

## **APPENDIX A**

### **Consistency of the Mountain Park Specific Plan with the Goals and Policies of the Anaheim General Plan**

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**I. CONSISTENCY OF THE PROPOSED PROJECT WITH LAND USE-RELATED GOALS AND POLICIES**

<b>GOALS AND POLICIES</b>	<b>CONSISTENCY ANALYSIS</b>
<p><u>Land Use Element</u>  <b>GOAL 1.1:</b> Preserve and enhance the quality and character of Anaheim's mosaic of unique neighborhoods.</p> <p>Policy 2: Ensure that new development is designed in a manner that preserves the quality of life in existing neighborhoods.</p> <p>Policy 3: Encourage future development to provide functional public spaces that foster social interaction.</p>	<p>The project site is located in the eastern portion of the City of Anaheim adjacent to the existing Sycamore Canyon and The Summit of Anaheim Hills Specific Plan communities. The proposed project would be consistent with and preserve the character of these existing neighborhoods by providing land uses similar to and compatible with the land uses in adjacent residential communities, and by providing land features/berms and landscaping that provide a transition from existing to proposed land uses including the school and park sites, and Mountain Park Drive. The proposed project also provides for the preservation of 2,163 acres of open space that would benefit existing and future residents in the City. The proposed Mountain Park Specific Plan would be consistent with Goal 1.1 and Policy 2 to preserve the quality and character of the existing neighborhoods in the City.</p> <p>The proposed project includes an approximate 15-acre public community park and adjacent school site as well as a system of on-site and off-site trails and bikeways and a trail staging area that are accessible to the public. The provision of these uses is consistent with Policy 3 to provide functional public spaces for social interaction. In addition, the project includes a private recreation center and smaller parks within the development areas for project residents.</p>
<p><b>GOAL 2.1:</b> Continue to provide a variety of quality housing opportunities to address the City's diverse housing needs.</p> <p>Policy 6: Ensure quality development through appropriate development standards and by adherence to related Community Design Element policies and guidelines.</p>	<p>The proposed project would provide a mix of housing units, including single-family detached and single-family attached dwelling units, on lots ranging in size from 1,600 square feet to 7,000 square feet. As noted previously, Design Guidelines for the proposed project have been developed and are included as part of the Mountain Park Specific Plan Amendment. These Design Guidelines take into consideration policies outlined in the General Plan Community Design Element, and address the unique character of the project site and surrounding areas.</p>
<p><b>Goal 3.1:</b> Pursue land uses along major corridors that enhance the City's image and stimulate appropriate development at strategic locations.</p> <p>Policy 3: Ensure quality development along corridors through adherence to established development standards and Community Design Element goals, policies, and guidelines.</p> <p>Policy 4: Continue to pursue additional open space, recreation, and landscaping amenities along major transportation routes.</p>	<p>SR-91 is adjacent to the project site to the north, and SR-241 traverses the western portion of the site in a north-south direction. Under existing conditions, the quarry site is a prominent land use feature on the project site that can be seen from SR-91 and SR-241. The quarry operations will cease prior to initiation of construction activities east of SR-241. An undulating landscaped slope would be provided along the northern edge of Development Area 5, adjacent to SR-91 which would screen views of the community from the SR-91. In addition, landscaped slopes would be provided along the western edge of Development Area 4 to screen views of the project from SR-241, along Weir Canyon Road and at the Weir Canyon Road/SR-241 interchange. The project also includes the preservation of open space. Specifically, the majority of SR-241 within the project site is adjacent to preserved open space areas.</p> <p>These project features as well as the overall character of the proposed development would enhance the City's image along SR-241 and SR-91 in this portion of the City.</p>

GOALS AND POLICIES	CONSISTENCY ANALYSIS
<p><b>GOAL 4.1:</b> Promote development that integrates with and minimizes impacts to surrounding land uses.</p> <p>Policy 1: 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>Policy 2: Promote compatible development through adherence to Community Design Element policies and guidelines.</p> <p>Policy 3: Ensure that developers consider and address project impacts upon surrounding neighborhoods during the design and development process.</p> <p>Policy 4: Require new or expanded uses to provide mitigation or buffers between existing uses where potential adverse impacts could occur.</p>	<p>As discussed previously, the Mountain Park Specific Plan Amendment proposes development that is consistent and compatible with existing surrounding land uses. Specifically, the residential densities (Low-Medium Hillside Density Residential and Low-Medium Density Residential) proposed by the Mountain Park Specific Plan are similar to those in adjacent neighborhoods. Attractive landscaping and sensitive lighting plans would further enhance the proposed Development Areas. Buffering through landscaped slopes and berms would be used to transition from existing to proposed land uses, minimizing potential land use impacts to existing adjacent land uses.</p> <p>The proposed project involves implementation of the Mountain Park Specific Plan Amendment that is consistent with the land use designations identified on the City of Anaheim's Land Use Plan. The City of Anaheim Zoning Code would also be amended to incorporate the Zoning and Development Standards for the site.</p> <p>Development of the Mountain Park Specific Plan area would be consistent with the City's Community Design Element policies and guidelines. The project has been designed to ensure internal compatibility of the proposed land uses and compatibility with existing adjacent neighborhoods.</p> <p>The Mountain Park Specific Plan area would be implemented in a manner that minimizes impacts on surrounding neighborhoods through development of land uses of a similar density, and use of transitional landscaping and land features/berms. Specifically, landscaped berms and slopes would be provided along the western edge of Development Areas 3 and 7 which are adjacent to existing residences.</p> <p>The proposed project would provide landscape and natural buffers between the Mountain Park Specific Plan project site and the existing residential uses to the west related to landscape and natural buffers.</p>
<p>Policy 6: Require landscape and/or open space buffers to maintain a natural edge for proposed private development directly adjacent to natural, public open space areas.</p>	<p>The project boundaries near existing residential uses would incorporate the landscape concept which includes berms, trees, and vegetation.</p> <p>As shown on the landscape concept, and consistent with Policy 6, transitional slope planting would be provided between proposed Development Areas and natural open space areas and existing development to the west.</p>
<p><u>Green Element</u></p> <p><b>GOAL 8.1:</b> Preserve natural, scenic, and recreational resources; continue to ensure residential neighborhoods are safe, well-maintained places to live; and continue to provide necessary community services and facilities.</p>	<p>The Mountain Park Specific Plan includes 2,163 acres of preserved open space (72 percent of the project site). The development would incorporate natural, scenic, and recreation resources that complement and enrich surrounding neighborhoods. As stated previously, the project site would also include a 15-acre community park as well as on-site trails and bikeways.</p>

<b>GOALS AND POLICIES</b>	<b>CONSISTENCY ANALYSIS</b>
	<p>The zoning for the Mountain Park Specific Plan area would be amended as part of the project to reflect the proposed Zoning and Development Standards. The proposed Specific Plan also includes Design Guidelines that would be implemented with the proposed project and would ensure implementation of land uses with high quality construction and architectural design.</p> <p>Compliance with the provisions of the Mountain Park Specific Plan would result in quality development consistent with applicable policies and guidelines in the City's Community Design Element.</p>
<p>Policy 1: Encourage the preservation of scenic vistas and views through Green Element Policies and Zoning Code development standards.</p> <p>Policy 3: Provide adequate passive and active park and recreational resources through the goals and policies of the Green Element.</p> <p>Policy 4: Ensure quality development through the policies and guidelines of the Community Design Element and Zoning Code development standards.</p>	<p>The proposed project encourages the preservation of scenic vistas and views.</p> <p>The proposed project includes the preservation of approximately 2,163 acres of open space. Additionally, a 15-acre public park, several smaller private parks, and a system of trails that would connect to existing trails that are a part of the County of Orange Master Plan of Regional Riding and Hiking Trails are proposed.</p> <p>The proposed project involves implementation of the Mountain Park Specific Plan Amendment that is consistent with the City of Anaheim's Land Use Plan. The Specific Plan Amendment includes zoning and development standards. With adoption of the Specific Plan Amendment, the City of Anaheim Zoning Code would also be amended to incorporate the amended zoning and development standards for the site.</p>
<p>Policy 6: Continue to work with Caltrans and OCTA to protect residential neighborhoods from bypass traffic impacts associated with congested conditions on the Riverside (SR-91) Freeway.</p>	<p>Design Guidelines for the proposed project have been developed and are included as part of the Mountain Park Specific Plan Amendment. These Design Guidelines take into consideration policies outlined in the Community Design Element, and address the unique character of the project site and surrounding areas.</p> <p>The proposed project is planned as a gated community with gates provided along Mountain Park Drive and Gypsum Canyon Road. The restricted access prevents non-residents from traveling through the project site and surrounding neighborhoods to bypass traffic associated with SR-91.</p>

**II. CONSISTENCY OF THE PROPOSED PROJECT WITH AESTHETICS AND VISUAL RESOURCES RELATED GOALS AND POLICIES**

<b>GOALS AND POLICIES</b>	<b>CONSISTENCY ANALYSIS</b>
<p><b>Circulation Element</b></p> <p><b>Goal 4.1:</b> Preserve and enhance uniquely scenic or special visual resource areas along highways and designated State scenic routes for the enjoyment of all travelers.</p> <p>Policy 2: Consider the unique natural features of the Hill and Canyon Area when arterial streets and highways are improved or constructed.</p> <p>Policy 4: Take such actions as may be necessary to protect the scenic appearance of the band of land generally adjacent to the scenic highway right-of-way, including but not limited to:</p> <ul style="list-style-type: none"> <li>• Regulation of land use and intensity of development</li> <li>• Detailed land and site planning</li> <li>• Control of outdoor advertising</li> <li>• Careful attention to and control of grading and landscaping; and</li> <li>• Careful design and maintained appearance of structures and equipment.</li> </ul>	<p>The proposed project is visible from adjacent SR-91 (Caltrans eligible but not designated scenic roadway and designated County Type I Scenic Highway) and SR-241 (designated County Type II Landscape corridor. It would not be visible from the portions of Weir Canyon Road and Santa Ana Canyon Road that are designated by the City of Anaheim as scenic expressways. The project is located in a Scenic Corridor Overlay and is subject to additional site development and design requirements. Grading and landscaping would be conducted in accordance with the Anaheim Municipal Code, Title 17-Land Development and Resources and City of Anaheim Policy No. 211 (Grading Design Manual), to the extent feasible. The Mountain Park Specific Plan includes contour grading techniques that deviate from the grading policy; however, meet the overall intent of the policy relative to the appearance of slopes. A detailed landscape plan will be prepared and subject to City approval prior to implementation. The proposed project would be consistent with the City of Anaheim's Land Use Plan and Municipal Code.</p>
<p><b>Green Element</b></p> <p><b>Goal 1.1:</b> Maintain strict standards for hillside grading to preserve environmental and aesthetic resources.</p> <p>Policy 2: Limit grading to the amount necessary to provide stable areas for structural foundations, street rights-of-way, parking facilities, and other intended uses.</p> <p>Policy 3: Minimize import/export associated with grading.</p> <p><b>Goal 2.1:</b> Preserve views of ridgelines, natural open space and other scenic vistas wherever possible.</p> <p>Policy 2: Encourage development that preserves natural contours and views of existing ridgelines or prominent views.</p> <p>Policy 3: Site parks, nature centers and trails to take advantage of natural vistas.</p> <p><b>Goal 14.3:</b> Ensure that future development near regional open space resources will be sensitively integrated into surrounding sensitive habitat areas.</p> <p>Policy 1: Require new development to mitigate light and glare impacts on surrounding sensitive habitat and open space areas, where appropriate.</p>	<p>The proposed project would be implemented in a manner that minimizes impacts upon the hillside and surrounding neighborhoods during the design and development process. The earthwork for the project would be balanced on-site within each Development Area; therefore, there would be no import or export of soil.</p> <p>The proposed project would result in quality development consistent with applicable policies and guidelines in the City's Community Design Element and Zoning Code. Residences would be of high quality construction and architectural design consistent with the surrounding residential areas. Attractive landscaping and sensitive lighting would enhance the community. The project would include terracing of homes to allow for more landscaping throughout the project site. This would also allow for existing views of the major ridgelines to remain undisturbed for the majority of the existing adjacent residences.</p> <p>The proposed project would incorporate a detailed lighting plan consistent with Section 17.06 of the Anaheim Municipal Code (refer to SC 2-4). The proposed project would be in compliance with all applicable City of Anaheim site development and design requirements.</p>

GOALS AND POLICIES	CONSISTENCY ANALYSIS
<p><b>Land Use Element</b></p> <p><b>Goal 8.1:</b> Preserve natural, scenic and recreational resources; continue to ensure residential neighborhoods are safe, well-maintained, places to live, and continue to provide necessary community services and facilities.</p> <p>Policy 1: Encourage the preservation of scenic vistas and views through Green Element Policies and Zoning Code development standards.</p>	<p>Through the use of contour grading, terracing and other grading techniques, the scenic views of the major ridgelines from the surrounding areas would not be subject to adverse visual changes. As feasible, the proposed project will comply with applicable City of Anaheim Municipal Code, Title 17-Land Development and Resources and City of Anaheim Policy No. 211 (Grading Design Manual), and Zoning Code.</p>
<p><b>Community Design Element</b></p> <p><b>Goal 21.1:</b> Preserve the Hill and Canyon's sensitive hillside environment and the community's unique identity.</p> <p>Policy 1: Reinforce the natural environment of the area through appropriate landscaping and the preservation of open space.</p> <p>Policy 2: Require compliance with the Scenic Corridor Overlay Zone to reinforce quality development standards and guidelines compatible with the hillside area.</p> <p>Policy 3: Place entry monumentation signs at key locations into and out of the Hill and Canyon Area to strengthen its district identity.</p> <p>Policy 4: Encourage the siting of housing development below the existing ridgelines to preserve unimpeded views of existing and natural contours.</p> <p>Policy 5: Use grading techniques that incorporate rounded slopes or curved contours to minimize disturbance to the site and to blend with the existing topography.</p> <p>Policy 6: Where grading has occurred, revegetate primarily with drought-tolerant native species to control erosion and create a more environmentally sound condition.</p>	<p>Through the use contour grading, terracing and other grading techniques, alterations of existing hillside topography would not result in significant visual impacts. The development areas are situated well below the major ridgelines preserve unimpeded views of the major ridgelines from the majority of the adjacent existing residences to the west of Development Areas 3 and 7. Within these existing areas, some residences would have impeded views of the major ridgelines to the south of the project site.</p> <p>It should be noted that the maximum allowed residential structure height in the Mountain Park Specific Plan (35-feet) exceeds that allowed by the Scenic Corridor Overlay Zone (25-feet). This deviation from the current requirement would not impact the scenic nature of the area since most development is clustered in the canyon bottom, not along the visible ridgelines. The scale of development is low compared to surrounding ridgelines. The proposed project is consistent with the intent of the Scenic Overlay Zone.</p> <p>Through PDF 2-1 and SC 2-2, a landscape plan will be prepared that would emphasize the natural environment by restoring disturbed riparian and slope areas and using a plant palette that will smoothly transition from an ornamental development landscape to the existing functional landscape.</p>

### III. CONSISTENCY OF THE PROPOSED PROJECT WITH GEOLOGY AND SOILS RELATED GOALS AND POLICIES

GOALS AND POLICIES	CONSISTENCY ANALYSIS
<b>City of Anaheim General Plan</b>	
<b>Safety Element</b>	
<p>Goal 1.1: Minimize the risk to public health and safety and disruptions to vital services, economic vitality, and social order resulting from seismic and geologic activities.</p> <p>Policy 1: Minimize the risk to life and property through the identification of potentially hazardous areas, adherence to proper construction design criteria, and provision of public information.</p> <p>Policy 2: Require geologic and geotechnical investigations in areas of potential seismic or geologic hazards as part of the environmental and/or development review process for all structures and enforce structural setbacks from faults that are identified through those investigations.</p> <p>Policy 3: Enforce the requirements of the California Seismic Hazards Mapping and Alquist-Priolo Earthquake Fault Zoning Acts when siting, evaluating, and constructing new projects within the City.</p> <p>Policy 4: Require that engineered slopes be designed to resist earthquake-induced failure.</p> <p>Policy 5: Require removal or rehabilitation of hazardous or substandard structures that may collapse in the event of an earthquake.</p> <p>Policy 7: Require that new construction and significant alterations to structures located within potential landslide areas be evaluated for site stability, including the potential impact to other properties, during project design and review.</p>	<p>As it relates to seismic hazards and earthquake potential, the project site is subject to ground shaking from known faults. In addition to ground shaking, the proposed project could be subject to seismically induced hazards. As with all development, structures shall be designed in compliance with applicable standards and regulations related to seismic design. Through the implementation of proper engineering and construction practices, impacts associated with seismic hazards would be reduced to levels considered less than significant.</p> <p>As it relates to geologic hazards, a preliminary geotechnical investigation has been conducted for the proposed project and identified any potential on-site geologic hazards. Subsequent final soils engineering and geologic studies will be conducted for final engineering studies. These studies will include design criteria which shall be included in construction plans.</p> <p>Additionally, the proposed project incorporates standard conditions, project design features and mitigation measures which are consistent with Anaheim Building Code requirements, standard practices, and applicable regulations as related to construction and seismic/geotechnical considerations.</p>
<b>Green Element</b>	
<p>Goal 1.1 Maintain strict standards for hillside grading to preserve environmental and aesthetic resources.</p> <p>Policy 2: Limit grading to the amount necessary to provide stable areas for structural foundations, street right-of-way, parking facilities, and other intended uses.</p> <p>Policy 3: Minimize import/export associated with grading.</p>	<p>The proposed project would be in compliance with the City of Anaheim Grading Ordinance requirements and subject to review by the City of Anaheim City Engineer. Identified grading activities described in the Grading Concept would be implemented to provide a stable structural foundation for the proposed project. Approximately 26 million cubic yards of cut and fill and approximately 20 million cubic yards of remedial grading would be required for the proposed project. These grading quantities have been determined based on the most current project design and are subject to minor corrections during final grading plans. Minimizing import/export is always a consideration and will be conducted as feasible to preserve environmental and aesthetic resources.</p>

**IV. CONSISTENCY OF THE PROPOSED PROJECT WITH  
HYDROLOGY RELATED GOALS AND POLICIES**

<b>GOALS AND POLICIES</b>	<b>CONSISTENCY ANALYSIS</b>
<p><b>Green Element</b></p> <p>GOAL 7.1: Reduce urban runoff from new and existing development.</p> <p>Policy 1: 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>Policy 2: Continue to implement an urban runoff reduction program consistent with regional and federal requirements, which includes requiring and encouraging the following:</p> <ul style="list-style-type: none"> <li>• Increase permeable areas and install filtration controls (including grass-lined swales and gravel beds) and divert flow to these permeable area to allow more percolation of runoff into the ground;</li> <li>• Use natural drainage, detention ponds or infiltration pits to collect runoff; and,</li> <li>• Prevent rainfall from entering material and waste storage areas and pollution-laden surfaces.</li> </ul> <p>Policy 3: Cooperate with surrounding jurisdictions and the County of Orange to provide adequate storm drainage facilities.</p> <p>Policy 4: 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>Policy 5: Coordinate with appropriate Federal, State, and local resource agencies on development projects and construction activities affecting waterways and drainage.</p>	<p>The property owner/developer would be required to prepare a Water Quality Management Plan, and comply with the provisions of the Regional Water Quality Control Board Construction General NPDES Permit, and General Waste Discharge Requirements. Compliance with requirements for notification, testing and reporting of dewatering and testing-related discharges would also be required.</p> <p>The drainage system is comprised of three systems including a high flow bypass line for off-site drainage, an on-site storm drain system to collect flows from developed areas, and a low-flow water quality system to divert initial storm flows and dry weather flows to a series of water quality basins.</p> <p>The property owner/developer would be required to develop a Stormwater Pollution Prevention Plan (SWPPP) that incorporates Best Management Practices for reducing or eliminating construction-related pollutants in the site runoff.</p> <p>Waste storage areas would be designed to be covered to prevent rainfall from entering. In addition, connection of trash area drains to the municipal storm drain system would be prohibited.</p>
<p><b>Safety Element</b></p> <p>Goal 3.1: Reduce, to the greatest extent possible, the risk to life, property, public investment, and social order created by flood hazards.</p> <p>Policy 1: Evaluate all development proposals located in areas that are subject to flooding to minimize the exposure of life and property to potential flood risks.</p>	<p>The proposed project would not result in substantial increases in the rate or amount of surface runoff which would result in flooding on- or off-site. The average pad elevation for the proposed project exceeds the 100-year flood elevation by a minimum of 13 feet, thereby ensuring that homes and structures would not be impacted by 100-year flood conditions. Additionally, the proposed project largely avoids encroachment upon the mainstem of Gypsum Canyon Creek, eliminating the threat of potential flooding, and leaving the drainage largely a natural system.</p>

GOALS AND POLICIES	CONSISTENCY ANALYSIS
<p>Policy 2: Provide appropriate land use regulations and site development standards for areas subject to flooding.</p> <p>Policy 3: Encourage new development to maintain and enhance existing natural streams, as feasible.</p> <p>Policy 6: Continue to work with the Orange County Flood Control District and the United States Army Corps of Engineers to receive and implement updated flood control measures and information.</p>	<p>The Santa Ana River would be able to accommodate the increase in peak flow resulting from the proposed project. The flood control infrastructure of the Santa Ana River has been designed to accommodate peak flows from Gypsum Canyon in excess of what would be generated by the proposed project.</p> <p>The property owner/developer and/or the City of Anaheim would coordinate with the Orange County Flood Control District and the ACOE as appropriate for project features that have the potential to affect flood control facilities under their jurisdiction including the Santa Ana River (ACOE) and Featherly Regional park (Orange County Flood Control District).</p>
<p><b>Public Services and Facilities Element</b></p> <p>Goal 6.1: Maintain a storm drain system that will adequately protect and enhance the wealth, safety and general welfare of residents, visitors, employees, and their property.</p> <p>Policy 1: Improve the City's storm drain system to address current deficiencies as well as long-term needs associated with future development to minimize flood damage and adequately convey rainfall and subsequent runoff from a 25-year frequency storm.</p>	<p>The proposed drainage system is comprised of three systems including a high flow bypass line for off-site drainage, an on-site storm drain system to collect flows from developed areas, and a low-flow water quality system to divert initial storm flows and dry weather flows to a series of water quality basins. All City storm drains would be sized to adequately convey a 25-year storm event or greater. An exceedance of capacity currently occur at the inlet of the existing Gypsum Canyon Road/SR-91 box culvert. However, the project includes improvements to alleviate current flooding during large storm events and to accommodate the increase in storm flows from the proposed project.</p>
<p>Policy 2: Develop Anaheim's flood control system for multi-purpose uses whenever practical and financially feasible (i.e., recreational, water quality/treatment, infiltration, etc.)</p> <p>Policy 3: Minimize the amount of impervious surfaces in conjunction with new development.</p> <p>Policy 4: Minimize the disturbance of natural water bodies and natural drainage systems, where feasible, resulting from development including roads, highways, and bridges.</p>	<p>A number of the basins are located along Gypsum Canyon Creek. There is a proposed regional riding and hiking trail that would also extend along this creek. The water quality basins would be designed to blend with the natural character of this area and would enhance the experience of trail users. The water quality basins would have permeable bottoms allowing infiltration of water.</p> <p>Project design includes minimizing the disturbance of natural drainage systems on-site; however, where natural drainage systems are proposed to be altered, the overall project effect on runoff would be less than significant.</p>

**V. CONSISTENCY OF THE PROPOSED PROJECT WITH WATER QUALITY RELATED GOALS AND POLICIES**

Goals and Policies	Consistency Analysis
<p><b>Green Element</b></p> <p>GOAL 7.1: Reduce urban runoff from new and existing development.</p> <p>Policy 1: 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>Policy 2: Continue to implement an urban runoff reduction program consistent with regional and federal requirements, which includes requiring and encouraging the following:</p> <ul style="list-style-type: none"> <li>• Increase permeable areas and install filtration controls (including grass-lined swales and gravel beds) and divert flow to these permeable areas to allow more percolation of runoff into the ground;</li> <li>• Use natural drainage, detention ponds or infiltration pits to collect runoff; and,</li> <li>• Prevent rain fall from entering material and waste storage areas and pollution-laden surfaces.</li> </ul> <p>Policy 4: 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>The proposed project includes project design features which incorporate site design, source control and treatment control BMPs in compliance with the requirements of the Orange County NPDES Permit (Order No. R8-2002-0010) and the DAMP/LIP. Treatment control PDFs include nine water quality basins and biofiltration areas that would treat runoff from all urban areas of the project.</p> <p>The proposed project would be in compliance with the General Construction Activity Permit and Caltrans construction requirements (as appropriate) which require the development and implementation of a SWPPP. The SWPPP must include erosion and sediment control BMPs that would meet or exceed measures required by the General Construction Permit, as well as BMPs that control the other potential construction-related pollutants. Implementation of the SWPPP would reduce and/or eliminate construction-related contaminants from leaving the site consistent with BAT/BCT standards. Additionally, any construction dewatering activities would be conducted in compliance with the General Dewatering Permit and the effluent limitations and other requirements contained therein.</p>

**VI. CONSISTENCY OF THE PROPOSED PROJECT WITH TRAFFIC AND CIRCULATION RELATED GOALS AND POLICIES**

GOALS AND POLICIES	CONSISTENCY ANALYSIS
<p><u>Circulation Element</u></p> <p><b>GOAL 1.1:</b> Provide a comprehensive transportation system that facilitates current and long-term circulation in and through the City.</p> <p>Policy 1: Assign street classifications to provide an acceptable level of service based on projected traffic demands, circulation functions and the area that they are intended to serve. The system will be coordinated with the Orange County Master Plan of Arterial Highways and the circulation plans of adjacent cities.</p> <p>Policy 3: Require that major new development proposals include traffic impact analyses that identify measures and financing to mitigate traffic impacts.</p> <p>Policy 6: Ensure the provision of needed transportation improvements through the site plan and environmental review process.</p>	<p>The proposed project would construct transportation system improvements on- and off-site to facilitate traffic circulation. Proposed transportation improvements included to be constructed as part of the project are described in the EIR, Project Description. In addition to the provision of new roadways and improvements to existing roadways, the project also involves construction of the SR-241/Weir Canyon Road Interchange and the Mountain Park Drive bridge over SR-241 connecting Development Areas east and west of SR-241.</p> <p>The proposed roadway system is consistent with the City of Anaheim General Plan Circulation Element as well as the County of Orange Master Plan of Arterial Highways. It should be noted that the City's General Plan identifies an extension of Jamboree Road that may be deleted from the MPAH with the East Orange project which is currently being processed through the City of Orange. This roadway would be deleted from the City of Anaheim General Plan, after the City of Orange's MPAH amendment process is completed.</p> <p>The traffic analysis contains specific recommendations for mitigating the proposed project's impacts on the local transportation system. The property owner/ developer would be required to participate in implementation of committed and non-committed transportation improvements for the intersections and roadway significantly impacted by the project.</p> <p>The proposed project would construct on-site and off-site transportation improvements to maintain acceptable traffic levels of service in the project study area.</p>
<p>Policy 9: Consider aesthetics, including the provision of appropriate landscaping, in the development of arterial highways.</p>	<p>A landscape program has been developed for the Mountain Park Specific Plan. The Gypsum Canyon Road streetscape would reinforce the existing sycamore and sycamore/oak woodland. The Mountain Park Drive Streetscape would extend and reinforce the adjoining natural open space by including oak woodland species to the road's edge at higher elevations and sycamore and sycamore/oak woodland species at the lower elevations.</p>

GOALS AND POLICIES	CONSISTENCY ANALYSIS
<p><b>GOAL 1.2:</b> Support improvements to highways passing near and through the City.</p> <p>Policy 5: Work with Caltrans in analyzing the performance of freeway interchanges located in the City and seek appropriate improvements.</p>	<p>The proposed project includes the construction of the SR-241/Weir Canyon Road interchange as well as improvements at the SR-91/Gypsum Canyon Road interchange. The traffic analysis presented in this section addresses potential impacts from the project on freeway/tollroad mainline segments and interchanges. In summary, the proposed project would not have a significant impact on freeway or tollroad facilities, and no improvements/mitigation is required beyond that proposed as part of the project.</p>
<p><b>GOAL 2.1:</b> Maintain efficient traffic operations on City streets and maintain a peak hour level of service not worse than D at street intersections.</p> <p>Policy 1: Make improvements to streets and intersections experiencing conditions worse than the applicable Level of Service standard by providing appropriate improvements, including, but not limited to:</p> <ul style="list-style-type: none"> <li>• Landscaped median islands to restrict left turns, with median opening spacing occurring a minimum of 400 feet apart, and preferably limited to signalized locations.</li> <li>• Adequate driveway spacing of at least 230 feet between driveways on arterial highways.</li> </ul>	<p>The proposed project includes construction of improvements to Gypsum Canyon Road, Santa Ana Canyon Road and Weir Canyon Road. The property/owner developer would be required to pay a proportionate share for previously identified improvements to the intersections and roadway improvements.</p>
<p><b>GOAL 2.2:</b> Provide a safe circulation system.</p> <p>Policy 1: Promote the principle that streets have multiple uses and users, and protect the safety of all users.</p> <p>Policy 2: 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>Policy 3: Design access onto major arterial streets in an orderly and controlled manner.</p>	<p>The circulation system includes sidewalks, crosswalks, and bike lanes, where appropriate, to protect the safety of pedestrians and bicyclists. Traffic calming measures have been included in the roadway design, as appropriate, and include street chokers and elbows.</p> <p>The project's proposed circulation system would access the following primary arterials: Gypsum Canyon Road, Weir Canyon Road, and Santa Ana Canyon Road. Roadway improvements are proposed as part of the project at each of these roadway connections to accommodate the increased traffic from the project, and ensure acceptable traffic conditions.</p>
<p>Policy 6: Implement street design features such as the use of medians, bus turnouts and consolidated driveways to minimize mid-block traffic congestion.</p> <p>Policy 7: Implement street design features that discourage through traffic intrusion on residential streets.</p>	<p>Medians are planned for the on-site roadways. OCTA does not provide bus service in the study area; therefore, provisions for bus turnouts are not currently included. The City of Anaheim will review final street improvement plans during the tentative map process and will ensure that appropriate street design features are included.</p> <p>The Mountain Park Specific Plan includes manned-gated entries which would eliminate through traffic through the residential areas.</p>

GOALS AND POLICIES	CONSISTENCY ANALYSIS
<p>Policy 8: Support freeway improvements that remove through traffic from local streets.</p> <p>Policy 10: Provide adequate sight distances for safe vehicular movement on roadways and at intersections.</p>	<p>The proposed project includes construction of the SR-241/Weir Canyon interchange. Implementation of this interchange would likely reduce the amount of through traffic on local streets surrounding SR-91. Local streets are used to avoid traffic congestion experienced on SR-91. Additionally, the proposed project, which is adjacent to SR-91 would not preclude future improvements planned for this facility which currently operates at a deficient level of service.</p> <p>As noted under the discussion of Threshold 3 above, due to its steep grade, Mountain Park Road has the potential for increased hazards related to sight distance. The final street improvement plans for this roadway will incorporate appropriate design features to eliminate this potential hazard.</p>
<p><b>GOAL 2.3:</b> Improve regional access for City residents and workers.</p> <p>Policy 1: Continue to implement the State-mandated Congestion Management Program and Orange County's Growth Management Program.</p>	<p>The proposed project would construct or contribute to several freeway and roadway improvements consistent with the Orange County Congestion and Growth Management Programs. Additionally, as noted above, the project would not preclude planned SR-91 improvements.</p>
<p><b>GOAL 4.1:</b> Preserve and enhance uniquely scenic or special visual resource areas along highways and designated State scenic routes for the enjoyment of all travelers.</p> <p>Policy 3: Landscape arterial highways in keeping with the intent of the Scenic Corridor Overlay Zone and the Santa Ana River Greenbelt Plan, and maintain the residential character of the neighborhood by avoiding interference and intrusion into adjacent communities.</p>	<p>The project is located within a Scenic Overlay Corridor and SR-91 is designated as an Eligible State Scenic Highway. The project is, therefore, subject to additional requirements related to preserving scenic resources and scenic vistas. A landscape plan would be implemented which would emphasize the natural environment by restoring disturbed riparian slopes and using a plant palette that will transition from ornamental landscape to the existing functional landscape. As a requirement of Section 18.18.040 of the Anaheim Municipal Code, any specimen trees removed as part of project implementation would be replaced at a minimum ratio of 2:1. However, the proposed project involves tree replacement at a ratio of 20:1, substantially higher than the City requirement.</p>
<p><b>GOAL 7.1:</b> Protect and encourage bicycle travel.</p> <p>Policy 1: Provide safe, direct, and continuous bicycle routes for commuter and recreational cyclists.</p> <p>Policy 2: Incorporate bicycle planning into the traditional transportation planning process.</p> <p>Policy 6: Implement a bikeway system with linkages to routes in neighboring jurisdictions and regional bicycle routes.</p> <p>Policy 7: Maximize the use of easements and public rights-of-way along flood channels, utility corridors, rail lines and streets for bicycle and pedestrian paths.</p> <p>Policy 9: Require that new streets or developments contain adequate right of way for bicycle lanes, where appropriate.</p>	<p>The proposed project includes on-street bikeways. The on-street bikeways would connect to existing trails and bikeways surrounding the project site. Bikeways would be provided along public and private streets within the project site. There are no easements, utility corridors, or rail lines within the project site that could be used for bikeways.</p>

GOALS AND POLICIES	CONSISTENCY ANALYSIS
<p><b>GOAL 8.1:</b> Protect and encourage pedestrian travel.</p> <p>Policy 2: Improve pedestrian and bicycle connections from residential neighborhoods to retail activity centers, employment centers, schools, parks, open space areas and community centers.</p> <p>Policy 3: Encourage barrier free accessibility for all handicapped residents, employees and visitors throughout the City's circulation system.</p> <p>Policy 4: Support the planning of sidewalks of appropriate width to allow the provision of buffers to shield non-motorized traffic from vehicles.</p> <p>Policy 5: Add raised, landscaped medians and buildouts, where appropriate, to reduce exposure to cross traffic at street crossings.</p> <p>Policy 6: When feasible, walkways should include pedestrian amenities such as shade trees and/or plantings, trash bins, benches, shelters, and directional kiosks.</p> <p>Policy 7: Ensure that streets and intersections are designed to provide visibility and safety for pedestrians.</p>	<p>Pedestrian sidewalks and trails are included as part of the project. Mountain Park Drive and Weir Canyon Road, which provide access to the proposed school site and community park, include provisions for sidewalks that will accommodate pedestrian access from on-site and off-site residential areas to these public facilities. Final street improvement plans and tentative tract maps will include design details for pedestrian facilities to address specific safety issues.</p>
<p><u>Land Use Element</u></p> <p>The following goal and policy from the Land Use Element is specific to the Hill and Canyon area Community Policy Area</p> <p><b>GOAL 8.1:</b> Preserve natural, scenic, and recreational resources; continue to ensure residential neighborhoods are safe, well-maintained places to live; and continue to provide necessary community services and facilities.</p> <p>Policy 6: Continue to work with Caltrans and OCTA to protect residential neighborhoods from bypass traffic impacts associated with congested conditions on the Riverside (SR-91) Freeway.</p>	<p>The proposed project would have manned gates provided along Mountain Park Drive and Gypsum Canyon Road. The restricted access prevents non-residents from traveling through the project site and surrounding neighborhoods to bypass traffic associated with SR-91.</p>

**VII. CONSISTENCY OF THE PROPOSED PROJECT WITH AIR QUALITY RELATED GOALS AND POLICIES**

GOALS AND POLICIES	CONSISTENCY ANALYSIS
<p><u>Green Element</u>  <b>GOAL 8.1:</b> Reduce locally generated emissions through improved traffic flows and construction management practices.</p> <p>Policy 1: Reduce vehicle emissions through traffic flow improvements, such as traffic signal synchronization, Intelligent Transportation Systems, the Scoot Adaptive Traffic Control System, and related capital improvements.</p> <p>Policy 2: Regulate construction practices, including grading, dust suppression, chemical management, and encourage pre-determined construction routes that minimize dust and particulate matter pollution.</p>	<p>The proposed project includes implementation of the circulation plan as well as off-site roadway improvements and construction of the SR-241/Weir Canyon Road interchange. The proposed on-site circulation plan and off-site roadway improvements will improve traffic flow in the vicinity of the project site, consistent with Goal 8.1, Policy 1.</p> <p>The City of Anaheim General Plan identifies truck routes within the City with the intention of minimizing impacts from trucks on local roadways (refer to Figure C-5 of the General Plan, Truck Routes). The nearest truck routes to the project site are along Weir Canyon Road and Imperial Highway north of the SR-91. La Palma Avenue to Weir Canyon Road is also identified as a truck route. Project construction traffic would follow these routes.</p>

**VIII. CONSISTENCY OF THE PROPOSED PROJECT WITH NOISE RELATED GOALS AND POLICIES**

GOALS AND POLICIES	CONSISTENCY ANALYSIS
<b>Noise Element</b>	
<p><b>GOAL 1.1:</b> Protect sensitive land uses from excessive noise through diligent planning and regulation.</p> <p>Policy 3: Consider the compatibility of proposed land uses with the noise environment when preparing, revising or reviewing development proposals.</p> <p>Policy 4: Require mitigation where sensitive uses are to be placed along transportation routes to ensure compliance with State noise standards.</p> <p>Policy 5: Encourage proper site planning and architecture to reduce noise impacts.</p> <p>Policy 6: Discourage the siting of sensitive uses in areas in excess of 65 dBA CNEL without appropriate mitigation.</p> <p>Policy 7: Require that site-specific noise studies be conducted by a qualified acoustic consultant utilizing acceptable methodologies while reviewing the development of sensitive land uses or development that has the potential to impact sensitive land uses.</p>	<p>Consistent with Goal 1.1, Policy 7, a detailed noise analysis has been prepared for the Mountain Park Specific Plan project and is summarized in this section. The analysis addresses potential noise impacts to proposed sensitive uses from traffic along adjacent roadways and from proposed on-site uses. As required by Policy 3, this analysis also considers the compatibility of proposed uses with on-site noise generating uses such as gated entrance facilities, a water pump station, school/park, etc.</p> <p>As identified in the analysis provided in this section, there is a potential that proposed uses would be exposed to noise levels that exceed the standards outlined in the City of Anaheim General Plan. Consistent with policies 4, 5 and 6, mitigation is required in the form of noise barriers, mechanical ventilation of structures, and building upgrades to mitigate these impacts to levels considered less than significant. Following implementation of mitigation, sensitive uses, including residences, the store concession/interpretive center, and residential component of the fire station would not be exposed to exterior or interior noise levels in exceedance of the City's noise standards.</p>
<p><b>GOAL 2.1:</b> Encourage the reduction of noise from transportation-related noise sources such as motor vehicles, aircraft operations, and railroad movements.</p> <p>Policy 2: Employ noise mitigation practices, as necessary, when designing future streets and highways, and when improvements occur along existing road segments. Mitigation measures should emphasize the establishment of natural buffers or setbacks between the arterial roadways and adjoining noise-sensitive areas.</p> <p>Policy 3: Require that development generating increased traffic and subsequent increases in the ambient noise level adjacent to noise-sensitive land uses provide appropriate mitigation measures.</p>	<p>The grading plan for the proposed project includes berms along these roadways to reduce noise levels experienced by future residences. Additionally, the property owner/developed would be required to provide noise barriers, mechanical ventilation, and building upgrades to ensure that interior and exterior noise levels are acceptable.</p>

**IX. CONSISTENCY OF THE PROPOSED PROJECT WITH GOALS AND POLICIES RELATED TO HAZARDS AND HAZARDOUS MATERIALS**

<b>GOALS AND POLICIES</b>	<b>CONSISTENCY ANALYSIS</b>
<p><b>Safety Element</b></p> <p><b>GOAL 2.1:</b> Protect the lives and property of residents, business owners, and visitors from the hazards of urban and wildland fires.</p> <p>Policy 1: Minimize the exposure of residents, business owners, and visitors to the impacts of urban and wildland fires.</p> <p>Policy 2: Continue to assess the need for additional greenbelts, fuel breaks, fuel reduction and buffer zones around communities to minimize potential losses.</p> <p>Policy 3: Maintain a weed abatement program to ensure clearing of dry brush areas.</p> <p>Policy 6: Continue to refine procedures and processes to minimize the risk of fire hazards in the Special Protection Area including requiring new development to:</p> <ul style="list-style-type: none"> <li>• Utilize fire-resistant building materials;</li> <li>• Incorporate fire sprinklers as appropriate;</li> <li>• Incorporate defensible space requirements;</li> <li>• Comply with Anaheim Fire Department Fuel Modification Guidelines;</li> <li>• Provide Fire Protection Plans;</li> <li>• Implement a Vegetation Management Plan, which results in proper vegetation modification on an ongoing basis within the Special Protection Area.</li> <li>• Develop fuel modification in naturalized canyons and hills to protect life and property from wildland fires, yet leave as much of the surrounding natural vegetation as appropriate.</li> <li>• Require development to use plant materials that are compatible in color and character with surrounding natural vegetation.</li> <li>• Provide wet or irrigated zones when required.</li> <li>• Use selective trimming and obtain permits when necessary in designated areas to preserve environmentally sensitive native plants.</li> </ul> <p>Policy 7: Utilize reservoirs, tanks, and wells for emergency fire suppression water sources.</p> <p>Policy 8: Ensure that fuel modification and controlled fire burns are consistent with the Natural Community Conservation Plan agreement and any adopted habitat conservation plans.</p>	<p>With implementation of identified fire protection project design features, including implementation of an extensive fuel modification plan, the proposed project would not result in a significant risk to residents and structures from wildland fires.</p> <p>The Fire Master Plan identifies fire protection features included as part of the project. These features are consistent with the City's policies related to reviewing the areas around communities relative to vegetation, requirements for new communities, and provision of adequate water sources. Additionally, the proposed fuel modification plan is consistent with the requirements outlined in the NCCP/HCP.</p>

<b>GOALS AND POLICIES</b>	<b>CONSISTENCY ANALYSIS</b>
<p><b>GOAL 4.1:</b> Decrease the risk of exposure for life, property and the environment to hazardous materials and hazardous waste.</p>	<p>As discussed in this section, areas of known hazardous materials contamination occur within the existing quarry site in the northeastern portion of the project site. Prior to initiation of proposed project development activities on the quarry site, it will be remediated during reclamation to a level that would not pose a risk to residential uses.</p> <p>On-site groundwater testing did result in the detection of trace concentrations of TCE, gasoline and NDMA in Gypsum Canyon. A risk assessment was conducted to address this issue and concluded that the estimated cancer risks and non-cancer hazards to future residents are below the regulatory threshold. Therefore, implementation of the proposed project would not pose a threat to human health due to residual hazardous substances associated with historical operations.</p> <p>The proposed project also includes the relocation of the Southern Trails (Questar) Pipeline. The pipeline would be designed in accordance with applicable standards to mitigate risk to people or property in the event of a pipeline accident. Under California law, a safety risk assessment is required prior to state approval of any proposed public school site located within 1500 feet of a pipeline. The California Department of Education may require the school district to implement mitigation measures to reduce any identified safety risks to levels below significance. Such measures may include natural gas detection sensors.</p>

**X. CONSISTENCY OF THE PROPOSED PROJECT WITH  
POPULATION AND HOUSING-RELATED GOALS AND POLICIES**

<b>GOALS AND POLICIES</b>	<b>CONSISTENCY ANALYSIS</b>
<p><b>2000-2005 Housing Element</b></p> <p><b>Policy 2b.3:</b> Facilitate, through City regulations, the construction of family housing.</p> <p><b>Policy 2b.7:</b> Continue to provide a land use balance which helps to meet Anaheim's projected housing need.</p>	<p>The proposed project addresses these General Plan goals and policies by providing additional housing units in a jobs-rich area, and by providing housing opportunities for workers in the City.</p>
<p><b>Land Use Element</b></p> <p><b>Goal 7.1:</b> Address the jobs-housing relationship by developing housing near job centers and transportation facilities.</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>Policy 2:</b> Develop housing that addresses the need of the City's diverse employment base.</p>	<p>The proposed project provides up to 2,500 single-family residential units in an area near transportation corridors (SR-241, SR-261 and SR-91). The project site is also close to commercial and industrial areas in the Canyon and Downtown areas, as well as job concentrations in the cities of Orange and Irvine adjacent to SR-241.</p>
<p><b>Growth Management Element</b></p> <p><b>Goal 1.1:</b> Provide a balance of housing options and job opportunities throughout the City.</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>	

**XI. CONSISTENCY OF THE PROPOSED PROJECT WITH GOALS AND POLICIES RELATED TO PUBLIC SERVICES AND UTILITIES**

Goals And Policies	Consistency Analysis
<b>Public Services and Facilities Element</b>	
<p><b>Goal 1.1:</b> Provide sufficient staffing, equipment and facilities to ensure effective fire protection, emergency medical and rescue services, permitting and fire inspection, and hazardous material response services that keep pace with growth.</p> <p><b>Policy 1:</b> Maintain adequate resources to enable the Fire Department to meet response time standards, keep pace with growth, and provide high levels of service.</p> <p><b>Policy 3:</b> Maintain and/or upgrade water facilities to ensure adequate response to fire hazards.</p>	<p>The proposed project would create an increased demand for fire services. However, the proposed project is consistent with this goal and related policies to maintain appropriate fire protection services. The proposed project includes the construction of a City of Anaheim fire station as well as the implementation of various project design features related to fire protection, as outlined in the Fire Master Plan included in the Mountain Park Specific Plan. A fuel modification plan will be implemented and the project includes the construction of water reservoirs. With implementation of the fire protection design features the project would be consistent with the goals and policies related to fire protection services.</p>
<p><b>Goal 2.1:</b> Meet the community's needs for public safety and law enforcement by ensuring adequate resource for the prevention, detection, and investigation of crime, and response to call for service.</p> <p><b>Policy 1:</b> Maintain adequate resources to enable the Police Department to meet response time standards, keep pace with growth, and provide high levels of service.</p>	<p>The proposed project would create an increased demand for police services; however, the project would not require the construction of new police facilities. The proposed project would be consistent with this goal and related policies to maintain appropriate police protection services. The proposed project would generate revenue for the City's General Fund through property taxes and other assessed fees, and would therefore contribute to the funding for new police officers required to maintain police department service standards. Additionally, the property owner/developer would be required to pay fees required by Resolution No. 89-234 for a police station to serve the East Santa Ana Canyon area.</p>
<p><b>Goal 3.1:</b> Generate electricity in a manner that is reliable, cost-effective, and sustainable.</p> <p><b>Policy 2:</b> Ensure that adequate electricity capacity exists for planned development.</p>	<p>The proposed project is consistent with this goal and related policies to ensure that adequate electricity capacity exists. The purveyor of electricity to the project site is the City of Anaheim Public Utilities Department. Based on this analysis, it was concluded that with implementation of the proposed conceptual electric system for the project there would be adequate electric capacity to serve the proposed project.</p>
<p><b>Goal 4.1:</b> Provide a water system that produces high quality water, sufficient water pressure, and necessary quantities of water to meet domestic demands.</p> <p><b>Policy 1:</b> Provide for the efficient and economic distribution of adequate water supply and pressure to all residential, commercial, industrial, and public areas served by the Public Utilities Department.</p>	<p>A Sub Area Management Plan was prepared for the proposed project to identify water supplies, and required water facilities to accommodate the demand generated by the project for water service. The proposed conceptual water system for the project includes the facilities necessary to meet this goal. Additionally, based on the Water Supply Assessment prepared for the proposed project, there is adequate water supply to serve the proposed project including residential and non-residential land uses.</p>

Goals And Policies	Consistency Analysis
<p><b>Goal 5.1:</b> Provide a safe and effective sewer system that meets the needs of the City's residents, businesses and visitors.</p> <p><b>Policy 1:</b> Ensure that appropriate sewer system mitigation measures are identified and implemented in conjunction with new development based on the recommendations of prior sewer studies and/or future sewer studies that may be required by the City Engineer.</p>	<p>A Conceptual Sewer Study was prepared for the project which addressed the capacity of existing utilities, sanitary sewer wastewater generated by the project, and alternatives for collecting and distributing wastewater from the site to regional facilities, specifically the OCSD SARI line. Facilities in the project vicinity have been sized to accommodate the sanitary sewer wastewater that could be generated by the currently approved Mountain Park Specific Plan, which assumes 7,966 residential units. With the construction of sewer lines from the site to off-site existing facilities, wastewater generated from the project can be accommodated. Final utility plans will be prepared during the tentative tract map stage of project development.</p>
<p><b>Goal 7.1:</b> Minimize, recycle and dispose of solid and hazardous waste in an efficient and environmentally sound manner.</p> <p><b>Policy 2:</b> Reduce the volume of material sent to solid waste sites in accordance with State law by continuing source reduction and recycling programs and by ensuring the participation of all residents and businesses.</p>	<p>The proposed project is consistent with this goal and related policy to regulate solid waste disposal. As previously noted, the private collecting company that currently serves the City of Anaheim would serve the proposed project. The proposed project would apply existing City programs to reduce the amount of solid waste generated, and to reduce the volume of material sent to the Orange County landfill system.</p>
<p><b>Goal 8.1:</b> Coordinate with private utilities to provide adequate natural gas and communications infrastructure to existing and new development in a manner compatible with the surrounding community.</p> <p><b>Policy 1:</b> Coordinate with private utilities to provide Anaheim residents with high-speed, high-capacity information systems and adequate natural gas infrastructure.</p>	<p>The proposed project is consistent with this goal to provide adequate natural gas and communications infrastructure. The proposed development would be connected to the existing natural gas and communications facilities in adjacent developments. Coordination between applicant, The Gas Company, and SBC would be conducted during the appropriate stages of project development.</p>
<p><b>Goal 9.1:</b> Provide a dependable fiber optics system that meets existing and future needs.</p> <p><b>Policy 1:</b> Maintain and, when desirable, expand fiber optics capacity to ensure Anaheim businesses and educational and governmental institutions enjoy adequate high-speed communications access.</p>	<p>The proposed project includes the installation of telecommunication/fiber optic circuits to serve the communication needs of the electric, water and municipal facilities within the development site necessary for dry utilities. The infrastructure installed throughout the development areas would accommodate additional fiber optic systems if the City decides to implement these in the future.</p>
<p><b>Goal 11.1:</b> Coordinate with public and private educational entities to provide a variety of high-quality education and training opportunities to meet the needs of a diverse community and economy.</p> <p><b>Policy 1:</b> Continue to assist school districts in their long-range planning for school facilities.</p>	<p>The proposed project includes the reservation of a minimum 10-acre school site in Development Area 3. The OUSD has identified a need for a school in this area of the City. With the provision of a school site, the proposed project would assist the OUSD in its long-range planning for school facilities. Additionally, the OUSD and the property owner have entered into a School Impact Mitigation Agreement for the proposed Mountain Park project that fully mitigates potential impacts of the project. The agreement was approved by the OUSD in December 2004.</p>

**XII. CONSISTENCY OF THE PROPOSED PROJECT WITH  
PARK/RECREATION-RELATED GOALS AND POLICIES**

Goals and Policies	Consistency Analysis
<p><u>Green Element</u></p> <p><b>Goal 9.1:</b> Reduce single occupancy vehicle trips.</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>The Mountain Park Specific Plan project includes provision of both public trails and Class II on-road bikeways that would interconnect with existing off-site trail and bikeway systems. These facilities would allow bicycle and pedestrian travel throughout the project site and to off-site locations. The project would be consistent with Goal 9.1 and Policy 4.</p>
<p><b>Goal 18.1:</b> Provide sufficient indoor and outdoor park, recreation and community service opportunities for existing and future residents and employees.</p> <p><b>Policy 1:</b> Maintain a Citywide standard of at least two acres of parkland per thousand residents.</p> <p><b>Policy 2:</b> Locate neighborhood parks within walking distance of the surrounding neighborhood.</p> <p><b>Policy 3:</b> Locate parks adjacent to schools, where possible, to facilitate joint-use of publicly owned land and facilities.</p> <p><b>Policy 4:</b> Design new facilities to serve as many compatible, overlapping uses as possible such as baseball/softball outfields also serving as soccer fields.</p> <p><b>Policy 6:</b> Continue to provide a variety of park types and facilities, especially dedicated sports fields and practice fields that serve the diverse needs of Anaheim's neighborhoods.</p>	<p>A total of 24.75 acres of public and private park facilities would be provided on the project site. The 15-acre public community park, with improvements, would meet the citywide standard of two acres of parkland per thousand residents (representing a requirement for the project to provide 16.5 acres of park land or pay in-lieu fees) and would be available for use by future project residents as well as residents from surrounding areas. Due to their proximity to existing and proposed residential uses, residents would be able to walk to the community park site as well as proposed private recreational facilities within the project site. The project would be consistent with Goal 18.1 and Policies 1 and 2.</p> <p>The proposed community park is adjacent to the proposed school site and would allow for joint-use of these public facilities, consistent with Policy 3. Conceptual site planning for the project site has taken into consideration this joint-use function to ensure that all of the area is used efficiently facilitating joint use. Overlapping uses would also be accommodated, consistent with Policy 4.</p> <p>Proposed amenities at the community park and private parks within the project site would support a variety of passive and active recreation needs. The community park would provide facilities for various types of sports, consistent with Policy 6.</p>
<p><b>Goal 22.1:</b> Complete the Riding and Hiking Trails Master Plan by closing gaps in the existing network of trails.</p> <p><b>Policy 1:</b> Obtain dedication, acquisition and development of trail rights-of-way to City standards in order to complete the trail network shown on the Green Plan and Riding and Hiking Trails Master Plan.</p> <p><b>Policy 3:</b> Link the trail system, where feasible, with existing or future parks and other appropriate public areas.</p> <p><b>Policy 4:</b> Link the trail system with Orange and Riverside Counties' regional trails and with those in the Cleveland National Forest and Chino Hills State Park.</p> <p><b>Policy 5:</b> Expand the trail system by incorporating trails and trail stops within public and quasi-public rights-of-way.</p> <p><b>Policy 8:</b> Require homeowners associations to provide trail maintenance, repairs and insurance, where appropriate in private developments.</p>	<p>The project includes implementation of a 2,400-linear foot segment of the Gypsum Canyon Creek Regional Riding and Hiking Trails that would link the Featherly Regional Park, Santa Ana River, and Gypsum Canyon trails together. These linkages would provide access to off-site recreational uses such as Featherly Regional Park and Chino Hills State Park. The project would be consistent with Goal 22.1 and Policies 1, 3, and 4.</p> <p>The proposed trail staging area near the intersection of Gypsum Canyon Road and Santa Ana Canyon Road would provide for additional direct access to the County's Regional Riding and Hiking Trail system. The project would be consistent with Goal 22.1 and Policy 5.</p> <p>The proposed project would include private trails interior to the project's Development Areas. The Homeowner's Association would maintain these facilities. The project would be consistent with Goal 22.1 and Policy 8.</p>

Goals and Policies	Consistency Analysis
<p><u>Circulation Element</u></p> <p><b>Goal 7.1:</b> Protect and encourage bicycle travel.</p> <p><b>Policy 1:</b> Provide safe, direct and continuous bicycle routes for commuter and recreational cyclists.</p> <p><b>Policy 6:</b> Implement a bikeway system with linkages to routes in neighboring jurisdictions and regional bicycle routes.</p>	<p>The project includes development of several interconnecting Class II bikeways that would also provide linkages to existing and proposed off-site bikeways. Additionally, the location of Class II bikeways within proposed street right-of-ways would serve to provide direct routes for both commuter and recreational cyclists. The project would be consistent with Goal 7.1, Policies 1 and 6.</p>