



City of Anaheim  
**Planning and Building Department**

**Notice of Preparation**

DATE: April 13, 2017  
TO: Responsible Agencies, Property Owners, Residents and Interested Parties  
FROM: City of Anaheim  
SUBJECT: **Notice of Preparation of Draft Environmental Impact Report No. 350 for the Beach Boulevard Specific Plan**

The City of Anaheim has received grant funding from the California Strategic Growth Council to prepare the Beach Boulevard Specific Plan to guide future development and public improvements along the approximately 1.5 miles of Beach Boulevard that run through the City of Anaheim. In order to analyze the environmental effects associated with the adoption of the plan, the City of Anaheim, as the Lead Agency, will prepare Draft Environmental Impact Report No. 350 (DEIR No. 350). A detailed project description, location information and initial study of the probable environmental effects anticipated as a result of the adoption of the specific plan are available on-line at [www.anaheim.net/improvetheboulevard](http://www.anaheim.net/improvetheboulevard), at the City of Anaheim Planning and Building Department (see address below), the Haskett Branch Library (650 W Broadway, Anaheim, CA 92804) and Anaheim Central Library (500 W. Broadway, Anaheim, CA 92805).

The purpose of this notice is to request input regarding the scope and content of the environmental information that should be included in DEIR No. 350. This notice has been sent to all responsible agencies, interested parties and property owners within a 300-foot radius of the project area. Due to the time limits mandated by State law, please send your response at the earliest possible date, but ***no later than Friday, May 12, 2017, at 5:00 p.m.*** Please send your response to Gustavo Gonzalez at the City of Anaheim at the address below. If you are an agency responding to this request, please provide the name for a contact person in your agency.

**Scoping Meeting:** The City of Anaheim will hold a scoping meeting at **6:30 p.m. on Thursday, April 27, 2017** at the West Anaheim Youth Center, 320 S. Beach Boulevard, Anaheim, California.

**Project Title:** Beach Boulevard Specific Plan EIR No. 350

**Project Applicant:** City of Anaheim

**Send Responses to:** Gustavo N. Gonzalez, AICP, Senior Planner  
City of Anaheim  
Planning and Building Department  
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**Questions:** If you have any questions, please contact Mr. Gonzalez at (714) 765-4671 or [ggonzalez@anaheim.net](mailto:ggonzalez@anaheim.net).

April 2017 | Initial Study

# BEACH BOULEVARD SPECIFIC PLAN

City of Anaheim

*Prepared for:*

**City of Anaheim**

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## Abbreviations and Acronyms

AAQS	ambient air quality standards
AB	Assembly Bill
ACM	asbestos-containing materials
ACOE	Army Corps of Engineers
ADT	average daily traffic
amsl	above mean sea level
AQMP	air quality management plan
AST	aboveground storage tank
BAU	business as usual
bgs	below ground surface
BMP	best management practices
CAA	Clean Air Act
CAFE	corporate average fuel economy
CalARP	California Accidental Release Prevention Program
CalEMA	California Emergency Management Agency
Cal/EPA	California Environmental Protection Agency
CAL FIRE	California Department of Forestry and Fire Protection
CALGreen	California Green Building Standards Code
Cal/OSHA	California Occupational Safety and Health Administration
CalRecycle	California Department of Resources, Recycling, and Recovery
CAPCOA	California Air Pollutant Control Officer's Association
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Code
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDE	California Department of Education
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act
cfs	cubic feet per second
CH <sub>4</sub>	methane
CHHSLs	California Human Health Screening Levels

## Abbreviations and Acronyms

CGS	California Geologic Survey
CMP	congestion management program
CNDDDB	California Natural Diversity Database
CNEL	community noise equivalent level
CO	carbon monoxide
CO <sub>2</sub>	carbon dioxide
CO <sub>2</sub> e	carbon dioxide equivalent
Corps	US Army Corps of Engineers
CPT	Cone Penetrometer Test
CUP	condition use permit
CUPA	Certified Unified Program Agency
CWA	Clean Water Act
dB	decibel
dBA	A-weighted decibel
DPM	diesel particulate matter
DTSC	Department of Toxic Substances Control
EIR	environmental impact report
EMI	Emissions Inventory Data
EPA	United States Environmental Protection Agency
EPCRA	Emergency Planning and Community Right-to-Know Act
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GCP	General Construction Permit
GHG	greenhouse gases
GWP	global warming potential
HAZNET	Hazardous Waste Information System
HCM	Highway Capacity Manual
HMS	Hazardous Materials Section
HRA	health risk assessment
HREC	historical RECs
HQTA	high quality transit area
HVAC	heating, ventilating, and air conditioning system

## Abbreviations and Acronyms

IPCC	Intergovernmental Panel on Climate Change
L <sub>dn</sub>	day-night noise level
L <sub>eq</sub>	equivalent continuous noise level
LBP	lead-based paint
LCFS	low-carbon fuel standard
LID	low impact development
LOS	level of service
LST	localized significance thresholds
M <sub>w</sub>	moment magnitude
MBTA	Migratory Bird Treaty Act
MCL	maximum contaminant level
MEP	maximum extent practicable
mgd	million gallons per day
MMT	million metric tons
MPO	metropolitan planning organization
MRZs	Mineral Resource Zones
MT	metric ton
MWD	Metropolitan Water District of Southern California
N <sub>2</sub> O	nitrous oxide
NAHC	Native American Heritage Commission
NCCP/HCP	Natural Community Conservation Plan/Habitat Conservation Plan
NO <sub>x</sub>	nitrogen oxides
NPDES	National Pollution Discharge Elimination System
O <sub>3</sub>	ozone
OCHCA	Orange County Health Care Agency
OCWD	Orange County Water District
OEHHA	Office of Environmental Health Hazards Assessment
OES	California Office of Emergency Services
PCBs	polychlorinated biphenyls
PM	particulate matter
POTW	publicly owned treatment works
ppm	parts per million
PPV	peak particle velocity

## Abbreviations and Acronyms

PRDs	Permit Registration Documents
RCRA	Resource Conservation and Recovery Act
REC	recognized environmental condition
RELS	reference exposure levels
RMP	risk management plan
RMS	root mean square
RPS	renewable portfolio standard
RSLs	regional screening levels
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SARWQCB	Santa Ana Regional Water Quality Control Board
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCS	Sustainable Communities Strategy
SF <sub>6</sub>	sulfur hexafluoride
SIP	state implementation plan
SLM	sound level meter
SMARA	Surface Mining and Reclamation Act
SoCAB	South Coast Air Basin
SO <sub>x</sub>	sulfur oxides
SQG	Small Quantity Generator
SQMP	stormwater quality management plan
SR	State Route
SRA	source receptor area [or state responsibility area]
SUSMP	standard urban stormwater mitigation plan
SWP	State Water Project
SWPPP	Storm Water Pollution Prevention Plan
TAC	toxic air contaminants
TIA	traffic impact analysis
TNM	transportation noise model
tpd	tons per day
TPH	petroleum hydrocarbon

## Abbreviations and Acronyms

TRI	toxic release inventory
TTCP	traditional tribal cultural places
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
UST	underground storage tank
UWMP	urban water management plan
V/C	volume-to-capacity ratio
VdB	velocity decibels
VHFHSZ	very high fire hazard severity zone
VMT	vehicle miles traveled
VOC	volatile organic compound
WQMP	water quality management plan
WSA	water supply assessment

## Abbreviations and Acronyms

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# 1. Introduction

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The City of Anaheim (City), as the project applicant (Applicant), proposes to establish the Beach Boulevard Specific Plan (BBSP) to guide future development of approximately 283 acres along a one and a half mile stretch of Beach Boulevard-State Route 39 (SR-39) between the cities of Buena Park and Stanton, in the City of Anaheim, Orange County.

This Initial Study presents information on the project and an evaluation of the probable environmental effects anticipated by the project. Together with the Notice of Preparation (NOP) and the Environmental Checklist Form, the Initial Study has been distributed to all responsible agencies as required by the California Environmental Quality Act (CEQA). A notice has also been sent to all property owners within a 300-foot radius of the BBSP area and other interested parties indicating that these documents are available for a 30-day public review at Anaheim City Hall, Planning and Building Department, located at 200 S. Anaheim Boulevard, Anaheim or on the project's website ([www.anaheim.net/improvetheboulevard](http://www.anaheim.net/improvetheboulevard)), at the Haskett Branch Library (2650 W Broadway, Anaheim, CA 92804), and at the Anaheim Central Library (500 W Broadway, Anaheim, CA 92805).

## 1.1 PROJECT LOCATION

The Beach Boulevard Specific Plan Area (Project Area) encompasses approximately 283 acres along an approximately 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 State Route 91 (SR-91) and Interstate 5 (I-5) to the north through the City of Buena Park. To the south, it connects to state Route 22 (SR-22) and Interstate 405 (I-405) through the cities of Stanton and Westminster, the route terminates at State Route 1 (Pacific Coast Highway) in Huntington Beach. Figure 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. An aerial photograph of the Project Area is shown on Figure 3, *Aerial Photograph*.

## 1. Introduction

### 1.2 ENVIRONMENTAL SETTING

#### 1.2.1 Existing Land Use

Originally serving as the only north-south route with direct access to the coastal cities of Orange County, Beach Boulevard was once known as the “Road to Summer.” Significant development occurred along the corridor in the City of Anaheim during the 1960’s and 1970’s to serve tourists visiting area beaches and amusement parks. Over time, Interstate 5 (I-5), State Route (SR) 55, SR 73, and SR 133 provided alternative access to Orange County’s beach communities. Today, Beach Boulevard no longer functions as the primary tourist-oriented connection to the coastal cities in Orange County.

The existing uses within the Project Area include hospitality, commercial, residential, office, recreational, and institutional facilities. Points of interest within the area include Twila Reid Park, Schweitzer Park, West Anaheim Medical Center, and the West Anaheim Youth Center. Figure 2, *Local Vicinity*, shows local streets around the Project Area. There are approximately 35 acres of vacant land. Existing land use details are provided in Table 1.

No specific plan has been adopted for the Project Area. Currently, development activities in the Project Area are governed by the City’s adopted General Plan and Zoning Code. The existing General Plan designations for the Project Area are shown on Figure 4, while the existing zoning designations are shown on Figure 5.

#### 1.2.2 Surrounding Land Uses

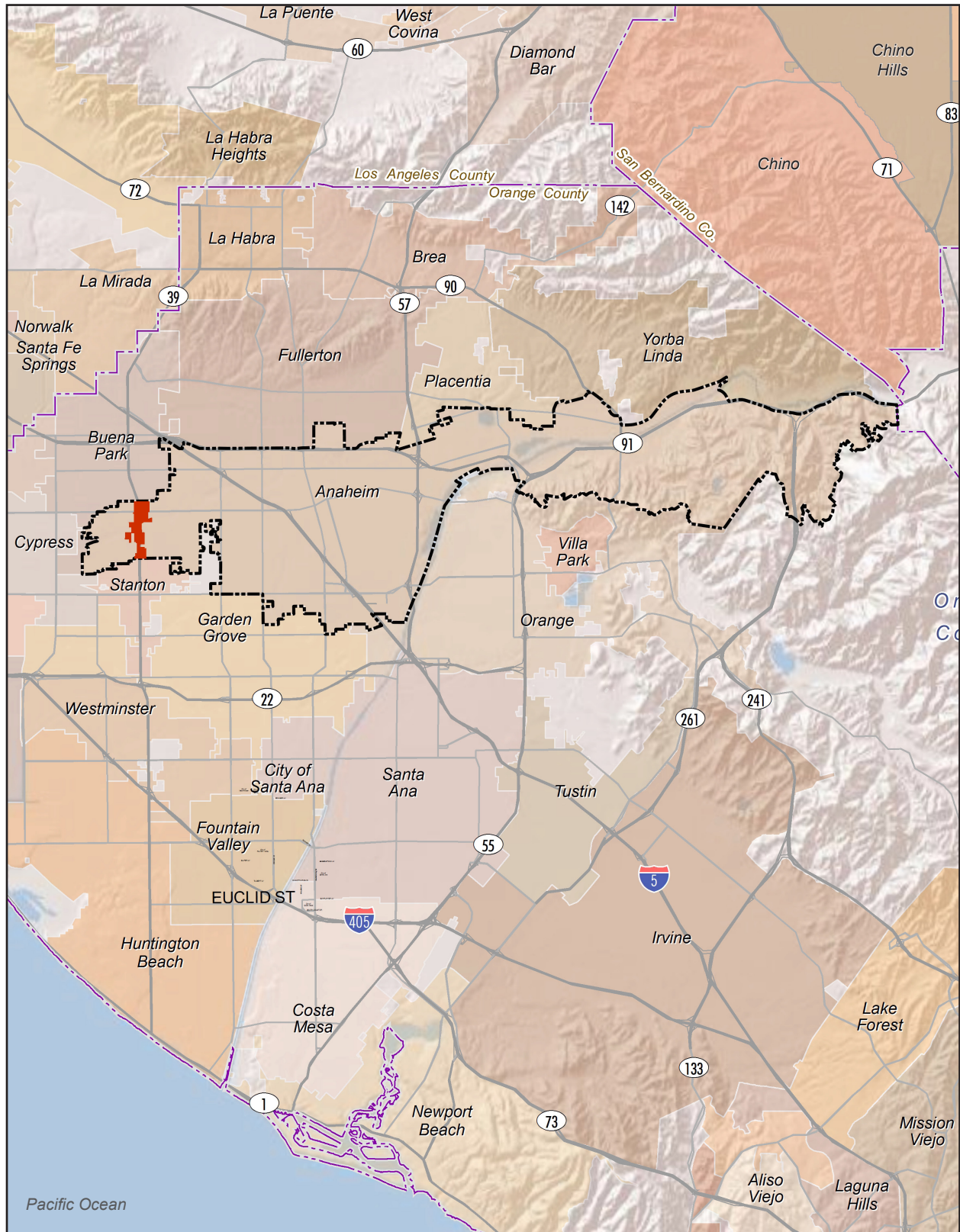
Figure 2, *Local Vicinity* and Figure 3, *Aerial Photograph*, show the surrounding land uses to the Project Area. The Project Area is surrounded by residential uses, the Knott’s Soak City and Knott’s Berry Farm theme parks, and commercial uses along Beach Boulevard to the north; residential uses, the Twila Reid Elementary School, Twila Reid Day Care Center, Danbrook Elementary School, Orange County Christian School, Centralia Elementary School, and Western High School to the west; residential uses, Schweitzer Elementary School, Baden Powell Head Start Preschool, Baden Powell Elementary School and Dale Junior High to the east; and, residential uses, the Adventure City theme park, and commercial uses along Beach Boulevard to the south. I-5 is approximately 1.6 miles to the northwest of the Project Area.

#### 1.2.3 Existing Zoning and General Plan

The Project Area is zoned RS-2 (Single-Family Residential; 7,200 square feet minimum), RS-3 (Single-Family Residential; 5,000 square feet minimum), RS-4 (Single-Family Residential), RM-1 (Multi-Family Residential; one-acre minimum), RM-2 (Multi-Family Residential; 3,000 square feet minimum), RM-3 (Multi-Family Residential; 2,400 square feet minimum), RM-4 (Multi-Family Residential; 1,200 square feet minimum), C-G (General Commercial), O-L (Low Intensity Office), PR (Public Recreation), and T (Transitional) by the General Plan Land Use Map. Figures 4, *Existing General Plan Land Use Designations*, and 5, *Existing Zoning Designations*, show the respective land use designations for the Project Area.



Figure 1 - Regional Location



 Specific Plan Boundary       Anaheim City Boundary

0 3  
Scale (Miles)

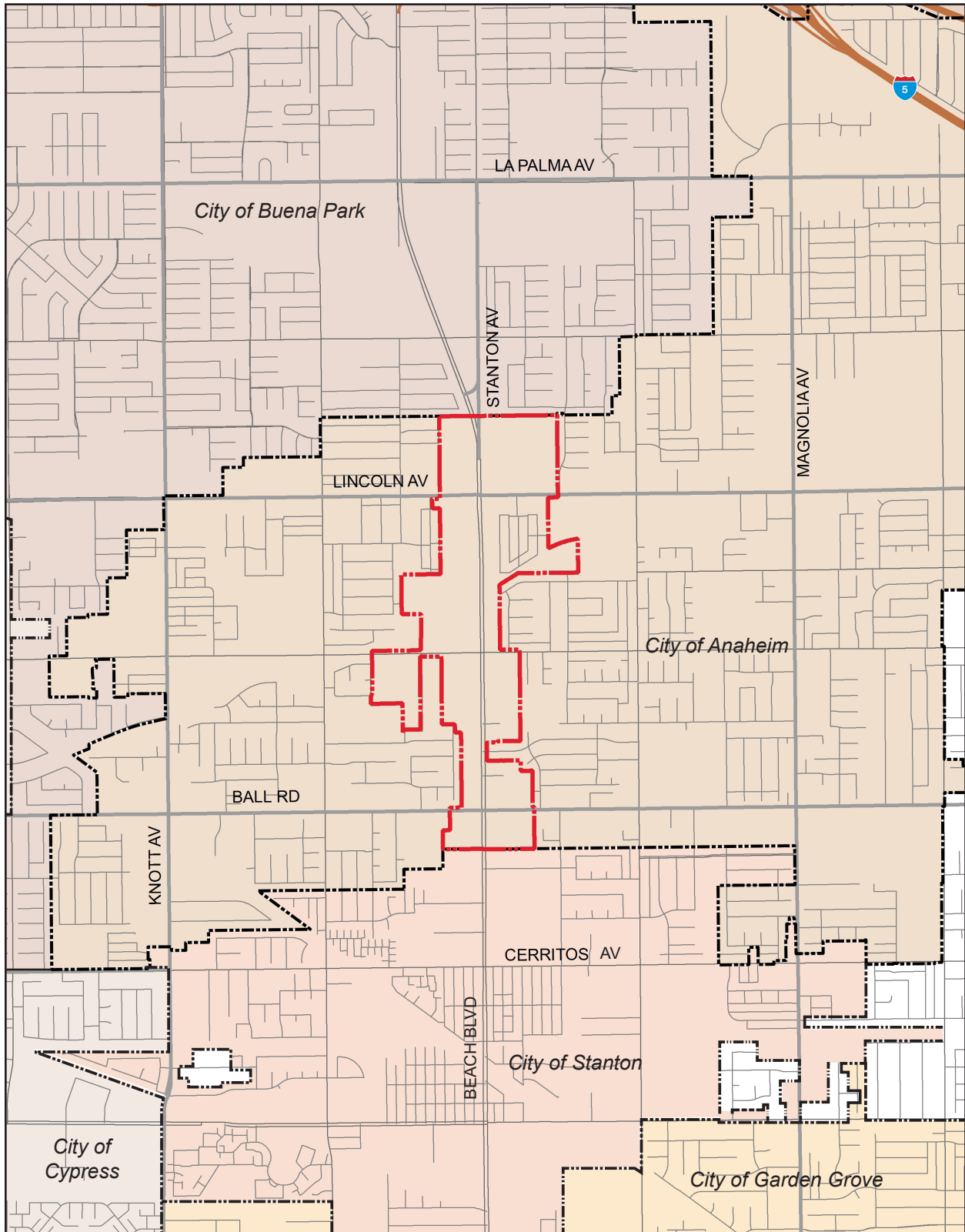


Base Map Source: ESRI, USGS, NOAA, 2017


## 1. Introduction

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Figure 2 - Local Vicinity



Note: Unincorporated county areas are shown in white.

 Specific Plan Boundary       City Boundary

0      0.5  
Scale (Miles)



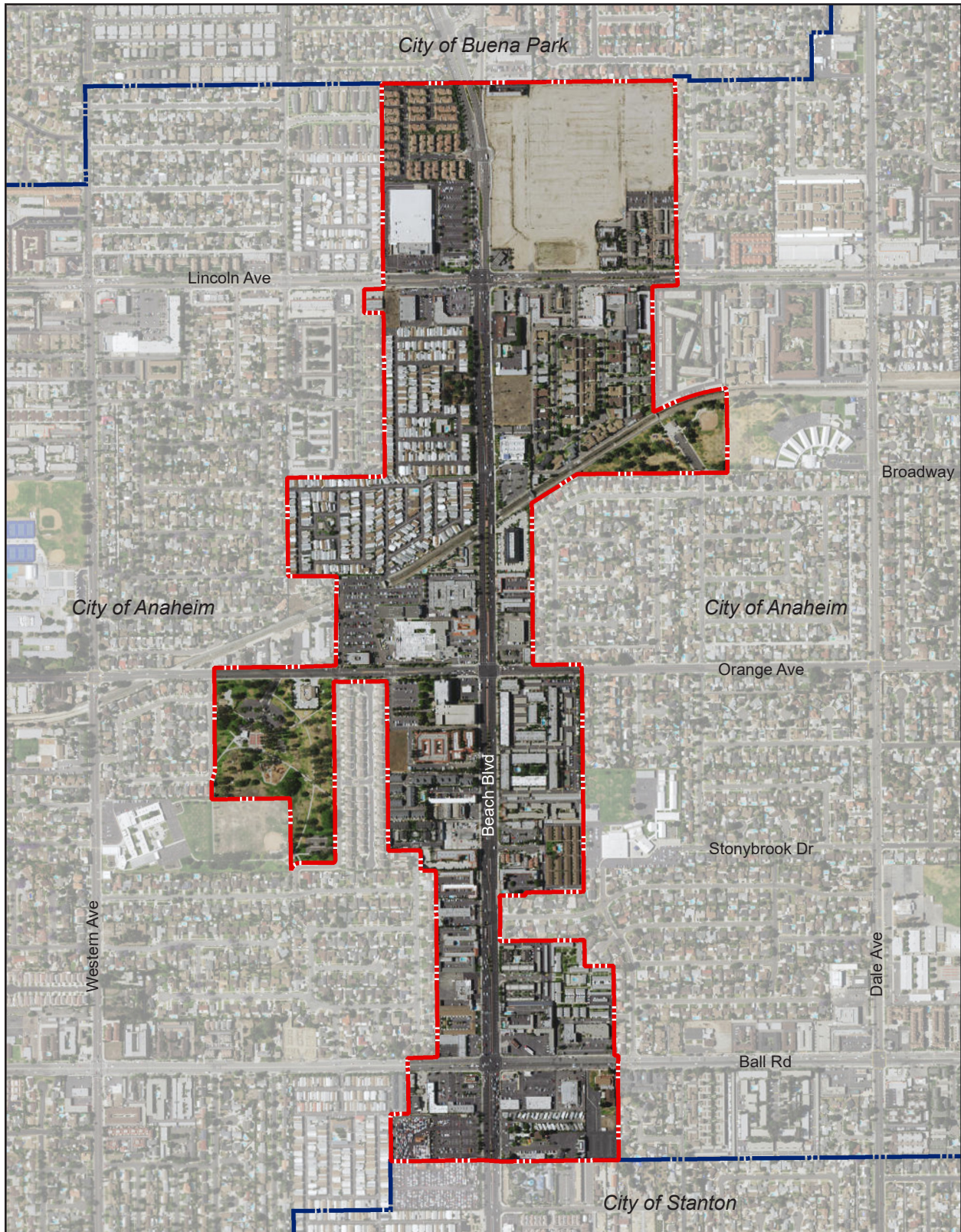
Base Map Source: ESRI, USGS, NOAA, 2017



## 1. Introduction

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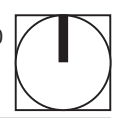


Figure 3 - Aerial Photograph



 Specific Plant Boundary       Anaheim City Boundary

0      1,000  
Scale (Feet)

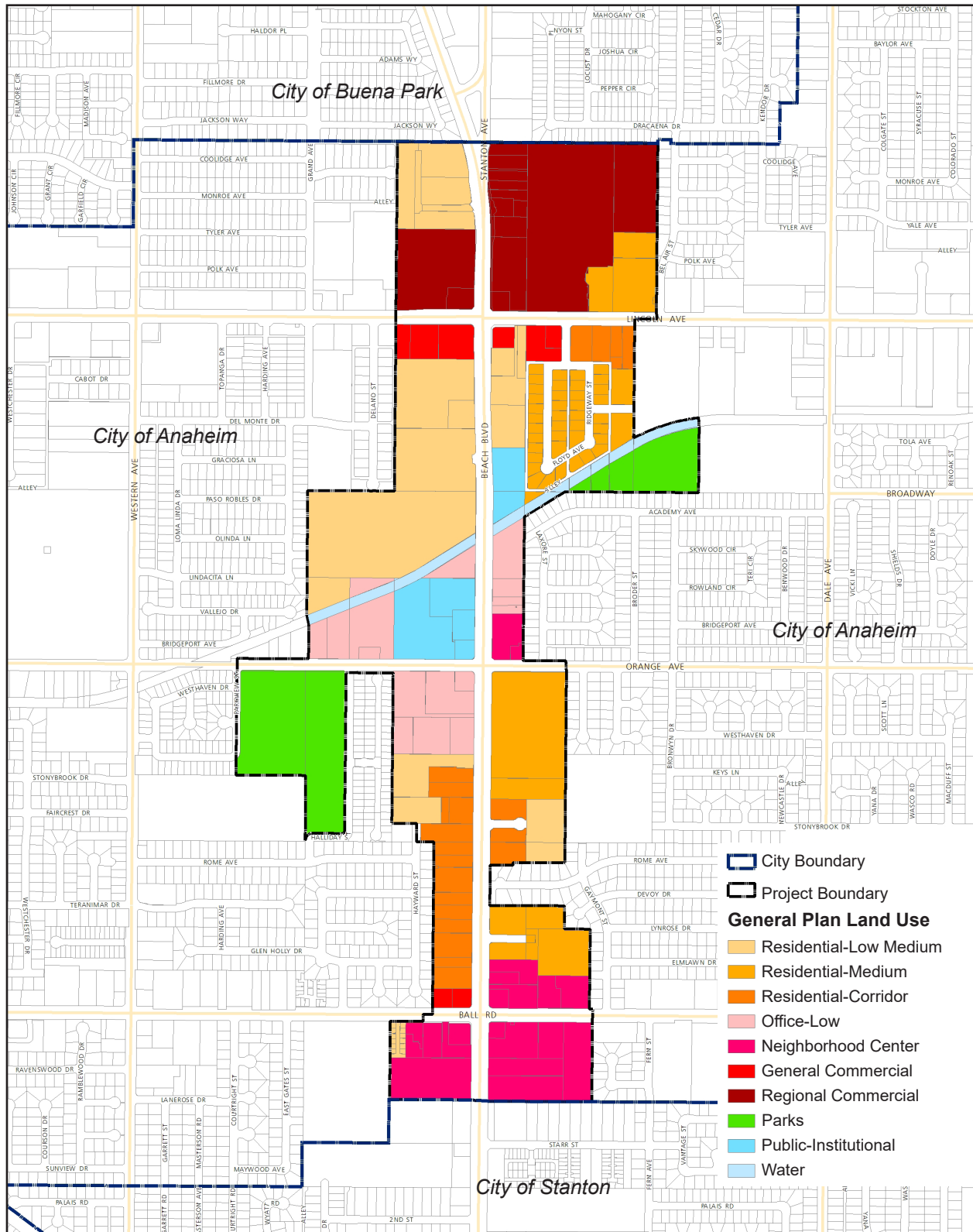


## 1. Introduction

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Figure 4 - Existing General Plan Land Use Designations



- City Boundary
- Project Boundary
- General Plan Land Use**
- Residential-Low Medium
- Residential-Medium
- Residential-Corridor
- Office-Low
- Neighborhood Center
- General Commercial
- Regional Commercial
- Parks
- Public-Institutional
- Water

0 1,200  
Scale (Feet)

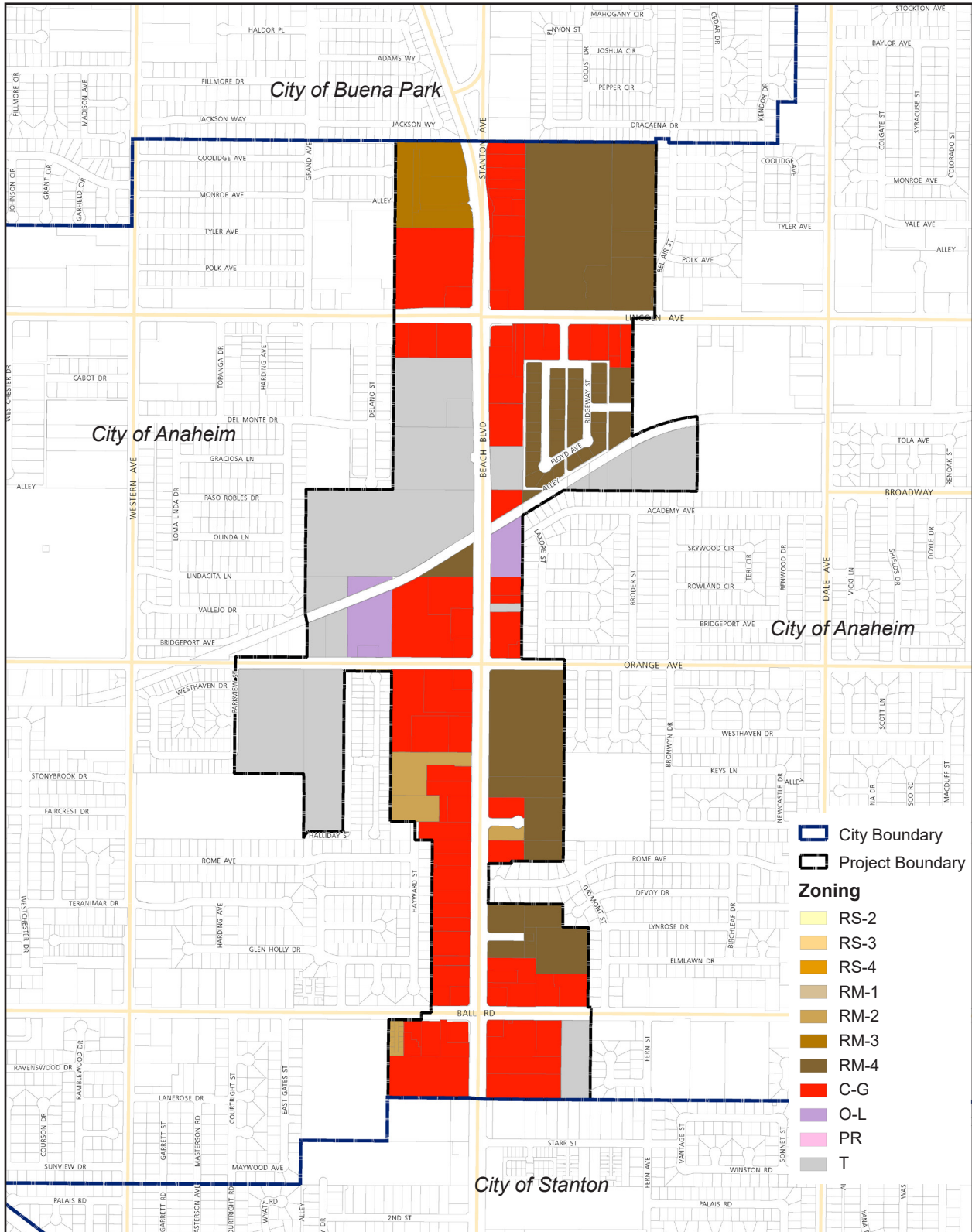


## 1. Introduction

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Figure 5 - Existing Zoning Designations



## 1. Introduction

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## 1.3 PROJECT DESCRIPTION

### 1.3.1 Description of the Project

#### Specific Plan

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 Specific Plan 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 BBSP through the California Strategic Growth Council's Sustainable Communities Planning Grant and Incentives Program. The implementation of the proposed Specific Plan 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;
- Development Areas;
- 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 making 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 2 and net new development is provided in Table 3.

The BBSP would allow for the development of vacant parcels and the adaptive reuse or redevelopment of existing uses. At buildout, implementation of the BBSP is expected to result in a maximum of 4,973 dwelling units and 2,272,743 non-residential square feet as shown in Table 2. A comparison of existing and proposed dwelling units and non-residential square footage is provided in Table 3.

# 1. Introduction

**Table 1 Existing Uses in the Project Area**

Land Use	Total Acreage	Units/Acre	Units	Population	Floor Area Ratio	Non-Res. SF	Employment <sup>5</sup>
Auto Dealership (Used)	1.1	--	--		0.06	2,800	3
Athletic Club (Batting)	0.9	--	--	--	--	24,850	10
Auto Salvage Yard	4.6	--	--	--	--	--	3
Car Wash	1.9	--	--	--	0.07	5,783	6
Gas Station	1.6	--	--	--	0.09	6,422	10
Retail	31.6	--	--	--	0.26	351,249	162
Apartment	33.9	23.0	779	2,532	--	--	--
Condominium/ Townhome	13.1	14.7	193	627	--	--	--
Duplex	0.3	6.7	2	7	--	--	--
Four Plex	8.7	18.4	160	520	--	--	--
Mobile Home <sup>1</sup>	32.4	10.4	336	1,092	--	1,268	0
Motel <sup>2</sup>	14.5				0.52	327,773	60
Single-Family Residential	0.7	10.6	7	23	--	--	--
City Facility (Youth Center)	2.9	--	--	--	0.08	29,134	35
Community Center	1.3	--	--	--	0.21	12,175	22
Flood Control Channel	6.9	--	--	--	--	--	--
Religious Use	3.5	--	--	--	0.08	11,890	2
Hospital	12.8	--	--	--	0.43	242,119	900
Nursing Home <sup>3</sup>	1.8	--	--	138	1.02	79,958	46
Retirement Facility <sup>3</sup>	1.2	--	--	200	--	61,500	20
Medical Office	7.6	--	--	--	0.34	113,602	348
Park <sup>4</sup>	22.8	--	--	--	0.01	11,601	--
Right of Way	41.6	--	--	--	--	--	--
Vacant	35.2	--	--	--	--	--	--
<b>TOTAL</b>	<b>282.8</b>	<b>--</b>	<b>1,477</b>	<b>5,139</b>	<b>--</b>	<b>1,282,124</b>	<b>1,627</b>

Source: PlaceWorks, 2017.

<sup>1</sup> There is a non-residential use (a psychic shop) in the mobile home park.

<sup>2</sup> There are a total of 879 motel rooms within the Project Area.

<sup>3</sup> There are 138 beds in the nursing home and 200 beds in the retirement facility.

<sup>4</sup> Twila Reid Park includes an 8,181 SF fire station.

<sup>5</sup> Employment figures were collected from the US Census Longitudinal Employer-Household Dynamics dataset except for the City Facility (Youth Center) employment that was collected via phone call with facility staff.

## 1. Introduction

**Table 2 Beach Boulevard Specific Plan Buildout Statistical Summary**

Proposed Development Areas	Acreage	Units/Acre	Units	Population	Floor Area Ratio	Non-Res. SF	Employment
Residential Low-Medium	44.8	18	806	2,621	--	--	--
Residential Medium	49.4	36	1,778	5,781	--	--	--
Mixed-Use Medium	12.5	36	450	1,463	0.35	190,575	476
Mixed-Use High	32.3	60	1,938	6,300	0.35	492,446	1,231
Neighborhood Commercial	22.6	--	--	--	0.35	344,560	861
Regional Commercial <sup>1</sup>	31.7	--	--	--	0.35	483,298	1,208
Office	2.2	--	--	--	0.50	47,916	168
Public-Recreational	27.9	--	--	--	0.10	121,532	304
Semi-Public <sup>2</sup>	13.6	--	--	--	1.00	592,416	1,481
Flood Control Channels	4.2	--	--	--	--	--	--
Right of Way	41.6	--	--	--	--	--	--
<b>Total <sup>3</sup></b>	<b>282.8</b>	<b>--</b>	<b>4,973</b>	<b>16,166 <sup>4</sup></b>	<b>--</b>	<b>2,272,743</b>	<b>5,730 <sup>5</sup></b>

Source: PlaceWorks, 2017.

<sup>1</sup> Regional Commercial buildout includes 35,000 SF of hotel/motel (70 rooms).

<sup>2</sup> The West Anaheim Medical Center provides 219 hospital beds.

<sup>3</sup> Hotels were included in the buildout assumptions for Mixed-Use Medium, Mixed-Use High, and Regional Commercial uses. Hotels were estimated at approximately 500 gross SF per room (including walls, elevators, stairways, corridors, storage, mechanical areas, etc.). This estimate anticipates the potential removal of 409 rooms in nine existing motels located in the Residential Medium Development Area, as motels will no longer be permitted in this development area.

<sup>4</sup> Population estimates are based on a citywide 3.44 persons per household factor published in the City of Anaheim 2014-2021 Housing Element.

<sup>5</sup> 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.

**Table 3 Beach Boulevard Specific Plan Existing and Proposed Use Comparison**

Existing Units	Proposed Units	Net New	Existing Non-Res SF	Proposed Non-Res SF	Net New
1,477	4,973	3,496	1,282,124	2,272,743	990,619

### 1.3.2 Proposed Development Areas

#### 1.3.2.1 SPECIFIC PLAN DEVELOPMENT AREAS

The BBSP would establish nine development areas, as described in Table 4, and shown on Figure 6, *Proposed Development Areas*. A General Plan Amendment will be processed as part of the Proposed Project to amend the General Plan Land Use Plan to designate properties for land uses consistent with the proposed development areas. The proposed General Plan land use designations are shown on Figure 7, *Proposed General Plan Land Use Designations*.

# 1. Introduction

**Table 4 Beach Boulevard Specific Plan Proposed Development Areas**

Development Areas	Description
Residential Low-Medium	Residential Low-Medium Development Areas are intended to provide attractive, healthy, and safe environments for attached single-family and multiple family units as either condominiums or apartments. They allow for a range of housing types, including attached single-family townhouses, duplex or triplex buildings, courtyard housing, and mobile home parks. Residential development is permitted at a density of up to 18 dwelling units per acre. The underlying Anaheim Municipal Code base zone is the “RM-2” Multiple Family Residential Zone. If the standards in this Specific Plan are silent on a particular topic, the RM-2 Zone shall apply..
Residential Medium	Residential Medium Development Areas are intended to provide for quality, well-designed multifamily living environments, as either condominiums or apartments, near transit and other services. These development areas allow for a variety of housing types, including townhomes, courtyard housing, and stacked flats. Residential development is permitted at a density of up to 36 dwelling units per acre. The underlying Anaheim Municipal Code base zone is the “RM-3” Multiple Family Residential Zone. If the standards in this Specific Plan are silent on a particular topic, the RM-3 Zone shall apply.
Mixed-Use Medium	Mixed-Use Medium Development Areas are intended to allow flexibility for parcels that could transition from strip commercial uses to residential or a mix of residential, commercial, and office development. They allow residential in either a stand-alone or mixed-use configuration at a density of up to 36 dwelling units per acre. Residential development in these areas emphasizes quality and offers a variety of amenities. A mix of commercial uses would continue to allow for a range of community-serving retail, office, and service commercial uses. The non-residential component of mixed-use development is permitted at a maximum floor area ratio of 0.35. The underlying Anaheim Municipal Code base zone is the “MU” Mixed Use Overlay Zone. If the standards in this Specific Plan are silent on a particular topic, the MU Overlay Zone shall apply.
Mixed-Use High	Mixed-Use High Development Areas are intended to allow a mix of uses—including residential, commercial, services, hospitality, and professional office uses—in a high-quality environment. The focus for new development in these areas is on creating a pedestrian-friendly environment, including increased connectivity and community gathering spaces. Uses and activities should be designed together to create a dynamic urban environment. The preferred pattern of development is vertically mixed buildings with continuous commercial street frontage on the first and, perhaps, second floors, supported by residential and/or office uses above. Development may also mix uses in a horizontal or multi-use pattern. Stand-alone uses within a multi-use project should be integrated with an overall project design and connected to other adjoining uses by plazas, promenades, and landscaped corridors. They should also include common architectural themes and signage. Typical residential uses could include stacked flats, live-work units, townhouses, and lofts. Residential development in these areas emphasizes quality and offer a variety of amenities. The residential component of mixed-use development is permitted at a density of up to 60 dwelling units per acre. The non-residential component of mixed-use development is permitted at a maximum floor area ratio of 0.35. Stand-alone residential and non-residential projects are permitted on parcels smaller than 2.5 acres and at a maximum of 60 dwelling units per acre or a floor ratio of 0.35, respectively. The underlying Anaheim Municipal Code base zone is the “MU” Mixed Use Overlay Zone. If the standards in this Specific Plan are silent on a particular topic, the MU Overlay Zone shall apply.
Neighborhood Commercial	Neighborhood Commercial Development Areas are intended to provide for the daily shopping, dining, and service commercial needs of the surrounding neighborhoods. Allowed uses include retail and services such as grocery stores, specialty shops, small retail stores, hair salons, dry cleaners, restaurants, and coffee houses. Projects should be designed to encourage pedestrian use by providing good connectivity within and to the site, with buildings clustered and close to the street. Additionally, projects should be compatible in scale and design with adjacent residential areas. Development is permitted at a maximum floor area ratio of 0.35. The underlying Anaheim Municipal Code base zone for is the “C-NC” Neighborhood Center Commercial Zone. If the standards in this Specific Plan are silent on a particular topic, the C-NC Zone shall apply.
Regional Commercial	The Regional Commercial Development Area is intended to serve a larger market area than Neighborhood Commercial areas. Given the regional nature of the Beach Boulevard corridor and the tourism market to the north in Buena Park, this development area allows for large-scale commercial uses, specialty stores and restaurants, a theater, home goods stores, entertainment, commercial recreation, and hospitality uses that serve a broad area. Projects should be designed to encourage pedestrian use by providing good connectivity within and to the site, with buildings clustered and close to the street. Development is permitted at a maximum floor area ratio of 0.35. The underlying Anaheim Municipal Code base zone is the “C-R” Regional

## 1. Introduction

**Table 4 Beach Boulevard Specific Plan Proposed Development Areas**

Development Areas	Description
Office	Commercial. If the standards in this Specific Plan are silent on a particular topic, the C-R Zone shall apply.  The Office Development Area is intended to allow a variety of small-scale office uses, including legal services, insurance services, real estate services, and medical or dental offices, and other support services. Development is permitted at a maximum floor area ratio of 0.50. The underlying Anaheim Municipal Code base zone is the "O-L" Office Low Zone. If the standards in this Specific Plan are silent on a particular topic, the O-L Zone shall apply.
Public-Recreational	Public Recreational Development Areas are intended to provide active and passive public park and open space, areas including Twila Reid and Schweitzer Parks, as well as public facilities such as the West Anaheim Youth Center. They also include ancillary public buildings and facilities, such as a fire station and small recreation buildings. The underlying Anaheim Municipal Code base zone is the "PR" Public Recreational Zone. If the standards in this Specific Plan are silent on a particular topic, the PR Zone shall apply.
Semi-Public	The Semi-Public Development Area is intended to accommodate hospitals, nursing homes, assisted living facilities, and other medical-related uses in a clustered activity center to support West Anaheim and the surrounding area. The underlying Anaheim Municipal Code base zone is the "SP" Semi-Public Zone. If the standards in this Specific Plan are silent on a particular topic, the SP Zone shall apply.

Source: City of Anaheim; PlaceWorks (2017)

In addition to revitalizing the corridor with new development, use types, and adaptive reuse, the proposed Specific Plan 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). The Southern California Association of Governments (SCAG) has designated Beach Boulevard as a High Quality Transit Area (HQTAs). A HQTAs is generally a walkable transit village or corridor that is within a half mile of a well-serviced transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours. The 2016 SCAG Regional Transportation Plan/Strategic Communities Strategy projects that HQTAs should accommodate over 40 percent of the region's future household growth and over 50 percent of the future employment growth (SCAG 2016).

### 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 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).

## 1. Introduction

### 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.

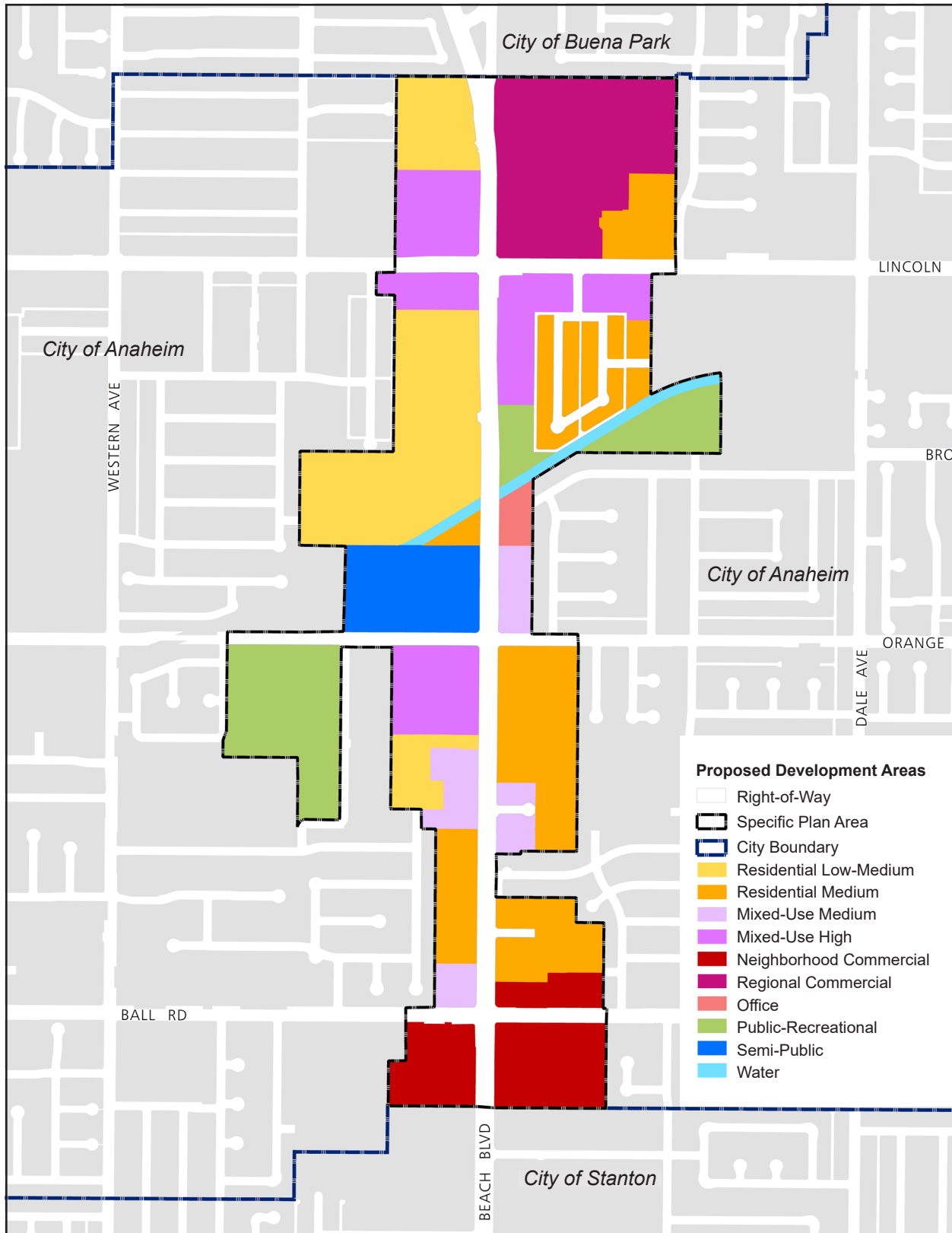
### Proposed City Approvals

Approval of the BBSP 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); as well as, adoption of a new specific plan, 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, Green, 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.



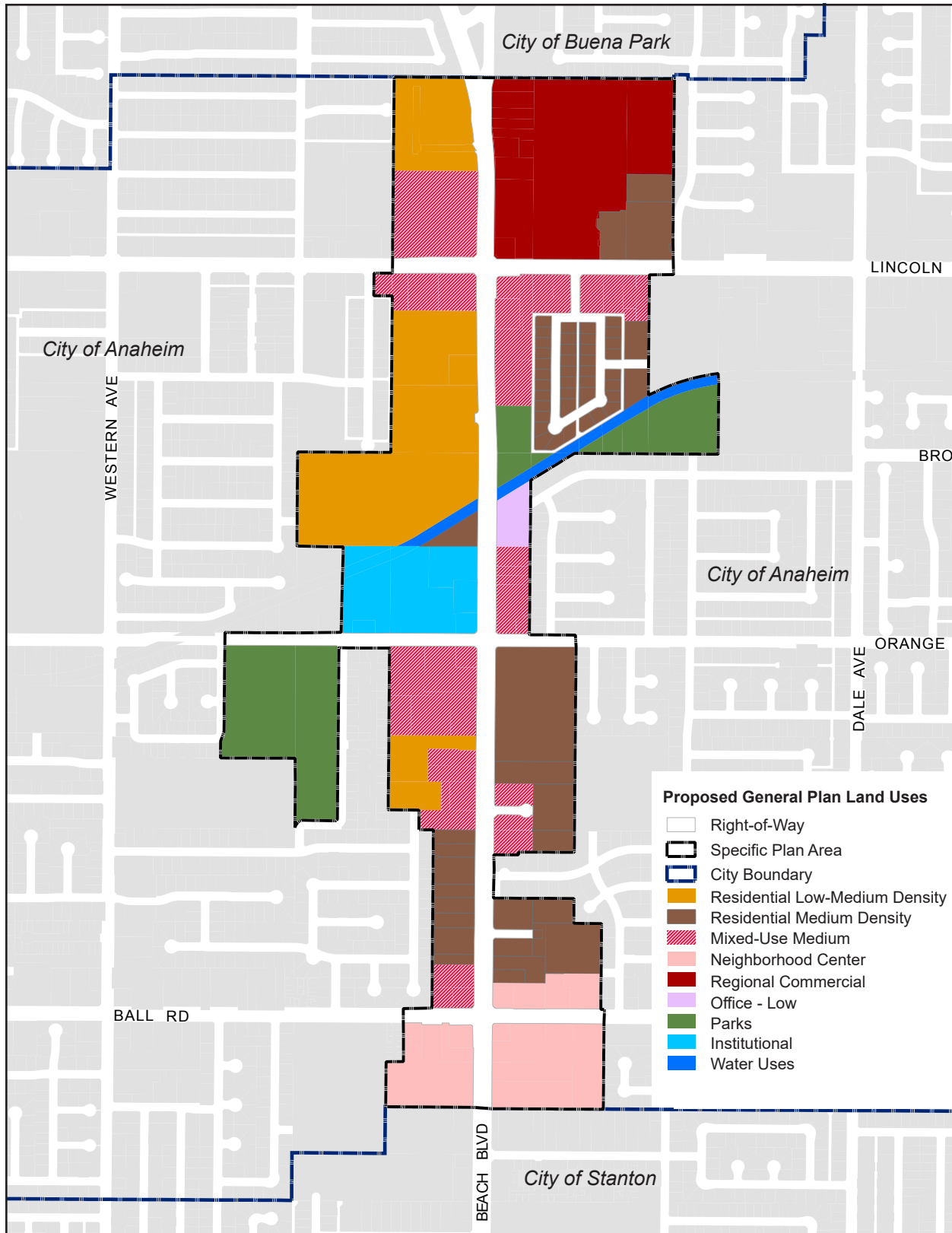
Figure 6 - Proposed Development Areas



## 1. Introduction

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Figure 7 - Proposed General Land Use Designations



- Proposed General Plan Land Uses**
- Right-of-Way
  - Specific Plan Area
  - City Boundary
  - Residential Low-Medium Density
  - Residential Medium Density
  - Mixed-Use Medium
  - Neighborhood Center
  - Regional Commercial
  - Office - Low
  - Parks
  - Institutional
  - Water Uses

0 1,000  
Scale (Feet)



## 1. Introduction

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## 1. Introduction

### 1.3.3 Project Phasing

The Specific Plan project will be implemented in multiple phases over the next 20 years or more. Development of the project area and time frames would be controlled by City decisions on parcels under their ownership and improvements to public infrastructure, as well as landowner decisions on the development of privately owned properties. Implementation of the specific plan will require collaborative efforts among local businesses, institutions, residents, the City, developers, the California Department of Transportation (Caltrans), Southern California Edison (SCE) and any other utility providers to the area.

The initial implementation phase will include Proposed Project adoption, the necessary amendments to City documents, and the proposed relinquishment of Beach Boulevard in the City from the California Department of Transportation to the City of Anaheim. Building development in the near-term is anticipated to include development of a vacant parcel owned by the City at the corner of Beach Boulevard and Lincoln Avenue (known as the Westgate Site). Additionally, a City owned parcel adjacent to the West Anaheim Youth Center, and if acquired by the City, parcels to the north up to the corner of Lincoln Avenue and Beach Boulevard, could be a possible location for near-term investment and development. The remainder of development is expected to occur in market-driven phased over several decades.

The BBSP can be implemented using a variety of funding sources, including but not limited to, the City General Fund. District-based and contractual assessment tools are options that would allow areas in this plan to benefit from the funding they collect. Developer contributions, impact fees, and standard agreements can all be used by the City to initiate public right-of-way improvements. Regional, state, and federal grants as well as City funds such as the capital improvement program are also potential funding sources. In addition, the City has recently established a Beach Boulevard Economic Development Initiative that will include development fee deferrals or waivers for preferred uses, commercial and residential rehabilitation loans, and other elements.

Flexibility in project implementation is important for responsiveness to changing economic conditions and trends, which may require that the City reprioritize the specific plan's implementation steps. For purposes of evaluating environmental impacts, buildout of this proposed Specific Plan is anticipated to occur by 2035.

## 1.4 PROJECT APPROVAL AND PERMITS

The City of Anaheim is the lead agency under CEQA and has the principal approval authority over the BBSP. A responsible agency is a public agency other than the lead agency that has responsibility for carrying out or approving a project (CEQA Guidelines § 15381 and PRC § 21069). The following discretionary actions will be required to implement the project:

# 1. Introduction

Lead Agency	Action
Anaheim City Council	<ul style="list-style-type: none"> <li>• Certify Environmental Impact Report No. 2017-00350 and adopt Findings, a Statement of Overriding Considerations, and Mitigation Monitoring Program No. 342 and Water Supply Assessment</li> <li>• Adopt General Plan Amendment No.2015-00500.</li> <li>• Adopt the Beach Boulevard Specific Plan (SP2017-01)</li> <li>• Reclassify properties within the project area to the new Beach Boulevard Specific Plan Zone (SP2017-01)</li> <li>• Adopt proposed Zoning Code Chapter 18.220 (Beach Boulevard Specific Plan (SP2017-01)</li> <li>• Implementation of the Beach Boulevard Specific Plan (e.g., any additional discretionary review of uses allowed by right by the BBSP, conditional use permits and variances that are consistent with the BBSP, subdivision maps, grading permits, street improvement plans, financial mechanisms including but not limited to assessment districts, etc.) except as limited by Section 15162 of the CEQA Guidelines.</li> </ul>
Responsible Agencies	Action
South Coast Air Quality Management District	Issue necessary air quality permits to implement the project.
Regional Water Quality Control Board	Issue National Pollutant Discharge Elimination System Permit to implement the project.
Orange County Sanitation District (OCSD)	Approve necessary sewer upgrades to OCSD facilities.
California Department of Transportation (Caltrans)	Approve relinquishment of Beach Boulevard (SR-39).
Orange County Transportation Authority (OCTA)	Measure M funding for roadway improvements; review of bus stops and turnouts; Master Plan of Arterial Highways (MPAH) Amendment
Orange County Flood Control District (OC Flood)	Provide necessary infrastructure improvements.
Orange County Water District	Provide necessary infrastructure improvements.
Southern California Edison (SCE) and other applicable utility providers	Approve undergrounding of utilities

## 2. Environmental Checklist

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### 2.1 BACKGROUND

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1. **Project Title:** Beach Boulevard Specific Plan

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2. **Lead Agency Name and Address:**

City of Anaheim  
Anaheim Planning and Building Department  
200 South Anaheim Boulevard, Suite 162  
Anaheim, California 92805

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3. **Contact Person:**

Gustavo N. Gonzalez, AICP, Senior Planner  
Tel: 714.765.4671  
Email: ggonzalez@anaheim.net

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4. **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. Points of interest within the area include Twila Reid Park, Schweitzer Park, West Anaheim Medical Center, and the West Anaheim Youth Center. Figure 2, *Local Vicinity*, shows local streets around the Project Area.

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5. **Project Sponsor's Name and Address:**

City of Anaheim  
Anaheim Planning and Building Department  
200 South Anaheim Boulevard, Suite 162  
Anaheim, California 92805

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6. **General Plan Designation:**

Residential-Low, Residential-Low Medium, Residential-Medium, Residential-Corridor, Office-Low, Neighborhood Center, General Commercial, Regional Commercial, Parks, Public-Institutional, and Water.

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7. **Zoning:**

RS-2 (Single-Family Residential; 7,200 square feet minimum), RS-3 (Single-Family Residential; 5,000 square feet minimum), RS-4 (Single-Family Residential), RM-1 (Multi-Family Residential; one-acre minimum), RM-2 (Multi-Family Residential; 3,000 square feet minimum), RM-3 (Multi-Family Residential; 2,400 square feet minimum), RM-4 (Multi-Family Residential; 1,200 square feet minimum), C-G (General Commercial), O-L (Low Intensity Office), PR (Public Recreation), and T (Transitional).

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## 2. Environmental Checklist

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### 8. Description of Project:

The Beach Boulevard Specific Plan (BBSP) consists of the adoption and implementation of a specific plan for the Project Area. The BBSP would guide future development within 283 acres along Beach Boulevard in the City of Anaheim. The BBSP would establish a community-driven vision supported by new development standards, design guidelines, sustainable practices, economic development incentives, and capital improvements that provide mobility solutions for all future users of the corridor. The BBSP would allow for the development of vacant parcels and the adaptive reuse or redevelopment of existing uses. At buildout, implementation of the BBSP is expected to result in a maximum of 4,973 dwelling units and 2,272,743 non-residential square feet.

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### 9. Surrounding Land Uses and Setting:

The Project Area is surrounded by residential uses, the Knott's Soak City and Knott's Berry Farm theme parks, and commercial uses along Beach Boulevard to the north, residential uses, the Twila Reid Day Care Center, and Western High School to the west, residential uses, Balden Powell Head Start Preschool, and Balden Powell Elementary School to the east, and residential uses, the Adventure City theme park, and commercial uses along Beach Boulevard to the south. I-5 is approximately 1.6 miles to the northwest of the Project Area.

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### 10. Other Public Agencies Whose Approval Is Required:

- South Coast Air Quality Management District
- Regional Water Quality Control Board
- Orange County Sanitation District (OCSD)
- California Department of Transportation (Caltrans)
- Orange County Transportation Authority (OCTA)
- Orange County Flood Control District (OC Flood)
- Orange County Water District
- Southern California Edison (SCE)



## 2. Environmental Checklist

### 2.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact,” as indicated by the checklist on the following pages.

- |   |  |   |
|---|--|---|
| <input checked="" type="checkbox"/> Aesthetics                  | <input type="checkbox"/> Agricultural and Forest Resources             | <input checked="" type="checkbox"/> Air Quality               |
| <input type="checkbox"/> Biological Resources                   | <input checked="" type="checkbox"/> Cultural Resources                 | <input checked="" type="checkbox"/> Geology / Soils           |
| <input checked="" type="checkbox"/> Greenhouse Gas Emissions    | <input checked="" type="checkbox"/> Hazards & Hazardous Materials      | <input checked="" type="checkbox"/> Hydrology / Water Quality |
| <input checked="" type="checkbox"/> Land Use / Planning         | <input type="checkbox"/> Mineral Resources                             | <input checked="" type="checkbox"/> Noise                     |
| <input checked="" type="checkbox"/> Paleontological Resources   | <input checked="" type="checkbox"/> Population / Housing               | <input checked="" type="checkbox"/> Public Services           |
| <input checked="" type="checkbox"/> Recreation                  | <input checked="" type="checkbox"/> Transportation / Traffic           | <input checked="" type="checkbox"/> Tribal Cultural Resources |
| <input checked="" type="checkbox"/> Utilities / Service Systems | <input checked="" type="checkbox"/> Mandatory Findings of Significance |   |

### 2.3 DETERMINATION (TO BE COMPLETED BY THE LEAD AGENCY)

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

\_\_\_\_\_  
*Signature*

Gustavo N. Gonzalez, AICP, Senior Planner

\_\_\_\_\_  
*Printed Name*

\_\_\_\_\_  
*Date*

City of Anaheim

\_\_\_\_\_  
*For*

## 2. Environmental Checklist

### 2.4 EVALUATION OF ENVIRONMENTAL IMPACTS

- 1) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors, as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- 4) “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
  - a) **Earlier Analyses Used.** Identify and state where they are available for review.
  - b) **Impacts Adequately Addressed.** Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c) **Mitigation Measures.** For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated. A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

## 2. Environmental Checklist

- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
  - a) the significance criteria or threshold, if any, used to evaluate each question; and
  - b) the mitigation measure identified, if any, to reduce the impact to less than significant.

## 2. Environmental Checklist

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## 2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>I. AESTHETICS. Would the project:</b>				
a) Have a substantial adverse effect on a scenic vista?				<b>X</b>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			<b>X</b>	
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<b>X</b>			
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<b>X</b>			
<b>II. AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</b>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				<b>X</b>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				<b>X</b>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?				<b>X</b>
d) Result in the loss of forest land or conversion of forest land to non-forest use?				<b>X</b>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				<b>X</b>
<b>III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:</b>				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<b>X</b>			
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<b>X</b>			
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<b>X</b>			
d) Expose sensitive receptors to substantial pollutant concentrations?	<b>X</b>			
e) Create objectionable odors affecting a substantial number of people?			<b>X</b>	

## 2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>IV. BIOLOGICAL RESOURCES. Would the project:</b>				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				<b>X</b>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				<b>X</b>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				<b>X</b>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			<b>X</b>	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			<b>X</b>	
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				<b>X</b>
<b>V. CULTURAL RESOURCES. Would the project:</b>				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 of the CEQA Guidelines and/or identified on the Qualified Historic Structures list of the Anaheim Colony Historic District Preservation Plan (April 15, 2010)?	<b>X</b>			
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5 of the CEQA Guidelines?	<b>X</b>			
c) Disturb any human remains, including those interred outside of formal cemeteries?			<b>X</b>	
<b>VI. GEOLOGY AND SOILS. Would the project:</b>				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				<b>X</b>
ii) Strong seismic ground shaking?	<b>X</b>			
iii) Seismic-related ground failure, including liquefaction?	<b>X</b>			
iv) Landslides?				<b>X</b>
b) Result in substantial soil erosion or the loss of topsoil?	<b>X</b>			
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<b>X</b>			
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<b>X</b>			

## 2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				<b>X</b>
<b>VII. GREENHOUSE GAS EMISSIONS. Would the project:</b>				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<b>X</b>			
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<b>X</b>			
<b>VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:</b>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<b>X</b>			
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<b>X</b>			
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<b>X</b>			
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<b>X</b>			
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<b>X</b>			
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				<b>X</b>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<b>X</b>			
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				<b>X</b>
i) Would the project include a new or retrofitted stormwater treatment control Best Management Practice (BMP), (e.g., water quality treatment basin, constructed treatment wetlands, etc.), the operation of which could result in significant environmental effects (e.g., increased vectors and noxious odors)?	<b>X</b>			
<b>IX. HYDROLOGY AND WATER QUALITY. Would the project:</b>				
a) Violate any water quality standards or waste discharge requirements?	<b>X</b>			
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<b>X</b>			
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in a substantial erosion or siltation on- or off-site	<b>X</b>			
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<b>X</b>			

## 2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<b>X</b>			
f) Otherwise substantially degrade water quality?	<b>X</b>			
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<b>X</b>			
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<b>X</b>			
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			<b>X</b>	
j) Inundation by seiche, tsunami, or mudflow?				<b>X</b>
k) Substantially degrade water quality by contributing pollutants from areas of material storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling, or storage, delivery areas, loading docks or other outdoor work areas?			<b>X</b>	
l) Substantially degrade water quality by discharge which affects the beneficial uses (i.e., swimming, fishing, etc.) of the receiving or downstream waters?	<b>X</b>			
m) Potentially impact stormwater runoff from construction activities?	<b>X</b>			
n) Potentially impact stormwater runoff from post-construction activities?	<b>X</b>			
o) Create the potential for significant changes in the flow velocity or volume of stormwater runoff to cause environmental harm?	<b>X</b>			
p) Create significant increases in erosion of the Project Area or surrounding areas?	<b>X</b>			
<b>X. LAND USE AND PLANNING. Would the project:</b>				
a) Physically divide an established community?			<b>X</b>	
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<b>X</b>			
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				<b>X</b>
<b>XI. MINERAL RESOURCES. Would the project:</b>				
a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?				<b>X</b>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				<b>X</b>
<b>XII. NOISE. Would the project result in:</b>				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<b>X</b>			
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<b>X</b>			
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<b>X</b>			



## 2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<b>X</b>			
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<b>X</b>			
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				<b>X</b>
<b>XIII. PALEONTOLOGICAL RESOURCES.</b> Would the project:				
a) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<b>X</b>			
<b>XIV. POPULATION AND HOUSING.</b> Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<b>X</b>			
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?			<b>X</b>	
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				<b>X</b>
<b>XV. PUBLIC SERVICES.</b> Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?	<b>X</b>			
b) Police protection?	<b>X</b>			
c) Schools?	<b>X</b>			
d) Parks?	<b>X</b>			
e) Other public facilities?	<b>X</b>			
<b>XVI. RECREATION.</b> Would the project:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<b>X</b>			
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<b>X</b>			
<b>XVII. TRANSPORTATION/TRAFFIC.</b> Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<b>X</b>			
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<b>X</b>			

## 2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				<b>X</b>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<b>X</b>			
e) Result in inadequate emergency access?			<b>X</b>	
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<b>X</b>			
<b>XVIII. TRIBAL CULTURAL RESOURCES.</b> Would the project:				
a) Cause a substantial adverse change in the significance of a Tribal Cultural Resource as defined in §21074?	<b>X</b>			
<b>XIX. UTILITIES AND SERVICE SYSTEMS.</b> Would the project:				
a) Exceed waste water treatment requirements of the applicable Regional Water Quality Control Board?	<b>X</b>			
b) Require or result in the construction of new water or waste water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<b>X</b>			
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<b>X</b>			
d) Have sufficient water supplies available to serve the project from existing entitlements and resources or are new or expanded entitlements needed?	<b>X</b>			
e) Result in a determination by the waste water treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<b>X</b>			
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<b>X</b>			
g) Comply with federal, state, and local statutes and regulations related to solid waste?			<b>X</b>	
h) Result in a need for new systems or supplies, or substantial alterations related to electricity?	<b>X</b>			
i) Result in a need for new systems or supplies, or substantial alterations related to natural gas?	<b>X</b>			
j) Result in a need for new systems or supplies, or substantial alterations related to telephone service?	<b>X</b>			
k) Result in a need for new systems or supplies, or substantial alterations related to television service/reception?			<b>X</b>	
<b>XX. MANDATORY FINDINGS OF SIGNIFICANCE.</b>				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<b>X</b>			

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Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<b>X</b>			
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<b>X</b>			

## 2. Environmental Checklist

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## 3. Environmental Analysis

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Section 2.4 provided a checklist of environmental impacts. This section provides evidence to substantiate the conclusions in the environmental impacts checklist. An analysis for each of the impact categories and discussion of mitigation measures to reduce or eliminate any potentially significant impacts, if applicable, are presented.

### 3.1 AESTHETICS

Would the project:

**a) Have a substantial adverse effect on a scenic vista?**

**No Impact.** The Project Area is developed with industrial and commercial uses and is not located on a scenic resource or vista. The Anaheim General Plan Green Element identifies Anaheim's major scenic features, which are the Hill and Canyon Area, Santa Ana Mountains, Santa Ana River, and golf courses. These areas provide a scenic and recreational resource for the City and the region. The BBSP is approximately 1.2 miles from Dad Miller Golf Course, over six miles from Santa Ana River, and over eight miles from the Hill and Canyon Area. The Project Area is generally flat in topography, and these visual features are not visible from the Project Area. Implementation of the BBSP would not have a substantial adverse effect on any scenic vista. No impact is anticipated and no mitigation measures are required.

**b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?**

**Less Than Significant Impact.** Beach Boulevard (SR-39), is not a state-designated scenic highway. The nearest state-designated scenic highway is SR-91 (Riverside Freeway) between SR-55 (Costa Mesa Freeway) and Weir Canyon Road (Caltrans 2017). This segment of SR-91 is approximately 14.3 miles to the east, and the Project Area is not visible from the highway. Moreover, the Project Area is already developed with residential and commercial uses, and no trees, rock outcroppings, or historic buildings within a state scenic highway would be damaged due to project implementation. Impacts associated with state scenic highways would be less than significant and no mitigation measures are required.

**c) Substantially degrade the existing visual character or quality of the site and its surroundings?**

**Potentially Significant Impact.** The BBSP would allow approximately 3,496 additional units, and 990,619 square feet of additional commercial and nonresidential uses over existing conditions. Implementation of the BBSP would allow for the redevelopment of existing uses within the Project Area, resulting in new development that differs from existing land uses in height, scale, mass, and character. The BBSP would also identify a vision for the Project Area and associated design and development goals that would have the

### 3. Environmental Analysis

potential to alter the visual character of the Project Area. Thus, the EIR will evaluate potential impacts to visual character and quality and will identify mitigation measures as necessary.

**d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?**

**Potentially Significant Impact.** The Project Area is already developed with a variety of uses, including residential, commercial, mixed-use, office, and public-recreational developments. Existing sources of light include street lights, vehicle headlights, building and security lights, and parking lot lights. Implementation of the BBSP would allow for intensification of existing land uses and new development with associated lighting. Therefore, new sources of light and glare could increase levels of light and glare above existing conditions, potentially resulting in adverse impacts to day or nighttime views. The EIR will discuss this issue in further detail, and mitigation measures will be recommended as needed.

### 3.2 AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

**a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?**

**No Impact.** The Project Area is designated as urban and built-up land by the Farmland Mapping and Monitoring Program (FMMP) of the California Resources Agency (DOC 2017). The Project Area is fully developed with urban uses, and the BBSP would not convert any special status farmland to nonagricultural use. No impact would occur, and no mitigation measures are required.

**b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?**

**No Impact.** The Project Area is zoned: RS-2 (Single-Family Residential; 7,200 square feet minimum), RS-3 (Single-Family Residential; 5,000 square feet minimum), RS-4 (Single-Family Residential), RM-1 (Multi-Family Residential; one-acre minimum), RM-2 (Multi-Family Residential; 3,000 square feet minimum), RM-3 (Multi-Family Residential; 2,400 square feet minimum), RM-4 (Multi-Family Residential; 1,200 square feet minimum), C-G (General Commercial), O-L (Low Intensity Office), PR (Public Recreation), and T (Transitional), by the City's zoning map and would not conflict with any agricultural use or a Williamson Act contract. No impact would occur, and no mitigation measures are required.

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- c) **Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?**

**No Impact.** The Project Area is zoned: RS-2 (Single-Family Residential; 7,200 square feet minimum), RS-3 (Single-Family Residential; 5,000 square feet minimum), RS-4 (Single-Family Residential), RM-1 (Multi-Family Residential; one-acre minimum), RM-2 (Multi-Family Residential; 3,000 square feet minimum), RM-3 (Multi-Family Residential; 2,400 square feet minimum), RM-4 (Multi-Family Residential; 1,200 square feet minimum), C-G (General Commercial), O-L (Low Intensity Office), PR (Public Recreation), and T (Transitional), and no rezoning of forest land or timberland would result from project implementation. No impact would occur, and no mitigation measures are required.

- d) **Result in the loss of forest land or conversion of forest land to non-forest use?**

**No Impact.** The Project Area is built-up urban land, and no forest land would be lost due to project implementation. No impact would occur, and no mitigation measures are required.

- e) **Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?**

**No Impact.** The Project Area is urban, built-up land with various residential and commercial uses and would not result in the conversion of farmland to nonagricultural or forest land to non-forest use. No impact would occur, and no mitigation measures are required.

### 3.3 AIR QUALITY

Would the project:

- a) **Conflict with or obstruct implementation of the applicable air quality plan?**

**Potentially Significant Impact.** The Project Area is in the South Coast Air Basin (SoCAB) and is subject to the air quality management plan (AQMP) prepared by the South Coast Air Quality Management District (SCAQMD). Construction activities of future development, revitalization, and/or redevelopment activities that would be accommodated by the BBSP would generate exhaust from construction equipment and vehicle trips, fugitive dust from demolition and ground-disturbing activities, and off-gas emissions from architectural coatings and paving. Implementation of the BBSP would allow development of a mix of uses, resulting in an increase in development intensity and associated increase in criteria air pollutants. The EIR will evaluate the BBSP's consistency with regional growth forecasts and any impacts the planning program may have on the attainment of regional air quality objectives. Mitigation measures will be identified as necessary.

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**b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?**

**Potentially Significant Impact.** Construction and operation activities associated with the BBSP would have the potential to generate fugitive dust, stationary-source emissions, and mobile-source emissions. Air pollutant emissions associated with the BBSP could occur over the short term for site preparation and construction activities of individual development projects. In addition, emissions could result from the long-term operation of the completed Specific Plan. An air quality analysis will be conducted for the BBSP to determine if the resulting Specific Plan's short- and/or long-term emissions would exceed SCAQMD's regional significance thresholds. This topic will be addressed in the EIR, and mitigation measures will be recommended as needed.

**c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?**

**Potentially Significant Impact.** As noted above, the SoCAB is designated nonattainment for O<sub>3</sub>, PM<sub>2.5</sub>, PM<sub>10</sub>, lead (Los Angeles County only), and nitrogen oxides (NO<sub>x</sub>) (California standard only). Implementation of the BBSP may increase existing levels of criteria pollutants and contribute to the nonattainment status for these criteria pollutants in the SoCAB. Air pollutant emissions associated with development that would be accommodated by the BBSP could occur over the short term for site preparation and construction activities. In addition, emissions could result during long-term operation of completed development projects. An air quality analysis will be prepared to determine if the BBSP would result in a cumulatively considerable net increase in any criteria air pollutant. This topic will be evaluated in the EIR, and mitigation measures will be identified as necessary.

**d) Expose sensitive receptors to substantial pollutant concentrations?**

**Potentially Significant Impact.** An air quality analysis is required to determine if the potential mobile and stationary air emissions associated with the project could result in exposure of sensitive receptors to significant concentrations of air pollutants. This evaluation will need to address potential impacts to sensitive receptors that would be exposed on a recurring basis to substantial air emissions associated with this Specific Plan. Further evaluation in the EIR is required to determine the level of significance and to identify mitigation measures which reduce impacts to below a level of significance, if required.

**e) Create objectionable odors affecting a substantial number of people?**

**Less Than Significant Impact.** The BBSP would not result in objectionable odors. The threshold for odor is if a project creates an odor nuisance pursuant to SCAQMD Rule 402, Nuisance, which states:

A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural



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tendency to cause, injury or damage to business or property. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

The type of facilities that are considered to have objectionable odors include wastewater treatments plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities. The residential and commercial land uses proposed by the Specific Plan do not fall within the aforementioned land uses. Emissions from construction equipment, such as diesel exhaust and VOCs from architectural coatings, may generate odors. However, these odors would be low in concentration, temporary, and are not expected to affect a substantial number of people. Therefore, implementation of the BBSP would result in less than significant odor impacts, and no mitigation measures are required.

#### 3.4 BIOLOGICAL RESOURCES

Would the project:

- a) **Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**

**No Impact.** Special status species include those listed as endangered or threatened under the federal Endangered Species Act or California Endangered Species Act; species otherwise given certain designations by the California Department of Fish and Wildlife; and plant species listed as rare by the California Native Plant Society. The existing uses within the Project Area include hospitality, commercial, residential, office, recreational, and institutional facilities. Points of interest within the area include Twila Reid Park, Schweitzer Park, West Anaheim Medical Center, and the West Anaheim Youth Center. There are approximately 35 acres of vacant land within the Project Area. Although the Project Area includes areas designated as Parks and Water Uses by the General Plan, those areas are already developed with existing parks and the Carbon Creek Channel. The existing Parks and Water Uses designated areas in the Project Area do not provide natural habitat for candidate, sensitive, or special status species. Furthermore, buildout of the BBSP would not impact sensitive species, and no mitigation measures are required.

- b) **Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**

**No Impact.** The Project Area is fully developed with urban uses and roadway improvements and does not contain any riparian habitat or other sensitive natural community. Sensitive natural communities are natural communities that are considered rare in the region by regulatory agencies; that are known to provide habitat for sensitive animal or plant species; or are known to be important wildlife corridors. Riparian habitats are those occurring along the banks of rivers and streams. The Project Area does not contain any areas currently designated Open Space by the General Plan, but does have two areas designated for Parks, as well as an area

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designated for Water Uses by the General Plan. The areas designated Parks include Twila Reid Park at the west end of the Project Area; and the Schweitzer Park east of Beach Boulevard, which hugs the south side of the Carbon Creek Channel. The area designated Water Uses is currently the Carbon Creek Channel, which runs diagonally across SR-39 between Orange Avenue and Lincoln Avenue.

Although there are areas designated Parks and Water Uses by the General Plan in the Project Area, there is no sensitive natural community or riparian habitat onsite. No impact would occur, and no mitigation measures are required.

**c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

**No Impact.** Wetlands are defined under the federal Clean Water Act as land that is flooded or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that normally does support, a prevalence of vegetation adapted to life in saturated soils. Wetlands include areas such as swamps, marshes, and bogs. The Project Area and is already developed with urban development and there are no wetlands onsite. Buildout of the BBSP would not impact wetlands, and no mitigation measures are required.

**d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?**

**Less Than Significant Impact.** Wildlife movement corridors facilitate movement of species between large patches of natural habitat. The Project Area and its surrounding area are in a highly urbanized setting that lacks suitable habitat for wildlife species and is not a native wildlife nursery site. However, there are several ornamental trees and vegetation onsite that require removal. These may be used for nesting by migratory birds, which are protected under the federal Migratory Bird Treaty Act (MBTA; US Code, Title 16, §§ 703–712). The MBTA governs the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests. It prohibits the take, possession, import, export, transport, sale, purchase, barter, or offering of these activities, except under a valid permit or as permitted in the implementing regulations. If removal of the vegetation occurs during nesting season (typically between February 1 and July 1), the project applicant is required to conduct nesting bird surveys in accordance with the California Department of Fish and Wildlife requirements. Compliance with the MBTA would ensure that no significant impacts to migratory birds occur and no mitigation measures are required.

**e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

**Less Than Significant Impact.** Implementation of the BBSP would require removal of ornamental trees on the privately owned land and street trees on the City's right-of-way during street modification. However, Chapter 13.12 of the Anaheim Municipal Code establishes applicable regulations for the protection, maintenance, removal, and replacement of street trees within the City's right-of-way. Compliance with Municipal Code Section 13.12.060, Street Tree Replacement Plan, would ensure that removed trees are

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replaced and that the BBSP does not conflict with any tree preservation policies. There are no local policies protecting trees on private properties. Therefore, impacts associated with policies and ordinances protecting biological resources would be less than significant, and no mitigation measures are required.

**f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?**

**No Impact.** The Project Area is not in the Orange County's Central and Coastal Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP) area and does not contain any sites designated for nature reserves under the NCCP. According to the Anaheim General Plan Green Element, a portion of the City generally south of SR-91 and east of SR-55 falls within the NCCP. Implementation of the BBSP would not conflict with the provision of any adopted habitat conservation plan. No impact would occur, and no mitigation measures are required.

## 3.5 CULTURAL RESOURCES

Would the project:

**a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?**

**Potentially Significant Impact.** Section 15064.5 defines historic resources as resources listed or determined to be eligible for listing by the State Historical Resources Commission, a local register of historical resources, or the lead agency. Generally, a resource is considered “historically significant” if it meets one of the following criteria:

- i) Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage.
- ii) Is associated with the lives of persons important in our past.
- iii) Embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
- iv) Has yielded, or may be likely to yield, information important in prehistory or history.

According to the Community Design Element of the City of Anaheim General Plan, there are no historical landmarks in the Project Area. The closest historic resources to the Project Area include the Anaheim Colony District, Five Points District, Historic Palm District, and Hoskins District (Anaheim 2017). However, there is potential for additional historic resources to be located in the Project Area. Therefore, local historic research will be conducted to address the historic land use and developments within the Project Area. The EIR will evaluate the BBSP’s impacts on any potentially historic resources. Mitigation will be provided as needed.

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**b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?**

**Potentially Significant Impact.** Development in accordance with the BBSP may cause the disturbance of archaeological resources. Building construction in undeveloped areas or redevelopment that requires excavation to depths greater than current foundations has the potential to encounter unknown archaeological resources. The EIR will evaluate potential impacts of the implementation of the proposed Specific Plan on sensitive archeological resources.

**c) Disturb any human remains, including those interred outside of formal cemeteries?**

**Less Than Significant Impact.** California Health and Safety Code, Section 7050.5, requires that in the event that human remains are discovered within a Project Area, disturbance of the site shall halt and remain halted until the coroner has conducted an investigation into the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative. If the coroner determines that the remains are not subject to his or her authority and if the coroner has reason to believe the human remains are those of a Native American, he or she shall contact the Native American Heritage Commission by telephone within 24 hours. The BBSP would comply with existing law, and potential impacts to human remains would be less than significant. No mitigation measures are required.

### 3.6 GEOLOGY AND SOILS

Would the project:

**a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:**

**i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**

**No Impact.** Based on a review of the Alquist-Priolo Earthquake Fault Zoning Map website (CGS 2017a), the Anaheim General Plan (2004), and the Geologic Map of the Santa Ana 30' X 60' Quadrangle (Morton 2004), the Project Area is not on a known fault. Therefore, there is no potential for the rupture of a known earthquake fault at the Project Area. No impact related to an earthquake rupture would occur and no mitigation measures are required.

**ii) Strong seismic ground shaking?**

**Potentially Significant Impact.** Similar to the rest of southern California, the project site is subject to ground shaking and potential damage in the event of seismic activity (Seismic Zone 4, encompassing most of southern California). Active faults in the region include the Whittier fault approximately 8 miles to the northeast; and the Reservoir Hills fault, about 7 miles to the southwest (CGS 2017b). The Project

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Area could be subject to moderate and possibly strong ground motion due to the proximity and potential earthquake magnitude of these faults, which would expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death. This topic will be addressed in the EIR, and mitigation measures will be identified as necessary.

#### iii) Seismic-related ground failure, including liquefaction?

**Potentially Significant Impact.** Liquefaction refers to loose, saturated sand or gravel deposits that lose their load supporting capability when subjected to intense shaking. Any buildings or structures on these sediments may float, sink, or tilt as if on a body of water. Liquefaction potential is based on three main factors: 1) cohesionless, granular soils with relatively low densities (usually of Holocene age); 2) shallow groundwater (generally less than 50 feet); and 3) moderate to high seismic ground shaking. Lateral spreading refers to lateral displacement of large, surficial blocks of soil as a result of pore pressure buildup or liquefaction in a subsurface layer.

Based on a review of the Seismic Hazard Zones map for the Anaheim Quadrangle, the entire Project Area is within a zone of liquefaction zone. A liquefaction zone is defined as an area where historical liquefaction or local geologic, geotechnical, and groundwater conditions indicate a potential for permanent ground displacements, such that mitigation would be required. Therefore, the Project Area may be prone to liquefaction. This topic will be studied further in the EIR, and mitigation measures will be identified as necessary.

#### iv) Landslides?

**No Impact.** Susceptibility of slopes to landslides and other forms of slope failure depend on several factors, which are usually present in combination—steep slopes, condition of rock and soil materials, presence of water, formational contacts, geologic shear zones, seismic activity etc.

Based on a review of the United States Geological Survey (USGS) 7.5-minute Topographic Series, Anaheim, California Quadrangle Map (CGS 1997, 1998), the Project Area is not within an area susceptible to landslide. This conclusion is supported by the Anaheim General Plan (2004), and no impact related to landslides would occur. No mitigation measures are required.

#### b) Result in substantial soil erosion or the loss of topsoil?

**Potentially Significant Impact.** Construction during buildout of the BBSP would disturb large amounts of soil during site grading and construction, and thus could cause widespread erosion if effective erosion control measures were not used. Erosion control measures to be specified in Stormwater Pollution Prevention Plans (SWPPPs) – that would be prepared and implemented for each project developed pursuant to the Specific Plan – will be described in the EIR.

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- c) **Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?**

**Potentially Significant Impact.** See response to Section 3.6(a)(iii) above. Impacts related to lateral spreading, subsidence, liquefaction, and collapse will be evaluated in the EIR.

- d) **Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?**

**Potentially Significant Impact.** Expansive soils shrink or swell as the moisture content decreases or increases; the shrinking can shift, crack, or break structures built on such soils. There is a potential for expansive soils within the confines of the Project Area. A preliminary geotechnical investigation will be conducted for the Project Area that will include testing of subsurface soil samples for expansion potential and will provide any needed recommendations to minimize hazards from expansive soils. This topic will be addressed in the EIR, and mitigation measures will be identified as necessary.

- e) **Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?**

**No Impact.** Development of the BBSP would not require the installation of a septic tank or alternative wastewater disposal system. The project would utilize the local sewer system. Therefore, no impacts would result from septic tanks or other onsite wastewater disposal systems. No mitigation measures are required.

### 3.7 GREENHOUSE GAS EMISSIONS

Would the project:

- a) **Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

**Potentially Significant Impact.** Global climate change is not confined to a particular project area and is generally accepted as the consequence of global industrialization over the last 200 years. A typical project, even a very large one, does not generate enough greenhouse gas (GHG) emissions on its own to influence global climate change significantly; hence, the issue of global climate change is, by definition, a cumulative environmental impact. The State of California, through its governor and legislature, has established a comprehensive framework for the substantial reduction of GHG emissions over the next 40-plus years. This will occur primarily through the implementation of Assembly Bill 32 (AB 32, 2006) and Senate Bill 375 (SB 375, 2008), and SB 32 (2016), which address GHG emissions on a statewide, cumulative basis.

Implementation of the BBSP would increase GHG emissions through new construction and an increase in vehicle trips. Further evaluation in the EIR is required to determine the increase and effect on GHG emissions. The EIR will evaluate the potential for the BBSP to generate a substantial increase in GHG emissions, and mitigation measures will be recommended as needed.

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- b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?**

**Potentially Significant Impact.** The California Air Resources Board's Scoping Plan is California's GHG reduction strategy to achieve the state's GHG emissions reduction target, established by AB 32, of 1990 emission levels by year 2020. The Southern California Association of Governments' 2016 Regional Transportation Plan/Sustainable Communities Strategy sets forth a development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, would reduce GHG emissions from transportation (excluding goods movement) in accordance with the region's per capita GHG reduction goals under SB 375.

The EIR will evaluate the project's consistency with applicable plans, policies, or regulations adopted for the purpose of reducing GHG emissions. Further evaluation in the EIR is required to determine the increase and effect on GHG emissions. Mitigation measures will be recommended as needed.

#### 3.8 HAZARDS AND HAZARDOUS MATERIALS

Would the project:

- a) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?**

**Potentially Significant Impact.** Hazardous materials such as fuels, greases, paints, and cleaning materials would be used during construction of development accommodated by the BBSP. Onsite construction equipment might require routine or emergency maintenance that could result in the release of oil, diesel fuel, transmission fluid, or other materials in the Project Area. This topic will be evaluated in the EIR, and mitigation measures will be identified as necessary.

- b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**

**Potentially Significant Impact.** As stated under Section 3.8(a), construction activities could expose the public and, in particular, construction personnel, to hazardous substances. Contaminated structures or soils could also expose workers to health or safety risks (e.g., mold and lead). Further evaluation in the EIR is required to analyze potential impacts related to the release of hazardous materials into the environment.

- c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

**Potentially Significant Impact.** The closest existing schools to the Project Area are: Schweitzer Elementary School (0.1 mile to the east), Baden-Powell Elementary School (0.1 mile to the east), Dale Junior High School (0.4 mile to the east), Twila Reid Elementary School (0.1 mile to the west), Orange County Christian School (0.15 mile to the west), Western High School (0.17 mile to the west), Danbrook Elementary School (0.5 mile to the west), and Centralia Elementary School (0.5 mile to the northwest). Buildout of the BBSP would not

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result in the emission or handling of hazardous materials. However, as stated, temporary handling of hazardous materials could occur during demolition activities. Further evaluation in the EIR is required to analyze potential impacts related to the release of hazardous materials near schools.

- d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?**

**Potentially Significant Impact.** California Government Code Section 65962.5 specifies lists of the following types of hazardous materials sites: hazardous waste facilities; hazardous waste discharges for which the State Water Quality Control Board has issued certain types of orders; public drinking water wells containing detectable levels of organic contaminants; underground storage tanks with reported unauthorized releases; and solid waste disposal facilities from which hazardous waste has migrated. Further evaluation in the EIR is required to identify whether hazardous materials sites exist on or in the vicinity of the Project Area. A Phase 0 Report will be prepared for the BBSP, and the findings and recommendations of the assessment will be carried through in the EIR. This topic will be addressed in the EIR, and mitigation measures will be recommended as needed.

- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?**

**Potentially Significant Impact.** The nearest public airport from the Project Area is Fullerton Municipal Airport, approximately 2.4 miles northeast of the Project Area (Airnav.com 2017). The Project Area is not within the airport's land use plan and is outside of the areas where land uses are regulated respecting air crash hazards, and areas where heights of structures are limited to prevent airspace obstructions for aircraft approaching or departing Fullerton Municipal Airport. However, the specific plan area is located within the planning area of the AELUP for Joint Forces Training Base Los Alamitos. Thus, implementation of the BBSP could result in safety hazards related to aircraft operations. This topic will be discussed in the EIR.

- f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?**

**No Impact.** The Project Area is not within the vicinity of a private airstrip, and the nearest heliport is North Net Training Authority Heliport, approximately 6.5 miles to the southeast (Airnav.com 2017). Implementation of the BBSP would not result in a safety hazard for people residing or working in the project area. No impact would occur and no mitigation measures are required.

- g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

**Potentially Significant Impact.** Operation activities associated with future development accommodated by the BBSP are not anticipated to have any impacts on an established emergency response plan. However, during the construction phase of future development projects, construction-related activities could interfere



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with an adopted emergency response plan and/or with the daily operations of the Anaheim Fire & Rescue. Therefore, this topic will be addressed in the EIR, and mitigation measures will be identified as necessary.

- h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?**

**No Impact.** The Project Area and its vicinity are developed with urban uses and are not adjacent to any wildland. The Project Area is not in a Very High Fire Hazard Severity Zone or Special Protection Area identified by the Anaheim General Plan Safety Element, Figure S-5, Fire Protection Areas. Implementation of the BBSP would not expose people or structure to significant safety impacts due to wildland fires. No impact is anticipated and no mitigation measures are required.

- i) Would the project include a new or retrofitted stormwater treatment control Best Management Practice (BMP), (e.g., water quality treatment basin, constructed treatment wetlands, etc.), the operation of which could result in significant environmental effects (e.g., increased vectors and noxious odors)?**

**Potentially Significant Impact.** The BBSP would provide a stormwater treatment control best management practice (BMP) that would intercept first flush runoffs through two subsurface infiltration systems (i.e., Contech corrugated metal pipe infiltration systems or approved equivalent), where stormwater would be infiltrated into the subsoil onsite prior to entering the regional storm drain system. Impacts could be significant and will be analyzed in the EIR.

## 3.9 HYDROLOGY AND WATER QUALITY

Would the project:

- a) Violate any water quality standards or waste discharge requirements?**

**Potentially Significant Impact.** The BBSP would generate typical urban pollutants (e.g., sediment, petroleum hydrocarbons, pesticides, and cleaning agents) that could be discharged into the local and regional drainage systems. Also, the BBSP could result in short-term construction impacts to surface water quality from grading and other construction-related activities (e.g., erosion, sediment, spills and leaks from construction equipment). Further evaluation in the EIR is required. The EIR will describe current water quality conditions and provide an analysis of potential short-term and long-term water quality impacts associated with the project. Additionally, the EIR will address compliance with existing water quality regulations, and mitigation measures will be identified, if necessary.

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- b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?**

**Potentially Significant Impact.** The City of Anaheim owns and operates a network of groundwater wells to supply potable water to their users (Anaheim 2004). The City receives approximately 75 percent of its water supply from groundwater and 25 percent from imported water. The BBSP could lead to an increased demand for water, which could lead to an increase in groundwater pumping. However, a replenishment assessment fee is levied on cities in accordance with the Orange County Water District Act for the amount of groundwater extracted, and this fee is used by Orange County Water District (OCWD) for various groundwater replenishment programs to ensure that no overdraft of local groundwater resources occurs. OCWD's groundwater is recharged primarily through artificial replenishment, not natural recharge.

Implementation of the BBSP would increase development intensity and density in the Project Area and would likely increase impervious surfaces. Development would also increase the number of residents and workers in the City by up to 16,166 additional residents and 5,730 additional employees (see Table 2), which would increase overall demand for groundwater supplies. Thus, impacts to groundwater supply and recharge potential are potentially significant and will be further analyzed in the EIR.

- c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in a substantial erosion or siltation on- or off-site.**

**Potentially Significant Impact.** According to the City's Storm Drain Master Plan, the Project Area is within the Carbon Creek watershed in Anaheim within drainage basins 1, 2 and 3. The Project Area is currently considered completely built out with highly impervious surfaces and correspondingly, high runoff coefficients. The 2010 Master Plan of Drainage for Carbon Creek Channel Tributary Area highlights some plans for improving the storm drain system and serves as the guiding document for capital improvements to the storm drain system.

The Carbon Creek Channel runs through the Project Area into the Coyote Creek, San Gabriel River, and Pacific Ocean. While the proposed zoning designations would not involve alteration of the waterways' courses, new development in the areas proximate to the Carbon Creek Channel could potentially result in substantial erosion or siltation from grading and construction activities. Therefore, this topic will be evaluated in the EIR, and mitigation measures will be recommended as needed.

- d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?**

**Potentially Significant Impact.** See response to Section 3.9(c), above.

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The proposed zoning designations would not alter the Carbon Creek Channel or any other water course. However, buildout of the BBSP would allow for increased intensity in the Project Area, potentially increasing the amount of impervious surfaces and the rate of surface runoff into these waterways. This topic will be evaluated in the EIR, and mitigation will be identified as necessary.

**e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?**

**Potentially Significant Impact.** As noted above, buildout of the BBSP could increase the rate or amount of runoff in comparison to existing conditions. If increased, the additional runoff could exceed the capacity of existing or planned stormwater drainage systems in the Project Area. This topic will be addressed in the EIR, and mitigation measures will be recommended as needed.

**f) Otherwise substantially degrade water quality?**

**Potentially Significant Impact.** See response to Section 3.9(a), above. Water-quality impacts related to buildout of the BBSP will be analyzed in the EIR.

**g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?**

**Potentially Significant Impact.** According to the Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Maps, portions of the Project Area would be within the 100-year flood hazard zone (FEMA 2009). These portions include areas along the borders of the Carbon Creek Channel. The proposed land use plan would allow for housing in some of these areas. Thus, flood hazards are potentially significant and will be further analyzed in the EIR.

**h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?**

**Potentially Significant Impact.** See response to Section 3.9(g), above. Impacts on flood hazards are potentially significant and will be further analyzed in the EIR.

**i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?**

**Less Than Significant Impact.** The Project Area is in the inundation zone for Prado Dam (Anaheim 2004a), which is on the Santa Ana River and approximately 20 miles east from the Project Area. The dam was completed in 1941 and provides flood protection and water recharge capability for Orange County. Its primary purpose is to reduce the risk of damage from floods in the metropolitan areas of Orange County. Its functioning capacity was increased in 1999 with the construction of the Seven Oaks Dam, which is upstream of Prado Dam. During a flood, Seven Oaks Dam would store water destined for Prado Dam for as long as the water level at Prado Dam is rising. Once the flood threat at Prado Dam has passed, Seven Oaks Dam would begin to release its stored flood water at a rate that would not exceed the downstream channel capacity. Improvements to Prado Dam are currently underway (scheduled for completion in 2018) and would increase the dam's capacity from 217,000 to 362,000 acre-feet. In addition, the Santa Ana River Mainstream Project is

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almost complete, which increases the channel capacity of the river from 9,350 cubic feet per second to 30,000 cubic feet per second, further reducing the potential for flooding.

The latest available dam inundation map for Prado Dam was produced in 1985 by the Army Corps of Engineers (ACOE). This map was prepared prior to all of the dam improvements, construction of Seven Oaks Dam, and the increase in the Santa Ana River flow capacity. As a result, it overestimates the dam inundation area and potential for flooding. According to the dam inundation map, the peak outflow of the hypothetical flood wave would reach the east end of the project area in three hours, and the maximum depth of flow would be 11 feet at four hours. This would allow sufficient time to adopt emergency provisions and implement public safety measures, as specified in the Safety Element of the General Plan. These estimates are very conservative, since they do not account for recent improvements.

The probability of dam failure is extremely low, and the City of Anaheim has never been impacted by a major dam failure. Dams in California are continually monitored by various governmental agencies, including the California Division of Safety of Dams and the ACOE. Dam owners are required to maintain emergency action plans that include procedures for damage assessment and emergency warnings, and the City of Anaheim addresses the possibility of dam failure in the Safety Element of the General Plan and the Hazard Mitigation Plan.

Due to the length of time required for water to reach the project area if the Prado Dam were to fail, and the lack of appreciable amounts of water behind the Prado Dam, implementation of the project would not expose people or structures to a significant risk of loss, injury, or death in the case of dam failure, and impacts are considered to be less than significant. No mitigation measures are required.

#### j) Inundation by seiche, tsunami, or mudflow?

**No Impact.** Development of the BBSP would not result in any hazards arising from a seiche, tsunami, or mudflow.

- **Tsunami:** A tsunami is a large wave generated by an earthquake, landslide, or volcanic eruption. The Project Area is approximately 8.1 miles from the Pacific Ocean and is well outside of the tsunami inundation zone.
- **Seiche:** Seiches are waves that oscillate in enclosed water bodies, such as reservoirs, lakes, ponds, or semi-enclosed bodies of water. Seiches may be triggered by moderate or large submarine earthquakes or sometimes by large onshore earthquakes. There are no large bodies of water in the immediate vicinity of the Project Area, and no significant impacts from an earthquake-induced seiche would occur.
- **Mudflow:** Mud and debris flows are mass movements of dirt and debris that occur after intense rainfall, earthquakes, and severe wildfires. The speed of a slide depends on the amount of precipitation and steepness of the slope. The Project Area is relatively flat and is outside of the impacted zones for earthquake-induced landslides. Therefore, there is no expectation of mudflows or debris slides to occur in the Project Area.

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No impact involving arising from a seiche, tsunami, or mudflow would occur and no mitigation measures are required.

- k) Substantially degrade water quality by contributing pollutants from areas of material storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling, or storage, delivery areas, loading docks or other outdoor work areas?**

**Less than Significant Impact.** Various hazardous materials are currently used and stored by businesses within the project area. Such materials include cleaning chemicals, fuels, and other hydrocarbon products, solvents, etc., used during operations of the facilities and for maintenance purposes. Development of BBSP allows continued operation of these businesses. However, businesses are required to obtain permits and maintain records regarding the storage, use and disposal of hazardous material. Adhering to the existing permitting process would ensure that less than significant hazard to the public or the environment occur as result of project implementation. The proposed project will not change the existing condition of the Project Area and/or increase the use of hazardous materials in the area. No further assessment of this issue in the EIR is warranted.

- l) Substantially degrade water quality by discharge which affects the beneficial uses (i.e., swimming, fishing, etc.) of the receiving or downstream waters?**

**Potentially Significant Impact.** The Project Area is currently developed with industrial and commercial uses. Proposed development under the project would not result in greater water pollutants in runoff water compared to the existing conditions. The anticipated pollutants of concern include typical urban water pollutants such as suspended solid sediments, nutrients, pathogens, pesticides, oil and grease, and trash and debris. Receiving downstream waters include Carbon Creek Channel, Coyote Creek, San Gabriel River, and the Pacific Ocean. Impacts related to water quality are potentially significant and will be further analyzed in the EIR.

- m) Potentially impact stormwater runoff from construction activities?**

**Potentially Significant Impact.** The proposed construction would generate increased pollutants during construction. However, to minimize these potential impacts, the project will be required to comply with the NPDES GCP as well as prepare a SWPPP. Impacts related to water quality are potentially significant and will be further analyzed in the EIR.

- n) Potentially impact stormwater runoff from post-construction activities?**

**Potentially Significant Impact.** The BBSP would reduce impervious area from 90 percent to 85 percent. As discussed in section 3.9(a), the BBSP would be required to incorporate various post-construction BMPs and LID measures that would minimize the stormwater runoff effects, including but not limited to subsurface infiltration galleries. Impacts related to water quality are potentially significant and will be further analyzed in the EIR.

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- o) Create the potential for significant changes in the flow velocity or volume of stormwater runoff to cause environmental harm?**

**Potentially Significant Impact.** As discussed in sections 3.9(c) and (d) the BBSP would be designed to accommodate the changes in flow velocity or volume of stormwater runoff so that it would not cause environmental harm through pollutants or flooding. Impacts related to water quality are potentially significant and will be further analyzed in the EIR.

- p) Create significant increases in erosion of the Project Area or surrounding areas?**

**Potentially Significant Impact.** Implementation of the BBSP could result in soil erosion during grading activities. However, the Project Area is relatively level and contains no unusual geographic features to cause more normal amount of erosion. Grading activities would be temporary and would incorporate standard erosion control measures as part of the SWPPP for the BBSP. The SWPPP includes an erosion control plan that prescribes measures such as phasing grading, limiting areas of disturbance, designating restricted-entry zones, diverting runoff away from disturbed areas, protecting sensitive areas, protecting outlets, and requiring revegetation or mulching. Impacts related to water quality are potentially significant and will be further analyzed in the EIR.

### 3.10 LAND USE AND PLANNING

Would the project:

- a) Physically divide an established community?**

**Less Than Significant Impact.** The Project Area is developed with residential and commercial uses surrounded by a mixture of uses such as commercial, industrial, recreational, and residential. Land uses of the BBSP would be compatible with various uses in the area and would not physically divide an established community. Impacts would not be significant and no mitigation measures are required.

- b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?**

**Potentially Significant Impact.** The BBSP would require a General Plan amendment, Municipal Code amendment, and amendment of the zoning map to reclassify approximately 232.8 acres of certain real property into the BBSP.

The Project Area is zoned RS-2 (Single-Family Residential; 7,200 square feet minimum), RS-3 (Single-Family Residential; 5,000 square feet minimum), RS-4 (Single-Family Residential), RM-1 (Multi-Family Residential; one-acre minimum), RM-2 (Multi-Family Residential; 3,000 square feet minimum), RM-3 (Multi-Family Residential; 2,400 square feet minimum), RM-4 (Multi-Family Residential; 1,200 square feet minimum), C-G (General Commercial), O-L (Low Intensity Office), PR (Public Recreation), and T (Transitional) by the

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General Plan Land Use Map. Figures 4, *Existing General Plan*, and 5, *Existing Zoning Designations*, show the respective land use designations for the Project Area.

The BBSP includes Development Areas that are, in essence, the proposed zoning districts of the Plan. The proposed Development Areas include Residential-Low Medium, Residential-Medium, Mixed-Use High, Mixed-Use Medium, Neighborhood Commercial, Regional Commercial, Office, Public-Recreational, Semi-Public, and Flood Control-Water. Figure 6, *Proposed Development Areas*, shows the respective proposed Development Areas of the BBSP. A General Plan amendment will be processed as part of the proposed project to provide consistency between the BBSP and the General Plan. Proposed General Plan land use designations are shown on Figure 7, *Proposed General Plan Land Use Designations*.

Further evaluation in the EIR is required to address potential land use impacts due to implementation of the BBSP. Mitigation measures will be identified as necessary.

#### c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

**No Impact.** The Project Area is developed with residential and commercial uses and roadway improvements, and it is not part of any habitat or natural community conservation plans. The nearest habitat conservation plan area, the NCCP area, generally lies south of SR-91 and east of SR-55, approximately ten miles to the east. The BBSP would not conflict with any applicable habitat or natural conservation plans. No impact would occur and no mitigation measures are required.

### 3.11 MINERAL RESOURCES

Would the project:

#### a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?

**No Impact.** The California Geological Survey Mineral Resources Project provides information about California's non-fuel mineral resources. The Mineral Resources Project classifies lands throughout the state that contain regionally significant mineral resources, as mandated by the Surface Mining and Reclamation Act (SMARA) of 1975. The state classifies the mineral resource areas into one of the four Mineral Resource Zones (MRZs). The Anaheim General Plan Green Element indicates that parts of the East Anaheim, Canyon, and Hill and Canyon areas are in a MRZ-2, and *General Plan Figure G-3, Mineral Resource Map*, shows three sectors with mineral resources of regional significance. MRZ-2 is defined as an area with adequate information that significant mineral deposits are present or there is a high likelihood for their presence, and development should be controlled. The Project Area is not in MRZ-2, and is not designated as having regionally significant mineral resources. No loss of availability of known resources would result from project implementation. Therefore, no impact would occur, and no mitigation measures are required.

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- b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?**

**No Impact.** The Project Area is not a locally important mineral resource recovery site delineated in the Anaheim General Plan. Implementation of the BBSP would not result in the loss of availability of a locally important mineral resource. No impact would occur, and no mitigation measures are required.

#### 3.12 NOISE

- a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

**Potentially Significant Impact.** Future development of the proposed mix of uses accommodated by the proposed BBSP would have the potential to increase noise levels in the vicinity of the Project Area due to an increase in vehicle trips that would be generated by the BBSP as well as from activities, such as outdoor use of proposed open space and recreation areas, and stationary sources, including mechanical systems. In addition, Project-related demolition and construction activities could generate substantial noise affecting existing residents within the BBSP boundary and in the surrounding areas. Further evaluation in the EIR is required to determine the level of significance and to identify mitigation measures which reduce impacts to below a level of significance, if required.

- b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?**

**Potentially Significant Impact.** Groundborne vibration or noise would primarily be associated with construction activities of future development projects that would be accommodated by the BBSP. These temporary increased levels of vibration could impact vibration-sensitive land uses in and surrounding the Project Area. This topic will be addressed in the EIR, and mitigation measures will be recommended as needed.

- c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?**

**Potentially Significant Impact.** Future development projects that would be accommodated by the BBSP would result in new sources of noise in the Project Area, primarily from vehicular traffic. The EIR will evaluate the potential for noise generated by the BBSPs proposed land uses to substantially increase existing noise levels in the vicinity of the Project Area. Mitigation measures will be recommended as needed.

- d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?**

**Potentially Significant Impact.** See responses to Sections 3.12(a) and (b), above.



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Demolition and construction activities that would be accommodated by the BBSP would result in a temporary increase in noise levels in the Project Area and at adjacent land uses. These impacts will be addressed in the EIR, and mitigation measures will be recommended as needed.

- e) **For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?**

**Potentially Significant Impact.** The nearest airport to the Project Area is Fullerton Municipal Airport, approximately 2.4 miles to the northeast (Airnav.com 2017). There are no public airports within 2 miles, and the Project Area does not lie within the 65 CNEL contour of any public airport. Therefore, the BBSP would not expose future residents or workers to excessive noise levels from aircraft. However, the Project Area is located within the planning area of the AELUP for Joint Forces Training Base Los Alamitos. Thus, implementation of the BBSP could expose people residing or working in the Project Area to excessive noise levels. This topic will be discussed in the EIR.

- f) **For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?**

**No Impact.** The nearest heliport is North Net Training Authority Heliport, approximately 6.5 miles to the southeast of the Project Area (Airnav.com 2017). Landings and takeoffs at the heliport are infrequent. No private airstrip-related impacts would occur, and no mitigation measures are necessary.

### 3.13 PALEONTOLOGICAL RESOURCES

Would the project:

- a) **Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

**Potentially Significant Impact.** Unique paleontological resources may be present in the Project Area. Although the Project Area is currently developed, redevelopment that requires deeper excavations into sedimentary rocks has the potential to encounter paleontological resources. Thus, the EIR will evaluate potential impacts of the BBSP on unique paleontological resources and geologic features.

### 3.14 POPULATION AND HOUSING

Would the project:

- a) **Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**

**Potentially Significant Impact.** The BBSP would allow a net increase of approximately 3,496 residential units and 990,619 square feet of commercial/nonresidential uses over existing conditions, resulting in

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approximately 16,166 residents and approximately 5,730 workers in the City at buildout of the BBSP, as shown in Table 2, *Beach Boulevard Specific Plan Buildout Statistical Summary*, and Table 3, *Beach Boulevard Specific Plan Existing and Proposed Use Comparison*. Therefore, the BBSP would both directly and indirectly induce population growth, and significant impacts may occur. Impacts of the BBSP on population and housing in the City of Anaheim and the surrounding region will be evaluated in the EIR. Mitigation measures will be identified as necessary.

**b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?**

**Less than Significant Impact.** The BBSP changes land use designations and allows for development in the Project Area. Although residential uses within the Project Area may be redeveloped as part of the BBSP, existing homes would be allowed to remain onsite. Also, while there are existing motel rooms within the Project Area that may be redeveloped as part of the BBSP, hotel uses are proposed as part of buildout of the proposed Mixed-Use Medium, Mixed-Use High, and Regional Commercial development areas of the BBSP. The BBSP would also allow a net increase of approximately 3,496 residential units accommodating an additional 16,166 residents. Therefore, the BBSP would not lead to the displacement of a substantial number of existing housing or people. This topic will not be examined in the EIR, and no mitigation measures are necessary.

**c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?**

**No Impact.** See response to Section 3.14(b), above.

### 3.15 PUBLIC SERVICES

This section addresses public services: fire protection and emergency services, police protection, school services, and library services.

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

**a) Fire protection?**

**Potentially Significant Impact.** The Project Area is served by the Anaheim Fire & Rescue (AF&R) for fire protection services. Implementation of the BBSP may increase the demand for public services, including fire protection. Consultation with AF&R will be conducted to estimate the level and type of demand associated with buildout of the BBSP and to evaluate site access. Further evaluation in the EIR is required to determine the level of significance and to identify mitigation measures which reduce impacts to below a level of significance, if required.

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#### b) Police protection?

**Potentially Significant Impact.** The Project Area is served by the Anaheim Police Department (APD). APD is responsible for patrol, investigations, traffic enforcement, traffic control, vice and narcotics enforcement, airborne patrol, crime suppression, community policing, tourist-oriented policing, and detention facilities. Implementation of the BBSP may increase the demand for public services, including police protection. Consultation with APD will be conducted to estimate the level and type of demand associated with buildout of the BBSP and to evaluate site access. Further evaluation in the EIR is required to determine the level of significance and to identify mitigation measures which reduce impacts to below a level of significance, if required.

#### c) Schools?

**Potentially Significant Impact.** The BBSP would be served by the Centralia School District (CSD), Savannah School District (SAVSD), Magnolia School District, and Anaheim Union High School District (AHSD). The Project Area is in the attendance boundaries of Western High School (9–12); Savannah High School (9–12); Magnolia High School (9–12), Danbrook Elementary School (K–6), Dysinger Elementary School (K–6), Dale Junior High School (7–8), Orangeview Junior High School (7–8), Centralia Elementary School (K–6), Baden-Powell Elementary School (K–6), Albert Schweitzer Elementary School (K–6), and Twila Reid Elementary School (K–6). The BBSP would permit development of up approximately 3,496 additional residential units in the Project Area, and would thus increase demands for school facilities. Project impacts on schools will be analyzed in the EIR.

#### d) Parks?

**Potentially Significant Impact.** Parks and recreational facilities in the City are maintained and operated by the City's Parks and Recreation Commission. The BBSP would allow for up to 3,496 additional residential units to be developed within the Project Area, which in turn would lead to an increase in population, and may lead to increased use of parks and recreational facilities in the surrounding community, and the need for additional parks and recreational facilities. Impacts on park facilities and services will be addressed in the EIR, and mitigation measures will be recommended as needed.

#### e) Other public facilities?

**Potentially Significant Impact.** Library services are provided to the City by Anaheim Public Libraries. Implementation of the BBSP could increase the population by up to 11,027 residents, which would increase the need for additional library resources. The Anaheim Public Libraries will be consulted regarding existing library resources or facilities available to serve the BBSP and whether implementation of the BBSP would require additional library resources and/or facilities, including new or expanded libraries. Impacts on library services will be addressed in the EIR, and mitigation measures will be recommended as needed.

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#### 3.16 RECREATION

Would the project:

- a) **Would the project increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated?**

**Potentially Significant Impact.** The BBSP would allow the development of 3,496 additional residential units and generate up to 11,027 additional residents. The increase in population could also increase demand on existing parks and recreational facilities in the Project Area and its surrounding communities. Existing parks within the Project Area include the Twila Reid Park at the west end of the Project Area; and the Schweitzer Park east of Beach Boulevard, which hugs the south side of the Carbon Creek Channel. Expansion or additional development of parks and recreational facilities may be required to serve the larger population. Thus, impacts on park facilities and services will be addressed in the EIR, and mitigation measures will be recommended as needed.

- b) **Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?**

**Potentially Significant Impact.** Buildout of the BBSP would result in an increase of 3,496 additional residential units and generate up to 11,027 additional residents in the Project Area. Although the BBSP includes existing parks and recreational facilities, it is likely that new residential development under the BBSP could require the construction of additional or expansion of existing park space and recreation facilities. Therefore, significant impacts may occur. The EIR will analyze the BBSP's compliance with the City of Anaheim's park acreage standards and whether it would require the expansion or construction of parks and recreational facilities. This topic will be analyzed in the EIR, and mitigation measures will be identified as necessary.

#### 3.17 TRANSPORTATION/TRAFFIC

- a) **Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?**

**Potentially Significant Impact.** The BBSP would result in an increase of approximately 3,496 dwelling units and 990,619 square feet of nonresidential development. These changes are expected to result in an increase and redistribution of vehicle trips, which may conflict with local plans, policies, or ordinances. A traffic analysis will be conducted to assess the future traffic conditions compared to existing conditions and future cumulative scenarios. This analysis will estimate the number of additional trips associated with the intensification, alteration, and redistribution of land uses, and analyze the impact of the BBSP to roadways and study-area intersections. Impacts related to compliance with plans and policies that establish measures of

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effective performance of the circulation system would be potentially significant, and this issue will be discussed in more detail in the EIR.

**b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?**

**Potentially Significant Impact.** The congestion management program (CMP) in effect in Orange County was issued by the Orange County Transportation Authority in November 2015. All freeways and tollways and selected arterial roadways in the county are part of the CMP Highway System. The nearest freeways to the project site are I-5 and SR-91. The nearest CMP roadways are Beach Boulevard (SR-39) and Katella Avenue, and the nearest CMP intersection is located at the intersection of Beach Boulevard and Katella Avenue (OCTA 2015). Traffic impacts to these roadway segments and intersections will be assessed in the traffic impact analysis and discussed in the EIR; mitigation measures will be recommended as needed

**c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?**

**No Impact.** The Project Area is located within the planning area of the AELUP for Joint Forces Training Base Los Alamitos, and would need to adhere to the guidelines of the AELUP upon buildout of the BBSP. The nearest airport to the Project Area is Fullerton Municipal Airport, approximately 2.4 miles to the northeast (Airlines.com 2017). The Project Area is not within the airport's land use plan and would not cause a change in the directional patterns of aircrafts flying to and from Fullerton Municipal Airport. Thus, no impact would occur, and this issue will not be discussed in the EIR.

**d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

**Potentially Significant Impact.** The BBSP would not introduce incompatible uses to area roadways. However, a number of design features would be introduced to the Project Area as a part of the Specific Plan that will need to be analyzed in the EIR for their potential to create hazardous conditions (e.g., modifications to existing roadways and intersections, new driveway approaches). This topic will be evaluated in the EIR, and mitigation measures will be identified as necessary.

**e) Result in inadequate emergency access?**

**Less Than Significant Impact.** The Project Area would not result in substantial changes to the existing circulation patterns and would not change the circulation system of emergency access routes. Additionally, during the building plan check and development review process, the City would coordinate with AF&R to ensure that the necessary fire prevention and emergency response features are incorporated into the BBSP, and that adequate circulation and access (e.g., adequate turning radii for fire trucks) is provided in the traffic and circulation components of the BBSP. Thus, impacts are less than significant and will not be further analyzed in the EIR.

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- f) **Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?**

**Potentially Significant Impact.** Future development in accordance with the BBSP would increase traffic in the Project Area. Increased traffic may affect existing public transit facilities in the Project Area, including bus, pedestrian, and bicycle facilities, by decreasing the safety of these facilities or by increasing their use. Impacts to public transit policies, plans, or programs for public transit facilities are potentially significant. Therefore, the EIR will consider the policies and programs of the BBSP and evaluate their consistency with the City's adopted alternative transportation plans and programs.

#### 3.18 TRIBAL CULTURAL RESOURCES

- g) **Cause a substantial adverse change in the significance of a Tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:**

- **Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or**
- **A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe?**

**Potentially Significant Impact.** Tribal cultural resources are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that is either eligible or listed in the California Register of Historical Resources or local register of historical resources (Public Resources Code § 21074). In order to determine whether there are any tribal cultural resources that could be impacted by BBSP implementation, California Native American tribes that are traditionally and culturally affiliated with the Project Site will be contacted (Public Resources Code § 21080.3.1). The EIR will evaluate potential impacts of the BBSP on tribal cultural resources.

#### 3.19 UTILITIES AND SERVICE SYSTEMS

- a) **Exceed waste water treatment requirements of the applicable Regional Water Quality Control Board?**

**Potentially Significant Impact.** The City of Anaheim's local sanitary sewer collection system serves the project vicinity and is tributary to the Orange County Sanitation District (OCSD). The OCSD service area comprises 480 square miles of northern and central Orange County, 579 miles of sewer lines, 15 offsite pumping stations, 2 regional wastewater treatment plants, and an ocean disposal system. Wastewater flows by gravity from the City sewer system to OCSD's trunk and interceptor sewers, then to regional treatment and

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disposal facilities. Anaheim is in State Water Resources Control Board Region 8, which is under the jurisdiction of the Santa Ana Regional Water Quality Control Board (SARWQCB). Individual projects developed pursuant to the BBSP would be subject to an OCSD fee to connect to the City's existing sewer system and would be required to comply with SARWQCB requirements governing discharges to municipal storm drainage systems. The EIR will evaluate the increase in wastewater generated by buildout and its effect on the SARWQCB requirements.

**b) Require or result in the construction of new water or waste water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

**Potentially Significant Impact.** Anaheim Public Utilities (APU) would provide water to the BBSP. The BBSP would allow a net increase of approximately 3,496 residential units and 990,619 square feet of commercial/nonresidential uses over existing conditions, which has the potential to generate additional wastewater and increase water demand. This would place additional demands on the City of Anaheim's water and sewer system. Further evaluation in the EIR is required to determine the existing and future capacity of the sewer system serving the Project Area. The EIR will evaluate the level of significance and to identify mitigation measures which reduce impacts to below a level of significance, if required.

**c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

**Potentially Significant Impact.** The introduction of impermeable surfaces and potential alteration of the drainage patterns of the Project Area could increase stormwater flows in the local stormwater drainage facilities in excess of their capacity. An analysis of the on- and offsite infrastructure and utilities will be conducted for the BBSP to determine whether existing storm drain facilities are adequate to collect and convey runoff that would be generated by the Specific Plan's nonresidential land uses or if new facilities would be needed. This topic will be evaluated in the EIR, and mitigation measures will be identified as necessary.

**d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?**

**Potentially Significant Impact.** The City currently obtains water from these primary water sources: 1) naturally and artificially recharged local groundwater and 2) imported water. The City utilizes a small volume (about 0.1 percent of its total demand) of recycled water, per year. The City's Urban Water Management Plan (UWMP) was adopted in 2016, and Table 2-4 of the UWMP, "Demands for Potable and Raw Water - Projected," is a projection of the City's potable and raw water demand (not including recycled water demand) for the next 25 years, and shows a demand of 61,895 acre-feet (AF) to 66,988 AF within the City. The UWMP assumes that the City's water service area population would increase by 16 percent in the next 25 years. Residential water use accounts for the majority of the City's water demands, with the single-family residential sector accounting for approximately 39 percent and multifamily for approximately 20 percent of total demand. The UWMP's water consumption by residential sector was projected based on anticipated growth in housing units.

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Future development of the Project Area would generate an increase in demand for water for domestic and irrigation purposes. The potential volume of this demand needs to be estimated and compared to existing and planned water supplies, to determine whether development of the Project Area would result in significant impacts on local or regional water supplies. These potential impacts will be discussed in the Proposed Project's Water Supply Assessment. Communication with the City of Anaheim Public Utilities Department is needed to discuss the BBSP's impact on their water supplies and to determine whether provision of adequate water service to the project would necessitate the construction or expansion of any major water treatment or distribution facilities. Further evaluation in the EIR is required to determine the level of significance and to identify mitigation measures which reduce impacts to below a level of significance, if required.

- e) Result in a determination by the waste water treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

**Potentially Significant Impact.** Future development of the Project Area would generate an increase in wastewater. The potential volume of wastewater needs to be estimated and compared to existing and planned off-site sewer capacities, to determine whether development of Project Area would exceed such capacities. Consultation with the City of Anaheim and the OCSD is required to determine whether provision of adequate sewer service to the Project Area would necessitate the construction or expansion of any major sewage treatment or collection facilities. Further evaluation in the EIR is required to determine the level of significance and to identify mitigation measures which reduce impacts to below a level of significance, if required.

- f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?**

**Potentially Significant Impact.** Buildout of the BBSP would increase solid waste generation through permitting development of residential, commercial, and other land uses. Project solid waste generation will be assessed in the EIR relative to existing and planned landfill capacity in the region.

- g) Comply with federal, state, and local statutes and regulations related to solid waste?**

**Less Than Significant Impact.** The BBSP would be required to comply with all federal, state, and local agency regulations regarding solid waste. Under AB 939, the Integrated Waste Management Act of 1989, the City is required to develop source reduction, reuse, recycling, and composting programs to reduce the amount of solid waste entering landfills. Local jurisdictions are mandated to divert at least 50 percent of their solid waste generation to recycling. The City implements municipal codes and ordinances that help to reduce the waste source and increase the diversion rate. The City program, Recycle Anaheim, consists of an automated trash collection program and a broader recycling and yard waste collection system. In collaboration with Republic Services, the City's franchise contractor, the City provides an automated curbside recycling program for solid waste disposal, which uses the three-can automated collection system for trash, commingled recyclable materials, and yard waste.



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The City currently exceeds the AB 939 diversion goal of 50 percent with a diversion rate of 65 percent. The BBSP would comply with the City's waste collection and diversion programs and would not conflict with any of the existing regulations or programs. Waste generated by the BBSP would enter the City's waste stream but would not substantially affect diversion rates. Implementation of the BBSP would result in a negligible increase to the City's waste generation stream, and impacts would be less than significant. No mitigation measures are required.

**h) Result in a need for new systems or supplies, or substantial alterations related to electricity?**

**Potentially Significant Impact.** Anaheim Public Utilities (APU) provides electricity to the City of Anaheim, including the Project Area. The BBSP would require modification and upgrades to the existing electrical facilities (e.g., underground and overhead cables, conduits, transformers, switches, high voltage lines, etc.) to accommodate the proposed project. The electrical lines in the Project Area are owned by Southern California Edison (SCE), and could be moved underground as part of buildout of the BBSP. The BBSP would be developed in compliance with the 2013 Building Energy Efficiency Standards. BBSP would be required to coordinate with the City's Electrical Engineering Division and comply with the City of Anaheim's Rates, Rules, and Regulations. Potential impacts to electricity will be analyzed in the EIR.

**i) Result in a need for new systems or supplies, or substantial alterations related to natural gas?**

**Potentially Significant Impact.** Southern California Gas Company (SCG) provides gas service in the City of Anaheim and has facilities throughout the City, including the Project Area. Although the Project Area is being served by SCG, change in land use from industrial and commercial uses to residential and retail would require changes in supply system. However, the improvements would occur in accordance with the SCG's policies and extension rules on file with the Public Utilities Commission (PUC) when the contractual agreements between the Applicant and SCG are made. The availability of natural gas service is based on present gas supply and regulatory policies. As a public utility, SCG is under the auspices of the PUC and federal regulatory agencies. Potential impacts to natural gas will be analyzed in the EIR.

**j) Result in a need for new systems or supplies, or substantial alterations related to telephone service?**

**Potentially Significant Impact.** The Project Area is in a highly urbanized setting and already served by local telephone service such as AT&T. The BBSP would require reconfiguration and improvements to the existing telephone facilities to accommodate the proposed development. Utilities undergrounding, including telephone lines in the Project Area, could be required as part of the buildout of the BBSP. Potential impacts to telephone service will be analyzed in the EIR.

**k) Result in a need for new systems or supplies, or substantial alterations related to television service/reception?**

**Less Than Significant Impact.** The Project Area is in a highly urbanized setting and already served by television service/reception. No major alterations to existing system or supplies would be necessary to

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accommodate the proposed development. No significant impact is anticipated and no mitigation measures are required.

#### 3.20 MANDATORY FINDINGS OF SIGNIFICANCE

- a) **Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?**

**Potentially Significant Impact.** Implementation of the BBSP could degrade the quality of the environment. Future development that would be accommodated by the Specific Plan could result in air quality, greenhouse gas emission, noise, and traffic impacts. Therefore, these topics will be evaluated in the EIR, and mitigation measures will be identified as necessary.

- b) **Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)**

**Potentially Significant Impact.** Implementation of the BBSP may result in cumulative impacts to aesthetics, air quality, cultural resources, greenhouse gas emissions, hazards and hazardous conditions, hydrology and water quality, land use, noise, population and housing, public services, transportation and traffic, tribal cultural resources, and utilities and service systems. Further analysis is needed to estimate the extent and significance of potential cumulative impacts resulting from the combined effects of the BBSP plus other past, present, and reasonably foreseeable future projects. Cumulative impacts will be evaluated in the EIR, and mitigation measures will be identified as necessary.

- c) **Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?**

**Potentially Significant Impact.** Potentially significant impacts that could substantially affect human beings, directly or indirectly, are identified in this Initial Study in the areas of aesthetics, air quality, cultural resources, greenhouse gas emissions, hazards and hazardous conditions, hydrology and water quality, land use, noise, population and housing, public services, transportation and traffic, tribal cultural resources, and utilities and service systems. Impacts in each of these areas will be discussed in the appropriate topical section of the EIR, and mitigation measures will be identified as necessary.

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