further states that this discussion shall reflect the level and severity of the impact and the likelihood of occurrence, but not in as great a level of detail as that necessary for the project alone. Section 15355 of the Guidelines defines cumulative impacts to be "...two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." Cumulative impacts represent the change caused by the incremental impact of a project when added to other proposed or committed projects in the vicinity.

The CEQA Guidelines (Section 15130 (b)(1)) state that the information utilized in an analysis of cumulative impacts should come from one of two sources, either:

- A. A list of past, present and probable future projects producing related cumulative impacts, including, if necessary, those projects outside the control of the agency; or
- B. A summary of projections contained in an adopted general plan or related planning document designed to evaluate regional or area-wide conditions.

The cumulative impact analysis contained in this Subsequent Environmental Impact Report (SEIR) uses method B above. The City of Anaheim completed a comprehensive General Plan and Zoning Code Update, which was adopted by the Anaheim City Council on May 25, 2004. The adopted General Plan designates the general distribution of land uses and intensities throughout the City. The cumulative impact analysis contained in this SEIR utilizes the projections contained in the City's adopted General Plan and associated Program EIR No. 330. The land use intensities allowed by the adopted General Plan are shown on Table 4-2.



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**Table 4-2
General Plan Buildout Potential
for Purposes of Cumulative Impact Analysis**

	<i>Existing Land Use</i>	<i>Adopted General Plan</i>	<i>Remaining Buildout Potential</i>
Single-Family Dwelling Units	45,807	55,463	9,656
Multifamily Dwelling Units	55,979	73,697	17,718
Total Dwelling Units	101,786	129,159	27,373
Population	337,700	403,773	66,073
Commercial Square Footage	9,029,400	14,885,342	5,855,942
Office Square Footage	7,775,167	15,021,049	7,245,882
Industrial Square Footage	44,467,380	30,614,730	-13,852,650
Total Square Footage	61,271,947	60,521,121	-750,826
Commercial Employment	25,829	95,453	69,624
Office Employment	25,569	58,793	33,226
Industrial Employment	121,189	63,292	-57,897
Other Employment	29,793	33,858	4,065
Total Employment	202,378	251,397	49,018

Source: City of Anaheim General Plan and Zoning Code Update Final EIR No. 330, State Clearinghouse Number 2003041105. (May 2004; The Planning Center)

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 nonresidential square footage provided by the City of Anaheim.

Dwelling unit projections assumes 50-50 split of single-family and multifamily dwelling units in the Low Medium Density, Hillside Low Medium Density, and Hillside Medium Density categories for the Existing General Plan.

2002 population source: California Department of Finance (January 2002)

Population projections assume average household size of 3.3 for non-mixed-use designations and 1.5 for mixed-use designations.

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.

SCAG has adopted growth forecasts for each subregion within the region—Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial Counties—through the year 2030. The City of Anaheim is located in the Orange County Council of Governments Subregion. Therefore, the cumulative impact analysis for the General Plan Update utilized the regional growth projections contained in the Destination 2030 Final Draft 2004 Regional Transportation Plan, February 2004, for the Orange County Council of Governments Subregion.

Because the update of the Anaheim General Plan and Zoning Code would guide future growth within the City and its Sphere of Influence as a whole, cumulative citywide impacts have been addressed in the context of overall growth projected for the region, which includes projects underway and planned in the City of Orange adjacent to the Platinum Triangle.

As shown in Table 4-2, *General Plan Buildout Potential for Purposes of Cumulative Impact Analysis*, the adopted City of Anaheim General Plan includes a total of 55,463 single-family units, 73,697 multi-family units, 14,885,342 square feet of commercial, 15,021,049 square feet of office, and 30,614,730 square feet of industrial at build-out of the City. The City has adopted growth projections for planning horizon year post-2030 (representing General Plan build-out), based upon the City's General Plan, and demographic forecasts adopted by the Orange County Council of Governments (OCCOG) in June, 2000. The County of Orange, its cities, and public agencies, have executed a Memorandum of Understanding with the OCCOG to contract

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with the Center for Demographic Research at California State University, Fullerton, to develop and periodically update demographic growth projections for Orange County, based on adopted General Plans and historic growth trends. OCP-2004 is the most current adopted growth projection that has been disaggregated into TAZs for use in traffic studies.

The City of Anaheim has developed an Anaheim Transportation Analysis Model (ATAM) utilizing OCP and Anaheim's General Plan, for purposes of forecasting cumulative growth within the City of Anaheim and regionally. Regional growth outside of the City of Anaheim has accounted for traffic, air quality, and noise impacts through use of ATAM, a socioeconomic-based traffic model that uses regional growth projections to calculate future traffic volumes. The growth projections adopted by the City and surrounding area for ATAM are used for the cumulative impact analyses of this SEIR. For the TAZs used in the ATAM, the OCP-2004 projections were modified for the project traffic analysis as follows to reflect more recent data relevant to growth projections in and near the Platinum Triangle:

- 1) **City of Orange General Plan Update:** The Orange City Council adopted the 2010 General Plan on March 9, 2010. The General Plan consists of 11 elements that together meet state requirements for the General Plan. The elements are land use, circulation and mobility, natural resources, public safety, noise, growth management, cultural resources, infrastructure, urban design, economic development, and housing (not included in this update). The General Plan also includes an implementation plan. Development pursuant to the General Plan land use policy would result in an increase of approximately 23,478 dwelling units and 35.7 million square feet of nonresidential building floor area over existing conditions. A net population increase of 57,844 persons is also anticipated at build-out. It serves as a policy guide for determining the appropriate physical development and character of the City and establishes an overall development capacity.
- 2) **Anaheim Resort Area Specific Plan Amendment:** The Proposed Project consists of two components: (1) the build-out of development within the C-R District; and (2) an increase in the maximum permitted development in the PR District to provide for the expansion of the Anaheim Convention Center (the "Proposed Project"). The City of Anaheim is currently preparing a supplemental EIR to analyze the Proposed Project.

The SEIR will analyze maximum build-out of the C-R District using the allowed densities or 75 rooms per lot/parcel, whichever is greater. In addition, for purposes of establishing a baseline figure from which to measure the increase in hotel rooms at build-out, this process will convert existing commercial uses into hotel room equivalents. There are currently 10,888 hotel rooms and approximately 419,000 square feet of commercial development within the C-R District. This results in a baseline hotel room equivalent of 11,587 hotel rooms. A maximum of 32,500 hotel rooms are permitted in the C-R District. Therefore, the SEIR will analyze the addition of up to 20,913 additional hotel rooms within this area.

The SEIR will also analyze an increase in the maximum permitted development in the PR District to provide for expansion of the Anaheim Convention Center to allow an addition of 406,359 square feet of Convention Center space (including exhibit halls, ballrooms, flexible meeting space, office and meeting rooms, and an interior bridge/skyway) and 125,000 square feet of commercial space (including, but not limited to, retail stores and restaurants); and, Hotel Development, including up to 900 hotel rooms, 40,000 square feet of meeting and ballroom space, and 55,000 square feet of commercial space (including retail stores, spa facilities, bars and nightclubs, and restaurants). This would increase the maximum permitted development in



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the PR District to a total of 2,158,363 square feet of Convention Center/meeting space, 2,500 hotel rooms, and 180,000 square feet of commercial space.

- 3) **Anaheim Regional Transportation Intermodal Center (ARTIC):** The City of Anaheim, in collaboration with the Orange County Transportation Authority (OCTA), is preparing an EIR to analyze the impacts associated with relocation of the existing Anaheim Metrolink/Amtrack Station south of Katella Avenue in Katella District to approximately one quarter mile east along the existing OCTA railroad right-of-way (ROW) to the new ARTIC District. ARTIC would include the development of an Intermodal Terminal, Public Plaza/Drop-Off Area, the Stadium Pavilion, the Tracks/Platforms, Douglass Road Improvements, Katella Avenue improvements, and Surface Parking/Access. The Intermodal Terminal is proposed to be a three-level building of approximately 310,000 gross square feet that is comprised of approximately 140,000 square feet at-grade or above-grade and approximately 170,000 square feet below the building. There will be two levels at-grade or above-grade and one level below the building.

The Intermodal Terminal will include the Public Hall/Waiting Area, which is located on the first level of the Intermodal Terminal. This space is designed to enhance the traveling public's experience. This area has access to exterior terraces, Tracks/Platforms, and the Public Plaza/Drop-Off Area; and Program Space, which is located on all three levels of the Intermodal Terminal. The below-building level includes spaces for OCTA, mechanical and ventilation, and building services. The at-grade uses will include terminal operations, passenger-oriented retail/restaurants, and passenger waiting areas. The above-grade uses will include passenger-oriented retail/restaurants, and passenger waiting areas.

The Bus Transit Center is located on the lower level of the Intermodal Terminal. This Transit Center will include bus islands, waiting areas, bus bays, driving lanes, and driving ramps for surface street access. The Bus Transit Center will contain a 16-bay bus facility (two, eight bay islands) located directly below the Intermodal Terminal. The Bus Transit Center will be an open air facility for ventilation. A waiting area will be provided on each bus island.

This approach to the Regional Growth Projections Method of using adopted local growth projections along with recent updates that incorporate the major projects such as those listed above is appropriate for evaluating cumulative impacts related to the Proposed Project. This is especially true given the size and long-term nature of the project, which is better considered within the context of adopted growth projections than by attempting to list reasonably foreseeable individual development projects that may occur nearby over the next several years. The cumulative impacts of the Proposed Project have been addressed for each environmental category discussed in Chapter 5.0, *Environmental Analysis*, of this SEIR.