

## 5. Environmental Analysis

### 5.8 LAND USE AND PLANNING

This section of the Draft Environmental Impact Report (DEIR) evaluates potential impacts to land use in the City of Anaheim and the region from implementation of the Beach Boulevard Specific Plan (Proposed Project). The analysis in this section is based on the proposed land use designations described in detail in Section 3, *Project Description*. The Proposed Project has been evaluated for its consistency with relevant goals and policies in the City of Anaheim General Plan, Airport Environs Land Use Plan (AELUP) for the Los Alamitos Joint Forces Training Base (JFTB), and the Southern California Association of Governments' (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

Land use impacts can be either direct or indirect. Direct impacts are those that result in land use incompatibilities, division of neighborhoods or communities, or interference with other land use plans, policies, or regulations, including habitat or wildlife conservation plans. This section focuses on direct land use impacts. Indirect impacts are secondary effects resulting from land use policy implementation, such as an increase in demand for public utilities or services, or increased traffic on roadways. Indirect impacts are addressed in other sections of this DEIR.

#### 5.8.1 Environmental Setting

##### 5.8.1.1 REGULATORY BACKGROUND

Regional and local laws, regulations, plans, and guidelines that are potentially applicable to the Proposed Project are summarized below.

#### Regional

##### *Southern California Association of Governments*

Orange County and Anaheim are at the southwestern corner of a six-county metropolitan region composed of Orange, Los Angeles, Ventura, Riverside, San Bernardino, and Imperial counties. SCAG serves as 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 regional MPO, SCAG cooperates with the South Coast Air Quality Management District, the California Department of Transportation (Caltrans), and other agencies in preparing regional planning documents. Orange County and its jurisdictions constitute the Orange County Sub-region, which is governed by the Orange County Council of Governments. SCAG has developed plans to achieve specific regional objectives, including the RTP/SCS, which is applicable to the Proposed Project.

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#### *Regional Transportation Plan/Sustainable Communities Strategy*

On April 7, 2016, SCAG adopted the 2016–2040 RTP/SCS to help coordinate development of the region’s transportation improvements. The RTP/SCS is a long-range transportation plan that is developed and updated by SCAG every four years. The RTP provides a vision for transportation investments throughout the region. Using growth forecasts and economic trends that project out over a 20-year period, the RTP/SCS considers the role of transportation in the broader context of economic, environmental, and quality-of-life goals for the future, identifying regional transportation strategies to address regional mobility needs.

In 2008, California State Senate Bill 375 (SB 375) was enacted to reduce greenhouse gas (GHG) emissions from automobiles and light trucks through integrated transportation, land use, housing, and environmental planning. To achieve the goal of reduced GHG emissions, the legislation requires MPOs throughout the state to include a new element in their RTPs called a Sustainable Communities Strategy. Consistent with SB 375, SCAG has included an SCS in the 2016–2040 RTP. The SCS integrates transportation, land use, housing, and environmental planning strategies with the goal of reducing regional GHG emissions.

An analysis of the Proposed Project’s consistency with applicable 2016–2040 RTP/SCS goals appears later in this section in Table 5.8-1.

#### **Local**

##### *Anaheim General Plan*

The City’s General Plan is divided into various topical sections, or elements, that address a wide range of subjects and provide goals and policies to guide future development in the City.

- **Land Use Element.** Designates the general distribution and intensity of all uses of land in the City. This includes residential, commercial, office, industrial, mixed use, public and quasi-public facilities, and open space and recreation uses. The element also provides development intensity standards related to each land use category, and general policy direction for a variety of land-use-related issues.
- **Circulation Element.** Identifies the general location and extent of existing and proposed major transportation facilities, including major roadways, passenger and freight rail, transit systems, and bikeways. The element also identifies and provides policy direction for scenic highways, pedestrians, and parking.
- **Green Element.** Comprehensively addresses topics concerning conservation, open space, parks and recreation, trails, and public landscaping.
- **Public Services and Facilities Element.** Identifies the City’s goals, policies, and programs concerning the provision of public facilities and services, including: fire protection and emergency services, police services, utilities, sanitary sewer and storm drain systems, and solid waste disposal.

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- **Growth Management Element.** Ensures that Anaheim’s growth is based on the City’s ability to provide adequate levels of traffic management and other public facilities and services pursuant to the Countywide Traffic Improvement and Growth Management Component of Measure M.
- **Safety Element.** Establishes policies and programs to protect the community from risks associated with potential seismic, geologic, flood, and wildfire hazards.
- **Noise Element.** Identifies and appraises noise problems and includes policies to protect the City from excessive noise.
- **Economic Development.** Guides the City in expanding the local economy, which provides jobs, attracts and retains businesses, supports diverse and vibrant commercial areas, and brings in sufficient revenue to support various local programs and services.
- **Housing Element.** Assesses current and projected housing needs and sets out policies and proposals for the improvement of housing and the provision of adequate sites for housing to meet the needs of all economic segments of the City.
- **Community Design Element.** Provides a practical framework for specific design guidelines to ensure that design decisions in various parts of the City implement the City’s vision.

### *Zoning Code*

Included as Title 19 of the Anaheim Municipal Code, the purpose of the Zoning Code is to promote the growth of Anaheim in an orderly manner and to promote and protect the public health, safety, peace, comfort, and general welfare in conformance with the General Plan. The code establishes zoning designations and development standards that serve to guide development in the City.

### *Airport Environs Land Use Plan for the Los Alamitos Joint Forces Training Base*

The Project Area is within the airport planning area of the Los Alamitos JFTB, which is southwest of the Project Area in Los Alamitos. The JFTB is home to an Army Aviation Support Facility and the 1st Battalion of the 140th Aviation Regiment of the California Army National Guard, as well as other units not related to aviation. The JFTB is within the oversight of the Orange County Airport Land Use Commission (ALUC), which is required to prepare and adopt an airport land use plan for each of the airports within its jurisdiction. The AELUP for the JFTB was issued by ALUC in 2002 and last amended in 2016. The AELUP is a land-use-compatibility plan that is intended to protect the public from adverse effects of aircraft noise, to ensure that people and facilities are not concentrated in areas susceptible to aircraft accidents, and to ensure that no structures or activities adversely affect navigable space. The AELUP identifies standards for development in the airport’s planning area based on noise contours, accident-potential zones, and building heights. ALUC is an agency authorized under state law to assist local agencies in ensuring compatible land uses in the vicinity of airports. Primary areas of concern for ALUCs are noise, safety hazards, and airport operational integrity (ALUC 2002).

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Land uses within the airport planning area boundaries are required to conform to safety, height, and noise restrictions established in the AELUP for the JFTB. The JFTB has two runways—one 8,001 feet long and one 5,902 feet long—both aligned northeast–southwest. One safety compatibility zone, the Clear Zone (or Runway Protection Zone), encompasses each end of the pair of runways and is limited to within the JFTB boundaries. Safety zones are not located in the Project Area.

However, portions of the Project Area are within the notification area and height restriction zone for the JFTB. With respect to building heights, development proposals in the Project Area that include the construction or alteration of structures more than 200 feet above mean sea level require filing with the Federal Aviation Administration (FAA) and notification of ALUC, including filing of a Notice of Proposed Construction or Alteration (FAA Form 7460-1). Any development project that would penetrate the Federal Aviation Regulation (FAR) Part 77 Notification Surface for the JFTB (notification area) is also required to file FAA Form 7460-1. The Project Area is outside of the noise contours for the JFTB; the area is not exposed to noise levels greater than 60 dBA CNEL due to operations at JFTB (Orange County ALUC 2016).

ALUC review is required for adoptions of or amendments to a general plan or specific plan, zoning ordinance, master plan for public use airports, and heliports within the airport influence area (Public Utilities Code §§ 21676(b), 21676(c), 21664.5, and 21661.5). ALUC review is also required for all discretionary projects if the ALUC has not yet determined that the General Plan is consistent with the AELUP or the local agency has overruled the ALUC (Public Utilities Code § 21676.5).

The Proposed Project’s consistency with the AELUP for the Los Alamitos JFTB is analyzed under Impact 5.8-1.

#### 5.8.1.2 REGIONAL AND LOCAL SETTING

The Proposed Area is described in detail in Chapter 3, *Project Description*. Figure 3-1 depicts the location of the Project Area in a regional context, and Figure 3-2 shows its local context. The Project Area encompasses approximately 283 acres in the western portion of the City of Anaheim. Regional access is provided by State Route 91 (SR-91) and Interstate 5 (I-5) to the north through the City of Buena Park. To the south, Beach Boulevard connects to SR-22 and I-405 through the cities of Stanton and Westminster. This route terminates at SR-1 (Pacific Coast Highway) in Huntington Beach.

#### Existing Land Uses in the Project Area

Existing land uses in the Project Area include hospitality, commercial, residential, office, recreational, and institutional. There are approximately 35 acres of vacant land. Existing land uses are identified in Table 3-1 in Chapter 3, *Project Description*.

#### Existing Surrounding Land Uses

The Project Area is surrounded by residential uses, Knott’s Soak City and Knott’s Berry Farm theme parks, and commercial uses along Beach Boulevard to the north; residential uses, the Adventure City theme park, and commercial uses along Beach Boulevard to the south; residential uses, Baden Powell Head Start

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Preschool, and Lord Baden-Powell Elementary School to the east; and residential uses, the Twila Reid Day Care Center, and Western High School to the west.

### Existing General Plan and Zoning Designations

No specific plan has been adopted for the Project Area. Currently, development activities in the Project Area are governed by the City's adopted General Plan and Zoning Code. Existing General Plan designations for the Project Area are shown in Figure 3-4.

### 5.8.2 Thresholds of Significance

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

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

The Initial Study, included as Appendix A to this DEIR, substantiates that impacts associated with the following thresholds would be less than significant.

- Threshold LU-1
- Threshold LU-3

These impacts will not be addressed in the following analysis.

### 5.8.3 Environmental Impacts

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

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**Impact 5.8-1: Implementation of the Proposed Project would not conflict with applicable plans adopted for the purpose of avoiding or mitigating an environmental effect. [Threshold LU-2]**

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**Impact Analysis:** The Proposed Project consists of the adoption and implementation of a specific plan for the Project Area. The Proposed Project would guide future development within 283 acres along the Beach Boulevard corridor in western Anaheim. The land use plan establishes nine Development Areas within the Project Area, as described in Table 3-3 and shown in Figure 3-6.

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Implementation of the Proposed Project would revise the General Plan land use designations, zoning, and associated development densities in the Project Area to promote reuse and redevelopment of parcels along the Beach Boulevard corridor. However, the proposed land use pattern does not represent a dramatic departure from existing General Plan land use designations. As shown in a comparison of Figure 3-4 and Figure 3-6, existing parks would remain designated for recreational space, and existing boundaries between low-density residential uses and nonresidential uses would generally remain intact.

#### SCAG 2016–2040 RTP/SCS Consistency

The Proposed Project is considered a project of regionwide significance pursuant to the criteria outlined in SCAG’s Intergovernmental Review Procedures Handbook (November 1995) and Section 15206 of the CEQA Guidelines. Therefore, this section addresses the Proposed Project’s consistency with SCAG’s 2016–2040 SCAG RTP/SCS. Goals in the RTP/SCS focus on transit, transportation and mobility, and protection of the environment and health of residents. Table 5.8-1, below, evaluates the Proposed Project’s consistency with applicable RTP/SCS goals.

Consistency with SCAG population growth projections is addressed separately in Section 5.10, *Population and Housing*. A growth forecast for a specific plan typically exceeds the population and housing projections because buildout of a specific plan is not tied to a development timeline, whereas SCAG forecasts are demographic projections based on a time horizon. Therefore, the analysis in Table 5.8-1 focuses on consistency between the Proposed Project and the broader, policy-oriented goals of the RTP/SCS.

**Table 5.8-1 Consistency with SCAG’s 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy**

| RTP/SCS Goal  | Project Compliance with Goal  |
|---|---|
| <p><b>RTP/SCS G1:</b> Align the plan investments and policies with improving regional economic development and competitiveness.</p> | <p><b>Consistent:</b> One of the central premises of the Proposed Project is to spur additional investment in the Project Area, which is designated a High Quality Transit Corridor by SCAG and has a mix of land uses and opportunities for additional mixed use development. Consistent with goals in the 2016–2040 RTP/SCS, the Proposed Project creates a framework for future investment by identifying infrastructure, transportation, streetscape, and design improvements that would be implemented along the corridor. Provisions of the Proposed Project are intended to reverse the area’s economic deterioration and diversify its economic base beyond its former role as a tourist-oriented highway. The increased development capacity and design improvements outlined in the plan are specifically tailored to promote economic development along the corridor and to increase West Anaheim’s competitiveness in the region.</p> |
| <p><b>RTP/SCS G2:</b> Maximize mobility and accessibility for all people and goods in the region.</p>                               | <p><b>Consistent:</b> The transportation network in the Project Area would be designed, developed, and maintained to meet the needs of local and regional transportation and to ensure efficient mobility and accessibility. A number of regional and local plans and programs would be used to guide development and maintenance of transportation networks in the Project Area, such as:</p> <ul style="list-style-type: none"> <li>• County of Orange Traffic Impact Analysis Guidelines</li> <li>• Orange County Congestion Management Program</li> <li>• Caltrans Traffic Impact Studies Guidelines and Highway Capacity Manual</li> <li>• SCAG’s 2016–2040 RTP/SCS</li> <li>• Assembly Bill 1358 (The California Complete Streets Act)</li> </ul>   |

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**Table 5.8-1 Consistency with SCAG's 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy**

| RTP/SCS Goal   | Project Compliance with Goal  |
|--|---|
|  | <p>More specifically, Section 4.6, <i>Mobility</i>, of the Proposed Project outlines a vision for mobility in the Project Area that is consistent with the City's adopted Circulation Element and Bicycle Master Plan. In order to maximize mobility and accessibility, the Proposed Project identifies roadway classifications, bicycle facilities, pedestrian infrastructure, and truck routes that would ensure that Beach Boulevard and the surrounding neighborhood accommodate a variety of travel models while minimizing conflicts between those modes.</p> <p>Refer to Section 5.13, <i>Transportation and Traffic</i>, which addresses transportation, traffic, circulation, and mobility in more detail.</p>   |
| <p><b>RTP/SCS G3:</b> Ensure travel safety and reliability for all people and goods in the region.</p> | <p><b>Consistent:</b> All modes of public (motorized and nonmotorized) and commercial transit in the Project Area would be required to follow safety standards established by corresponding state, regional, and local regulatory documents, standards, and regulations.</p> <p>For example, pedestrian walkways and bicycle routes must follow safety precautions and standards established by local (e.g., City of Anaheim, County of Orange) and regional (e.g., Caltrans) agencies. Additionally, pedestrian circulation systems are required to be designed and constructed for the use of people with disabilities, consistent with the Americans with Disabilities Act and state requirements. The City is committed to ensuring that adequate circulation is provided and maintained throughout the Project Area consistent with the principles of the Complete Streets Act, which pays close attention to the needs of pedestrians in the planning of new and redeveloped areas.</p> <p>Furthermore, roadways for motorists must follow safety standards established for the local and regional plans mentioned in the analysis for RTP/SCS G2, as well as the City's adopted engineering standards for vehicular circulation improvements and systems. The provision of safe and reliable modes of transit in the Project Area would be ensured through the City's development review and building plan check process. The circulation element of the General Plan provides guidance and policies that promote the safe movement of people and goods, with importance placed on pedestrian and vehicular safety. The mixed-use, walkable, multimodal corridor planned by the Proposed Project is consistent with this vision by design.</p> |
| <p><b>RTP/SCS G4:</b> Preserve and ensure a sustainable regional transportation system.</p>            | <p><b>Consistent:</b> All new developments must be assessed with some level of traffic analysis (e.g., traffic assessments, traffic impact studies) to determine how they would impact existing traffic capacities and to determine the need for improving future traffic efficiencies. This is ensured through the City's development review and building plan check process. Additionally, the regional plans mentioned in the analysis for RTP/SCS G2 would be applicable to the design and development of projects in the Project Area.</p>   |
| <p><b>RTP/SCS G5:</b> Maximize the productivity of our transportation system.</p>                      | <p><b>Consistent:</b> The City's Public Works Department oversees the improvement and maintenance of all aspects of the City's public rights-of-way on a routine basis.</p> <p>Section 5.13, <i>Transportation and Traffic</i>, of this DEIR addresses the need for specific improvements to transportation infrastructure associated with buildout of the Proposed Project. Furthermore, Section 4.3.3 of the Proposed Project provides a redesigned cross-section for Beach Boulevard that is designed to balance productivity (i.e., traffic volume and flow) with the roadway's other functions, such as pedestrian mobility and access. Action Items M.1 through M.10 in the Proposed Project's Implementation Action Plan outline specific improvements intended to improve the productivity of the Project Area's transportation network.</p>  |

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**Table 5.8-1 Consistency with SCAG's 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy**

| RTP/SCS Goal  | Project Compliance with Goal   |
|---|--|
| <p><b>RTP/SCS G6:</b> Protect the environment and health of our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking).</p> | <p><b>Consistent:</b> The reduction of energy use, improvement of air quality, and promotion of more environmentally sustainable development would be encouraged through the development of alternative transportation methods, green design techniques for buildings, and other energy-reducing techniques. For example, individual development projects in the City are required to comply with the provisions of the 2016 Building and Energy Efficiency Standards and the 2016 Green Building Standards Code. Compliance with these provisions would be ensured through the City's development review and building plan check process.</p> <p>As discussed above, the multimodal use of Beach Boulevard and the surrounding street network is one of the central tenets of the Proposed Project. Section 4.6.5 of the Proposed Project designates future locations for high-visibility crosswalks and a signalized crosswalk. Proposed building massing and landscaping are designed to "activate" the corridor's streets to encourage walking between land uses. Consistent with the City's Bicycle Master Plan, the plan also designates new or expanded bicycle facilities along the Carbon Creek Channel, Lincoln Avenue, Orange Avenue, and Ball Road. Implementation of these improvements related to active transportation would have the secondary benefits of reducing vehicle miles traveled and thereby reducing air quality and traffic impacts and GHG emissions.</p> |
| <p><b>RTP/SCS G7:</b> Actively encourage and create incentives for energy efficiency, where possible.</p>   | <p><b>Consistent:</b> Section 3.4 of the Proposed Project provides an overview of the existing sustainability programs that would be implemented in the Project Area, including the City of Anaheim's public utilities incentive programs, water conservation ordinance, incentives for installation of electric vehicle charging stations, and the City of Anaheim Greenhouse Gas Reduction Plan. For example, Section 4.3.6 of the Proposed Project outlines how implementation of the plan would involve the undergrounding of utilities and installation of energy-reducing LED street lights. The plan also identifies opportunities for installation of solar energy infrastructure on existing buildings.</p>   |
| <p><b>RTP/SCS G8:</b> Encourage land use and growth patterns that facilitate transit and active transportation.</p>   | <p><b>Consistent:</b> See response to RTP/SCS G6.</p>  |
| <p><b>RTP/SCS G9:</b> Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.</p>           | <p><b>Consistent:</b> While this goal is not directly applicable to the Proposed Project, the Proposed Project would not conflict with system monitoring, planning, and coordination performed by regional transportation agencies (Caltrans, SCAG, OCTA, etc.). The City would continue to work with these agencies to manage the regional transportation system. Security situations involving roadways and evacuations are addressed in the City's emergency management plans, which have been developed in accordance with state and federal emergency management regulations.</p>   |

Source: SCAG 2016.

### Consistency with the General Plan

Applicable components of General Plan goals and policies are excerpted and addressed in Table 5.8-2.



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**Table 5.8-2 Consistency with General Plan Goals and Policies**

| Relevant Policy   | Compliance with Policy  |
|---|---|
| <b>Land Use Element</b>   |   |
| <b>Goal 1.1: Preserve and enhance the quality and character of Anaheim’s mosaic of unique neighborhoods.</b>  |   |
| <p><b>Policy 1:</b> Actively pursue development standards and design policies to preserve and enhance the quality and character of Anaheim’s many neighborhoods.</p> <p><b>Policy 2:</b> Ensure that new development is designed in a manner that preserves the quality of life in existing neighborhoods.</p> <p><b>Policy 3:</b> Encourage future development to provide functional public spaces that foster social interaction.</p>   | <p><b>Consistent:</b> The Proposed Project includes detailed development and design standards that implement the Community Design Element, including standards related to lot area, building setbacks, building height, floor area, parking, open space, signage, façade design, and building materials. Also see the consistency analysis between the Proposed Project and the Community Design Element in this table, below.</p>  |
| <b>Goal 2.1: Continue to provide a variety of quality housing opportunities to address the City’s diverse housing needs.</b>  |   |
| <p><b>Policy 1:</b> Facilitate new residential development on vacant or underutilized infill parcels.</p> <p><b>Policy 3:</b> Facilitate the conversion of the City’s underutilized strip commercial areas into new housing opportunity sites.</p> <p><b>Policy 4:</b> Encourage the development and integration of residential land uses into mixed-use development where appropriate.</p> <p><b>Policy 5:</b> Encourage a mix of quality housing opportunities in employment-rich and transit accessible locations.</p> | <p><b>Consistent:</b> The Proposed Project introduces two mixed-use development areas (Mixed-Use Medium and Mixed-Use High) in the Project Area, allowing a wide range of land uses, including residential, commercial, services, hotel, and professional office uses. The plan creates opportunities for both horizontal and vertical mixed use.</p> <p>In addition to mixed-use development areas, the Proposed Project includes two residential development areas that would reflect the diversity of housing currently in the Project Area. This includes single-family homes, townhomes, manufactured homes, and apartments. Upon implementation of the Proposed Project, the Beach Boulevard corridor would continue to provide a mix of housing opportunities for the clusters of hospitality, medical, and other jobs in Anaheim and the surrounding communities.</p> <p>Action Item E.4.4 in the Proposed Project’s Implementation Action Plan acknowledges that some underutilized commercial uses along the Beach Boulevard corridor, including existing motels, are opportunities for future residential and mixed use development.</p> |
| <p><b>Policy 6:</b> Ensure quality development through appropriate development standards and by adherence to related Community Design Element policies and guidelines.</p>  | <p><b>Consistent:</b> See response to Land Use Element Goal 1.1, Policies 1 through 4.</p>  |
| <b>Goal 3.1: Pursue land uses along major corridors that enhance the City’s image and stimulate appropriate development at strategic locations.</b>   |   |
| <p><b>Policy 1:</b> Designate existing underutilized mid-block commercial uses for residential development or other alternate land uses, where appropriate.</p>   | <p><b>Consistent:</b> See response to Land Use Element Goal 2.1, above.</p>   |
| <p><b>Policy 2:</b> Concentrate commercial uses at key intersections.</p>   | <p><b>Consistent:</b> The Proposed Project concentrates commercial uses at the Beach Boulevard/Lincoln Avenue and Beach Boulevard/Ball Road intersections. These locations have high visibility for through-traffic and would be expected to provide important retail services and amenities for new residents of the corridor.</p>   |
| <p><b>Policy 3:</b> Ensure quality development along corridors through adherence to established development standards and Community Design Element policies and guidelines.</p>   | <p><b>Consistent:</b> See response to Land Use Element Goal 2.1, Policy 6.</p>  |
| <p><b>Policy 4:</b> Continue to pursue additional open space, recreation, and landscaping amenities along major transportation routes.</p>  | <p><b>Consistent:</b> The proposed cross-section for Beach Boulevard makes numerous landscape improvements, including a unified public easement/dedication for street trees, a continuous planted landscape</p>   |

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**Table 5.8-2 Consistency with General Plan Goals and Policies**

| Relevant Policy   | Compliance with Policy   |
|---|--|
|   | <p>buffer between travel lanes and the sidewalk, and a landscaped median. The plan also discusses relinquishment of the Beach Boulevard right-of-way from Caltrans to the City, which would allow the City to implement a unified vision for greenery along the corridor. The Proposed Project's planting palette identifies three street-tree species for Beach Boulevard (water gums, New Zealand Christmas trees, and western redbuds) and a corresponding planting pattern diagram. These three tree species were chosen to create dynamic visual interest and seasonal color changes throughout the year.</p> <p>The Proposed Project promotes continued investment in the Project Area's two existing parks (Schweitzer Park and Twila Reid Park) and the West Anaheim Youth Center.</p> |
| <p><b>Goal 3.2: Maximize development opportunities along transportation routes.</b></p>   |  |
| <p><b>Policy 2:</b> Support the development of a Bus Rapid Transit System in the City that provides transit access to commercial and office development opportunities.</p> <p><b>Policy 3:</b> Encourage and provide incentives for the consolidation of parcels to create development sites that are large enough to support quality development.</p>  | <p><b>Consistent:</b> While the Proposed Project does not include new transit service to the Project Area, it would concentrate more intense development along an existing High Quality Transit Area that receives regular transit service from OCTA buses. Section 4.6.6 of the Proposed Project acknowledges that implementation of the plan could include or bus rapid transit line as well as additional stops and upgraded facilities.</p>  |
| <p><b>Goal 4.1: Promote development that integrates with and minimizes the impacts to surrounding land uses.</b></p>  |  |
| <p><b>Policy 1:</b> Ensure that land uses develop in accordance with the Land Use Plan and Zoning Code in an effort to attain land use compatibility.</p> <p><b>Policy 2:</b> Promote compatible development through adherence to Community Design Element policies and guidelines.</p> <p><b>Policy 3:</b> Ensure that developers consider and address project impacts upon surrounding neighborhoods during the design and development process.</p> <p><b>Policy 4:</b> Require new or expanded uses to provide mitigation or buffers between existing uses where potential adverse impacts could occur.</p> <p><b>Policy 5:</b> Discourage additional multiple-family development in existing single-family neighborhoods.</p> | <p><b>Consistent:</b> The Proposed Project would amend the General Plan and Zoning Code to create consistency with the Proposed Project. However, the overall land use pattern is generally consistent with existing land use designations and zoning; single family residential areas would remain designated for such uses and nonresidential uses would generally be limited to parcels fronting arterial roadways (as under existing conditions). The City's plan check review process would ensure that project impacts on surrounding neighborhoods generated by specific developments are addressed.</p>  |
| <p><b>Goal 5.1: Create and enhance dynamic, identifiable places for the benefit of Anaheim residents, employees, and visitors.</b></p>  |  |
| <p><b>Policy 1:</b> Encourage mixed-use and commercial development that provides: a) Safe, protected places for pedestrians to walk; b) Attractive surroundings; c) Opportunities for social interaction; d) Comfortable places to sit and relax; and e) Interplay between the interior uses of buildings and outdoor activities, such as sidewalk cafes or tastefully designed outdoor merchandise displays.</p> <p><b>Policy 2:</b> Facilitate the development of residential land uses into mixed-use areas to provide a consumer and employment base for commercial and office uses.</p> <p><b>Policy 3:</b> Mixed-use and commercial centers should be physically linked with adjacent residential neighborhoods.</p>        | <p><b>Consistent:</b> Figures 4-4 through Figure 4-8 in the Proposed Project demonstrate the plan's focus on creating a high quality, pedestrian-friendly public realm in the Project Area. These figures show how both existing and future land uses along the corridor could be enhanced to provide opportunities for activities and social interaction. The Proposed Project allows the development of both vertical and horizontal mixed use, and the Proposed Project contains numerous provisions aimed at creating a distinct sense of place.</p>   |

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**Table 5.8-2 Consistency with General Plan Goals and Policies**

| Relevant Policy   | Compliance with Policy   |
|---|--|
| <p><b>Policy 4:</b> Promote development that is efficient, pedestrian-friendly, and served by a variety of transportation options.</p>  |  |
| <p><b>Goal 6.1: Enhance the quality of life and economic vitality in Anaheim through strategic infill development and revitalization of existing development.</b></p>   |  |
| <p><b>Policy 1:</b> Continue to provide special incentives and improvement programs (e.g., density bonuses, parking requirement reductions, low interest home improvements loans, Neighborhood Improvement Program, etc.) to revitalize residential neighborhoods, major business corridors and employment centers.</p> | <p><b>Consistent:</b> The Proposed Project discusses numerous incentives that would encourage investment in the Project Area, including administrative review for projects consistent with the Proposed Project and CEQA streamlining for transit priority projects. The City's Beach Boulevard Initiative is also a program approved by the Anaheim City Council in 2016 that encourages the attraction and retention of "preferred uses" along the corridor. The City's development assistance program would provide flexibility with respect to fees and development standards to encourage preferred development along Beach Boulevard.</p> <p>The Proposed Project's economic development strategy is outlined in Section 5.10.1 of the Proposed Project. Action Items E.1.1 through E.1.4 in the Proposed Project's Implementation Action Plan also establish strategies for streamlining the process to establish a business in the Project Area.</p> |
| <p><b>Policy 5:</b> Maintain on-going relationships with businesses, property owners and residents to facilitate quality infill development.</p>  | <p><b>Consistent:</b> The Proposed Project was the result of a collaborative effort led by the City. Public involvement including the formation of a Community Advisory Committee (CAC), which was composed of residents, business owners, and community- and religious-group representatives. The CAC reviewed existing conditions for the Project Area, assisted in the creation of the vision and guiding principles, explored options for land use changes, and gave feedback regarding permitted uses, mobility options, and urban design ideas for the corridor. Outreach also included stakeholder interviews, a developer roundtable, and online engagement.</p> <p>Programs outlined in the Proposed Project, such as the potential for a business improvement district, would help maintain ongoing relationships and cooperation in the Project Area.</p>   |
| <p><b>Goal 7.1: Address the jobs-housing relationship by developing housing near job centers and transportation facilities.</b></p>   |  |
| <p><b>Policy 1:</b> Address the jobs-housing balance through the development of housing in proximity to local job centers.</p>  | <p><b>Consistent:</b> At buildout, the Proposed Project would result in a net increase of 3,651 housing units and 907,321 square feet of nonresidential land uses. As discussed in Section 5.10, <i>Population and Housing</i>, of this DEIR, the Proposed Project would improve the City's jobs-housing balance.</p>  |
| <p><b>Goal 9.1. Establish and maintain a uniquely identifiable well-balanced community that is an attractive and safe place to live, work, visit, learn and retire, supported by quality, family-oriented neighborhoods and businesses.</b></p>   |  |
| <p><b>Policy 1:</b> Revitalize neighborhoods targeted through the City's Neighborhood Improvement Program (NIP) consistent with approved improvement plans.</p>   | <p><b>Consistent:</b> The Project Area is in Anaheim's District 1. The Proposed Project is consistent with the NIP and would not conflict with its ongoing implementation.</p>   |
| <p><b>Policy 2:</b> Consolidate retail development into premium locations and replace declining mid-block commercial areas with residential and community-serving civic uses.</p>   | <p><b>Consistent:</b> The Proposed Project, including Action Item E.4.4 in the Proposed Project's Implementation Action Plan, acknowledges that existing midblock commercial uses along the Beach Boulevard corridor, including existing motels, are opportunities for future residential development. Furthermore, the proposed land plan</p>   |

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### LAND USE AND PLANNING

**Table 5.8-2 Consistency with General Plan Goals and Policies**

| Relevant Policy   | Compliance with Policy   |
|---|--|
|   | concentrates commercial development at the Beach Boulevard/Lincoln Avenue and Beach Boulevard/Ball Road intersections.   |
| <b>Policy 3:</b> Develop the former Lincoln Landfill into a vibrant commercial center.  | <b>Consistent:</b> The Proposed Project discusses the potential of the Westgate site as a catalyst for investment and change in the Project Area. Figures 4-3 and 4-12 in the plan show a conceptual design for the site that emphasizes its potential to incorporate public spaces within a vibrant commercial center.  |
| <b>Policy 5:</b> Maintain and enforce development standards and Community Design Element policies and guidelines that promote high quality development.   | <b>Consistent:</b> The Proposed Project’s development standards and design guidelines—in an appendix to the Proposed Project—along with guidance in the body of the Proposed Project are intended to promote high quality design in the Project Area.  |
| <b>Policy 6:</b> Continue to improve the local streetscape to enhance economic viability of the area, including the implementation of the Lincoln Avenue Master Landscape Plan.   | <b>Consistent:</b> The Proposed Project has a comprehensive vision for improvements to streetscapes in the Project Area, with a focus on the highly visible Beach Boulevard Corridor. Consistent landscaping, pedestrian amenities, signage, and street trees are expected to attract future economic investment in the area.  |
| <b>Policy 7:</b> Preserve single-family neighborhoods and encourage residential development that promotes home ownership.   | <b>Consistent:</b> The Proposed Project designates existing single-family residential uses in the Project Area as either Residential Low-Medium or Residential Medium. These two designations are intended to preserve the existing fabric of these neighborhoods. Mixed-use development areas introduced by the Proposed Project would allow a wide range of housing types. |
| <b>Circulation Element</b>  |  |
| <b>Goal 1.1: Provide a comprehensive multimodal transportation system that facilitates current and long-term circulation of people and goods in and through the City.</b>   |  |
| <b>Policy 1:</b> Assign street classifications to provide an acceptable level of service based on projected traffic demands, circulation functions and the areas that they are intended to serve. The system will be coordinated with the OCTA Master Plan of Arterial Highways and the circulation plans of adjacent cities. | <b>Consistent:</b> The Proposed Project categorizes major streets into three classifications: Major Arterial, Primary Arterial, and Secondary Arterial. These classifications are shown in Figure 4-13 of the Proposed Project and are consistent with those mapped by the Circulation Element.  |
| <b>Policy 7:</b> Enable modal choice to improve mobility as an alternative to roadway expansions or additions   | <b>Consistent:</b> The Proposed Project is designed to enhance the Project Area’s role as a multimodal corridor. Also, see responses to Circulation Element Goals 7.1 and 8.3, below.  |
| <b>Goal 1.2: Support improvements to highways passing near and through the City.</b>  |  |
| <b>Policy 1:</b> Continue working with Caltrans, the Federal Highway Administration and the Federal Transit Administration to address traffic flow along State highways that traverse the City.   | <b>Consistent:</b> The Proposed Project discusses potential relinquishment of the Beach Boulevard right-of-way from Caltrans to the City. This would give the City control over all improvements within the right-of-way, including sidewalks, landscaping, medians, driveway access, pedestrian crossings, and any necessary lane improvements to accommodate traffic.      |
| <b>Policy 3:</b> Work with Caltrans to identify needed improvements to its facilities in the City as necessary.   |  |
| <b>Policy 4:</b> Work with Caltrans and adjacent jurisdictions to improve the operational performance of highways within and adjacent to the City.  |  |
| <b>Goal 2.2: Provide a safe circulation system.</b>   |  |
| <b>Policy 1:</b> Promote the principle that streets have multiple uses and users, and protect the safety of all users.  | <b>Consistent:</b> One of the central premises of the Proposed Project is enhancing Beach Boulevard’s role as a multimodal transportation corridor. As shown throughout Chapter 4 of the Proposed Project, the   |

5. Environmental Analysis  
LAND USE AND PLANNING

**Table 5.8-2 Consistency with General Plan Goals and Policies**

| Relevant Policy  | Compliance with Policy   |
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| <p><b>Policy 2:</b> Discourage high speed, through traffic on local streets with appropriate traffic calming measures (e.g., traffic enforcement, bulb-outs, lane striping, chokers, etc.).</p> <p><b>Policy 3:</b> Design access onto major arterial streets in an orderly and controlled manner.</p> <p><b>Policy 4:</b> Promote common driveways and reduce curb cuts along arterial highways to minimize impacts to traffic flows.</p> <p><b>Policy 5:</b> Minimize disruptions to traffic and pedestrian/bicycle flow.</p> <p><b>Policy 6:</b> Implement street design features on arterial highways such as the use of medians, bus turnouts, consolidated driveways and on-street parking prohibitions to minimize midblock traffic congestion.</p> | <p>street system in the Project Area is intended to balance the needs of cars, trucks, transit, bicyclists, and pedestrians. The proposed street cross-section for Beach Boulevard, in particular, includes a unified landscaping scheme and a redesign of the pedestrian zone to include a planted landscape buffer and uniformly spaced street trees. Figure 4-15 in the Proposed Project shows proposed pedestrian facilities that would improve safety for cars and pedestrians. These include high visibility crosswalks at intersections and a midblock signalized pedestrian crossing. The location and spacing of proposed high visibility crosswalks are designed to attract pedestrians to appropriate crossing points and minimize disruptions to traffic flow.</p> |
| <p><b>Policy 7:</b> Implement street design features that discourage through traffic intrusion on residential streets.</p>   | <p><b>Consistent:</b> Traffic traveling through the Project Area would continue to primarily use Beach Boulevard, Lincoln Avenue, Orange Avenue, and Ball Road. Proposed streetscape improvements to Beach Boulevard outlined in the Proposed Project would not be expected to induce vehicles to use alternative travel routes.</p>   |
| <p><b>Policy 9:</b> Provide bus turnouts along heavily traveled arterials to minimize traffic conflicts.</p>   | <p><b>Consistent:</b> The City would coordinate with OCTA to upgrade and create additional bus routes and stops, provide safe loading/unloading areas for all riders, improve pedestrian connectivity to transit, encourage shuttles to employment centers, and improve coordination of bus schedules and stops. While the Proposed Project does not propose specific locations for bus turnouts due to right-of-way limitations, it encourages the corridor to be designed for continued service by OCTA buses.</p>   |
| <p><b>Policy 10:</b> Provide adequate sight distances for safe vehicular movement on roadways, at intersections and at driveways.</p>  | <p><b>Consistent:</b> The City's plan check review process would ensure that adequate design features for safe vehicular movement on roadways, intersections, and driveways are provided prior to the approval of individual projects.</p>   |
| <p><b>Goal 2.3: Improve regional access for City residents and workers.</b></p>  |  |
| <p><b>Policy 1:</b> Engage in regionally based planning efforts to improve the jobs-housing balance and regional commuter rail and express bus transit systems.</p>  | <p><b>Consistent:</b> As discussed in Section 5.10, <i>Population and Housing</i>, of this DEIR, the Proposed Project would improve the City's jobs-housing balance. Also see response to Circulation Element Goal 5.1, Policies 1 through 5, below.</p>   |
| <p><b>Goal 5.1: Promote bus service and paratransit improvements.</b></p>  |  |
| <p><b>Policy 1:</b> Support the efforts of regional, State and Federal agencies to provide additional local and express bus service in the City. Paratransit services are transportation services such as carpooling, vanpooling, taxi service and dial-a-ride programs.</p> <p><b>Policy 2:</b> Support and encourage the provision of a range of paratransit opportunities to complement bus and rail service for specialized transit needs.</p> <p><b>Policy 3:</b> Support transit supportive land uses in new development.</p> <p><b>Policy 4:</b> Support OCTA's development of a Bus Rapid Transit (BRT) system that is sensitive to the City's aesthetic needs.</p>  | <p><b>Consistent:</b> While the Proposed Project does not include new transit service to the Project Area, it would concentrate more intense development along an existing High Quality Transit Area that receives regular transit service from OCTA buses. Section 4.6.6 of the Proposed Project acknowledges that implementation of the plan could include or bus rapid transit line as well as additional stops and upgraded facilities.</p>  |

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### LAND USE AND PLANNING

**Table 5.8-2 Consistency with General Plan Goals and Policies**

| Relevant Policy   | Compliance with Policy   |
|---|--|
| <p><b>Policy 5:</b> Intensify land uses in close proximity to future BRT stop(s) where appropriate.</p> <p><b>Policy 6:</b> Improve pedestrian access to transit facilities.</p>  |  |
| <p><b>Goal 7.1: Protect and encourage bicycle travel.</b></p>   |  |
| <p><b>Policy 1:</b> Provide safe, direct, and continuous bicycle routes for commuter and recreational cyclists.</p> <p><b>Policy 2:</b> Incorporate bicycle planning into the traditional transportation planning process.</p> <p><b>Policy 3:</b> Support bicycle routes that minimize cyclist/motorist conflicts.</p> <p><b>Policy 4:</b> Support roadway design policies that promote attractive circulation corridors and pleasant traveling experiences for bicyclists.</p> <p><b>Policy 5:</b> Support OCTA's program to provide bike racks on transit buses.</p> <p><b>Policy 6:</b> Implement a bikeway system with linkages to routes in neighboring jurisdictions and regional bicycle routes.</p> <p><b>Policy 7:</b> Maximize the use of easements and public rights-of-way along Policy flood channels, utility corridors, rail lines and streets for bicycle and pedestrian paths.</p> <p><b>Policy 9:</b> Require that new streets or developments contain adequate right of way for bicycle lanes, where appropriate.</p> <p><b>Policy 10:</b> Where space and appropriate roadway conditions currently exist, continue to install bike routes.</p> | <p><b>Consistent:</b> The Proposed Project's detailed mobility plan dedicates considerable attention to bicycle and pedestrian mobility. The plan supports bicycle facility improvements outlined in the City's Bicycle Master Plan, including the connection of the Carbon Creek Channel Class I Bikeway across Beach Boulevard and the establishment of north-south Class II facilities on Dale Street and Western Avenue with connections to the corridor via Lincoln Avenue, Orange Avenue, and Ball Road.</p>   |
| <p><b>Goal 8.1: Protect and encourage pedestrian travel.</b></p>  |  |
| <p><b>Policy 1:</b> Encourage and improve pedestrian facilities that link development to the circulation network and that serve as a transition between other modes of travel.</p> <p><b>Policy 2:</b> Improve pedestrian and bicycle connections from residential neighborhoods to retail activity centers, employment centers, schools, parks, open space areas and community centers.</p> <p><b>Policy 3:</b> Encourage barrier free accessibility for all handicapped residents, employees and visitors throughout the City's circulation system.</p> <p><b>Policy 4:</b> Support the planning of sidewalks of appropriate width to allow the provision of buffers to shield non-motorized traffic from vehicles.</p> <p><b>Policy 5:</b> Add raised, landscaped medians and bulbouts, where appropriate, to reduce exposure to cross traffic at street crossings.</p> <p><b>Policy 6:</b> When appropriate, walkways should include pedestrian amenities such as shade trees and/or plantings, trash bins, benches, shelters, and directional kiosks.</p> <p><b>Policy 7:</b> Ensure that streets and intersections are designed to</p>                        | <p><b>Consistent:</b> The Proposed Project includes a detailed mobility plan that dedicates considerable attention to bicycle and pedestrian mobility in the Project Area. In particular, Section 4.6.5 of the Proposed Project designates future locations of high-visibility crosswalks and a proposed signalized crosswalk. The proposed street cross section for Beach Boulevard includes curb-adjacent parkways to provide a buffer between the sidewalk and vehicular travel lanes. Proposed building massing and landscaping are also designed to "activate" the corridor's streets to encourage walking between land uses. All development is encouraged to include a public front façade that faces the street. Section 4.3.8 of the Proposed Project outlines the plan's vision for a corridor that offers numerous outdoor places and pedestrian-scaled areas with amenities such as:</p> <ul style="list-style-type: none"> <li>• Shade protection</li> <li>• Seating</li> <li>• Lighting</li> <li>• Umbrellas, awnings, trellises, and canopies</li> <li>• Public art, fountains, and specimens trees</li> <li>• Courtyards, plazas, and terraces at major intersections</li> <li>• Doors, windows, and balconies that open or look onto outdoor space</li> </ul> |

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**Table 5.8-2 Consistency with General Plan Goals and Policies**

| Relevant Policy  | Compliance with Policy  |
|--|---|
| <p>provide visibility and safety for pedestrians.</p> <p><b>Policy 8:</b> Improve pedestrian amenities adjacent to Metrolink and Amtrak stations.</p> <p><b>Policy 9:</b> Enhance and encourage pedestrian amenities and recreation, retail and employment opportunities in mixed-use areas to enhance non-motorized transportation.</p> <p><b>Policy 10:</b> Require commercial developments to provide specific pedestrian access points independent from auto entrances.</p> <p><b>Policy 11:</b> Coordinate with appropriate agencies to ensure that transit stops are accessible to pedestrians.</p>  | <ul style="list-style-type: none"> <li>• Landscape treatments such as vines, lattice, or plants with vertical form to soften walls surrounding the space</li> <li>• Bus stop amenities (benches, signage)</li> </ul>  |
| <p><b>Goal 10.1: Facilitate safe surface truck movement while minimizing the impact of truck traffic on residential streets.</b></p>   |   |
| <p><b>Policy 1:</b> Monitor truck traffic to ensure that street restrictions are met and truck routes can be enforced.</p>   | <p><b>Consistent:</b> Caltrans identifies Beach Boulevard as an official truck route that is part of the state highway system. However, one of the guiding principles of the Proposed Project is to “Coordinate with Caltrans to redesign the right-of-way as a ‘complete street’ that supports all users—pedestrians, bicyclists, transit users, cars, and trucks.” The street cross-section shown in Figure 4-9 of the Proposed Project would continue to accommodate truck traffic.</p>  |
| <p><b>Goal 12.1: Ensure adequate parking is made available to City residents, visitors, and businesses.</b></p>  |   |
| <p><b>Policy 1:</b> Assess the adequacy of existing or proposed on- and off-street parking as needed, especially in urban and commercial areas, to ensure that an adequate supply is provided.</p> <p><b>Policy 2:</b> Explore strategies for the management of parking supply, which can include parking fees, metered on-street parking, and staggered work schedules.</p> <p><b>Policy 3:</b> Develop strategies for the control of parking demand such as improved transit service, amenities for bicyclists, and rideshare vehicles.</p> <p><b>Policy 4:</b> Develop strategies for shared parking opportunities in mixed-use and multiple-use development.</p> <p><b>Policy 5:</b> Encourage the use of well-designed, aesthetically-enhanced parking structures as an alternative to large, expansive surface parking lots.</p> | <p><b>Consistent:</b> The Proposed Project’s associated development standards related to parking defer to Chapter 18.42 of the Anaheim Municipal Code, which was recently updated to reduce the citywide commercial parking requirements. The plan also encourages structured parking to be located behind buildings—in part to avoid large surface parking lots—as well as the reuse of an existing parking structure at Beach Boulevard and Orange Avenue, including the conversion of the ground floor to leasable commercial and/or office space.</p> |
| <p><b>Green Element</b></p>  |   |
| <p><b>Goal 7.1: Reduce urban run-off from new and existing development.</b></p>  |   |
| <p><b>Policy 1:</b> Ensure compliance with the Federal Clean Water Act requirements for National Pollutant Discharge Elimination System (NPDES) permits, including developing and requiring the development of Water Quality Management Plans for all new development and significant redevelopment in the City.</p> <p><b>Policy 2:</b> Continue to implement an urban runoff reduction program consistent with regional and federal requirements, which includes requiring and encouraging the following:</p> <p>Increase permeable areas and install filtration controls (including</p>   | <p><b>Consistent:</b> The Specific Plan includes policy direction to retrofit the existing storm drain system with regionally beneficial environmental improvements. Planned improvements are shown in Figure 4-18 of the Proposed Project.</p>   |

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**Table 5.8-2 Consistency with General Plan Goals and Policies**

| Relevant Policy  | Compliance with Policy   |
|--|--|
| <p>grass lined swales and gravel beds) and divert flow to these permeable areas to allow more percolation of runoff into the ground;</p> <p>Use natural drainage, detention ponds or infiltration pits to collect runoff; and,</p> <p>Prevent rainfall from entering material and waste storage areas and pollution-laden surfaces.</p> <p><b>Policy 3:</b> Cooperate with surrounding jurisdictions and the County of Orange to provide adequate storm drainage facilities.</p> <p><b>Policy 4:</b> Require new development and significant redevelopment to utilize site preparation, grading and best management practices that provide erosion and sediment control to prevent construction-related contaminants from leaving the site and polluting waterways.</p> <p><b>Policy 5:</b> Coordinate with appropriate Federal, State, and local resource agencies on development projects and construction activities affecting waterways and drainages.</p> <p><b>Policy 6:</b> Provide public education information and outreach materials regarding proper materials handling practices to assist residents and businesses in complying with surface water quality regulations and to increase awareness of potential impacts to the environment resulting from improper containment or disposal practices.</p> |  |
| <b>Goal 9.1: Reduce single-occupancy vehicle trips</b>   |  |
| <p><b>Policy 1:</b> Encourage alternative work schedules for public and private sector workers.</p> <p><b>Policy 2:</b> Encourage development of new commercial and industrial projects that provide onsite amenities that help to lesson vehicle trips such as on-site day care facilities, cafeterias, automated teller machines and bicycle storage facilities.</p> <p><b>Policy 3:</b> Encourage use of vanpools and carpools by providing priority parking through the project design process.</p> <p><b>Policy 4:</b> Encourage bicycle and pedestrian travel by improving the City's trail and bikeway master plan and by providing convenient links between the trail system and desired destinations.</p> <p><b>Policy 5:</b> Encourage the development of commercial, office and residential uses in appropriate mixed-use and multiple use settings</p>   | <p><b>Consistent:</b> The Proposed Project outlines the City's strategy for providing a comprehensive, multimodal transportation network for the Project Area. This enhanced circulation network would help accommodate all modes of travel for a wide range of users, help provide better access and safety for residents and workers, and help ensure the efficient movement of commercial goods. Combined, implementation of the strategies outlined in the Proposed Project would help reduce GHG emissions.</p>   |
| <b>Goal 11.1: Encourage land planning and urban design that support alternatives to the private automobile such as mixed-use, provision of pedestrian amenities, and transit-oriented development.</b>   |  |
| <p><b>Policy 1:</b> Encourage commercial growth and the development of commercial centers in accordance with the Land Use Element.</p> <p><b>Policy 2:</b> Encourage mixed-use development in accordance with the Land Use Element.</p> <p><b>Policy 3:</b> Encourage retail commercial uses in or near residential areas and employment centers to lessen vehicle trips.</p>  | <p><b>Consistent:</b> The Proposed Project envisions the Project Area as a mixed use corridor that connects nodes of commercial, medical, and other employment-creating land uses with new opportunities for walkable, pedestrian-scaled residential uses. Buildout of the Proposed Project would result in a net increase of 3,651 housing units along a transportation corridor that is designated a High Quality Transit Area by SCAG. This mix of uses, along with streetscape and urban design improvements outlined in the Proposed Project, are designed to</p> |



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**Table 5.8-2 Consistency with General Plan Goals and Policies**

| Relevant Policy  | Compliance with Policy   |
|--|--|
| <p><b>Policy 4:</b> Encourage higher densities and mixed-use development in the vicinity of major rail and transit stops.</p> <p><b>Policy 5:</b> Encourage a diverse mix of retail uses within commercial centers to encourage onestop shopping.</p> <p><b>Policy 6:</b> Locate new public facilities with access to mass transit service and other alternative transportation services, including rail, bus, bicycles and pedestrian use.</p>  | <p>facilitate the choice by residents to walk, bike, or take transit to work and shop.</p>   |
| <p><b>Goal 23.2: Complete the City’s comprehensive program of corridor landscaping, including entryways, medians, and parkways, to strengthen the identity of major corridors and the City as a whole.</b></p>   |  |
| <p><b>Policy 1:</b> Develop, implement and maintain a comprehensive landscape program for corridors in need of landscaping improvements.</p> <p><b>Policy 2:</b> Adopt landscape themes that give special identity to each corridor and reinforce the City’s overall image.</p> <p><b>Policy 3:</b> Develop specialized landscape and design treatment for key entryways, intersections and powerline easements identified on the Green Plan, in accordance with the Community Design Element</p> <p><b>Policy 4:</b> Develop guiding policies for accommodating drought-tolerant landscaping (xeriscaping) where it is considered appropriate</p> | <p><b>Consistent:</b> The Proposed Project involves a new conceptual design for the Beach Boulevard street section, including a conceptual landscaping plan and plant palette. The plant palette identifies shrubs and ground covers from the City’s Drought Tolerant Plant List (see Table 4-2 in the Proposed Project). Section 4.3 of the Proposed Project gives detailed guidance related to design treatments of entryways, intersections, and street frontages.</p>  |
| <p><b>Public Services and Facilities Element</b></p>   |  |
| <p><b>Goal 10.1: Improve the City’s appearance by mitigating the visual impacts of utility equipment and facilities.</b></p>   |  |
| <p><b>Policy 1:</b> Continue to implement the Underground Conversion Program in public rights-of-way and increase the number of underground utility districts, as appropriate.</p> <p><b>Policy 2:</b> Use a combination of architectural enhancements, equipment undergrounding, screen walls and landscaping to reduce or eliminate visibility of utility equipment and facilities, whenever feasible.</p>   | <p><b>Consistent:</b> Section 4.3.6 of the Proposed Project discusses the undergrounding of overhead utility lines in the Project Area, a project that was approved by the Anaheim City Council in March 2017 and is part of the City’s Underground Conversion Program Five-Year Plan.</p>   |
| <p><b>Growth Management Element</b></p>  |  |
| <p><b>Goal 1.1: Provide a balance of housing options and job opportunities throughout the City.</b></p>  |  |
| <p><b>Policy 2:</b> Encourage mixed-use development consistent with the Land Use Element to create places where people can live, work and shop in order to reduce potential traffic trips.</p> <p><b>Policy 3:</b> Ensure a balance of retail, office, industrial and residential land uses to enhance the economic base of the City when considering land use changes.</p> <p><b>Policy 4:</b> Facilitate the transition of underutilized mid-block strip commercial development to residential or other appropriate land uses.</p>   | <p><b>Consistent:</b> The land use plan proposed by the Proposed Project includes a mix of land uses that balances residential and nonresidential uses. It also introduces two mixed-use development areas that would provide flexibility to developers when pursuing new projects in the Project Area. At buildout, the Proposed Project would result in a net increase of 3,651 housing units and 907,321 square feet of nonresidential land uses. Lastly, Action Item E.4.4 in the Proposed Project’s Implementation Action Plan acknowledges that existing midblock commercial uses along the Beach Boulevard corridor, including hotels and motels, are opportunities for future residential and mixed-use development.</p> |
| <p><b>Policy 5:</b> Continue and enhance the City’s comprehensive program of business attraction, promotion and retention.</p>   | <p><b>Consistent:</b> Action Items E.1.1 through E.1.4 in the Proposed Project’s Implementation Action Plan establish a strategy for business development in the Project Area.</p>   |

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**Table 5.8-2 Consistency with General Plan Goals and Policies**

| Relevant Policy  | Compliance with Policy  |
|--|---|
| <b>Goal 1.4: Develop land use strategies and incentives to reduce the amount of vehicle miles traveled within the City.</b>  |   |
| <p><b>Policy 1:</b> Promote the location of housing near and/or within employment centers to enable shorter commutes and encourage transit-oriented, home-to-work mobility.</p> <p><b>Policy 2:</b> Encourage higher density and/or mixed-use development along major transit corridors and/or at transit stops.</p> | <p><b>Consistent:</b> See responses to Green Element Goal 11.1, Policies 1 through 6, above.</p>  |
| <b>Economic Development Element</b>  |   |
| <b>Goal 1.2: Attract new businesses and help existing ones through effective Public Utilities programs.</b>  |   |
| <p><b>Policy 3:</b> Continue and expand energy efficiency programs to new and existing businesses through the Anaheim Public Utilities Department.</p>   | <p><b>Consistent:</b> Section 3.4 of the Proposed Project outlines existing sustainability programs and efforts implemented by the City of Anaheim. Action Item S.1 in the Implementation Action Plan identifies the City's intention to continue offering public utility rebates and incentive programs to residents, businesses, and property owners in the Project Area.</p>   |
| <b>Goal 1.3: Attract businesses through an efficient development approval process.</b>   |   |
| <p><b>Policy 4:</b> Continue to identify ways to streamline the zoning entitlement process.</p>  | <p><b>Consistent:</b> The Proposed Project establishes a framework for urban design and development in the Project Area. Projects that are consistent with the Proposed Project and the associated zoning and development standards will qualify for administrative review, which would streamline the entitlement process and create more certainty for project applicants investing in the corridor.</p>                      |
| <b>Goal 2.1: Continue to implement the revitalization goals of the City's redevelopment project areas and other strategic locations.</b>   |   |
| <p><b>Policy 1:</b> Consolidate future retail development in premium locations.</p> <p><b>Policy 2:</b> Encourage the construction of new housing opportunities identified in redevelopment project area plans, the Housing Element and Land Use Element.</p>  | <p><b>Consistent:</b> The proposed land use plan concentrates commercial development at the Beach Boulevard/Lincoln Avenue and Beach Boulevard/Ball Road intersections. Areas designated for residential uses are expanded along the corridor, including parcels that currently feature hotel and motel uses.</p>   |
| <p><b>Policy 3:</b> Continue to improve the appearance of major commercial corridors through implementation of the City's Streetscape Beautification Program.</p>  | <p><b>Consistent:</b> The Proposed Project is designed to implement this program by including detailed design guidelines aimed at making the public realm of the Project Area attractive and inviting. These guidelines address landscaping, street trees, and urban design.</p>  |
| <p><b>Policy 4:</b> Continue to provide civic uses – parks, libraries, and community centers – which provide key services for residents.</p>   | <p><b>Consistent:</b> The Proposed Project emphasizes the importance of and encourages improvements to the existing civic uses in the Project Area. These include Twila Reid Park, Schweitzer Park, and the West Anaheim Youth Center. The Proposed Project discusses the possibility of West Anaheim Youth Center being used as a joint-use facility for hosting additional programs and services tailored to local needs.</p> |
| <b>Goal 2.2: Enhance the quality of commercial development along major corridors.</b>  |   |
| <p><b>Policy 1:</b> Redirect and consolidate underutilized/underperforming strip commercial development to high-activity locations, particularly at key corners of major street intersections.</p>   | <p><b>Consistent:</b> The Proposed Project, including Action Item E.4.4 in the Proposed Project's Implementation Action Plan, acknowledges that existing midblock commercial uses along the Beach Boulevard corridor, including motels, are opportunities for future residential development. Furthermore, the proposed land plan concentrates</p>  |

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**Table 5.8-2 Consistency with General Plan Goals and Policies**

| Relevant Policy  | Compliance with Policy  |
|--|---|
| <p><b>Policy 2:</b> Facilitate the transition of mid-block strip commercial to residential uses in selected areas.</p> <p><b>Policy 3:</b> Ensure that the development of new commercial centers provide for quality design, pedestrian amenities, convenient access, and distinctive architecture.</p>  | <p>commercial development at the Beach Boulevard/Lincoln Avenue and Beach Boulevard/Ball Road intersections.</p> <p>Development and design standards, and illustrations in the Proposed Project are provided to ensure that the design of new commercial development is of high quality.</p>  |
| <b>Community Design Element</b>  |   |
| <b>Goal 2.1. Attractively landscape and maintain Anaheim’s major arterial corridors and prepare/implement distinctive streetscape improvements.</b>  |   |
| <p><b>Policy 1:</b> Incorporate Citywide design features as well as specialized theme elements, such as street furniture, public signs, landscape palettes, and banners in appropriate areas, and as a part of streetscape improvement plans.</p> <p><b>Policy 2:</b> Use landscaping and facade articulation to break up long stretches of walls associated with residential development along major corridors.</p>   | <p><b>Consistent:</b> Chapter 4 of the Proposed Project includes a comprehensive plan for urban design in the Project Area, including proposed streetscape improvements and conceptual illustrations of desired improvements to private property along the corridor. See Figure 4-4 in the Proposed Project for examples of façade enhancements to existing land uses encouraged by the plan. See Figure 4-5 in the Proposed Project for an illustrative example of the façade articulation encouraged for future residential development projects in the Project Area. Action Item E.4.2 in the Proposed Project’s Implementation Action Plan identifies the City’s intention to create a commercial façade rehabilitation loan program that assists property owners with exterior improvements to their commercial centers.</p> |
| <p><b>Policy 3:</b> Continue to underground overhead utility lines along the City’s arterial corridors.</p>  | <p><b>Consistent:</b> Section 4.3.6 of the Proposed Project discusses the undergrounding of utility lines in the Project Area, a project that was approved by the Anaheim City Council in March 2017 and is part of the City’s Underground Conversion Program Five-Year Plan.</p>   |
| <p><b>Policy 4:</b> Ensure adherence to sign regulations, which address issues of scale, type, design, materials, placement, compatibility, and maintenance for uses along freeways, toll roads and major arterial corridors.</p> <p><b>Policy 5:</b> Require replacement of non-conforming signs wherever possible and appropriate, through such mechanisms as sign amortization programs.</p> <p><b>Policy 6:</b> Develop a coordinated program and design hierarchy for public signs along major arterials.</p>   | <p><b>Consistent:</b> The City of Anaheim, in cooperation with adjacent cities, has initiated a corridor-wide rebranding effort for the Beach Boulevard corridor. A conceptual design for new signage, banners, and mile markers is currently being developed. Proposed branding concepts are shown in Figure 4-11 of the Proposed Project.</p> <p>Development and design standards identified in the Proposed Project generally defer to the Anaheim Municipal Code for guidance on signage. However, the development standards do require a coordinated signage program for commercial projects and prohibit reuse of existing nonconforming motel signs.</p>   |
| <b>Goal 5.1. Mid-block residential developments convey a neighborhood atmosphere, high level of design quality, and strong street-facing orientation.</b>  |   |
| <p><b>Policy 1:</b> Design facades of residences facing arterial corridors to include richly articulated surfaces, walls, and roofline treatments.</p> <p><b>Policy 2:</b> Encourage mid-block residential streetscapes that feature well-landscaped parkways and rhythmic variations of residential facades, styles and color with a minimum of driveways and/or curb cuts provided (access primarily provided from the rear of residences).</p> <p><b>Policy 3:</b> Incorporate elevated front porches in dwelling units along major arterial corridors to provide privacy, security, and visual interest.</p> | <p><b>Consistent:</b> Section 4.3.2 of the Proposed Project gives a detailed and illustrated discussion of desired building placement and orientation, with diagrams that show how to successfully implement dynamic, pedestrian-oriented streetscenes in new development projects, including uses of shopfronts, forecourts, arcades, stoops, and porches.</p>   |

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### LAND USE AND PLANNING

**Table 5.8-2 Consistency with General Plan Goals and Policies**

| Relevant Policy   | Compliance with Policy   |
|---|--|
| <p><b>Policy 4:</b> In addition to porches, require that each dwelling unit have a reasonable amount of usable private open space (e.g., elevated decks, terraces and rear yards).</p> <p><b>Policy 5:</b> Where front yard fencing is desirable, require that it be low-scale and openview style, incorporating varied architectural elements consistent with the residential facades.</p> <p><b>Policy 6:</b> Where alley loading is not feasible, minimize curb cuts by incorporating shared driveways and locating parking behind residences.</p> <p><b>Policy 7:</b> Place parkway street trees at regular intervals to buffer residential uses and create a unifying visual element along the arterial corridor.</p> <p><b>Policy 8:</b> Require a minimum landscaped setback between the sidewalk and the front yard fence to provide more privacy for residents and allow for an additional row of trees and landscaping.</p> <p><b>Policy 9:</b> Encourage decorative, colored pavement, stamped concrete, brick or composite material for shared driveways and alleys to reinforce the residential character of the neighborhood.</p> <p><b>Policy 10:</b> Where possible, underground or screen utilities and utility equipment or locate and size them to be as inconspicuous as possible.</p>  |  |
| <p><b>Goal 6.1. Focus activity centers at the intersections of selected major corridors to provide a convenient and attractive concentration of retail and office uses.</b></p>   |  |
| <p><b>Policy 1:</b> Locate buildings and building frontages close to the street and street corners with parking behind or to the side of the buildings. Where this is not possible or practical, ensure that street-facing parking is shielded through landscaping or berming.</p> <p><b>Policy 2:</b> Design highly visible entrances to retail activity centers through accent landscaping and lighting, enhanced intersection features, facade detailing, monument signs, public art and other design amenities.</p> <p><b>Policy 3:</b> Encourage pedestrian-scale features such as canopies and/or awnings, customized signage, and strategically located secondary entrances.</p> <p><b>Policy 4:</b> Incorporate architectural interest and variety within the context of a unified design theme for large-scale retail activity centers. Architectural interest should be provided through varied rooflines, architectural detailing, accent lighting and massing. Consistency should be maintained through commonalities of architectural style, color, landscaping, signage, and lighting.</p> <p><b>Policy 5:</b> Richly detail and articulate facade designs thereby avoiding monotonous expanses of blank walls.</p> <p><b>Policy 6:</b> Link newly developed retail activity centers, where practical, to surrounding residential and/or office uses through clear and safe pedestrian and bicycle connections.</p> | <p><b>Consistent:</b> See responses to Community Design Element Goal 2.1 and Goal 5.1.</p> |

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LAND USE AND PLANNING

**Table 5.8-2 Consistency with General Plan Goals and Policies**

| Relevant Policy  | Compliance with Policy  |
|--|---|
| <p><b>Policy 7:</b> Provide walls when necessary for security and/or privacy. Pedestrian breaks should be provided where needed for access and walls should contain vertical and/or horizontal detailing to avoid a blank appearance. Walls should also be planted with clinging vines to address potential graffiti opportunities and have layered landscaping to soften the look and create a sense of depth.</p> <p><b>Policy 8:</b> Provide people-gathering places and amenities – such as mini-plazas, courtyards, benches, outdoor eating areas, specialized landscaping, accent lighting, public art, shade, trash receptacles, and water fountains.</p> <p><b>Policy 9:</b> Buffer parking areas from the street and adjoining uses through tree plantings and landscaped edges and bays (i.e., berms and/or hedges with layered landscape). Landscaping on the perimeter and within parking lots should provide shade and pedestrian walkways should be strategically located and clearly marked for safe access to shopping and activity areas.</p> <p><b>Policy 10:</b> Where practical, encourage use of parking structures to minimize visual impacts of surface parking. Such structures should be sited away from the street, landscaped to soften large expanses of walls, and designed to blend and be consistent with the commercial buildings.</p> <p><b>Policy 11:</b> Encourage internal access between adjacent properties in order to minimize curb cuts along major thoroughfares.</p> <p><b>Policy 12:</b> Where possible, underground or screen utilities and utility equipment or locate and size them to be as inconspicuous as possible.</p> |   |
| <p><b>Goal 8.1. Anaheim’s mixed-use areas are attractively designed, pedestrian and bicycle-friendly, easily accessible, and contain a proper blend of commercial, retail, office and residential uses.</b></p>  |   |
| <p><b>Policy 1:</b> Encourage design flexibility in mixed-use development by allowing both a vertical and/or horizontal mix of uses.</p> <p><b>Policy 2:</b> In vertical mixed-use, site retail or office uses on the ground floor, with residential and/or office uses above.</p>   | <p><b>Consistent:</b> The Proposed Project introduces two mixed-use land use districts (“development areas”) in the Project Area that allow a variety of land uses, including residential, commercial, and office uses. The Mixed-Use High development area, in particular, is designed to allow both horizontal and vertical mixed uses.</p>   |
| <p><b>Policy 3:</b> Encourage architecture that divides individual buildings into a base, middle and top (i.e., second story and higher density residential uses could incorporate different window treatment, architectural detailing, colors, balconies, and bays). For two-story buildings, ground floor retail uses should be distinguished from second story facades, with both containing rich surface articulation. Rooflines should have a finished look with cornices, parapets or other finishing details.</p> <p><b>Policy 4:</b> Locate commercial/retail uses near the sidewalk to provide high visibility from the street.</p> <p><b>Policy 5:</b> Design development with the pedestrian in mind by including wide sidewalks, canopy street trees, sitting areas and clearly defined pedestrian routes.</p>   | <p><b>Consistent:</b> Section 4.3.2 of the Proposed Project gives a detailed and illustrated discussion of desired building placement and orientation. Diagrams show how to successfully implement dynamic, pedestrian-oriented street-scenes in new development projects, including uses of shopfronts, forecourts, arcades, stoops, and porches. Design standards are also included in the Development Code of the Proposed Project to ensure quality design.</p> |

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### LAND USE AND PLANNING

**Table 5.8-2 Consistency with General Plan Goals and Policies**

| Relevant Policy  | Compliance with Policy   |
|--|--|
| <b>Policy 6:</b> With large-scale mixed-use development, orient the tallest portions of the buildings towards the center of the site and ensure that the height of the buildings at the periphery are compatible with adjacent development.  |  |
| <b>Policy 7:</b> Minimize the visual impact of surface parking by providing either parking structures, rear- or side-street parking with effective landscape buffering.  | <b>Consistent:</b> As shown in Figure 4-12 of the Proposed Project, the plan encourages structured parking behind buildings to allow for a more attractive and pedestrian-oriented space at the front of buildings.  |
| <b>Policy 8:</b> Segregate residential parking from commercial and office parking.   | <b>Consistent:</b> Parking in the Project Area would be required to comply with existing Anaheim parking regulations.  |
| <b>Policy 9:</b> Locate mixed-use development in areas of high visibility and accessibility, and along streets that balance vehicular and pedestrian traffic<br><br><b>Policy 10:</b> Strategically locate potentially disruptive retail uses such as nightclubs or bars to avoid future conflicts with adjacent residential uses. | <b>Consistent:</b> Mixed uses are proposed for major intersections along Beach Boulevard, primarily the high-visibility intersection of Beach Boulevard and Lincoln Avenue. Commercial uses are also oriented to Beach Boulevard and away from single-family residential neighborhoods, consistent with the existing development pattern. Finally, the Proposed Project prohibits high intensity uses such as nightclubs and bars. |
| <b>Policy 11:</b> Provide each residential use with its own private space (such as balconies, patios or terraces) and larger communal spaces such as lobbies, central gardens or courtyards.   | <b>Consistent:</b> The Proposed Project requires that outdoor open space be provided for all residential units. Between 200 and 350 square feet of open space is required, based on the applicable development area. The plan requires design elements such as balconies, patios, rooftop gardens, courtyards, and plazas, many of which would provide private outdoor space.  |
| <b>Policy 12:</b> Where possible, underground or screen utilities and utility equipment or locate and size them to be as inconspicuous as possible.  | <b>Consistent:</b> Consistent with Chapter 18.46 of the Anaheim Municipal Code, development standards in the Proposed Project require that landscaping and screening be used to block view of utility boxes, trash enclosures, and other unattractive elements of the built environment.   |
| <b>Policy 13:</b> Provide appropriate bicycle parking facilities to serve diverse users of mixed-use developments. Bicycle parking should be highly visible and/or near the entrance of the building   | <b>Consistent:</b> The mobility plan in the Proposed Project incorporates by reference implementation of the City's Bicycle Master Plan, which addresses the need for bicycle parking. The Zoning Code was also recently updated citywide to allow existing vehicular parking spaces to be converted to bicycle parking.   |
| <b>Goal 17.1. Improve West Anaheim's residential neighborhoods and strategically locate quality retail development.</b>  |  |
| <b>Policy 1:</b> Explore opportunities to incorporate West Anaheim entry monumentation at secondary intersection locations.  | <b>Consistent:</b> See response to Community Design Element Goal 2.1, Policy 6.  |
| <b>Policy 2:</b> Enhance the image of West Anaheim by continuing to implement streetscape and landscape improvements on major corridors and local streets.   | <b>Consistent:</b> See response to Community Design Element Goal 2.1, Policy 1.  |
| <b>Policy 3:</b> Consolidate retail development in prime locations and replace declining midblock commercial uses with well-designed residential uses that complement existing single-family neighborhoods per the Land Use Element.   | <b>Consistent:</b> The Proposed Project designates the midblock collection of parcels along the western frontage of Beach Boulevard that currently feature hotel/motel uses to the Residential Medium development area. Although this action does not force the existing uses to relocate or close, it facilitates future conversion of these parcels to multifamily residential uses.   |
| <b>Policy 4:</b> Actively work with property owners, developers and nearby businesses and residents to facilitate the revitalization of West Anaheim's arterial corridors.   | <b>Consistent:</b> The central premise of the Proposed Project is to facilitate revitalization of the Beach Boulevard corridor.  |

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**Table 5.8-2 Consistency with General Plan Goals and Policies**

| Relevant Policy   | Compliance with Policy   |
|---|--|
| <b>Policy 5:</b> Revitalize neighborhoods targeted through the Neighborhood Improvement Program | <b>Consistent:</b> The Project Area is in Anaheim’s District 1. The Proposed Project would not conflict with the NIP and its ongoing implementation. |
| <b>Policy 6:</b> Underground utility lines where feasible along arterial highways               | <b>Consistent:</b> See response to Community Design Element Goal 2.1, Policy 3.  |

As demonstrated in Table 5.8-2, the Proposed Project is consistent with the Anaheim General Plan. As demonstrated in Table 5.5-9 in Section 5.5, *Greenhouse Gas Emissions*, of this DEIR, the Proposed Project is also consistent with land use/transportation strategies championed by SCAG.

**Consistency with Zoning Designations for the Project Area**

In accordance with Chapter 18.72, Specific Plans, of the Anaheim Municipal Code, the zoning and development standards prepared for the Proposed Project shall be adopted by an ordinance separate from any action taken to adopt or amend the Proposed Project. However, proposed zoning and development standards constitute part of the Proposed Project for purposes of CEQA and analysis in this DEIR.

Upon adoption of the proposed zoning and development standards, the Proposed Project would replace existing zoning designations in the Project Area. The new zoning and development standards for the nine development areas in the Project Area would provide for orderly development of each district and assist in balancing the area’s existing neighborhood fabric with new opportunities for investment and revitalization along the corridor. The Project Area would continue to allow a wide variety of land uses, and existing residential neighborhoods and parks would be consistent with proposed zoning districts. Application of proposed zoning regulations is specifically intended to provide for and ensure the most appropriate use of the Project Area, to create a harmonious relationship among land uses, and to protect the health, safety and welfare of the community. Accordingly, the new zoning and development standards would not conflict with the overall intent and purpose of Anaheim Zoning Code.

**Airport Environs Land Use Plan Consistency**

Airport operations and their accompanying noise and safety hazards require careful land-use planning on adjacent and nearby lands to protect the residential and business communities. Airport operations and their accompanying safety and noise hazards are discussed in detail in Sections 5.6, *Hazards and Hazardous Materials*, and 5.9, *Noise*, of this DEIR.

The Project Area falls within the airport planning area of the JFTB; land uses within the airport planning-area boundaries are required to conform to safety, height, and noise restrictions established in the AELUP for the JFTB. Additionally, portions of the Project Area fall within the height restriction zone for the JFTB.

ALUC review is required for adoptions of or amendments to a general plan or specific plan; zoning ordinance; master plan for public use airports; and heliports within the airport influence area (Public Utilities Code §§ 21676(b), 21676(c), 21664.5, and 21661.5). However, ALUC review is also required for all

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discretionary projects if the ALUC has not yet determined that the general plan is consistent with the AELUP or the local agency has overruled the ALUC (Public Utilities Code § 21676.5).

Pursuant to California Public Utilities Code Section 21676, local governments are required to submit all general plan and zoning amendments in the ALUC planning areas for consistency review by ALUC. Since the Proposed Project includes an update to the City's General Plan and the Project Area falls within the AELUP for JFTB, a determination of consistency with the AELUP by ALUC is required prior to the Anaheim City Council taking action on the project. If deemed inconsistent with the AELUP, the City may override the ALUC decision by a two-thirds vote of its governing body, if it makes specific findings that the proposed action is consistent with the purposes stated in Section 21670 of the Public Utilities Code: "to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards in areas around public airports to the extent that these areas are not already devoted to incompatible uses" (§ 21670[a][2]). If the City does not overrule the determination, but nevertheless adopts the Specific Plan, ALUC may require the City to submit all land use actions to it for review and determination.

#### *Potential Hazards to Aircrafts, People, and Property*

Airport safety hazards include hazards posed to aircraft and hazards posed by aircraft to people and property on the ground. With proper land-use planning, aircraft safety risks can be reduced, primarily by avoiding incompatible land uses. Portions of the Project Area fall within the height restriction zone for the JFTB. As stated in Section 5.6 of this DEIR, building heights in the City are regulated under the City's Zoning Code (Municipal Code Title 18). The maximum building height allowed in the Project Area by the proposed development standards is 55 feet tall (up to 60.5 feet with administrative adjustments allowed by the plan), which would be allowed in limited areas and would not be expected to generate aircraft-related hazards due the scale of surrounding urban development. New land uses built pursuant to the Proposed Project would be required to comply with standards outlined in the AELUP. Adherence to the AELUP would ensure that land use allowed under the Proposed Project would not encroach into areas required for the safe takeoff and landing of aircraft. Compliance with these policies and land-use restrictions in the AELUP would minimize potential safety hazards for people residing and working near the JFTB. Therefore, no significant impacts relating to airport hazards are anticipated.

#### **Conclusion**

Based on this review and the analysis in Sections 5.6, *Hazards and Hazardous Materials*, and 5.9, *Noise*, of this DEIR, the Proposed Project would be consistent with the AELUP and no significant impact would occur. Additionally, the ALUC will also be required to make a determination of consistency. It is expected that the ALUC's determination will be the same.

#### **5.8.4 Cumulative Impacts**

Intensification of various land uses under the Proposed Project, in conjunction with other cumulative development in accordance with the City's General Plan buildout, could cause land use and planning impacts. However, the Proposed Project would be consistent with applicable plans, programs, policies, and regulations



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of the General Plan, Zoning Code, AELUP for the JFTB, and SCAG's RTP/SCS, as shown in detail above. The Proposed Project allows for additional jobs, restaurants, residential, and other support services and uses, supported by necessary infrastructure and sustainable features. Future individual development projects in the Project Area would be subject to compliance with the local and regional plans, programs, and policies in order to ensure orderly urban development. Implementation of cumulative development in accordance with the City's General Plan would not combine with the Proposed Project to result in cumulatively considerable land use impacts.

### 5.8.5 Existing Regulations and Standard Conditions

- City of Anaheim Municipal Code

### 5.8.6 Level of Significance Before Mitigation

Upon implementation of the Proposed Project, the following impacts would be less than significant: 5.8-1.

### 5.8.7 Mitigation Measures

No mitigation measures are necessary.

### 5.8.8 Level of Significance After Mitigation

No significant impacts relating to land use and planning have been identified. All impacts related to land use would be less than significant without mitigation.

### 5.8.9 References

Airport Land Use Commission (ALUC), Orange County. 2016. Airport Environs Land Use Plan for Joint Forces Training Base Los Alamitos. <http://www.ocair.com/commissions/aluc/docs/JFTB-AELUP2016ProposedFINAL.pdf>.

Anaheim, City of. 2017. City of Anaheim General Plan. <http://www.anaheim.net/712/General-Plan>.

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