

## 5. Environmental Analysis

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### 5.6 LAND USE AND PLANNING

#### 5.6.1 Environmental Setting

##### Existing Land Uses On-Site

The Platinum Triangle (herein after also referred to as the “Project Area”) is located at the confluence of the Interstate 5 (I-5) and the State Route 57 (SR-57) Freeways, in the City of Anaheim, the County of Orange. The Project Area encompasses approximately 820 acres, including Angel Stadium of Anaheim, Arrowhead Pond of Anaheim, the Grove of Anaheim, surrounding light industrial buildings, several industrial parks, distribution facilities, offices, hotels, restaurants, and supporting retail uses.

##### Surrounding Land Uses

Surrounding land uses are located within the City of Anaheim to the north and west and the City of Orange to the east and south. Land uses that surround the Project Area within the City of Anaheim include industrial uses to the north, general commercial uses to the northwest, and the I-5 Freeway to the west. Land uses that surround the Project Area within the City of Orange include commercial recreation to the northeast, light manufacturing and industrial to the east, single-family residential to the southeast, and limited business uses to the southwest. Please see Figure 5.6-1 for a depiction of the surrounding land uses.

##### Existing General Plan Designations

The City of Anaheim General Plan designations for The Platinum Triangle include Office-Low, Office-High, Industrial, Institutional, Open Space, and Mixed-Use, as shown on previous Figure 4-1, *Existing General Plan Designations*. Together, these existing General Plan designations, which were adopted in conjunction with the citywide General Plan Update in May 2004, allow for the development of a maximum of 9,175 dwelling units, 5,000,000 square feet of office uses, and approximately 2,000,000 square feet of commercial uses.



Following is a description of the above-noted General Plan designations, permitted densities and zoning designations.

**Mixed-Use:** The Mixed-Use designation is implemented through the PTMU (Platinum Triangle Mixed-Use) Overlay Zone. The PTMU Overlay Zone is in addition to the property’s existing zoning designation and provides for the development of up to 9,175 dwelling units at densities up to 100 dwelling units per acre; 3,265,000 square feet of office development at a maximum floor area ratio (FAR) of 2.00; and, up to 2,044,300 square feet of commercial development at a maximum FAR of 0.40. Property owners may either develop or continue operating under their property’s 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 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 at a maximum FAR of 2.0 for properties designated Office-High and a maximum FAR of 0.50 for properties designated Office-Low.

**Industrial:** The Industrial designation is implemented by the I (Industrial) Zone. These uses may have an FAR ranging from 0.35 to 0.50 and will continue to provide needed jobs for the area.

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***Open Space:*** The Open Space 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 designation is implemented through the SP (Semi-Public) Zone and 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 Regulations**

The City's Zoning Code is the primary tool for implementing the General Plan, providing development standards, identifying allowable land uses, and specifying other regulations. By establishing rules regarding the use of property and site development standards (e.g., building heights and setbacks, parking standards, etc.), the Zoning Code provides detailed guidance for development based on, and consistent with, the land use policies established within the General Plan.

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). In addition, in August 2004, the City Council reclassified all properties designated Mixed-Use by the General Plan to the PTMU (Platinum Triangle Mixed-Use) Overlay Zone. At the same time, the City Council approved a resolution of intent to the O-H (High Intensity Office) Zone for all properties in The Platinum Triangle designated by the General Plan for Office-High land uses and a resolution of intent to the O-L Zone for all properties in The Platinum Triangle that are designated Office-Low by the General Plan and are not in the O-L Zone. The resolution of intent gives property owners the option of utilizing their existing zoning or finalizing to the O-L or O-H Zones as indicated above. The existing zoning designations are shown on Figure 4.2 (Existing Zoning) and the PTMU Overlay Zone and properties with a resolution of intent to the O-L and O-H Zones are shown on Figure 4.3 (Additional Existing Zoning Provisions).

### **Platinum Triangle Mixed-Use (PTMU) Overlay Zone**

The Platinum Triangle Mixed-Use (PTMU) Overlay Zone identifies five mixed-use districts:

- ***Stadium District*** – The Stadium District is bounded by State College Boulevard to the west, Orangewood Avenue to the south, the Santa Ana River channel and the City of Orange to the southeast, the SR-57 Freeway to the northeast, and the Amtrak/Metrolink tracks and Katella Avenue to the north. The Stadium District is currently being utilized for public recreation. On site uses include Angel Stadium of Anaheim, The Grove of Anaheim and an office tower located east of State College Boulevard. The remainder of the District is utilized as a parking lot.
- ***Arena District*** – The Arena District is located in the upper northeast corner of The Platinum Triangle, east of the SR-57 Freeway. Arrowhead Pond of Anaheim is located within the Arena District and the site is currently being used for public recreation and event parking.
- ***Gateway District*** – The Gateway District is located in the southwest portion of The Platinum Triangle, along Orangewood Avenue, at its intersection with State College Boulevard. On site land uses primarily consist of office and industrial buildings.
- ***Gene Autry District*** – The Gene Autry District is located west of State College Boulevard and along Gene Autry Way. On site land uses primarily consist of office and industrial buildings.

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### Surrounding Area Photographs



Industrial uses to the north.



Industrial uses to the north.



Office building at the southwest corner of Orangewood Avenue and State College Boulevard.



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- *Katella District* – The Katella District is located along Katella Avenue, at the intersection of State College Boulevard. On site land uses include industrial buildings, restaurants and vacant lots currently being used for parking.

### **Regional Comprehensive Plan and Guide**

The Southern California Association of Governments (SCAG) is the regional governing body for the south coast region, which includes the counties of Orange, Los Angeles, Ventura, San Bernardino, Riverside, and Imperial. Regional associations of governments were created by the State to guide land use decisions that overlap multiple local jurisdictions by creating joint powers of agreement between these localities, and to provide policy guidance in the region. The SCAG serves as Southern California’s forum for addressing regional issues concerning transportation, the economy, community development, and the environment. As a Metropolitan Planning Organization (MPO), SCAG’s main responsibilities under State and Federal law are completing the Regional Transportation Analysis (RTP) and the Regional Housing Needs Assessment (RHNA). The RTP involves preparation of long range transportation plans and development and adoption of transportation improvement programs that allocate State and Federal funds for highway, transit and other surface transportation projects. The RHNA provides allocations of regional housing needs to all cities and counties within its boundaries; this includes allocations of low income housing needs.

While SCAG does not have formal regulatory authority and therefore cannot directly implement land use decisions, SCAG guides land use planning for the Southern California region through intergovernmental coordination and consensus building. As a result, the Proposed Project must be consistent with the regional policies located within the SCAG Regional Comprehensive Plan and Guide. SCAG serves as the regional clearinghouse for projects requiring environmental documentation under State and Federal law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs.



### **5.6.2 Thresholds of Significance**

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

- LU-2 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 Initial Study, included as Appendix A, substantiates that impacts associated with the following thresholds would be less than significant:

- LU-1 Physically divide an established community.
- LU-3 Conflict with any applicable habitat conservation plan or natural community conservation plan.

### **5.6.3 Environmental Impacts**

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

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**IMPACT 5.6-1: COMPONENTS OF THE PROPOSED PROJECT WOULD CONFLICT WITH THE EXISTING GENERAL PLAN AND ZONING DESIGNATIONS FOR THE PROJECT AREA. (THRESHOLD LU-2)**

**Impact Analysis:** The Proposed Project involves approval of subdivision maps, grading permits, street improvement plans, final site plans, development agreements and other related actions for properties located within The Platinum Triangle Master Land Use Plan. In addition, the Proposed Project includes amendments to the General Plan, Zoning Code and The Platinum Triangle Master Land Use Plan and a Zoning Reclassification. Each future development application for development within The Platinum Triangle will be reviewed by the City for consistency with the adopted General Plan, Zoning Code and The Platinum Triangle Master Land Use Plan. This will ensure that future projects are consistent with the provisions of these relevant planning programs.

**Consistency with General Plan Policies**

The Platinum Triangle Master Land Use Plan is an approved document that implements the City of Anaheim General Plan. The General Plan was comprehensively updated in May 2004. This update changed the General Plan designations within the Project Area from Commercial Recreational and Business Office/Mixed-Use/Industrial to Mixed-Use, Office High, Office Low, Open Space and Institutional. The Proposed Project involves an amendment to the General Plan Land Use Element to redesignate a 3.21-acre property (“North Net Fire Training Center”) located at 2400 East Orangewood Avenue from the Office-High to the Mixed-Use land use designation. The General Plan is also proposed to be amended to provide for an additional 325 dwelling units and up to 210,100 square feet of additional commercial square footage in The Platinum Triangle Mixed-Use land use designation. The consistency of the Proposed Project with each of the applicable goals and policies specific to The Platinum Triangle from the General Plan is described in Table 5.6-1, *Consistency with City of Anaheim Relevant General Plan Policies*.

**Table 5.6-1  
Consistency with City of Anaheim Relevant General Plan Policies**

<i>Relevant Policy</i>	<i>Compliance with Policy</i>
<b>LAND USE ELEMENT</b>	
<b>Goal 15.1: Establish The Platinum Triangle as a thriving economic center that provides residents, visitors and employees with a variety of housing, employment, shopping and entertainment opportunities that are accessed by arterial highways, transit systems and pedestrian promenades.</b>	
<b>Policy 1</b> Continue more detailed planning efforts to guide the future development of The Platinum Triangle.	<i>Consistent</i> – In May 2004, the Anaheim City Council adopted The Platinum Triangle Master Land Use Plan. The Proposed Project includes amendments to the General Plan, The Platinum Triangle Master Land Use Plan, and the PTMU Overlay Zone, as described in Section 3.3 of this document. The Proposed Project involves approval of subdivision maps, grading permits, street improvement plans, final site plans, development agreements and other related actions necessary to implement the provisions of the General Plan, Zoning Ordinance, and The Platinum Triangle Master Land Use Plan as proposed for amendment. The Proposed Project will not conflict with this General Plan policy.
<b>Policy 2</b> Encourage a regional inter-modal transportation hub in proximity to Angel Stadium of Anaheim.	<i>Consistent</i> – The Platinum Triangle is located at the confluence of I-5 and SR-57 Freeways. The Project Area incorporates the existing Amtrak/Metrolink station and parking lot. In addition, the Project Area also includes the proposed location for the Anaheim Regional Transportation Intermodal Center (ARTIC). ARTIC proposes enhanced access to existing bus, Amtrak and Metrolink services as well as a link to both the proposed California High Speed Rail system and the

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**Table 5.6-1  
Consistency with City of Anaheim Relevant General Plan Policies**

<i>Relevant Policy</i>	<i>Compliance with Policy</i>
	California/Nevada maglev rail line. Implementation of the Proposed Project is intended to encourage high density transit oriented development.
<b>Policy 3</b> Encourage mixed-use projects integrating retail, office and high density residential land uses.	<i>Consistent</i> – The adopted PTMU Overlay Zone allows for a mix of development including office, retail, and residential uses in close proximity to one another or within the same structure (i.e., vertical mixed-use). The proposed amendments to the General Plan and Zoning Code would allow for the development of additional dwelling units and commercial square footage consistent with this Policy.
<b>Policy 4</b> Maximize and capitalize upon the view corridor from the Santa Ana (I-5) and Orange (SR-57) Freeways.	<i>Consistent</i> – Angel Stadium of Anaheim and Arrowhead Pond of Anaheim are visible from various locations along the adjacent Santa Ana (I-5) and Orange (SR-57) Freeways. The proposed Gene Autry Way Grand Parkway design will also provide for views of Angel Stadium of Anaheim for Visitors and residents traveling eastbound on Gene Autry Way towards the Stadium. Since a view corridor will be provided within the proposed Gene Autry Way right-of-way, the Code is proposed to be amended to remove the requirement that building heights be stepped back from Gene Autry Way.
<b>Policy 5</b> Maximize views and recreational and development opportunities afforded by the area's proximity to the Santa Ana River.	<i>Consistent</i> – The Gateway District of PTMU Overlay Zone will provide bike lanes along Orangewood Avenue and connector streets to provide an important link to the Santa Ana River regional trail system.
<b>ECONOMIC DEVELOPMENT ELEMENT</b>	
<b>Goal 6.3: Create a major, mixed-use regional center in The Platinum Triangle providing employment, shopping, entertainment, and housing for residents, employees and visitors.</b>	
<b>Policy 1</b> Implement a creative, proactive approach in designing a strategic planning process for the development of The Platinum Triangle, including the preparation of a Mixed-Use Overlay Zone and identity program.	<i>Consistent</i> – The adopted PTMU Overlay Zone is intended to guide, not inhibit, current market forces. Regardless of market strength for any one use at a given time, the opportunity and value for all uses will be enhanced by a supportive, integrated and multi-use district approach.
<b>Policy 2</b> Encourage mixed-use and higher density development within The Platinum Triangle.	<i>Consistent</i> – The area designated for Mixed-Use by the General Plan allows office, retail and residential uses to occur in close proximity or within the same building. The Platinum Triangle Mixed-Use designation allows up to 9,125 dwelling units; 3,265,000 square feet of office uses; and, 2,044,300 square feet of commercial uses. The proposed General Plan Amendment would allow for an additional 325 dwelling units and 210,100 square feet of commercial uses.
<b>Policy 3</b> Introduce large-scale residential development to provide a market for growing retail and office uses in the area.	<i>Consistent</i> – The Proposed Project allows for large scale residential development and requires a minimum residential project size of 50 dwelling units.
<b>Policy 4</b> Plan for and encourage creativity in design in order to adapt to changing situations, circumstances and challenges that may arise as the area undergoes transition.	<i>Consistent</i> – Regardless of market strength for any one use at a given time, the opportunity and value for all uses will be enhanced by a supportive, integrated and multi-use district approach. In addition, The Platinum Triangle Master Land Use Plan encourages a greater diversity in housing type by requiring a mix of housing types within a single large ownership.



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**Table 5.6-1  
Consistency with City of Anaheim Relevant General Plan Policies**

<i>Relevant Policy</i>	<i>Compliance with Policy</i>
<b>COMMUNITY DESIGN ELEMENT</b>	
<b>Goal 15.1: The Platinum Triangle will become a dynamic, mixed-use center of regional interest, providing retail, office, residential, employment, and entertainment opportunities.</b>	
<b>Policy 1</b> Develop comprehensive, Mixed-Use Overlay Zone and Design Guidelines to implement the vision for The Platinum Triangle.	<i>Consistent</i> – The Platinum Triangle Mixed Use Overlay Zone establishes extensive design/development standards.
<b>Policy 2</b> Provide a mix of quality, high-density urban housing that is integrated into the area through carefully maintained pedestrian streets, transit connections, and arterial access.	<i>Consistent</i> – The Platinum Triangle Master Land Use Plan contains a mix of high density housing options that support the Project Area’s inter-modal access system.
<b>Policy 3</b> Develop a Public Realm Landscape and Identity Program to enhance the visibility and sense of arrival into The Platinum Triangle through peripheral view corridors, gateways, and specialized landscaping.	<i>Consistent</i> – The Platinum Triangle Master Land Use Plan contains a Public Realm Landscape and Identity Program section.
<b>Policy 4</b> Develop a strong pedestrian orientation throughout the area, including wide sidewalks, pedestrian paths, gathering places, ground-floor retail, and street-level landscaping.	<i>Consistent</i> – High density residential units in proximity to retail, office, and entertainment uses would provide a strong pedestrian orientation throughout the area. Ground floor retail uses are required along Market Street, and the Master Land Use Plan sets forth streetscape plans, including pedestrian sidewalks and street landscapes.
<b>Policy 5</b> Encourage extensive office development along the highly visible periphery of the area to provide a quality employment center.	<i>Consistent</i> – Up to 1,735,000 square feet of office development is allowed along the periphery of the area, outside of the mixed-use area and an additional 3,265,000 square feet of office development and 2,254,400 square feet of commercial development is allowed within the mixed-use area.
<b>Policy 6</b> Develop criteria for comprehensive property management agreements for multiple-family residential projects to ensure proper maintenance as the area develops.	<i>Consistent</i> – All residential development requires a development agreement which includes development requirements and maintenance obligations.
<b>Policy 7</b> Identify and pursue opportunities for open space areas that serve the recreational needs of The Platinum Triangle residents and employees.	<i>Consistent</i> – Development on parcels larger than eight acres will be required to provide a mini-park. Parcels less than eight acres in size will be required to pay a park-in-lieu fee. In addition, every development will be required to provide 200 square feet of recreational-leisure area for each dwelling unit within private and/or common area.

Source: City of Anaheim General Plan

### Consistency with Zoning Designations for the Project Area

The Proposed Project would reclassify the North Net Fire Training Center from the PR (Public Recreational) Zone to the PR (PTMU) (Public Recreational – Platinum Triangle Mixed-Use Overlay) Zone. The Proposed Project also proposes to amend the PTMU Overlay Zone and The Platinum Triangle Master Land Use Plan to adjust the boundaries of the mixed-use districts to include the North Net Fire Training Center in the PTMU Overlay Zone Gateway District and add 325 units to said district (321 of said units would be designated for the North Net Fire Training Center). The amendment to the Overlay Zone and the Master Land Use Plan would also include modifying the PTMU Overlay Zone commercial density to add 210,100 square feet of additional commercial square footage. Of this square footage, 190,000 square feet would be designated for future required ground floor commercial uses on Market Street and Gene Autry Way in the Katella and Gene

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Autory Districts and 20,000 square feet for other commercial uses in the Katella District. In conjunction with these amendments, additional technical refinements and clarifications are also proposed to the Master Land Use Plan and Overlay Zone, including, but not limited to refinements to street cross-sections and density descriptions to reflect the above-noted changes and other City Code requirements.

The PTMU Overlay Zone has the following major objectives:

- Create a unique integrated, walkable urban environment that encourages pedestrian activity and reduces dependence on the automobile for everyday needs through a streetscape that is connected, attractive, safe and engaging.
- Develop an overall urban design framework to ensure that the appearance and effects of buildings, improvements, and uses are harmonious with the character of the area in which they are located.
- Encourage compatibility between residential, commercial and sports entertainment uses.
- Reinforce Transit Oriented Development (TOD) opportunities around the existing Amtrak/Metrolink and the proposed Anaheim Regional Transportation Intermodal Center (ARTIC) stations.
- Maintain and enhance connectivity and linkages with convenience services, dining, retail, and recreation facilities within walking distance by providing ground floor commercial uses in key locations.
- Provide a mix of housing types.
- Create stable and sustainable neighborhoods that maintain value through buildings with architectural qualities that create attractive street scenes.
- Provide a variety of open space including private, recreational-leisure areas and public parks.
- Create a balance of landscape and architecture by providing sufficient planting space.
- Encourage parking solutions that are incentives for creative planning and sustainable neighborhood design.
- Stimulate market driven development investment.



The proposed reclassification and Zoning Code Amendment would not degrade the integrity of or conflict with the PTMU Overlay Zone objectives.

### **Consistency with the Adopted Platinum Triangle Master Land Use Plan**

The Platinum Triangle Master Land Use Plan includes the following planning principles:

- Balance and integrate uses
- Stimulate market-driven development
- Create a unique, integrated, walkable urban environment
- Reinforce transit oriented development opportunities

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- Maintain and enhance connectivity
- Create great neighborhoods

The proposed amendment to The Platinum Triangle Master Land Use Plan would not degrade the integrity of or conflict with the Master Land Use Plan’s planning principles.

### Consistency with Regional Comprehensive Plan and Guide (RCPG) Policies

The DSEIR presents information establishing that the Proposed Project is consistent with several core RCPG policies relevant to the Proposed Project. Therefore, the project is consistent with regional plans and policies. Further, the DSEIR establishes that the project meets or is consistent with the intent of the majority of SCAG ancillary/advisory policies. The consistency of The Platinum Triangle Master Land Use Plan with each of the applicable regional policies is described in Table 5.6-2.

**Table 5.6-2  
Consistency with SCAG Regional Policies**

<i>SCAG Policy</i>	<i>Consistency Analysis</i>
<b>Consistency with Regional Comprehensive Plan and Guide Policies</b>	
<b>Policy 3.01</b> The population, housing, and jobs forecasts, which are adopted by SCAG’s Regional Council and that reflect local plans and policies, shall be used by SCAG in all phases of implementation and review.	<i>Consistent</i> – The project is consistent with the approved City of Anaheim General Plan, which utilized SCAG’s population, housing and jobs forecasts, along with US Census data throughout the preparation of the General Plan and Zoning Code Update.
<b>Policy 3.03</b> The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region’s growth policies.	<i>Consistent</i> – This DSEIR addresses the adequacy and location of the existing infrastructure within the Project Area to accommodate the Proposed Project. This DSEIR identifies existing regulations and standard conditions, including the implementation of The Platinum Triangle Standardized Development Agreement, and mitigation measures which will serve to fund the necessary improvements.
<b>GMC Policies Related to the RPG Goal to Improve the Regional Standard of Living</b>	
<b>Policy 3.05</b> Encourage patterns of urban development and land use, which reduce costs on infrastructure construction and make better use of existing facilities.	<i>Consistent</i> – The Platinum Triangle is located adjacent to two major freeways (I-5 and SR-57) and is currently developed with urban uses. Implementation of the Proposed Project will intensify the uses in an urbanized area, thereby reducing costs on infrastructure.
<b>Policy 3.09</b> Support local jurisdictions’ efforts to minimize the cost of infrastructure and public service delivery, and efforts to seek new sources of funding for development and the provision of services.	<i>Consistent</i> – The Platinum Triangle Standardized Development Agreement provides a funding mechanism to provide the necessary infrastructure.
<b>Policy 3.10</b> Support local jurisdictions’ actions to minimize red tape and expedite the permitting process to maintain economic vitality and competitiveness.	<i>Consistent</i> – Upon approval/certification of the Subsequent EIR, future individual projects within the Project Area will utilize this DSEIR to expedite the permitting process, consistent with Section 15162 of the CEQA Guidelines.
<b>GMC Policies Related to the RCPG Goal to Improve the Regional Quality of Life</b>	
<b>Policy 3.12</b> Encourage existing or proposed local jurisdiction’s programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.	<i>Consistent</i> – The Platinum Triangle provides opportunities for transit oriented development in close proximity to existing and future rail and bus transportation facilities. Urban design elements of The Platinum Triangle have been carefully designed to achieve better traffic distribution, alternative trip routing and smaller sized blocks to create more walkable pedestrian network.

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**Table 5.6-2  
Consistency with SCAG Regional Policies**

<b>SCAG Policy</b>	<b>Consistency Analysis</b>
<p><b>Policy 3.13</b> Encourage local jurisdictions' plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment.</p>	<p><i>Consistent</i> – The Project Area is located at the confluence of the I-5 and the SR-57 and is currently developed with various industrial and commercial uses. Implementation of the Proposed Project would provide development opportunities for future transit oriented development in close proximity to existing and future rail and bus transportation facilities.</p>
<p><b>Policy 3.16</b> Encourage developments in and around activity centers, transportation corridors, underutilized infrastructure systems, and areas that need recycling and redevelopment.</p>	<p><i>Consistent</i> – The Platinum Triangle Project Area is located at the confluence of the I-5 and SR-57 Freeways and is traversed by a major intercity/commuter railroad line. The Project Area also encompasses Angel Stadium of Anaheim, Arrowhead Pond of Anaheim, and the Grove of Anaheim. New mixed-use development within The Platinum Triangle will provide new housing opportunities in close proximity to existing activity centers.</p>
<p><b>Policy 3.18</b> Encourage planned development in locations least likely to cause environmental impact.</p>	<p><i>Consistent</i> – The Platinum Triangle creates opportunities for high density mixed-use development in a largely industrial area. The Proposed Project would not adversely impact any natural habitat and/or water bodies that may create potentially significant environmental impact.</p>
<b>GMC Policies Related to the RCPG Goal to Provide Social, Political, and Cultural Equity</b>	
<p><b>Policy 3.24</b> Encourage efforts of local jurisdictions in the implementation of programs that increase the supply and quality of housing and provide affordable housing as evaluated in the Regional Housing Needs Assessment.</p>	<p><i>Consistent</i> – The Platinum Triangle would accommodate 9,500 units of high-density urban housing, which would contribute substantially to the City of Anaheim's fair share housing allocation. Therefore, implementation of the Proposed Project would provide additional housing units at varying densities in support of this policy.</p>
<p><b>Policy 3.27</b> Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as: public education, housing, health care, social services, recreational facilities, law enforcement, and fire protection.</p>	<p><i>Consistent</i> – The Platinum Triangle will establish financial mechanisms such as a potential assessment district, to provide for an equitable contribution towards installation and long-term maintenance of infrastructure, street trees, sidewalks, and parks. In addition, the DSEIR in Section 5.9 (Public Services) appropriately addresses the relationship of the project to this SCAG policy. The project is supportive of this ancillary RCPG policy.</p>
<b>Regional Transportation Plan</b>	
<p><b>Policy 4.01:</b> Transportation investments shall be based on SCAG's adopted Regional Performance indicators:</p> <p>Mobility – Transportation Systems should meet the public need for improved access, and for safe, comfortable, convenient, faster and economical movements of people and goods.</p> <ul style="list-style-type: none"> <li>• Average work Trip Travel Time in Minutes – 25 Minutes (auto)</li> <li>• PM Peak Freeway Travel Speed – 45 miles (Transit)</li> <li>• PM Peak Non-Freeway Travel Speed</li> <li>• Percent of p.m. Peak Travel in Delay (FWY)</li> <li>• Percent of p.m. Peak Travel in Delay(Non-Freeway)</li> </ul>	<p><i>Consistent</i> – Section 5.10, Traffic and Circulation, includes a discussion on the project's impacts to traffic and circulation. The Platinum Triangle is located at the confluence of I-5 and SR-57 Freeways. The Project Area incorporates the existing Amtrak/Metrolink station and parking lot. In addition, the Project Area also includes the proposed location for the Anaheim Regional Transportation Intermodal Center (ARTIC). ARTIC proposes enhanced access to existing bus, Amtrak and Metrolink services as well as a link to both the proposed California High Speed Rail system and the California/Nevada maglev rail line. Implementation of the Proposed Project is intended to encourage high density transit oriented development. Further, the project identifies the location of several carefully located connector streets to ensure better traffic distribution.</p>



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**Table 5.6-2  
Consistency with SCAG Regional Policies**

<b>SCAG Policy</b>	<b>Consistency Analysis</b>
<p>Accessibility – Transportation system should ensure the ease with which opportunities are reached. Transportation and land use measures should be employed to ensure minimal time and cost.</p> <ul style="list-style-type: none"> <li>• Work Opportunities within 45 minutes door to door travel time (Mode Neutral)</li> <li>• Average transit access time</li> </ul> <p>Environment – Transportation system should sustain development and preservation of the existing system and the environment (All Trips).</p> <ul style="list-style-type: none"> <li>• CO, ROG, NOx, PM10, PM2.5 – Meet the applicable SIP Emission Budget and the Transportation Conformity requirements.</li> </ul> <p>Reliability – Transportation system should have responsible and dependable levels of service by mode (All Trips).</p> <ul style="list-style-type: none"> <li>• Transit – 63%</li> <li>• Highway – 76%</li> </ul> <p>Safety – Transportation systems should provide minimal accident, death and injury (All Trips).</p> <ul style="list-style-type: none"> <li>• Fatalities Per Million Passenger Miles – 0</li> <li>• Injury Accidents – 0</li> </ul> <p>Equity/Environmental Justice – The benefits of transportation investments should be equitably distributed among all ethnic, age and income groups (All Trips).</p> <ul style="list-style-type: none"> <li>• By Income Groups Share of Net Benefits – Equitable Distribution of Benefits among all income groups</li> </ul> <p>Cost-Effectiveness – Maximize return on transportation investment (All Trips). Air Quality, Mobility, Accessibility and Safety.</p>	
<p><b>Policy 4.02</b> Transportation investments shall mitigate environmental impacts to an acceptable level.</p>	<p><i>Consistent</i> – Section 5.10, Traffic and Circulation, includes a discussion on the project’s impacts to traffic and circulation. The project includes mitigation measures to ensure that existing transportation systems are not impacted by the proposed development. Furthermore, the proposed interior circulation system would be designed to ensure safety while providing for efficiency of operations.</p>
<p><b>Policy 4.04</b> Transportation Control Measures shall be a priority</p>	<p><i>Consistent</i> – The project does not include growth strategies that differ from SCAG’s expected trends.</p>
<p><b>Policy 4.16</b> Maintaining and operating the existing transportation system will be a priority over expanding capacity.</p>	<p><i>Consistent</i> – The existing pattern within the Project Area lacks a connected local street network. Implementation of The Platinum Triangle MLUP will provide the addition of several carefully located street segments to improve connectivity of the existing street system. Additionally, the Project Area is located adjacent to two major freeways (I-5 and SR-57) and the Amtrak/Metrolink.</p>

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**Table 5.6-2  
Consistency with SCAG Regional Policies**

<b>SCAG Policy</b>	<b>Consistency Analysis</b>
<b>Air Quality Chapter Core Actions</b>	
<p><b>Policy 5.07</b> Determine specific programs and associated actions needed (e.g., indirect source rules, enhanced use of telecommunications, provision of demand management based programs, or vehicle-miles-traveled/emission fees) so that options to command and control regulations can be assessed.</p>	<p><i>Consistent</i> – The Platinum Triangle MLUP would reduce vehicle emissions through reinforcing transit oriented development in close proximity to existing and future rail and bus transportation facilities. Further, the smaller blocks create a more walkable pedestrian network by providing various routings to a variety of destinations, thus reducing reliance on vehicle transportation.</p>
<p><b>Policy 5.11</b> Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional and local) consider air quality, land use, transportation and economic relationships to ensure consistency and minimize conflicts.</p>	<p><i>Consistent</i> – This document includes a discussion of air quality, land use, and transportation impacts of the proposed development to ensure that The Platinum Triangle project would be consistent with applicable plans at all levels of government. Please refer to Sections 5.2, Air Quality, and Section 5.10, Traffic and Circulation.</p>
<b>Open Space Chapter and Ancillary Goals</b>	
<p><b>Policy 9.01</b> Provide adequate land resources to meet the outdoor recreation needs of the present and future residents in the region and to promote tourism in the region.</p>	<p><i>Consistent</i> – A park in-lieu-fee is required for all residential development within The Platinum Triangle. Development on parcels larger than 8 acres require a public park for which park land dedication is credited against park in-lieu fees. In addition, every development is required to provide 200 square feet of recreational-leisure area for each dwelling unit within private and/or common area.</p>
<p><b>Policy 9.02</b> Increase the accessibility to open space lands for outdoor recreation.</p>	<p><i>Consistent</i> – The Platinum Triangle includes properties designated for Open Space by the General Plan. These properties include utility easements that will provide recreational and trail access.</p>
<b>Growth Visioning</b>	
<p><b>Principle 1</b> Improve mobility for all residents</p> <ul style="list-style-type: none"> <li>• Encourage transportation investments and land use decisions that are mutually supportive.</li> <li>• Locate new housing near existing jobs and new jobs near existing housing.</li> <li>• Encourage transit-orientated development.</li> <li>• Promote a variety of travel choices.</li> </ul>	<p><i>Consistent</i> – The Platinum Triangle provides opportunities for transit oriented development in close proximity to existing and future rail and bus transportation facilities. Urban design elements of The Platinum Triangle have been carefully designed to achieve better traffic distribution, alternative trip routing and smaller sized blocks to create a more walkable pedestrian network. The Proposed Project will provide new development opportunities for office, residential and sports/entertainment and allow existing industrial uses to continue. Therefore, regardless of market strengths for any one use at a given time, the opportunity and value for all uses will be supported.</p>

Source: SCAG



### 5.6.4 Cumulative Impacts

The citywide General Plan Update (May 25, 2004) included land use designations to implement The Platinum Triangle. The Platinum Triangle Master Land Use Plan and The Platinum Triangle Standardized Development Agreement have been approved by the City. Although implementation of the adopted Platinum Triangle Master Land Use Plan and associated actions includes a General Plan Amendment, Zoning Reclassification, Zoning Code Amendment and an amendment to The Platinum Triangle Master Land Use Plan, as discussed in above section, the Proposed Project is consistent with the applicable land use policies.

Furthermore, cumulative land use impacts are addressed through this document for land use compatibility-related issues including traffic and circulation, air quality, noise, cultural resources, hydrology and water quality, aesthetics, recreation, and geology and soils. The Proposed Project would contribute to cumulative

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population and economic growth in the region. However, as the project's land use and relevant planning impacts are considered less than significant, cumulative impacts from the Proposed Project are therefore also considered less than significant.

### **5.6.5 Existing Regulations and Standard Conditions**

- The proposed project shall be designed in accordance with all relevant development standards and regulations set forth by the Anaheim Zoning Code, including The Platinum Triangle Mixed-Use (PTMU) Overlay Zone, the O-L (Low Intensity Office) Zone, the O-H (High Intensity Office) Zone, the C-G (General Commercial) Zone, the I (Industrial), Zone, the PR (Public Recreation) Zone, SP (Semi-Public Zone, OS (Open Space Zone) T (Transitional), The Platinum Triangle Master Land Use Plan, The Platinum Triangle Standardized Development Agreement, and Updated and Modified Mitigation Monitoring Program No. 106 for The Platinum Triangle.

### **5.6.6 Level of Significance Before Mitigation**

Upon implementation of existing regulatory requirements, Impact 5.1-1 would be less than significant.

### **5.6.7 Mitigation Measures**

No mitigation measures are required.

### **5.6.8 Level of Significance After Mitigation**

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