

1. Executive Summary

1.1 INTRODUCTION

This draft environmental impact report (DEIR) addresses the environmental effects associated with the implementation of the proposed Beach Boulevard Specific Plan (Proposed Project). The California Environmental Quality Act (CEQA) requires that local government agencies consider the environmental consequences before taking action on projects over which they have discretionary approval authority. An environmental impact report (EIR) analyzes potential environmental consequences in order to inform the public and support informed decisions by local and state governmental agency decision makers. This document focuses on impacts determined to be potentially significant in the Initial Study completed for the Proposed Project (see Appendix A).

This DEIR has been prepared pursuant to the requirements of CEQA and the City of Anaheim's CEQA procedures. The City of Anaheim, as the lead agency, has reviewed and revised all submitted drafts, technical studies, and reports as necessary to reflect its own independent judgment, including reliance on City technical personnel from other departments and review of all technical subconsultant reports.

Data for this DEIR derive from onsite field observations, discussions with affected agencies, analysis of adopted plans and policies, review of available studies, reports, data and similar literature, and specialized environmental assessments (air quality, hazards and hazardous materials, hydrology and water quality, noise, transportation and traffic, and utilities and service systems).

1.2 ENVIRONMENTAL PROCEDURES

This DEIR has been prepared pursuant to CEQA to assess the environmental effects associated with implementation of the Proposed Project, as well as anticipated future discretionary actions and approvals. CEQA established six main objectives for an EIR:

1. Disclose to decision makers and the public the significant environmental effects of proposed activities.
2. Identify ways to avoid or reduce environmental damage.
3. Prevent environmental damage by requiring implementation of feasible alternatives or mitigation measures.
4. Disclose to the public reasons for agency approval of projects with significant environmental effects.
5. Foster interagency coordination in the review of projects.
6. Enhance public participation in the planning process.

1. Executive Summary

An EIR is the most comprehensive form of environmental documentation in CEQA and the CEQA Guidelines; it is intended to provide an objective, factually supported analysis and full disclosure of the environmental consequences of a Proposed Project with the potential to result in significant, adverse environmental impacts.

An EIR is one of various decision-making tools used by a lead agency to consider the merits and disadvantages of a project that is subject to its discretionary authority. Before approving a Proposed Project, the lead agency must consider the information in the EIR; determine whether the EIR was prepared in accordance with CEQA and the CEQA Guidelines; determine that it reflects the independent judgment of the lead agency; adopt findings concerning the project's significant environmental impacts and alternatives; and adopt a statement of overriding considerations if significant impacts cannot be avoided.

1.2.1 EIR Format

Chapter 1. Executive Summary: Summarizes the background and description of the proposed project, the format of this EIR, project alternatives, any critical issues remaining to be resolved, and the potential environmental impacts and mitigation measures identified for the project.

Chapter 2. Introduction: Describes the purpose of this EIR, background on the project, the notice of preparation, the use of incorporation by reference, and Final EIR certification.

Chapter 3. Project Description: A detailed description of the project, including its objectives, its area and location, approvals anticipated to be required as part of the project, necessary environmental clearances, and the intended uses of this EIR.

Chapter 4. Environmental Setting: A description of the physical environmental conditions in the vicinity of the project as they existed at the time the notice of preparation was published, from local and regional perspectives. These provide the baseline physical conditions from which the lead agency determines the significance of the project's environmental impacts.

Chapter 5. Environmental Analysis: Each environmental topic is analyzed in a separate section that discusses: the thresholds used to determine if a significant impact would occur; the methodology to identify and evaluate the potential impacts of the project; the existing environmental setting; the potential adverse and beneficial effects of the project; the level of impact significance before mitigation; the mitigation measures for the Proposed Project; the level of significance after mitigation is incorporated; and the potential cumulative impacts of the Proposed Project and other existing, approved, and proposed development in the area.

Chapter 6. Significant Unavoidable Adverse Impacts: Describes the significant unavoidable adverse impacts of the Proposed Project.

Chapter 7. Alternatives to the Proposed Project: Describes the alternatives and compares their impacts to the impacts of the Proposed Project. Alternatives include the No Project/Existing General Plan Alternative, an Increased Commercial Use Alternative, and a Residential Development Cap Alternative.

1. Executive Summary

Chapter 8. Impacts Found Not to Be Significant: Briefly describes the potential impacts of the project that were determined not to be significant by the Initial Study and were therefore not discussed in detail in this EIR.

Chapter 9. Significant Irreversible Changes Due to the Proposed Project: Describes the significant irreversible environmental changes associated with the project.

Chapter 10. Growth-Inducing Impacts of the Project: Describes the ways in which the Proposed Project would cause increases in employment or population that could result in new physical or environmental impacts.

Chapter 11. Organizations and Persons Consulted: Lists the people and organizations that were contacted during the preparation of this EIR.

Chapter 12. Qualifications of Persons Preparing EIR: Lists the people who prepared this EIR for the Proposed Project.

Chapter 13. Bibliography: The technical reports and other sources used to prepare this EIR.

Appendices: The appendices for this document (in PDF format on a CD attached to the front cover) comprise these supporting documents:

- Appendix A: Notice of Preparation (NOP)
- Appendix B: Notice of Preparation Responses
- Appendix C: Air Quality and Greenhouse Gas Emissions Modeling Data
- Appendix D: Phase 0 Site Assessment
- Appendix E: Noise Modeling Data
- Appendix F: Traffic Study
- Appendix G: Infrastructure Report
- Appendix H: Water Supply Assessment

1.2.2 Type and Purpose of This DEIR

This DEIR fulfills the requirements for a Program EIR. Although the legally required contents of a Program EIR are the same as for a Project EIR, Program EIRs are typically more conceptual than Project EIRs, with a more general discussion of impacts, alternatives, and mitigation measures. According to Section 15168 of the CEQA Guidelines, a Program EIR may be prepared on a series of actions that can be characterized as one large project. Use of a Program EIR gives the lead agency an opportunity to consider broad policy alternatives and programwide mitigation measures, as well as greater flexibility to address project-specific and cumulative environmental impacts on a comprehensive scale.

Agencies prepare Program EIRs for programs or a series of related actions that are linked geographically; logical parts of a chain of contemplated events, rules, regulations, or plans that govern the conduct of a

1. Executive Summary

continuing program; or individual activities carried out under the same authority and having generally similar environmental effects that can be mitigated in similar ways.

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

- Provide a more exhaustive consideration of impacts and alternatives than would be practical in an individual EIR;
- Focus on cumulative impacts that might be slighted in a case-by-case analysis;
- Avoid continual reconsideration of recurring policy issues;
- Consider broad policy alternatives and programmatic mitigation measures at an early stage when the agency has greater flexibility to deal with them;
- Reduce paperwork by encouraging the reuse of data (through tiering). (Guidelines § 15168[h])

1.3 PROJECT LOCATION

The Beach Boulevard Specific Plan Area (Project Area) encompasses approximately 283 acres along a 1.5-mile portion of Beach Boulevard (State Route 39 [SR-39]) in the City of Anaheim, Orange County. Beach Boulevard is an eight-lane divided highway that connects the cities of Huntington Beach, Westminster, Garden Grove, Stanton, Anaheim, Buena Park, Fullerton, La Mirada, and La Habra.

Regional access to the Project Area is provided by SR-91 and Interstate 5 (I-5) to the north through the City of Buena Park. To the south, it connects to SR-22 and I-405 through the cities of Stanton and Westminster, the route terminates at State Route 1 (Pacific Coast Highway) in Huntington Beach. Figure 3-1, *Regional Location*, depicts the regional location of the Project Area and surrounding cities.

The segment of Beach Boulevard within the Project Area borders the City of Buena Park to the north and the City of Stanton to the south. Major cross-streets along the corridor within the City limits include Ball Road, Orange Avenue, and Lincoln Avenue. Points of interest within the area include Twila Reid Park, Schweitzer Park, and the West Anaheim Youth Center. Figure 3-2, *Local Vicinity*, shows local streets around the Project Area. An aerial photograph of the Project Area is shown on Figure 3-3, *Aerial Photograph*.

1. Executive Summary

1.4 PROJECT SUMMARY

The Proposed Project consists of the adoption and implementation of a specific plan for the Project Area. The Beach Boulevard Specific Plan (BBSP) would guide future development within 283 acres along the Beach Boulevard corridor in the City of Anaheim. The Proposed Project would establish a community-driven vision supported by new development standards, permitted and prohibited uses, design guidelines, sustainable practices, economic development incentives, and capital improvements that improve the quality of life for all future users of the corridor.

Beach Boulevard Specific Plan

The City of Anaheim received funding for the Proposed Project through the California Strategic Growth Council's Sustainable Communities Planning Grant and Incentives Program. The implementation of the Proposed Project would strengthen the West Anaheim community and meet the Strategic Growth Council's goals to help local governments address the challenges of land use planning and transforming communities for long-term prosperity. The Strategic Growth Council defines a sustainable community as one that promotes equity, health, and safety and strengthens the economy while protecting the environment. The key components of the BBSP are:

- Community-Based Vision
- Goals and Objectives
- Land Use Plan
- Zoning and Development Standards
- Mobility and Streetscape Plan
- Infrastructure Plan
- Plan Administration
- Incentives and Implementation Program

The BBSP is anticipated to promote revitalization of the Project Area by implementing market-driven land use changes to encourage infill development of currently vacant or underutilized properties. An analysis of the BBSP buildout potential is provided in Table 1-1.

The Proposed Project would allow for the development of vacant parcels and the adaptive reuse or redevelopment of existing uses. At buildout, implementation of the Proposed Project is expected to result in a maximum of 5,128 dwelling units and 2,189,445 square feet of nonresidential development, as shown in Table 1-1. A comparison of existing and proposed dwelling units and nonresidential square footage is provided at the bottom of Table 1-1. The Land Use Plan establishes 10 land use categories within the Proposed Project.

1. Executive Summary

Table 1-1 Beach Boulevard Specific Plan Buildout Statistical Summary

Proposed Development Areas	Acreage	Units/Acre	Units	Population	Floor Area Ratio	Non-Res. SF	Employment
Flood Control Channels	4.2	-	-	-	-	-	-
Low-Medium Residential	44.8	18	806	2,621	-	-	-
Medium Residential	49.4	36	1,778	5,781	-	-	-
Mixed-Use High ¹	32.3	60	1,938	6,300	0.35	492,446	1,231
Mixed-Use Medium ²	16.8	36	605	1,966	0.35	210,575	526
Neighborhood Commercial	22.6	-	-	-	0.35	344,560	861
Office	2.2	--	--	--	0.50	47,916	168
Public-Recreational	27.9	--	--	--	0.10	121,532	304
Regional Commercial ³	27.4	-	-	-	0.35	380,000	950
Right of Way	41.6	-	-	-	-	-	-
Semi-Public ⁴	13.6	-	--	--	1.00	592,416	1,481
Total⁵	282.8	-	5,128	16,669⁶	-	2,189,445	5,522⁷
Existing	-	-	1,477	-	-	1,282,124	-
Net New	-	-	3,651	-	-	907,321	-

Source: PlaceWorks, 2018.

¹ Mixed-Use High buildout includes 54,000 SF of hotel/motel (108 rooms) and the following assumptions for other non-residential uses: 20% service, 20% office, 20% restaurant, and 40% retail.

² Mixed-Use Medium buildout includes 140,000 SF of hotel/motel (280 rooms) and following assumptions for other non-residential uses: 25% service, 10% office, 25% restaurant, and 40% retail.

³ Regional Commercial buildout includes 35,000 SF of hotel/motel (70 rooms).

⁴ The West Anaheim Medical Center provides 219 hospital beds.

⁵ Hotels were included in the buildout assumptions for Commercial, Mixed-Use Medium, and Mixed-Use High uses. Hotels were estimated at approximately 500 gross SF per room (including walls, elevators, stairways, corridors, storage, mechanical areas, etc.). (De Roos 2011)

⁶ Population estimates are based on a citywide 3.44 persons per household factor published in the City of Anaheim 2014-2021 Housing Element.

⁷ Employment estimates are City of Anaheim General Plan Employment Generation Rates of 400 SF per employee for Commercial uses, 285 SF per employee for Office uses, and 400 SF per employee for Mixed-Use uses.

In addition to revitalizing the corridor with new development, use types, and adaptive reuse, the Proposed Project would also facilitate and encourage use of multiple modes of transportation by improving pedestrian amenities, and access to Orange County Transit Authority Route 29 (La Habra to Huntington Beach), Route 42 (Seal Beach to Orange), and Route 46 (Los Alamitos to Orange).

Relinquishment of Beach Boulevard

Within the City of Anaheim, Beach Boulevard (SR-39) is a California state highway that travels through Orange and Los Angeles counties. In order to have greater control over all infrastructure, which includes roadway, landscaping, medians, pedestrian access ramps and driveway entrances, the City may seek relinquishment of Beach Boulevard from the California Department of Transportation (Caltrans) to the City of Anaheim. Relinquishment is the act and the process of legally transferring property rights, title, liability, and maintenance responsibilities of a portion or entirety of a state highway to another entity. The removal of

1. Executive Summary

a highway or associated facilities, either in whole or in part, from the State Highway System (SHS) requires approval by the California Transportation Commission (CTC).

Other Public Realm Improvements

The Specific Plan also proposes other improvements within the public realm including urban amenities and improvements to public rights-of-way, including key intersections, streets, alleys and drives, parks, plazas, and gateways. The Specific Plan identifies public street design elements, landscaping, intersection enhancements, entry treatments, public open space, right-of-way detail, and other unique public realm features within the proposed Development Areas. Other improvements include the undergrounding of utilities and removal of utility poles.

Proposed City Approvals

Approval of the Proposed Project includes certification of Environmental Impact Report No. 2017-00350, including the adoption of Findings of Fact and a Statement of Overriding Considerations, Mitigation Monitoring Program 342, and a Water Supply Assessment; approval of amendments to the General Plan and Zoning Code (zoning text and zoning map); and adoption of the Beach Boulevard Specific Plan. Together, the proposed approvals and their implementation constitute the “Project” for purposes of the California Environmental Quality Act (CEQA). Below is a description of the proposed approvals.

- **General Plan Amendment No. 2015-00500:** Amend the General Plan Land Use, Circulation, Economic Development, and Community Design Elements to be consistent with the Beach Boulevard Specific Plan.
- **Specific Plan No. 2017-00001:** Adopt the Beach Boulevard Specific Plan (SP2017-01).
- **Zoning Code Amendment No. 2017-00137:** Adopt Chapter 18.122 (Beach Boulevard Specific Plan (SP2017-01) Zoning and Development Standards) and amend other portions of the Anaheim Municipal Code to be consistent with the addition of the new Chapter 18.122.
- **Reclassification No. 2017-00304:** Adopt an ordinance to apply the zoning and development standards of the proposed new Chapter 18.122 to those properties within the Beach Boulevard Specific Plan project area that are currently classified under the “RM-2” Multiple-Family Residential Zone, “RM-3” Multiple-Family Residential Zone, “RM-4” Multiple-Family Residential Zone, “C-G” General Commercial Zone, “O-L” Low Intensity Office Zone and “T” Transition Zone.

1.5 SUMMARY OF PROJECT ALTERNATIVES

The CEQA Guidelines (Section 15126[a]) states that an EIR must address “a range of reasonable alternatives to the project, or to the location of the project, which could feasibly attain the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives.”

1. Executive Summary

As described in Chapter 7, *Alternatives*, of this DEIR, the following three development alternatives were identified and analyzed, and their impacts were compared to the impacts of the Proposed Project.

- No Project/Existing General Plan Alternative
- Increased Commercial Use Alternative
- Reduced Development Cap Alternative

Selection of the alternatives was based, in part, on their potential ability to reduce or eliminate significant impact of the Proposed Project determined to be significant and unavoidable, which are impacts related to air quality, GHG emissions, and traffic.

Please refer to Chapter 7 for a complete discussion of how the alternatives were selected and the relative impacts associated with each alternative. The following presents a summary of each of the alternatives analyzed in the DEIR. Project objectives are outlined in Sections 3.2 and Section 7.1.2.

1.5.1 No Project/Existing General Plan Alternative

This alternative, which is required by CEQA, assumes that the existing general plan and zoning designations would remain unchanged. The Project Area currently contains approximately 1.3 million square feet of non-residential land uses and 1,477 dwelling units. Under this alternative the Project Area would be developed to the maximum buildout potential under the current general plan and zoning designations. Under this alternative, an additional 2,158,204 square feet of non-residential land uses and 1,039 additional dwelling units would be developed within the Project Area.

1.5.2 Increased Commercial Use Alternative

Under the Increased Commercial Use Alternative, 4.3 acres from the mixed-use medium uses allowed on the Westgate site (located on the northeast corner of Beach Boulevard and Lincoln Avenue) would be converted to regional commercial uses, allowing only commercial uses. Under this alternative, the total regional commercial uses would increase from 380,000 square feet to 483,298 square feet, whereas the non-residential uses and the number of residential units from the mixed use medium uses would decrease from 210,575 square feet to 190,575 square feet, and 605 unit to 450 units, respectively. This conversion would keep the total number of ADT the same as under the Proposed Project (77,256 ADT for both the Proposed Project and the Increased Commercial Use Alternative). The jobs housing ratio under this alternative would improve from 1.08 (Proposed Project) to 1.15 (Increased Commercial Use Alternative) within the Specific Plan area.

1.5.3 Residential Development Cap Alternative

The Residential Development Cap Alternative would not change the proposed specific plan designations. However, a residential development cap would be added to Table 4-1 in the specific plan to limit the number of residential units within the Project Area to 2,500 dwelling units. Non-residential square footage would remain the same as under the Proposed Project. This alternative would reduce overall ADT from 77,256 to 62,418, representing a 20 percent decrease from the Proposed Project. The intent of this alternative is to

1. Executive Summary

reduce the air quality, GHG emissions, and traffic impacts associated with implementation of the BBSP while achieving the basic objectives of the BBSP.

1.6 ISSUES TO BE RESOLVED

Section 15123(b)(3) of the CEQA Guidelines requires that an EIR contain issues to be resolved, including the choice among alternatives and whether or how to mitigate significant impacts. With regard to the Proposed Project, the major issues to be resolved include decisions by the lead agency as to:

1. Whether this DEIR adequately describes the environmental impacts of the project.
2. Whether the benefits of the project override those environmental impacts which cannot be feasibly avoided or mitigated to a level of insignificance.
3. Whether the proposed land use changes are compatible with the character of the existing area.
4. Whether the identified goals, policies, or mitigation measures should be adopted or modified.
5. Whether there are other mitigation measures that should be applied to the project besides the Mitigation Measures identified in the DEIR.
6. Whether there are any alternatives to the project that would substantially lessen any of the significant impacts of the Proposed Project and achieve most of the basic project objectives.

1.7 AREAS OF CONTROVERSY

In accordance with Section 15123(b)(2) of the CEQA Guidelines, the DEIR must identify areas of controversy known to the lead agency, including issues raised by agencies and the public. No areas of controversy concerning the Proposed Project have been identified. This DEIR has taken into consideration the comments received from the various agencies and jurisdictions in response to the Notice of Preparation (NOP). Written comments received during the NOP period, which extended from April 13, 2017, to May 12, 2017, are contained in Appendix B of this DEIR.

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

Table 1-2 summarizes the conclusions of the environmental analysis contained in this EIR. Impacts are identified as significant or less than significant, and mitigation measures are identified for all significant impacts. The level of significance after imposition of the mitigation measures is also presented.

1. Executive Summary

This page intentionally left blank.

1. Executive Summary

Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.1 AESTHETICS			
Impact 5.1-1: Implementation of the Proposed Project would not degrade the visual quality of the Project Area.	Less Than Significant	No mitigation measures are necessary.	Not applicable
Impact 5.1-2: Implementation of the Proposed Project would not result in substantial increases in shade and shadows in the Project Area.	Less Than Significant	No mitigation measures are necessary.	Not applicable
Impact 5.1-3: Implementation of the Proposed Project would not result in substantial adverse light and glare impacts on adjacent sensitive uses.	Less Than Significant	No mitigation measures are necessary.	Not applicable
5.2 AIR QUALITY			
Impact 5.2-1: The Beach Boulevard Specific Plan would result in growth and associated emissions that exceeds the emissions forecasts assumed for the Project Area in the Air Quality Management Plan (AQMP). Therefore, despite consistency with state and regional goals to increase density along major transportation corridors, the Proposed Project would not be consistent with the AQMP.	Potentially Significant	When incorporated into future development projects for operation and construction phases, mitigation measures for Impact 5.2-3, described below, would contribute to reduced criteria air pollutant emissions associated with buildout of the proposed BBSP. The guiding principles, design guidelines, and proposed land use designations of the proposed BBSP would promote the development of mixed-use developments along the Beach Boulevard corridor and increase capacity for alternative transportation modes which would contribute in reducing vehicle trips, VMT, and emissions from internal combustion vehicles. However, no further mitigation measures are available that would reduce impacts to below SCAQMD significance thresholds due to the magnitude of growth and associated emissions that would be generated by the buildout of the proposed BBSP.	Significant and Unavoidable
Impact 5.2-2: Construction activities associated with the Proposed Project could generate short-term emissions that would exceed SCAQMD's regional significance thresholds and cumulatively contribute to the nonattainment designations of the South Coast Air Basin (SoCAB).	Potentially Significant	AQ-1 Applicants for new development projects in the Beach Boulevard Area Specific Plan that are subject to the California Environmental Quality Act (i.e., non-exempt projects) shall require the construction contractor to use equipment that meets the US Environmental Protection Agency (EPA) Tier 4 emissions standards for off-road diesel-powered construction equipment with more than 50 horsepower, unless it can be demonstrated to the City of Anaheim that such equipment is not available. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 4 diesel emissions control strategy for	Significant and Unavoidable

1. Executive Summary

Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>a similarly sized engine, as defined by the California Air Resources Board's regulations. Prior to issuance of any construction permits, documentation shall be provided by the applicant to the City of Anaheim that verifies, to the satisfaction of the City, the use of construction equipment as stated in this mitigation measure.</p> <p>AQ-2 Prior to issuance of grading, demolition or building permits whichever occurs first, the property owner/developer shall provide a list of all construction equipment proposed to be used on the project site for projects that are subject to the California Environmental Quality Act (i.e., non-exempt projects). This list may be provided on the building plans. The construction equipment list shall state the make, model, and equipment identification number of all the equipment.</p> <p>AQ-3 During construction activities, for projects that are subject to the California Environmental Quality Act (i.e., non-exempt projects), the construction contractors shall ensure that the equipment shall be properly serviced and maintained in accordance with the manufacturer's recommendations; and, that all nonessential idling of construction equipment is restricted to five minutes or less in compliance with Section 2449 of the California Code of Regulations, Title 13, Article 4.8, Chapter 9.</p> <p>AQ-4 Prior to issuance of a building permit for projects that subject to the California Environmental Quality Act (i.e., non-exempt projects), the property owner/developer shall require the construction contractor and provide a note on construction plans indicating that:</p> <ul style="list-style-type: none"> a) All coatings and solvents will have a volatile organic compound (VOC) content lower than required under Rule 1113 (i.e., super compliant paints). b) All architectural coatings shall be applied either by (1) using a high-volume, low-pressure spray method operated at an air pressure between 0.1 and 10 pounds per square inch gauge to achieve a 65 percent application efficiency; or (2) manual application using a paintbrush, hand-roller, trowel, spatula, dauber, rag, or sponge, to achieve a 100 percent applicant efficiency. 	

1. Executive Summary

Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		c) The construction contractor shall also use precoated/natural colored building materials, where feasible. The City shall verify compliance during normal construction site inspections.	
Impact 5.2-3: Buildout in accordance with the Proposed Project would generate long-term emissions that would exceed SCAQMD's regional significance thresholds and cumulatively contribute to the nonattainment designations of the SoCAB.	Potentially Significant	Mitigation Measures T-1 through T-3 apply. AQ-5 Prior to the issuance of building permits for new development projects in the Project Area, the project applicant shall show on the building plans that all major appliances (dishwashers, refrigerators, clothes washers, and dryers) to be provided/installed are Energy Star-certified appliances or appliances of equivalent energy efficiency. Installation of Energy Star or equivalent appliances shall be verified by the City of Anaheim prior to the issuance of a Certificate of Occupancy. AQ-6 Prior to issuance of building permits for non-single-family residential and mixed-use residential development projects in the Project Area, the project applicant shall indicate on the building plans that the following features have been incorporated into the design of the building(s). Proper installation of these features shall be verified by the City of Anaheim prior to the issuance of a Certificate of Occupancy. <ul style="list-style-type: none"> • Electric vehicle charging shall be provided as specified in Section A4.106.8.2 (Residential Voluntary Measures) of the CALGreen Code. • Bicycle parking shall be provided as specified in Section A4.106.9 (Residential Voluntary Measures) of the CALGreen Code. AQ-7 Prior to the issuance of building permits for nonresidential development projects in the Project Area, project applicants shall indicate on the building plans that the following features have been incorporated into the design of the building(s). Proper installation of these features shall be verified by the City of Anaheim Building Division prior to the issuance of a Certificate of Occupancy. <ul style="list-style-type: none"> • For buildings with more than ten tenant-occupants, changing/shower facilities shall be provided as specified in Section A5.106.4.3 (Nonresidential Voluntary Measures) of the CALGreen Code. 	Significant and Unavoidable

1. Executive Summary

Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<ul style="list-style-type: none"> • Preferential parking for low-emitting, fuel-efficient, and carpool/van vehicles shall be provided as specified in Section A5.106.5.1 (Nonresidential Voluntary Measures) of the CALGreen Code. • Facilities shall be installed to support future electric vehicle charging at each nonresidential building with 30 or more parking spaces. Installation shall be consistent with Section A5.106.5.3 (Nonresidential Voluntary Measures) of the CALGreen Code. 	
<p>Impact 5.2-4: Long-term operation of the land uses associated with buildout of the Proposed Project would not expose sensitive receptors to substantial concentrations of criteria air pollutants or toxic air contaminants.</p>	<p>Less Than Significant</p>	<p>No mitigation measures are necessary.</p>	<p>Not applicable</p>
<p>Impact 5.2-5: Construction-related emissions associated with land uses accommodated under the Proposed Project could expose sensitive receptors to substantial concentrations of criteria air pollutants and toxic air contaminants.</p>	<p>Potentially Significant</p>	<p>Mitigation Measures AQ-1 through AQ-4 apply.</p> <p>AQ-8 Prior to issuance of grading, demolition or building permits, whichever occurs first, for projects that subject to the California Environmental Quality Act (i.e., non-exempt projects), the property owner/developer shall submit a dust control plan that implements the following measures during ground-disturbing activities, in addition to the existing requirements for fugitive dust control under South Coast Air Quality Management District Rule 403, to further reduce PM₁₀ and PM_{2.5} emissions:</p> <ol style="list-style-type: none"> a) Following all grading activities, the construction contractor shall reestablish ground cover on the construction site through seeding and watering. b) During all construction activities, the construction contractor shall sweep streets with Rule 1186-compliant, PM₁₀-efficient vacuum units on a daily basis if silt is carried over to adjacent public thoroughfares or occurs as a result of hauling. c) During all construction activities, the construction contractor shall maintain a minimum 24-inch freeboard on trucks hauling dirt, sand, soil, or other loose materials and tarp materials with a fabric cover or other cover that achieves the same amount of protection. 	<p>Significant and Unavoidable</p>

1. Executive Summary

Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		d) During all construction activities, the construction contractor shall water exposed ground surfaces and disturbed areas a minimum of every three hours on the construction site and a minimum of three times per day. e) During all construction activities, the construction contractor shall limit onsite vehicle speeds on unpaved roads to no more than 15 miles per hour. The City shall verify compliance during normal construction site inspections.	
Impact 5.2-6: Buildout of the Proposed Project would not have the potential to create objectionable odors that could affect a substantial number of people.	Less Than Significant	No mitigation measures are necessary.	Not applicable
5.3 CULTURAL AND PALEOTOLOGICAL RESOURCES			
Impact 5.3-1: Implementation of the Proposed Project could impact an unidentified historic resource as defined in Section 15064.5 of the CEQA Guidelines.	Potentially Significant	CUL-1 Prior to demolition, the project applicant/developer shall provide documentation of the presence/absence of historic resources for the properties that are 50 years old or over by a qualified historical resources professional meeting the Secretary of the Interior's Professional Qualifications Standards. The criteria for determining the historically significant structures shall meet one or more the following criteria: 1. It strongly represents a significant event or broad patterns of local, regional, or national history. 2. It is associated with the life of a significant person in local, regional, or national history. 3. It is a very good example of a significant architectural style, property type, period, or method of construction; or it represents the work of an architect, designer, engineer, or builder who is locally, regionally, or nationally significant; or it is a significant visual feature of the City. CUL-2 On properties where historically significant resources are identified, a proper documentation meeting the Historic American Building Survey (HABS) Guidelines shall be prepared and implemented, as approved by the qualified historian meeting the Secretary of the Interior's Professional Qualifications	Less Than Significant

1. Executive Summary

Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		Standards. Such documentation shall include drawings, photographs, and written data for each building/structure/element, and provide a detailed mitigation plan, including a monitoring program, recovery, rehabilitation, redesign, relocation, and/or in situ preservation plan.	
<p>Impact 5.3-2: Development of the Proposed Project could impact archaeological resources.</p>	<p>Potentially Significant</p>	<p>CUL-3 Prior to the issuance of any permits allowing ground-disturbing activities that cause excavation to depths greater than current foundations, the project applicant/developer shall retain an archeologist who meets the Secretary of the Interior's Standards for professional archaeology for the project and will be on call during all grading and other significant ground-disturbing activities. The Qualified Archaeologist shall ensure that the following measures are followed for the project.</p> <ul style="list-style-type: none"> • Prior to any ground disturbance, the Qualified Archaeologist, or their designee, shall provide a worker environmental awareness protection (WEAP) training to construction personnel regarding regulatory requirements for the protection of cultural (prehistoric and historic) resources. As part of this training, construction personnel shall be briefed on proper procedures to follow should unanticipated cultural resources be made during construction. Workers will be provided contact information and protocols to follow in the event that inadvertent discoveries are made. The WEAP training can be in the form of a video or PowerPoint presentation. Printed literature (handouts) can accompany the training and can also be given to new workers and contractors to avoid the necessity of continuous training over the course of the project. • In the event that unanticipated cultural material is encountered during any phase of project construction, all construction work within 50 feet (15 meters) of the find shall cease and the Qualified Archaeologist shall assess the find for importance. Construction activities may continue in other areas. If, in consultation with the appropriate City, the discovery is determined not to be important, work will be permitted to continue in the area. • If a resource is determined by the Qualified Archaeologist to constitute a "historical resource" pursuant to CEQA Guidelines Section 15064.5(a) or has a "unique archaeological resource" pursuant to Public Resources Code Section 21083.2(g), the Qualified Archaeologist shall coordinate with 	<p>Less Than Significant</p>

1. Executive Summary

Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>the applicant and the City to develop a formal treatment plan that would serve to reduce impacts to the resources, and construction allowed to proceed. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and Public Resources Code Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment.</p> <ul style="list-style-type: none"> • If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. • Any historic archaeological material that is not Native American in origin shall be curated at a public, nonprofit institution with a research interest in the materials, such as the South Central Coastal Information Center at California State University, Fullerton. If no institution accepts the archaeological material, they shall be donated to a local school or historical society in the area for educational purposes, as determined as appropriate by the City of Anaheim. 	
<p>Impact 5.3-3: The Proposed Project could destroy paleontological resources or a unique geologic feature.</p>	<p>Potentially Significant</p>	<p>PAL-1 Prior to the beginning of ground disturbances, the project applicant/developer shall provide a study to document the presence/absence of paleontological resources. On properties where resources are identified, the City shall require the project applicant/developer to retain a qualified paleontologist to monitor ground-disturbing activities that occur in deposits that could potentially contain paleontological resources (e.g., older Quaternary Alluvium and terrace deposits and other older sedimentary deposits). Before ground-disturbing activities begin, a qualified paleontologist shall prepare a monitoring plan specifying the frequency, duration, and methods of monitoring. Sediment samples shall be collected in the deposits and processed to determine the small-fossil potential in the project site, and any fossils recovered during mitigation should be deposited in an accredited and permanent scientific institution.</p>	<p>Less Than Significant</p>

1. Executive Summary

Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.4 GEOLOGY AND SOILS			
Impact 5.4-1: Buildings and people in the Project Area would be subjected to potential seismic-related hazards.	Less Than Significant	No mitigation measures are necessary.	Not applicable
Impact 5.4-2: Unstable geologic unit or soils conditions, including soil erosion, could result due to development of the Proposed Project	Less Than Significant	No mitigation measures are necessary.	Not applicable
Impact 5.4-3: Soil conditions could result in risks to life or property.	Less Than Significant	No mitigation measures are necessary.	Not applicable
5.5 GREENHOUSE GAS EMISSIONS			
Impact 5.5-1: While the Proposed Project at buildout would result in lower emissions on a per service population compared to existing conditions, it would exceed the forecasted year 2035 GHG emissions efficiency metric significance threshold and would have a significant impact on the environment.	Potentially Significant	Mitigation Measures AQ-5 through AQ-8 apply.	Significant and Unavoidable
Impact 5.5-2: Implementation of the Proposed Project would not conflict with plans adopted for the purpose of reducing GHG emissions.	Less Than Significant	No mitigation measures are necessary.	Not applicable
5.6 HAZARDS AND HAZARDOUS MATERIALS			
Impact 5.6-1: Implementation of the Proposed Project would not result in additional use of hazardous materials within the project boundaries, and adhering to the existing review and permitting process and all applicable programs would ensure that hazardous materials do not pose significant environmental impacts.	Less Than Significant	No mitigation measures are necessary.	Not applicable

1. Executive Summary

Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
<p>Impact 5.6-2: The Project Area includes facilities that are on hazardous materials sites lists compiled by various government agencies.</p>	<p>Potentially Significant</p>	<p>HAZ-1 Prior to the issuance of demolition permits for any buildings or structures that would be demolished in conjunction with individual development projects pursuant to the Proposed Project, the project applicant/developer shall conduct the following inspections and assessments for all buildings and structures onsite and shall provide the City of Anaheim with a copy of the report of each investigation or assessment.</p> <ul style="list-style-type: none"> • The project applicant shall retain a California Certified Asbestos Consultant (CAC) to perform abatement project planning, monitoring (including air monitoring), oversight, and reporting of all asbestos-containing materials (ACM) encountered. The abatement, containment, and disposal of all ACM shall be conducted in accordance with the South Coast Air Quality Management District’s Rule 1403 and California Code of Regulation Title 8, Section 1529 (Asbestos). • The project applicant shall retain a licensed or certified lead inspector/assessor to conduct the abatement, containment, and disposal of all lead waste encountered. The contracted lead inspector/assessor shall be certified by the California Department of Public Health (CDPH). All lead abatement shall be performed by a CDPH-certified lead supervisor or a CDPH-certified worker under the direct supervision of a lead supervisor certified by CDPH. The abatement, containment, and disposal of all lead waste encountered shall be conducted in accordance with the US Occupational Safety and Health Administration Rule 29, CFR Part 1926, and California Code of Regulation, Title 8, Section 1532.1 (Lead). • Evidence of the contracted professionals retained by the project applicant shall be provided to the City of Anaheim. Additionally, contractors performing ACM and lead waste removal shall provide evidence of abatement activities to the City of Anaheim. <p>HAZ-2 Prior to the issuance of grading permits for individual development projects that would be accommodated by the Proposed Project, the project applicant/developer shall submit a Phase I Environmental Site Assessment (ESA) to the City of Anaheim to identify environmental conditions of the development site and determine whether contamination is present. The Phase I ESA shall be prepared by a Registered Professional Engineer and in accordance with the American Society for Testing and Materials (ASTM)</p>	<p>Less than significant.</p>

1. Executive Summary

Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		Standard E 1527.05, Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process. If recognized environmental conditions related to soils are identified in the Phase I ESA, the project applicant shall perform soil sampling as a part of a Phase II ESA. If contamination is found at significant levels, the project applicant shall remediate all contaminated soils in accordance with state and local agency requirements (California Department of Toxic Substances Control, Regional Water Quality Control Board, Anaheim Fire & Rescue, etc.). All contaminated soils and/or material encountered shall be disposed of at a regulated site and in accordance with applicable laws and regulations prior to the completion of grading. Prior to the issuance of building permits, a report documenting the completion, results, and any follow-up remediation on the recommendations, if any, shall be provided to the City of Anaheim evidencing that all site remediation activities have been completed.	
Impact 5.6-3: Implementation of the Proposed Project would add structures to the planning area of Los Alamitos Joint Forces Training Base but would not create a safety hazard related to aircraft movement.	Less Than Significant	No mitigation measures are necessary.	Not applicable
Impact 5.6-4: The Proposed Project would not adversely affect the implementation of an emergency response or evacuation plan.	Less Than Significant	No mitigation measures are necessary.	Not applicable
Impact 5.6-5: The Project Area is not within a designated fire hazard zone that could expose structures and/or residences to wildland fire danger.	Less Than Significant	No mitigation measures are necessary.	Not applicable

1. Executive Summary

Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.7 HYDROLOGY AND WATER QUALITY			
Impact 5.7-1: Development pursuant to the Proposed Project could increase the amount of impervious surfaces in the Project Area and could therefore increase surface water flows and the potential for erosion and siltation and for exceeding the capacity of existing or planned storm drain systems.	Less Than Significant	No mitigation measures are necessary.	Not applicable
Impact 5.7-2: Development pursuant to the Proposed Project would increase the amount of impervious surfaces in the Project Area and would therefore impact opportunities for groundwater recharge.	Less Than Significant	No mitigation measures are necessary.	Not applicable
Impact 5.7-3: During implantation of the Proposed Project, there is the potential for short-term unquantifiable increases in pollutant concentrations from the Project Area. After project development, the quality of storm runoff (sediment, nutrients, metals, pesticides, pathogens, and hydrocarbons) may be altered.	Less Than Significant	No mitigation measures are necessary.	Not applicable
Impact 5.7-4: The Proposed Project would not result in any flooding safety impacts due to placing structures within a 100-year flood (one percent chance of flooding) hazard area.	Less Than Significant	No mitigation measures are necessary.	Not applicable
5.8 LAND USE AND PLANNING			
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.	Less Than Significant	No mitigation measures are necessary.	Not applicable

1. Executive Summary

Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.9 NOISE			
<p>Impact 5.9-1: Construction activities would potentially result in temporary noise increases in the vicinity of the Project Area.</p>	<p>Potentially Significant</p>	<p>N-1 Prior to issuance of demolition, grading and/or building permits, a note shall be provided on plans for ongoing during grading, demolition, and construction, indicating that the property owner/developer shall be responsible for requiring contractors to implement the following measures to limit construction-related noise:</p> <ul style="list-style-type: none"> • Construction activity is limited to the daytime hours between 7:00 a.m. to 7:00 p.m., as prescribed in the City’s Municipal Code (Additional work hours may be permitted if deemed necessary by the Director of Public Works or Building Official). • All internal combustion engines on construction equipment and trucks are fitted with properly maintained mufflers. • Stationary equipment such as generators, air compressors shall be located as far as feasible from nearby noise-sensitive uses. • Stockpiling is located as far as feasible from nearby noise-sensitive receptors • Construction traffic shall be limited to the established haul routes. <p>N-2 Prior to the issuance of grading permits, each project applicant within the project area shall prepare a construction management plan that shall be approved by the City of Anaheim Public Works. The construction management plan shall:</p> <ul style="list-style-type: none"> • Establish truck haul routes on the appropriate transportation facilities. Truck routes that avoid congested streets and sensitive land uses shall be considered. • Provide Traffic Control Plans (for detours and temporary road closures) that meet the minimum City criteria. Traffic control plans shall determine if dedicated turn lanes for movement of construction truck and equipment on- and offsite are available. • Minimize offsite road closures during the peak hours. • Keep all construction-related traffic onsite at all times. 	<p>Less Than Significant</p>

1. Executive Summary

Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<ul style="list-style-type: none"> • Provide temporary traffic controls, such as a flag person, during all phases of construction to maintain smooth traffic flow. 	
<p>Impact 5.9-2: Project implementation would result in long-term operation-related noise that would not exceed local standards.</p>	<p>Potentially Significant</p>	<p>N-3</p> <p>Prior to issuance of a building permit, applicants for new residential or subdivision developments within the Project Area involving the construction of two or more dwelling units, or residential subdivisions resulting in two or more parcels, and located within six-hundred feet of any railroad, freeway, expressway, major arterial, primary arterial or secondary arterial, as designated by the Circulation Element of the General Plan, are required to submit a noise level analysis, which must include mitigation measures that comply with applicable City noise standards including the following:</p> <ul style="list-style-type: none"> • Exterior noise within the private rear yard of any single-family lot and/or within any common recreation areas, shall be attenuated to a maximum of 65 dB CNEL; interior noise levels shall be attenuated to a maximum of 45 dB CNEL, or to a level designated by the Uniform Building Code, as adopted by the City (identified in Section 18.40.090). • Exterior noise within common recreation areas of any single family attached or multiple family dwelling project shall be attenuated to a maximum of 65 dB CNEL; interior noise levels shall be attenuated to a maximum of 45 dB CNEL, or to a level designated by the Uniform Building Code, as adopted by the City (identified in Section 18.40.090). <p>The Planning Commission may grant a deviation from the requirements pertaining to exterior noise levels, given that all of the following conditions exist (Section 18.040.090.060):</p> <ul style="list-style-type: none"> • The deviation does not exceed 5 dB above the prescribed levels for exterior noise; and • Measures to attenuate noise to the prescribed levels would compromise or conflict with the aesthetic value of the project. <p>In addition, residential portions of the mixed-use project shall be designed to limit the interior noise caused by the commercial and parking portions of the Project to a maximum of 45 dBA CNEL in any habitable room with windows closed. Commercial uses shall be designed and operated, and hours of operation limited so neighboring residents are not exposed to offensive noise,</p>	<p>Less Than Significant</p>

1. Executive Summary

Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>especially from traffic, trash collection, routine deliveries, and/or late-night activities. No use shall produce continual loading or unloading of heavy trucks at the site between the hours of 8:00 p.m. and 6:00 a.m. (Section 18.32.130, Compatibility Standards).</p> <p>The required exterior noise reduction can be accomplished with sound walls or berms, or by site plan/building layout design. The required interior noise reduction can be accomplished with enhanced construction design or materials such as upgraded dual-glazed windows and/or upgraded exterior wall assemblies. These features shall be shown on all building plans and incorporated into construction of the project. City inspectors shall verify compliance of the building with the acoustic report's recommendations prior to issuance of a Certificate of Occupancy.</p>	
<p>Impact 5.9-3: The project would create short-term and/or long-term groundborne vibration and groundborne noise.</p>	<p>Potentially Significant</p>	<p>N-4 Prior to issuance of a building permit, applicants for projects within the Beach Boulevard Specific Plan that involve high-vibration construction activities, such as pile driving or vibratory rolling/compacting, shall be evaluated for potential vibration impacts to nearby sensitive receptors. The project applicant shall submit a vibration report prepared to the satisfaction of the City of Anaheim to determine if the use of pile driving and/or vibratory rolling/compacting equipment would exceed the Federal Transit Administration's (FTA's) vibration-annoyance criteria of 78 VdB during the daytime or FTA's vibration-induced architectural damage PPV criteria of 0.2 inches/second for wood-framed structures or 0.5 inches/second for reinforced masonry buildings. The construction contractor shall require the use of lower-vibration-producing equipment and techniques. Examples of lower-vibration equipment and techniques would include avoiding the use of vibratory rollers near sensitive areas and/or the use of drilled piles, sonic pile driving, or vibratory pile driving (as opposed to impact pile driving).</p>	<p>Less Than Significant</p>
<p>Impact 5.9-4: The Project Area is located within the airport land use plan for Los Alamitos Joint Forces Training Base but people in the Project Area would not be exposed to excessive flight-related noise levels.</p>	<p>Less Than Significant</p>	<p>No mitigation measures are necessary.</p>	<p>Not applicable</p>

1. Executive Summary

Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.10 POPULATION AND HOUSING			
Impact 5.10-1: The Proposed Project would directly result in population growth in the Project Area	Less Than Significant	No mitigation measures are necessary.	Not applicable
5.11 PUBLIC SERVICES			
FIRE PROTECTION AND EMERGENCY SERVICES			
Impact 5.11-1: The Proposed Project would result in additional structures and population in the Anaheim Fire and Rescue service boundaries, thereby increasing the demands for fire protection facilities and personnel.	Less Than Significant	No mitigation measures are necessary.	Not applicable
POLICE PROTECTION			
Impact 5.11-2: The Proposed Project would introduce new structures and population into the Anaheim Police Department service boundaries, thereby increasing the requirement for police protection facilities and personnel.	Less Than Significant	No mitigation measures are necessary.	Not applicable
SCHOOL SERVICES			
Impact 5.11-3: The Proposed Project would generate new students and create additional school facilities demands.	Less Than Significant	No mitigation measures are necessary.	Not applicable
OTHER PUBLIC SERVICES			
Impact 5.11-4: An increase in library services due to implementation of the Proposed Project would not result in significant and adverse impacts.	Less Than Significant	No mitigation measures are necessary.	Not applicable
Impact 5.11-5: Implementation of the Proposed Project would increase the service needs for local day care facilities.	Less Than Significant	No mitigation measures are necessary.	Not applicable

1. Executive Summary

Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
PARKS			
See Section 5.12, <i>Recreation</i> .	Less Than Significant	No mitigation measures are necessary.	Not applicable
5.12 RECREATION			
Impact 5.12-1: The Proposed Project would increase demands on existing parks and recreational facilities but would not result in adverse physical environmental impacts.	Less Than Significant	No mitigation measures are necessary.	Not applicable
5.13 TRANSPORTATION/TRAFFIC			
Impact 5.13-1: The Proposed Project would result in significant intersection peak hour impacts and roadway segment impacts under the Existing 2016 Plus Project scenario.	Potentially Significant	<p>T-1 Prior to the first final building and zoning inspection for any non-residential project generating 50 or more employees, the property owners/developer shall complete the following steps below to develop, implement and administer a comprehensive Transportation Demand Management (TDM) program.</p> <ul style="list-style-type: none"> a) The property owner/developer shall provide to the City of Anaheim, for review and approval, a comprehensive TDM program that includes a menu of TDM program strategies and elements for both existing and future employees' commute options. b) The property owner/developer shall record a covenant on the property that requires ongoing implementation of the approved TDM program and designation of an on-site contact that will be responsible for coordinating the TDM program. c) The form of the covenant shall be approved by the City Attorney's Office prior to recordation. <p>T-2 Prior to the first final building and zoning inspection for any non-residential project generating 50 or more employees, the property owner/developer shall join and financially participate in a clean fuel shuttle program, if established. The property owner/developer shall record a covenant on the property that requires participation in the program ongoing during project operation. The form of the covenant shall be approved by the City Attorney's Office prior to recordation.</p> <p>T-3 Prior to issuance of the first building permit for each building, the property</p>	Significant and Unavoidable

1. Executive Summary

Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>owner/developer shall pay all applicable transportation impact fees to the City of Anaheim in amounts determined by the City Council Resolution in effect at the time of issuance of the building permit with credit given for City-authorized improvements provided by the property owner/developer; and participate in all applicable reimbursement or benefit districts which have been established.</p> <p>T-4 Prior to issuance of building permits for any project forecast to generate 100 or more peak hour trips, as determined by the City Traffic and Transportation Manager utilizing Anaheim Traffic Analysis Model Trip Generation Rates, the property owner/developer shall submit to the City Traffic and Transportation Manager traffic improvement phasing analyses to identify when the improvements identified in the Beach Boulevard Specific Plan EIR Traffic Impact Analysis, Fehr & Peers, November 2017 (Appendix F of this DEIR) shall be designed and constructed.</p> <p>a) The traffic improvement phasing analyses will specify the timing, funding, construction and fair-share responsibilities for all traffic improvements necessary to maintain satisfactory levels of service within the City of Anaheim and surrounding jurisdictions, as defined by the City's General Plan, based on thresholds of significance, performance standards and methodologies utilized in EIR No. 350, Orange County Congestion Management Program and established in City of Anaheim Traffic Study Guidelines.</p> <p>b) The property owner/developer shall construct, bond for or enter into a funding agreement for necessary circulation system improvements, as determined by the City. At minimum, fair-share calculations shall include intersection improvements, rights-of-way, and construction costs, unless alternative funding sources have been identified to help pay for the improvement.</p> <p>T-5 Prior to first final building and zoning inspection, in conjunction with the preparation of any traffic improvement phasing analyses required by Mitigation Measure T-4, the property owner/developer shall implement traffic improvements to maintain satisfactory levels of services, as identified in the project traffic improvement phasing analysis.</p> <p>T-6 Prior to issuance of building permits, in conjunction with the preparation of any</p>	

1. Executive Summary

Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>traffic improvement phasing analyses required by Mitigation Measure T-4, the property owner/developer, in coordination with the City of Anaheim shall take the following actions in cooperation with the Cities of Buena Park and Stanton:</p> <ul style="list-style-type: none"> a) The traffic improvement phasing analysis shall identify any impacts created by the project on facilities within the Cities of Buena Park or Stanton. b) The traffic improvement phasing analysis shall calculate the fair-share percentage responsibility for mitigating these impacts. c) The City of Anaheim shall estimate the cost of the project's fair-share responsibility in cooperation with the Cities of Buena Park and Stanton. d) The property owner/developer shall pay the City of Anaheim the fair-share cost prior to issuance of a building permit. e) The City of Anaheim shall hold the amount received in trust, and then, once a mutually agreed upon joint program is executed by both cities, the City of Anaheim shall allocate the fair-share contribution to traffic mitigation programs that result in improved traffic flow at the impacted locations, via an agreement mutually acceptable to both cities. <p>T-7 Prior to issuance of building permits, in conjunction with the preparation of any traffic improvement phasing analyses required by Mitigation Measure T-4, the property owner/developer and the City of Anaheim shall take the following actions in cooperation with Caltrans:</p> <ul style="list-style-type: none"> a) The traffic improvement phasing analysis shall identify the project's proportionate impact on the specific freeway mainline and/or freeway ramp locations. b) The traffic improvement phasing analysis shall determine the property owner/developer's fair-share percentage responsibility for mitigating project impacts based on thresholds of significance, performance standards and methodologies utilized in EIR No. 350 and established in the Orange County Congestion Management Program and City of Anaheim Traffic Study Guidelines. c) The traffic improvement phasing analysis shall determine if a regional 	

1. Executive Summary

Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>transportation agency has programmed and funded the warranted improvements to the impacted freeway mainline or freeway ramp locations</p> <p>d) The City of Anaheim shall estimate the cost of the project's fair-share responsibility in cooperation with Caltrans.</p> <p>e) The property owner/developer shall pay the City of Anaheim the identified fair-share responsibility as determined above.</p> <p>f) The City shall allocate the property owners/developers fair-share contribution to traffic mitigation programs that result in improved traffic flow on the impacted mainline and ramp locations, via an agreement mutually acceptable to Caltrans and the City of Anaheim.</p>	
<p>Impact 5.13-2: The Proposed Project would result in significant intersection peak hour impacts and roadway segment impacts under the Forecast Year 2035 General Plan Buildout Plus Project scenario compared to the Forecast Year 2035 General Plan Buildout scenario.</p>	<p>Potentially Significant</p>	<p>Mitigation Measures T-1 through T-7 apply.</p>	<p>Significant and Unavoidable</p>
<p>Impact 5.13-3: All CMP intersections would operate at acceptable levels of service.</p>	<p>Less Than Significant</p>	<p>No mitigation measures are necessary.</p>	<p>Not applicable</p>
<p>Impact 5.13-4: The Proposed Project would not result in hazardous condition to air traffic patterns.</p>	<p>Less Than Significant</p>	<p>No mitigation measures are necessary.</p>	<p>Not applicable</p>
<p>Impact 5.13-5: The Proposed Project would not substantially increase hazards due to a design feature (sharp curves, etc.) or conflicting uses</p>	<p>Less Than Significant</p>	<p>No mitigation measures are necessary.</p>	<p>Not applicable</p>
<p>Impact 5.13-6: The Proposed Project would not result in inadequate emergency access.</p>	<p>Less Than Significant</p>	<p>No mitigation measures are necessary.</p>	<p>Not applicable</p>
<p>Impact 5.13-7: The Proposed Project complies with adopted policies, plans, and programs for alternative transportation.</p>	<p>Less Than Significant</p>	<p>No mitigation measures are necessary.</p>	<p>Not applicable</p>

1. Executive Summary

Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.14 TRIBAL CULTURAL RESOURCES			
<p>Impact 5.14-1: Implementation of the Proposed Project could cause a substantial adverse change in the significance of a tribal cultural resource as defined in Section 21074.</p>	<p>Potentially Significant</p>	<p>Mitigation Measure CUL-2 applies.</p> <p>TCR-1 Prior to the issuance of any permits allowing ground-disturbing activities that cause excavation to depths greater than current foundations, the project applicant/developer shall retain qualified Native American Monitor(s) during construction-related ground disturbance activities. The monitor(s) shall be approved by the Tribal Representatives of the Gabrieleno Band of Mission Indians - Kizh Nation and be present on-site during construction that involve ground disturbing activities. The Native American Monitor(s) shall be responsible for the following activities during the monitoring, as appropriate:</p> <ul style="list-style-type: none"> • Complete monitoring logs on a daily basis, providing descriptions of the daily activities, including construction activities, locations, soil, and any cultural materials identified. • If the monitoring site has hazardous materials concerns, the monitor(s) shall possess Hazardous Waste Operations and Emergency Response (HAZWOPER) certification. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the Tribal Representatives and monitor have indicated that the site has a low potential for tribal cultural resources. 	<p>Less Than Significant</p>
5.15 UTILITIES AND SERVICE SYSTEMS			
<p>Impact 5.15-1: The Proposed Project would not result in exceedance of wastewater treatment requirements of the applicable Regional Water Quality Control Board.</p>	<p>Less Than Significant</p>	<p>No mitigation measures are necessary.</p>	<p>Not applicable</p>
<p>Impact 5.15-2: The Proposed Project would result in deficient sewer capacities within the Project Area but would not result in the construction of new wastewater treatment facilities</p>	<p>Potentially Significant</p>	<p>USS-1 The City of Anaheim shall update the Combined West Anaheim Area Master Plan of Sanitary Sewers to include the deficient sewer segments as identified in the Beach Boulevard Specific Plan Sewer Analysis or latest updates for the Beach Boulevard Specific Plan, and the associated costs to improve the deficient segments.</p> <p>USS-2 Prior to issuance of demolition, grading, or building permits, whichever occurs first, the developer/applicant shall pay sewer impact fees per the updated the</p>	<p>Less Than Significant</p>

1. Executive Summary

Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		Combined West Anaheim Area Master Plan of Sanitary Sewers described in Mitigation Measure USS-1.	
Impact 5.15-3: The Proposed Project would increase domestic and fire water services demands in the Project Area, requiring upgraded water distribution systems.	Potentially Significant	USS-3 Prior to issuance of demolition, grading, building or water permits, whichever occurs first, the property owner/developer shall submit plans to the Public Utilities Department for review. The Public Utilities Department shall review the location of each project to determine if it is an area served by potentially deficient water facilities, as identified in the latest updated water study for the BBSP. In such a case, the property owner/developer shall perform a hydraulic analysis for the existing and proposed public water improvements to determine if the project domestic or fire flow demands will increase flows beyond those programmed in the appropriate water master plan study for the area or if the project will create a deficiency in an existing water mains. The hydraulic water analysis for the existing and proposed public water improvements shall incorporate the anticipated flow, pressure, and any other information specific for the project to determine the conditions for final design. With the hydraulic water analysis, the property owner/developer shall submit the results of a field fire flow test and provide a written response from Anaheim Fire Department confirming the fire flow requirements for the project. The property owner/developer shall be required to guarantee mitigation of the impact to adequately serve the area to the satisfaction of the Public Utilities Department and City Attorney's Office per Anaheim's most current Water Rules and Regulations.	Less Than Significant
Impact 5.15-4: The Proposed Project would be served by sufficient water supplies without procurement of additional water entitlements.	Less Than Significant	No mitigation measures are necessary.	Not applicable
Impact 5.15-5: Implementation of the Proposed Project would not adversely impact a landfill with insufficient capacity.	Less Than Significant	No mitigation measures are necessary.	Not applicable
Impact 5.15-6: The Proposed Project would increase electrical services demands in the Project Area and result in a need for new or upgraded systems.	Less Than Significant	No mitigation measures are necessary.	Not applicable

1. Executive Summary

Table 1-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact 5.15-7: The Proposed Project would increase natural gas services demands in the Project Area and result in a need for new or upgraded systems.	Less Than Significant	No mitigation measures are necessary.	Not applicable
Impact 5.15-8: The Proposed Project would increase telephone services demands in the Project Area and result in a need for new or upgraded systems.	Less Than Significant	No mitigation measures are necessary.	Not applicable