Lincoln Colony Apartments Development
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

DEV2019-00179

Prepared for:

The City of Anaheim
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January 2022

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ACRONYMS & ABBREVIATIONS

Acronyms/Abbreviation	Definition
ADT	average daily traffic
AFD	Anaheim Fire Department
afy	acre feet per year
AMC	Anaheim Municipal Code
APD	Anaheim Police Department
Applicant	Pacific Coast Asset Management, LLC
APN	Assessor's Parcel Number
APUD	Anaheim Public Utilities Department
AQMP	Air Quality Management Plan
ASTs	above ground storage tanks
BMPs	Best Management Practices
CAAQS	California Ambient Air Quality Standards
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Code
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
cfs	cubic feet per second
CGS	California Geologic Survey
CHSC	California Health and Safety Code
City	City of Anaheim
CMP	Congestion Management Program
CNEL	Community Noise Equivalent Value
CO	carbon monoxide
County	Orange County
CRPR	California Rare Plant Rank
CWA	Clean Water Act
dB	Decibel
dBA	A-weighted decibels
EDR	Environmental Data Resources, Inc.
EPA	Environmental Protection Agency
ESA	Environmental Site Assessment
FEMA	Federal Emergency Management Agency
FTIP	Federal Transportation Improvement Program
GHG	greenhouse gas
GPA	General Plan Amendment
gpd	gallons per day
HCM	Highway Capacity Manual

Acronyms/Abbreviation	Definition
ICU	Intersection Capacity Utilization
IS	Initial Study
Leq	Equivalent sound level
LBP	lead-based paint
LOS	level of service
LSTs	Localized Significant Thresholds
MBTA	Migratory Bird Treaty Act
mgd	million gallons per day
MLD	most likely descendent
MND	Mitigated Negative Declaration
MS4	Municipal Separate Storm Sewer System
MSL	mean sea level
$MTCO_2e$	million metric tons of carbon dioxide equivalent
MWD	Metropolitan Water District
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCCP	Natural Communities Conservation Plan
NO_2	nitrogen dioxide
NPDES	National Pollution Discharge Elimination System
OCSD	Orange County Sanitation District
OCTA	Orange County Transportation Authority
OCWD	Orange County Water District
OSHA	Occupational Safety and Health Administration
OUSD	Orange Unified School District
$PM_{2.5}$	fine particulate matter
PM_{10}	Respirable particulate matter
ppm	parts per million
PPV	peak particle velocity
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SLF	Sacred Lands File
SO_2	sulfur dioxide
SR-55	State Route 55
SR-91	State Route 91
SWCRB	State Water Resources Control Board
SWPPP	Storm Water Pollution Prevention Plan

Acronyms/Abbreviation	Definition
TAC	toxic air contaminant
TMDLs	total maximum daily loads
TWC	Time Warner Cable
USTs	underground storage tanks
UWMP	Urban Water Management Plan
V/C	volume-to-capacity
VOC	volatile organic compound
WoUS	Waters of the United States

1 INTRODUCTION

Pacific Coast Asset Management, LLC (Applicant) proposes to construct a multifamily residential development consisting of a 43 residential apartment (rental) unit complex, which includes 42,057 sq. ft. of living area, 390 sq. ft. management office, 4,706 sq. ft. of building support (stairs, storage, elevators, etc.), and 45,111 sq. ft. of parking, providing an overall enclosed building size of 92,264 sq. ft. (Proposed Project). The proposed building would be 52-feet 6-inches at its highest point, which is located at the frontage of Lincoln Avenue. The Proposed Project is located on 0.75-acres of land consisting of two parcels, Assessor's Parcel Numbers (APNs) 036-112-03 and -32 located at 898-914 West Lincoln Avenue (Project Site). The Applicant is requesting the following entitlement:

- A conditional use permit (CUP2019-06049) to permit a 43-unit multiple-family, attached residential apartment building with a modified structural and landscape street setback.

The Proposed Project would provide a density of 58.6 units per acre, which implements the City's Mixed-Use overlay zone standards with a permitted residential density of 32-60 dwelling units/acre without the requirement to reclassify the zoning of the Project Site pursuant to Assembly Bill (AB) 3194 of the Housing Accountability Act (HAA). The Proposed Project would feature community amenities that include a third level landscaped community courtyard with water features and outdoor fireplaces, a fitness station, outdoor seating area, and 4,965 square feet of landscaped area. The residential units would range from one- to two-bedroom units and would be 705 to 1,130 square feet. Units would include either patios or balconies, ranging from 81 to 195 square feet. Parking for the Proposed Project's residential units would include 106 spaces, resulting in a parking rate of 2.44 spaces/unit. Of the parking proposed, a total of 11 of the parking spaces would be allocated for visitor parking, and two (2) spaces would be allocated for use by the leasing office. All 106 spaces would be in the proposed central parking garage, with ingress/egress from Lincoln Avenue and Ohio Street.

AB 3194 – Housing Accountability Act

Originally approved in 1982, the HAA (Government Code Section 65589.5) is designed to promote and encourage affordable and market rate infill housing developments and streamline the approval process. The HAA was modified by AB 3194, adopted in 2018 by the California State Legislature. Passage of AB 3194 limits the authority of local jurisdictions (including charter cities) in denying a conforming housing development project or from imposing conditions that the project be developed at a lower density. For decision makers to deny a housing development project, there must be a specific adverse impact upon the public health and safety supported by a preponderance of the evidence. Specific adverse impact means "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions…" (Section 65589.5(d)(2)). An additional finding must be made that there is no "feasible method to satisfactorily mitigate or avoid the adverse impact" (Section 65589.5(j)(1)(B)). A finding of inconsistency between the general plan land use designation and the zoning designation of a site is no longer a means to deny a project under the HAA. Under AB 3194, a housing project "is not inconsistent with the applicable zoning standards and criteria, **and**

shall not require rezoning, if the housing development project is consistent with the general plan standards and criteria but the zoning for the project site is inconsistent with the general plan" (Section 65589.5(ii)(4)). While a city retains the ability to review a project based on design, that review cannot condition the project such that it renders it infeasible or requires a reduction in density below what is allowed under the general plan, unless based the aforementioned required findings.

The Proposed Project is a project under the California Environmental Quality Act (Public Resource Code § 21000 et seq.: "CEQA"). The primary purpose of CEQA is to inform the public and decision makers as to the potential impacts of a project and to allow an opportunity for public input to ensure informed decision-making. CEQA requires all state and local government agencies to consider the environmental effects of projects over which they have discretionary authority. CEQA also requires each public agency to mitigate or avoid any significant environmental impacts resulting from the implementation of projects subject to CEQA.

Pursuant to Section 15367 of the State CEQA Guidelines, the City of Anaheim (the City) is the lead agency for the Proposed Project. The lead agency is the public agency that has the principal responsibility for conducting or approving a project. The City, as the lead agency for the Proposed Project, is responsible for preparing environmental documentation in accordance with CEQA to determine if approval of the discretionary actions requested and subsequent development of the Proposed Project would have a significant impact on the environment.

1.1 California Environmental Quality Act Compliance

A Lead Agency may prepare Mitigated Negative Declaration for a project that is subject to CEQA when an Initial Study has identified potentially significant effects on the environment, but (1) revisions in the project plans or proposals made by, or agreed to by, the applicant before the proposed Negative Declaration and Initial Study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effect on the environment would occur, and (2) there is no substantial evidence in light of the whole record before the public agency that the project, as revised, may have a significant effect on the environment (Public Resources Code Section 21064.5).

This IS/MND has been prepared for the Proposed Project, in conformance with Section 15070(b) of the State CEQA Guidelines. The purpose of the IS/MND is to identify any potentially significant impacts associated with the Proposed Project and incorporate mitigation measures into the Proposed Project as necessary to eliminate the potentially significant effects of the Proposed Project or to reduce the effects to a level of less than significant.

1.2 Content and Format of a Mitigated Negative Declaration

The IS/MND is an informational document intended to disclose to agencies and to the public the environmental consequences of approving and implementing the Proposed Project. This IS/MND includes the following:

Section 1: Introduction: This section introduces the Proposed Project, including project background, CEQA compliance, and public review process.

Section 2: Project Description: This section provides a detailed description of the Proposed Project, including the Proposed Project location, geographic and environmental setting, project characteristics, and discretionary actions related to the Proposed Project.

Section 3: Initial Study Checklist: This section provides the findings that the Proposed Project would not have a significant effect on the environment and the support for this finding.

Section 4: Environmental Impact Analysis: This section provides an analysis of the Proposed Project against the standards outlined in the environmental issue categories in the Initial Study checklist. The Initial Study analyzes environmental issues and concerns surrounding the Proposed Project, determines the level of significance of the Proposed Project's environmental effects, and identifies corresponding mitigation measures to lessen potentially significant impacts to a less than significant level.

Section 5: List of Preparers: This section provides a list of professionals who contributed to the preparation of the IS/MND.

Section 6: References: This section provides a list of references used to prepare the IS/MND.

1.3 Public Review Process

Pursuant to State CEQA Guidelines Section 15105(b), the IS/MND will be available for a 30-day public review and comment period from January 13, 2022 to February 14, 2022, on the City of Anaheim's website (www.anaheim.net, go to the Planning & Building Department and click on the link to Current Environmental Documents). If a paper copy of the Initial Study/Mitigated Negative Declaration is needed, please contact Andy Uk at the email address or phone number listed below.

In reviewing the IS/MND, affected public agencies and the interested members of the public should focus on the sufficiency of the document in identifying and analyzing the possible impacts on the environment, as well as ways in which the significant effects of the Proposed Project would be avoided or mitigated.

Comments may be made on the IS/MND in writing before the end of the comment period. Following the close of the public comment period, the City will consider this IS/MND and comments thereto in determining whether to approve the Proposed Project. Written comments on the IS/MND should be sent to the following address by February 14, 2022:

City of Anaheim
Attn: Andy Uk, Associate Planner
200 S Anaheim Blvd., Suite 162
Anaheim, CA 92805
714-765-5238
auk@anaheim.net

2 PROJECT DESCRIPTION

2.1 Project Location and Boundaries

The Proposed Project is located at 898-914 West Lincoln Avenue (APNs 036-112-03 and -32) in the City of Anaheim (City), in the northern portion of Orange County, California (Project Site). The Project Site is within the U.S. Geological Survey (USGS) "Anaheim, California" 7.5-minute quadrangle (2015) and located in the northwestern portion of the City on the south of Lincoln Avenue, west of Ohio Street, north of West Broadway, and east of Illinois Street. Freeway access to the Project Site is provided via Interstate 5 (I-5) approximately 0.4 miles to the east via the Lincoln Avenue exit, and by State Route (SR) 91 approximately 1 mile to the north via the Harbor Boulevard exit (**Figure 1** - *Regional Vicinity Map*).

2.2 Existing Project Site Conditions Setting

The 0.75-acre Project Site consists of two parcels with a General Plan designation of Mixed-Use High, and zoning designation of General Commercial (C-G). The Project Site was previously improved with a 3,473 SF car wash and detailing facility (APN 036-112-32), 1,865 SF office building (APN 036-112-03), and ancillary paved parking areas (APNs 036-112-03 and 036-112-32). In 2019, the City issued building permits for demolition of both structures (BLDG2019-05520 and BLDG2019-05525). APN 036-112-32 formerly operated as a service station between 1954 to 2000.

Minimal existing vegetation remains on the Project Site as the area is primarily disturbed from prior demolition. Topography on the Project Site is generally flat, sloping to the south-southwest and at approximately 150 feet above mean sea level. The area is relatively flat with a general sheet flow of south-southwest. Surrounding land uses include vacant commercial lots to the north, located across Lincoln Avenue, commercial retail to the east, located across Ohio Street, commercial retail to the west, and multifamily and single-family residential separated by the intervening alley to the south. Vehicular access to the Project Site is currently provided via three driveways; two located on Lincoln Avenue and one on Ohio Street. Secondary access is via a rear abutting alley way that spans the length of the southern Project Site boundary. **Table 1** - *Project Site Information* summarizes key information related to the Project Site.

Table 1 – Project Site Information

Address	898-914 W. Lincoln Avenue
Assessor's Parcel Number	036-112-03 and 036-112-32
Size	0.75 acres
Existing General Plan Designation	Mixed-Use High
Existing Zoning	General Commercial
Existing Use	Vacant lot
Surrounding Uses and Zoning	North General Plan Designation: Mixed-Use High Zoning: General Commercial Uses: Vacant lots South: General Plan Designation: Residential-Low Medium Zoning: Multiple Family Residential (RM-4), and Transition Uses: Multiple-Family Residential Apartments, and Single-Family Residence East General Plan Designation: Mixed-Use High Zoning: General Commercial Uses: Commercial retail/services/restaurants, apartments West General Plan Designation: Mixed-Use High Zoning: General Commercial Uses: Commercial retail/services

Surrounding Land Uses

The Project Site is located within an area with mixed zoning, including General Commercial and Multiple-Family Residential zones. The surrounding area includes Anaheim High School and vacant commercial lots to the north across Lincoln Avenue; commercial uses including restaurants and service uses to the east across Ohio Street; multiple-family and single-family residential uses to the south, across the rear alley; and commercial uses to the west. Beyond the adjacent uses to the Project Site are commercial and multiple-family residential uses located to the east and west, multiple-family, and single-family residential land uses to the south, and Anaheim High School to the north.

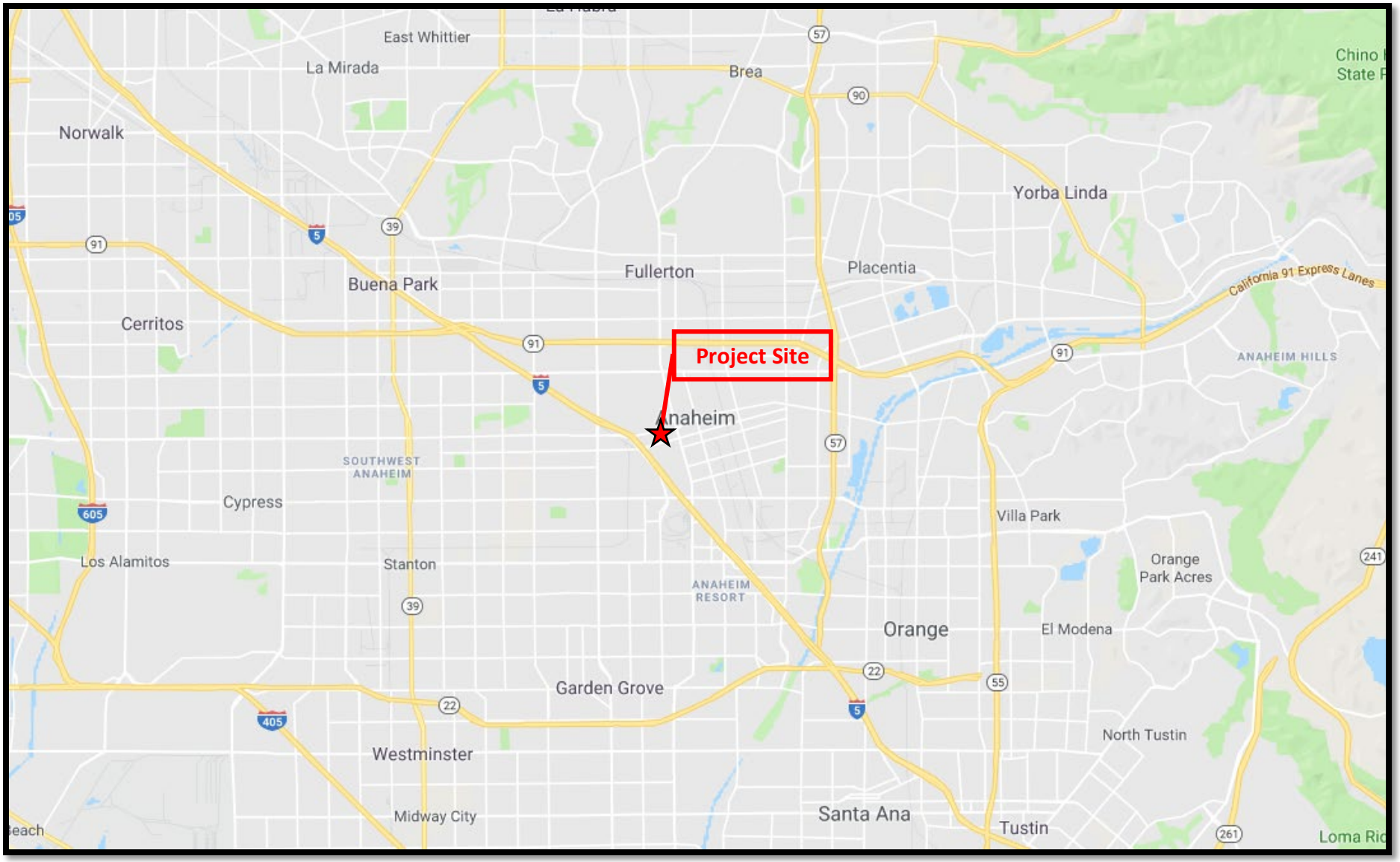


Figure 1: Regional Location Map

Source: Google Maps

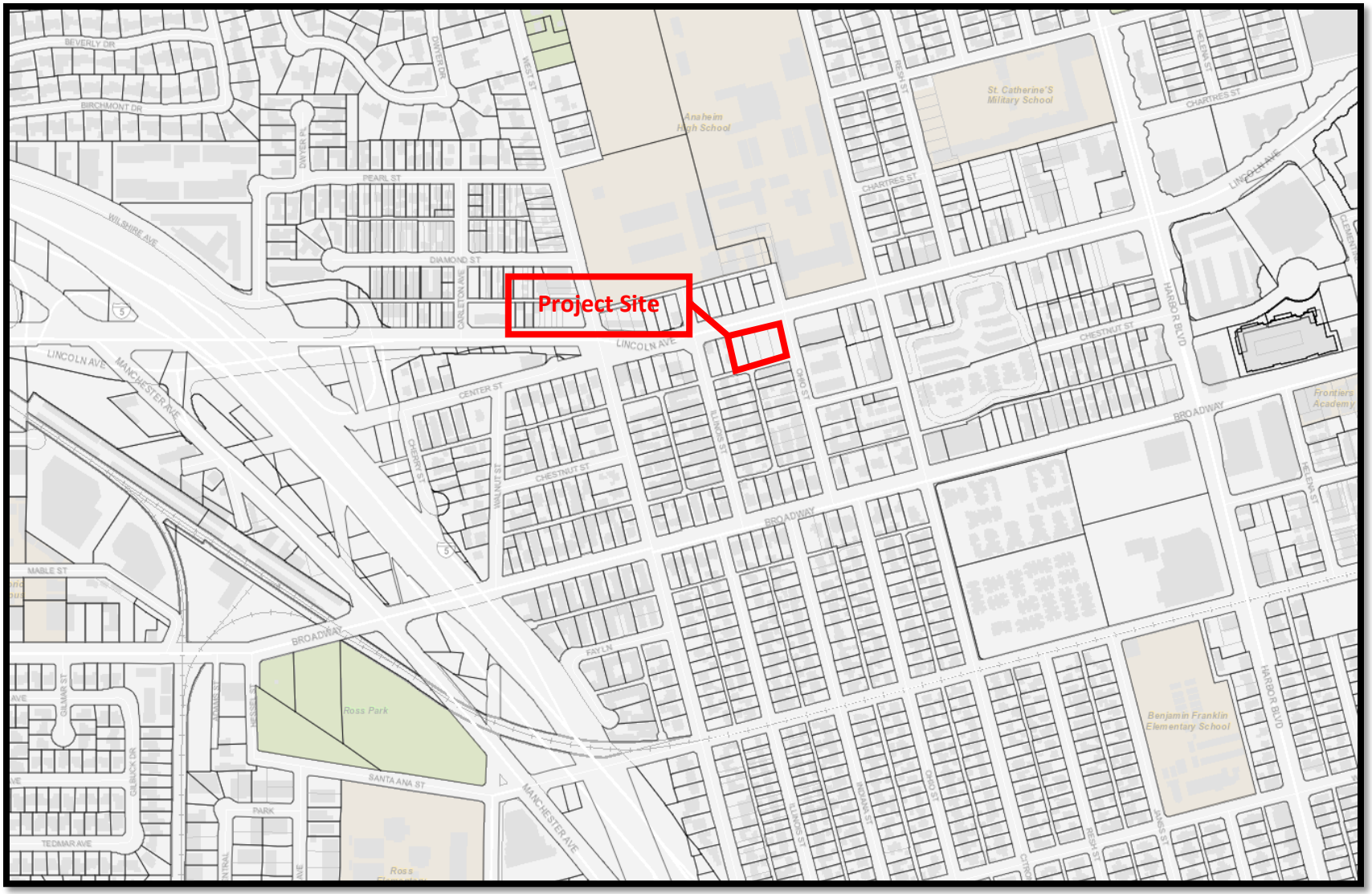


Figure 2: Project Vicinity Map

Source: City of Anaheim GIS

2.3 Project Description

The Proposed Project involves the construction of a 43-unit, four-story apartment development, comprised of four different floor plans of one- and two-bedroom units. The Proposed Project would include 42,057 sq. ft. of living area, 390 sq. ft. management office, 4,706 sq. ft. of building support (stairs, storage, elevators, etc.), and 45,111 sq. ft. of parking, providing an overall enclosed building size of 92,264 sq. ft. The proposed building would be 52-feet 6-inches at its highest point, which is located at the frontage of Lincoln Avenue. The Proposed Project would provide exterior landscaping at the Lincoln Avenue and Ohio Street frontages.

Even though the project would remain in the General Commercial (C-G) zone, the development standards of the Mixed-Use Overlay zoning designation, as set forth in Anaheim Municipal Code (AMC) Chapter 18.32 – Mixed Use (MU) Overlay Zone, would be applied to the Proposed Project. The project would achieve a density of 58.6 units dwelling units per acre, which is consistent with the minimum 32 units per acre required by the MU overlay zone and the maximum 60 units per acre allowed by the Mixed-Use High General Plan land use designation.

Statement of Objective and Purpose

The Proposed Project would contribute 43 new market-rate rental dwelling units to the City's existing housing stock and develop a vacant site with a new residential development. The one- and two-bedroom apartment units would provide additional supply to the housing market.

Project Characteristics

The primary entry to the building would front Lincoln Avenue and would entail a seven-foot-wide entry path adorned with decorative tile pavers that lead to a front lobby with mailboxes, elevator access, and stairwell. The Proposed Project would include street oriented front entrances to ground-level residential units accessed by private walkways from the Lincoln Avenue and Ohio street frontages. The Proposed Project would include two vehicle ingresses/egresses to the site, one on Lincoln Avenue and one on Ohio Street. The Lincoln Avenue entry driveway would enter the ground-level parking garage. The entry driveway located on Ohio Street would provide direct access to the second level of the parking garage. There would be is no interior vehicular access between the two parking garage levels. The ground-level would also consist of a leasing office, trash and solid waste rooms, storage areas, utilities room, and two stairwells located at the northwest and southeast corners of the building. The Lincoln Avenue and Ohio Street frontages would also entail removal of the existing sidewalks, which would be replaced by a new sidewalk with landscaped parkway to City standards.

The residential building includes one- and two-bedroom units, which would range in size from 705 to 1,130 square feet. All units would have access to the internal parking garage that would include 106 parking spaces. The AMC would require 95 total parking spaces, and 106 would be provided. The Proposed Project would include resident storage areas within the parking garage consistent with the AMC requirement of 100 cubic feet per unit. Three separate storage rooms, one located on the ground-level and two on the second level of the parking garage, would provide a total of 43 individual storage areas for each residential unit. Two alley-loaded, storage areas would be provided for use by the property management.

Design/Architecture

Design materials for the Proposed Project include adobe-colored, sand finish stucco with red brick veneer and foam architectural detailing. Patios for the ground-level residential units would consist of tan block walls. Balconies for second- through fourth-level residential units would consist of metal screen railings. Hunter green and white fabric awnings would adorn the ground-level exterior façade's white vinyl windows. A roof line with decorative parapet would provide variation and variable height along the roof.

Structural Setbacks

Pursuant to Section 18.32.070 of the AMC, the landscape and building setbacks of the underlying zone (C-G) apply to the Proposed Project. Such setback requirements can be modified through the conditional use permit (CUP) process (AMC Chapter 18.66). Per the underlying General Commercial zoning designation, Chapter 18.08 – Commercial Zones, a 15-foot setback is required for all property lines abutting an arterial street, while a 10-foot setback is required for all property lines abutting a local street. Further, pursuant to AMC Chapter 18.40.050 – Special Area Setbacks, no setback is required along the Lincoln Avenue frontage. For property lines abutting any nonresidential zone, no setback is required. For property lines abutting an alley, no setback is required. Per Table 8-G of Chapter 18.08, the proposed four-story building would be required to maintain a 10-foot setback from Ohio Street. As part of the required CUP process to permit the multifamily residential development, the Proposed Project includes a request for a modified setback to allow a zero-foot setback at the Ohio Street property line, instead of the required 10-feet. The Proposed Project would comply with the remaining setback requirements. A 25' by 25' line-of-sight clear zone would be required at the Lincoln Avenue and Ohio Street intersections, based on the ultimate right-of-way. Consistent with the City's Engineering Standard Detail 115-B, both proposed driveways would maintain a 7' by 50' triangular clear zone from the ultimate right-of-way line to eliminate potential obstructions for egress and ingress to the site.

Waste Management/Loading and Delivery

The project has been designed to accommodate three trash bins on the first floor of the building. One trash bin will be dedicated to trash, one for recycling, and one for food waste. The trash bin storage area is located near the southeast corner and accessible for residents and maintenance staff through the parking structure. Two trash chutes are provided on the third and fourth floors to allow easy disposal of trash and recyclable material. A food waste disposal bin would also be provided within the trash chute rooms to allow the collection of food waste. In addition to the trash bins, the site provides an additional trash room on each floor, except the second floor, which is parking only. The trash rooms will provide three disposal bins (trash, recyclable, and food waste).

For bulky items, a bulk trash room would be provided on the first-floor parking structure. The bulk trash room is 136 s.f. (8'-4" x 16'-5") and is accessible via the parking structure through a pedestrian door, and from the alley through a pedestrian door and roll up garage door. Residents will be permitted to dispose of large bulk items in this space and the apartment management team will coordinate the City's waste hauler for pick-up.

The alley would provide access to the solid waste staging and pick-up area from the parking structure's primary solid waste collection rooms, with enough room for access by a large solid waste truck for pick-up service.

Landscaping and Open Space

Per Section 18.08.060, Table 8-G of the AMC, a 10-foot landscape setback is required for all property lines abutting residential zones or local streets. However, through the conditional use permit process, the Proposed Project would provide a modified setback. No landscape setback is required for property lines abutting nonresidential zones. The Proposed Project would provide new landscape parkways along Lincoln Avenue and Ohio Street, including the addition of 17 date palm trees on the Lincoln Avenue frontage. New street trees would be provided in accordance with City standards.

A total of 3,270 square feet of landscaped area at the ground level, and 1,695 square feet at the third level would provide for a total landscaped area of 4,965 SF for the Proposed Project. Private and community open space would be provided as a part of the Proposed Project. These open space areas would entail private patios for each residential unit, ranging in size from 81 to 195 square feet for a total private open space area of 4,939 SF. A communal courtyard area would be provided on the third level and passive recreation area on the fourth level, for a total communal open spaces area of 6,413 SF. Together, private, and communal open space would result in a total of 11,372 SF of open space for the Proposed Project. The Proposed Project's community open space would consist of a large courtyard comprised of various seating areas. A central raised fountain element with night lighting would function as a central focal point to the courtyard space. Raised planters frame the courtyard open space area and would be planted with drought tolerant shrubs. Outdoor stone veneer fireplaces with end planters would cap opposite ends of the open space courtyard and provide space for four (4) trees. Six (6) magnolia trees would provide canopy shade in raised planters. Surrounding the open space courtyard would be the residential units located on the third level, which would be interspersed with communal planters and contribute an additional 29 trees in the open space area. The Proposed Project would provide a total of 39 trees on the third level of the residential building. Areas of landscaping on the fourth level would be absent and replaced with large spaces open to the below landscaped communal courtyard. These spaces would allow for the proposed trees to grow to their full height and provide sunlight to the planted areas.

Parking and Circulation

The proposed residential development requires two parking spaces per one-bedroom unit, 2.23 spaces per two-bedroom unit, and 1 space per 250 SF of office space, for a total of 95 required parking spaces per the AMC. The Proposed Project includes 106 parking spaces (average 2.44 parking spaces/unit) within the two-level parking garage. Of the parking proposed, a total of 11 of the parking spaces would be allocated for visitor parking, and two (2) spaces would be allocated for use by the leasing office.

Access from the Lincoln Avenue driveway would enter the ground-level of the parking garage, which would house 37 of the 106 parking spaces. The ground-level spaces would include 11 visitor spaces, two (2) ADA spaces, and three (3) electric vehicle (EV) spaces. The Lincoln Avenue

driveway is the only proposed access point for the ground-level garage and would consist of two-way traffic ingress and egress. The second level of the parking garage would take access from Ohio Street and would provide two-way traffic access as well. The second level would provide 69 parking spaces and include two (2) ADA spaces, four (4) EV spaces, and eight (8) tandem spaces. Both driveway access points would provide stop control for exiting vehicles.

Operational Characteristics

The Proposed Project would include an onsite leasing office located on the ground-level. The ground-level office would be operated as office space only. Access to the office would be provided from Lincoln Ave.

Demolition

The Project Site was previously improved with a 3,473 SF car wash and detailing facility, 1,865 SF office building, and ancillary paved parking areas. In 2019, the City issued building permits for demolition of both structures (BLDG2019-05520 and BLDG2019-05525) and the site is currently vacant.

Proposed Construction

Grading and Utilities

Earthwork quantities for grading include 450 cubic yards of cut and 400 cubic yards of fill, which would require approximately 50 cubic yards of dirt to be exported from the Project Site. Expected onsite equipment utilized during the grading phase include one (1) rubber-tired dozer, and two (2) of either tractors, loaders, or backhoes. The grading activities would also generate 10 automobile trips per day for the workers. All utilities would be installed to serve the Project Site, including the water, sewer, and stormwater. The Proposed Project would connect to existing water and gas mains that are serviced by the City's Utilities Department, located within Lincoln Avenue. The Project Site is served by an existing public sewer system. An existing 12-inch sewer main located within the rear alley would service the Project Site. A stormwater runoff system would be included as a part of the Proposed Project, located within the ground-level parking garage.

Construction

Upon completion of grading, the Property Owner/Developer would construct of 43 residential apartment units with 390 SF of office space (**Figure 3** – Conceptual Site Plan). The building construction phase would generate 50 worker trips and 12 vendor trips per day. Expected onsite equipment would consist of the simultaneous operation of one (1) crane, two (2) forklifts, and two (2) of either tractors, loaders, or backhoes.

The Proposed Project would include five (5) one-bedroom units and 38 two-bedroom units, totaling four (4) different floor plans, of which ten percent of the residential unit would be ADA accessible and adaptable (**Figure 4 -** Conceptual Unit Floor Plans). The Proposed Project would consist of one four-story structure, comprised of a 42,057 SF of living area and 45,111 SF attached parking structure (**Figures 5 & 6 -** Conceptual Elevations). Mechanical equipment would be roof mounted and screened from view by the proposed rooftop parapet (**Figure 7 –** Conceptual Building Section). The Project Site's west property lines have a zero setback from the uses on the

neighboring properties. The setback on the Project Site side of the north and east property lines would include landscaping, with the northern property line including trees (**Figure 8** – Conceptual Ground Level Landscape Plan). Ground level unit entrances would orient toward both street frontages and include pedestrian walkways to each entry, with the parking garage located at the rear and accessed via Lincoln Avenue (**Figure 9** – Conceptual Ground Level Floor Plan). The second level parking garage would only be accessible from Ohio Street, with no connectivity to the ground-level garage (**Figure 10** – Conceptual Second Level Floor Plan). Levels three and four would consist of the remaining residential unit (**Figure 11 & 12 –** Conceptual Third Level Floor Plan and Conceptual Fourth Level Floor Plan). The Proposed Project would include a total of 4,939 SF of private open space and a 6,413 SF communal space (**Figure 13** – Conceptual Open Space Plan). Planting for the Proposed Project would include a variety of drought tolerant plant species with irrigation system. Additional site amenities include a third-level common area courtyard, with landscaping, two gas fireplaces, two outdoor fountains, fitness station, and various seating areas throughout (**Figure 14** – Conceptual Third Level Landscape Plan). A total of 450 cubic yards (cy) of cut and 400 cy of fill, which would require 50 cy of dirt to be exported, would be performed as a part of the Proposed Project (**Figure 15 & 16** – Conceptual Grading Plan). On-site drainage would be collected and conveyed to a drywell with infiltration located within the ground-level garage, which will be designed and installed in compliance with Appendix M (On-Site Infiltration at Deeper Elevation). Proposed discharge would connect to the curb and gutter at the Lincoln Avenue frontage and flow to City storm drain infrastructure.

The Proposed Project would connect to existing water mains that are serviced by the Anaheim Public Utilities Department (APUD), the water service provider for the City (**Figure 17** – Conceptual Utility Plan). Existing water mains are located within Lincoln Avenue and Ohio Street. The Proposed Project would connect to an existing 18-inch domestic water line in Lincoln Avenue for domestic, irrigation, and fire service. Additionally, the Proposed Project would connect a new fire hydrant to an existing 8-inch water line in Ohio Street. The Project Site is served by an existing public sewer system. The Proposed Project would involve one connection to an existing 12-inch sewer line located within the rear alley immediate adjacent to the south of the Project Site. The Proposed Project would collect and convey onsite drainage to a drywell for water quality purposes using a low flow subdrain system. Best Management Practices (BMP) pertaining to stormwater would be adhered to as part of the Proposed Project.

Refuse receptacles would be located within the proposed parking garage and would not be externally visible (**Figures 9 & 10**). The portion of curb located between the proposed Ohio Street driveway and alley would be striped red. The building would provide fire sprinklers per NFPA 13 and fire alarms per NFPA 72. Emergency vehicle access would be provided via Lincoln Avenue, Ohio Street, and the alley on the south side of the Project Site. A Knox box would be provided on the northern façade, adjacent to the lobby entrance. (**Figure 18** – Conceptual Fire Master Plan).

Proposed materials for the exterior of the project include, but are not limited to, stucco finishing, brick veneer, foam architectural detailing, and metal screen as shown in the conceptual renderings of the proposed exterior of the project (**Figures 5 & 6**).

Off-Site Improvements

Improvements within the public right-of-way would occur, including new curb cuts for access driveways to the Project Site on both Lincoln Avenue and Ohio Street, expansion of the public right-of-way at the corner of the Lincoln and Ohio intersection as well as a western portion of the Lincoln Avenue frontage, and construction of new 5-foot sidewalk with 7.75-foot landscaped parkway on Lincoln Avenue and 5-foot sidewalk with 4-foot landscaped parkway on Ohio Street. The Ohio Street frontage would entail removal and replacement of new curb and gutter per City standard. The Proposed Project would also include reconstruction of the alley and Ohio Street intersection consistent with City Standard 130-1. Proposed off-site improvements include the removal of four (4) existing street trees. Any associated stormwater quality BMPs would also be included in this work, or an impact fee to address this requirement could be paid, provided an existing improvement to accommodate this requirement is already in place and operational.

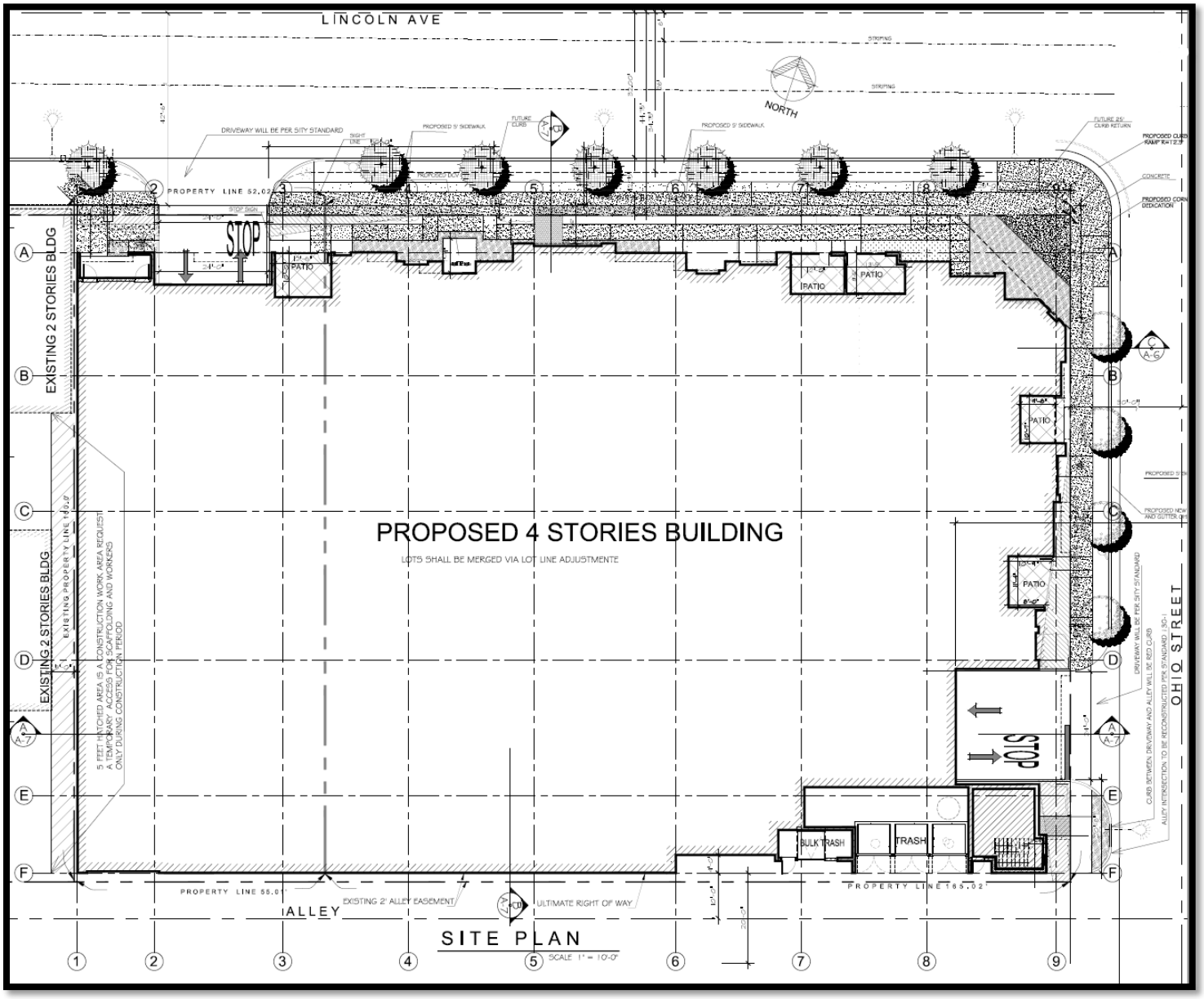


Figure 3: Conceptual Site Plan

Source: Morcos Design Inc

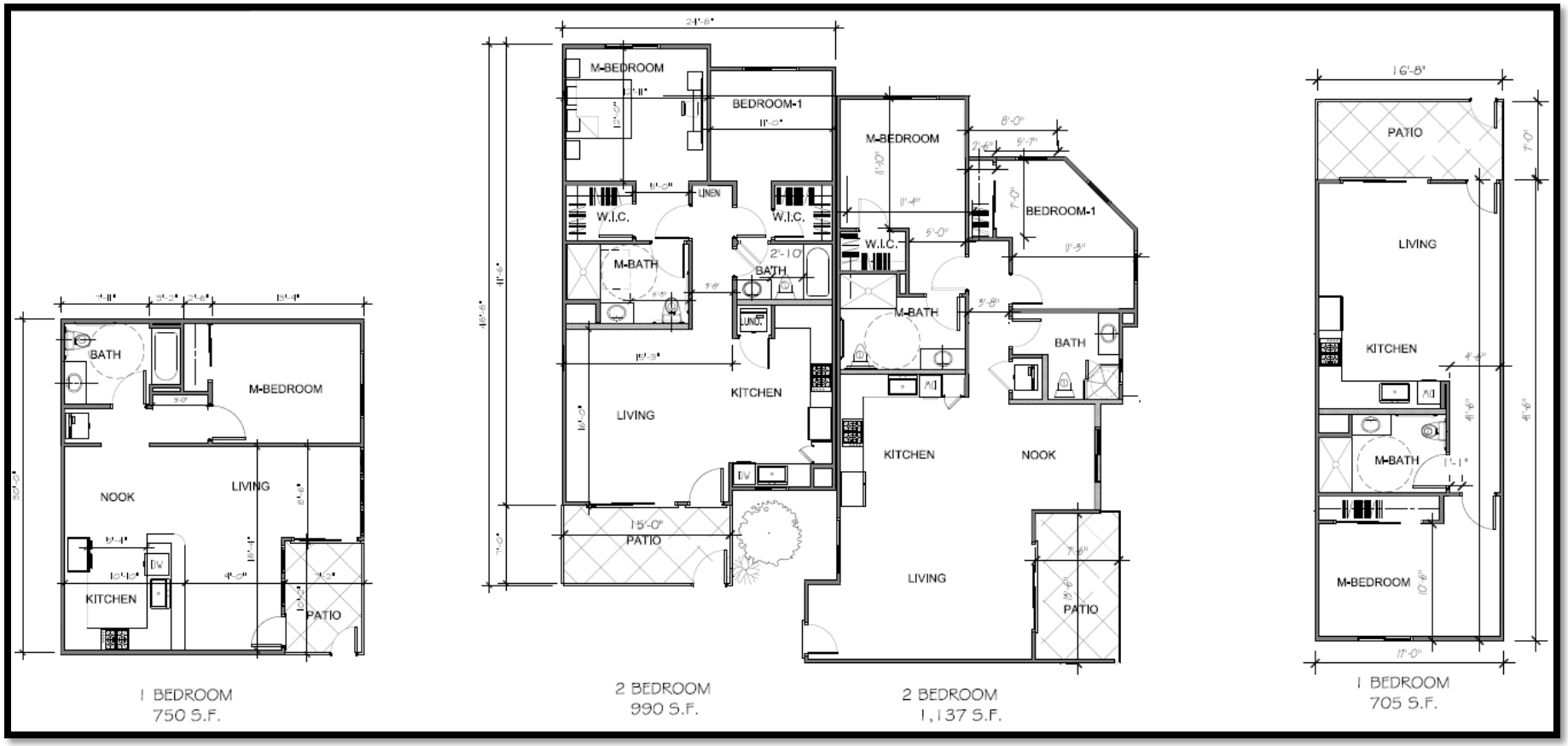


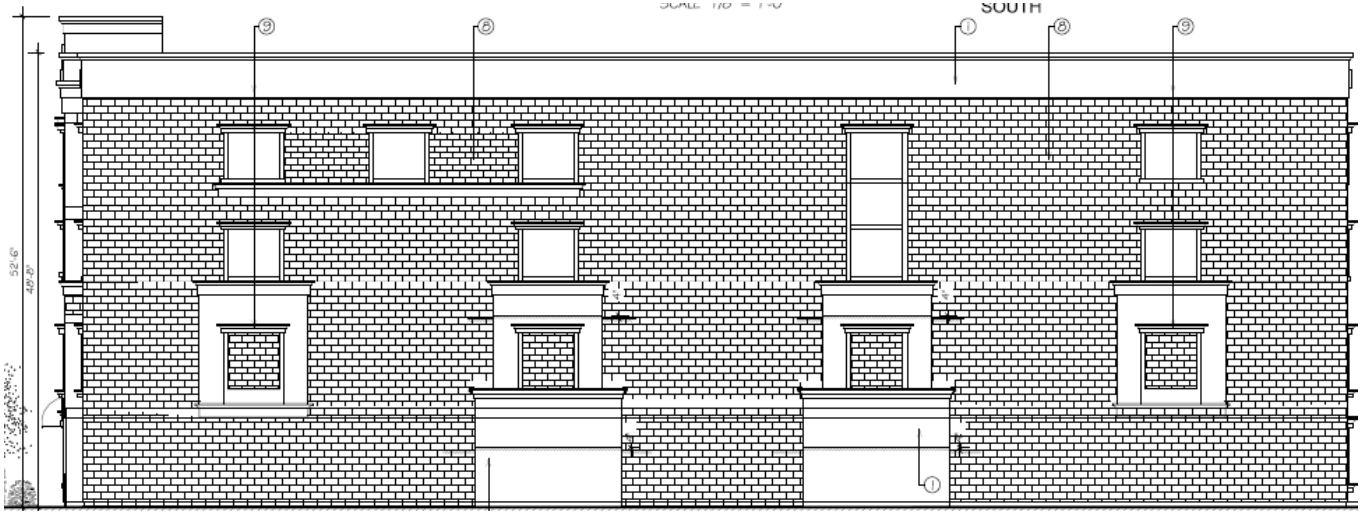
Figure 4: Conceptual Unit Floor Plans

Source: Morcos Design Inc

Figure 5: Conceptual Building Elevations

Source: Morcos Design Inc

East Elevation



West Elevation

Figure 6: Conceptual Building Elevations

Source: Morcos Design Inc

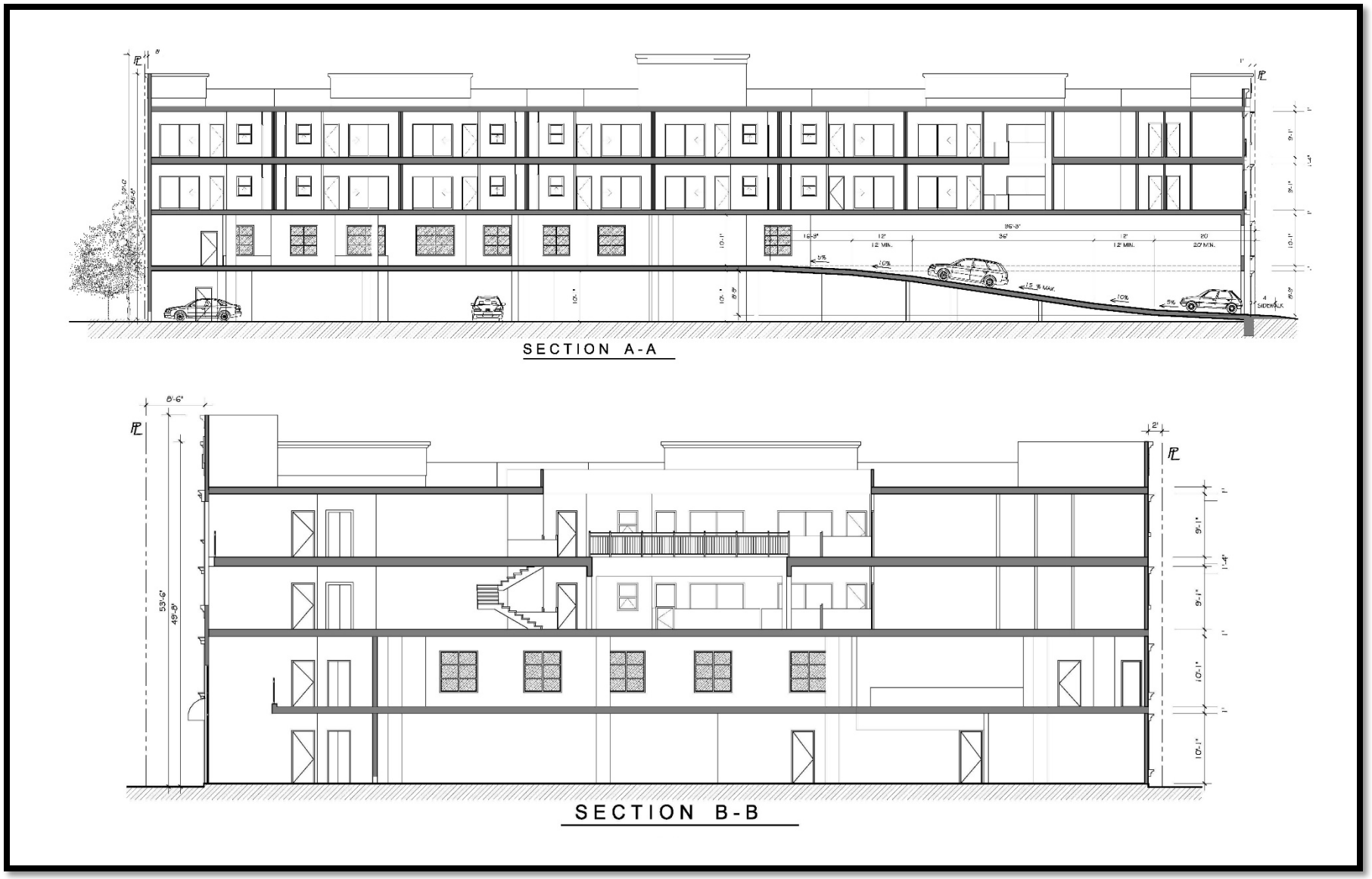


Figure 7: Conceptual Building Section

Source: Morcos Design Inc

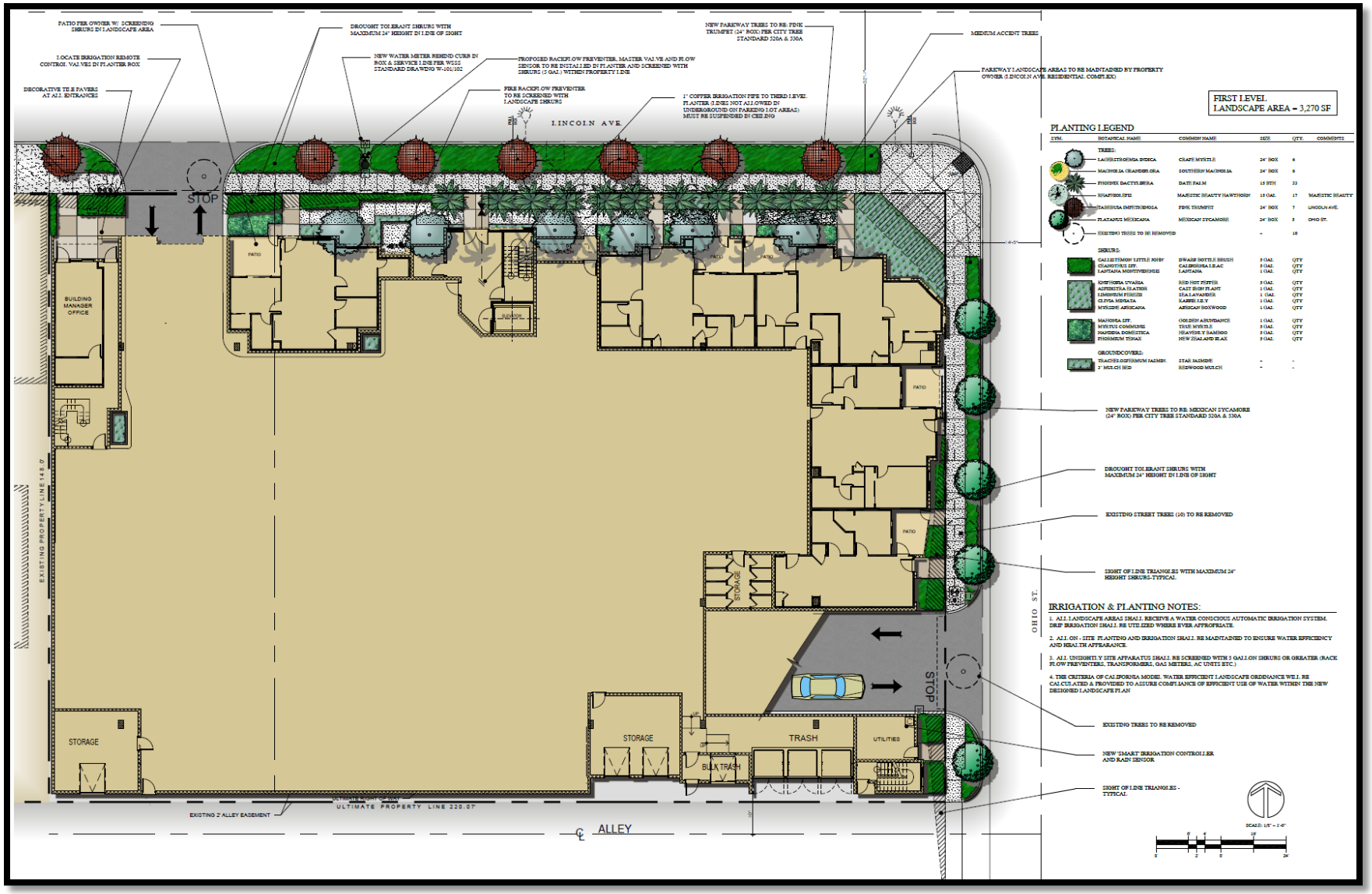


Figure 8: Conceptual Ground Level Landscape Plan

Source: Segura Associates, Inc.

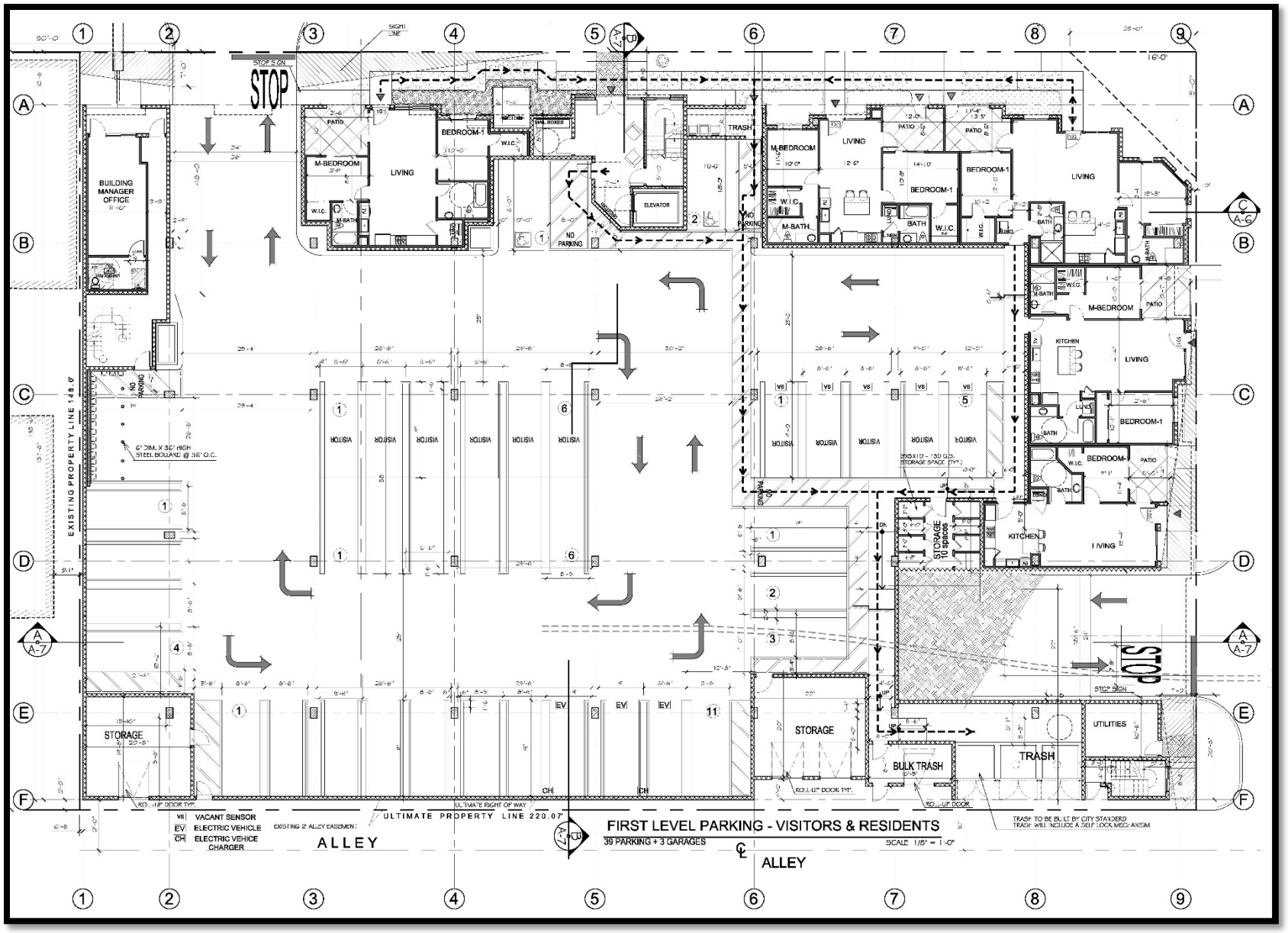


Figure 9: Conceptual Ground Level Floor Plan

Source: Morcos Design Inc

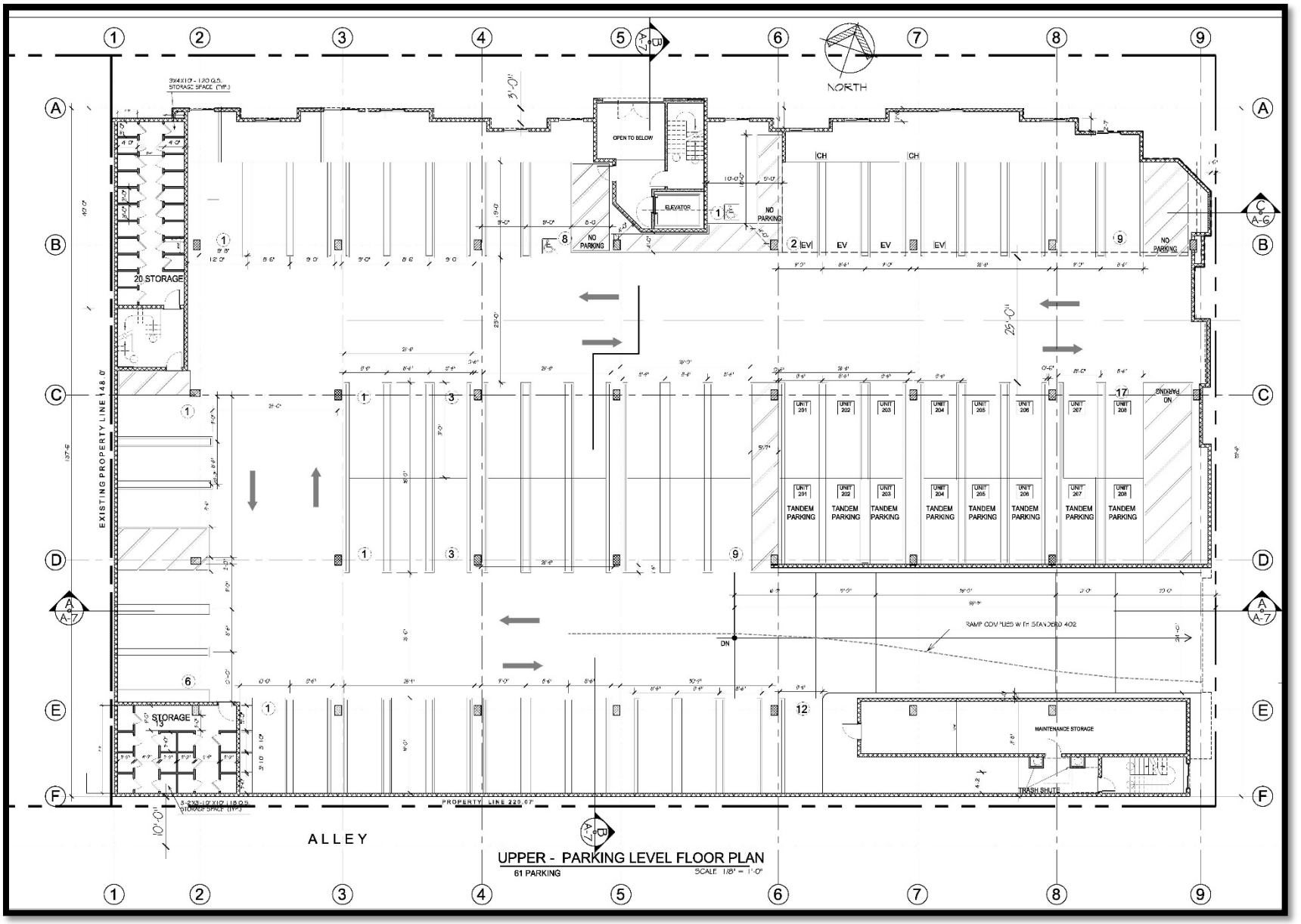


Figure 10: Conceptual Second Level Floor Plan

Source: Morcos Design Inc

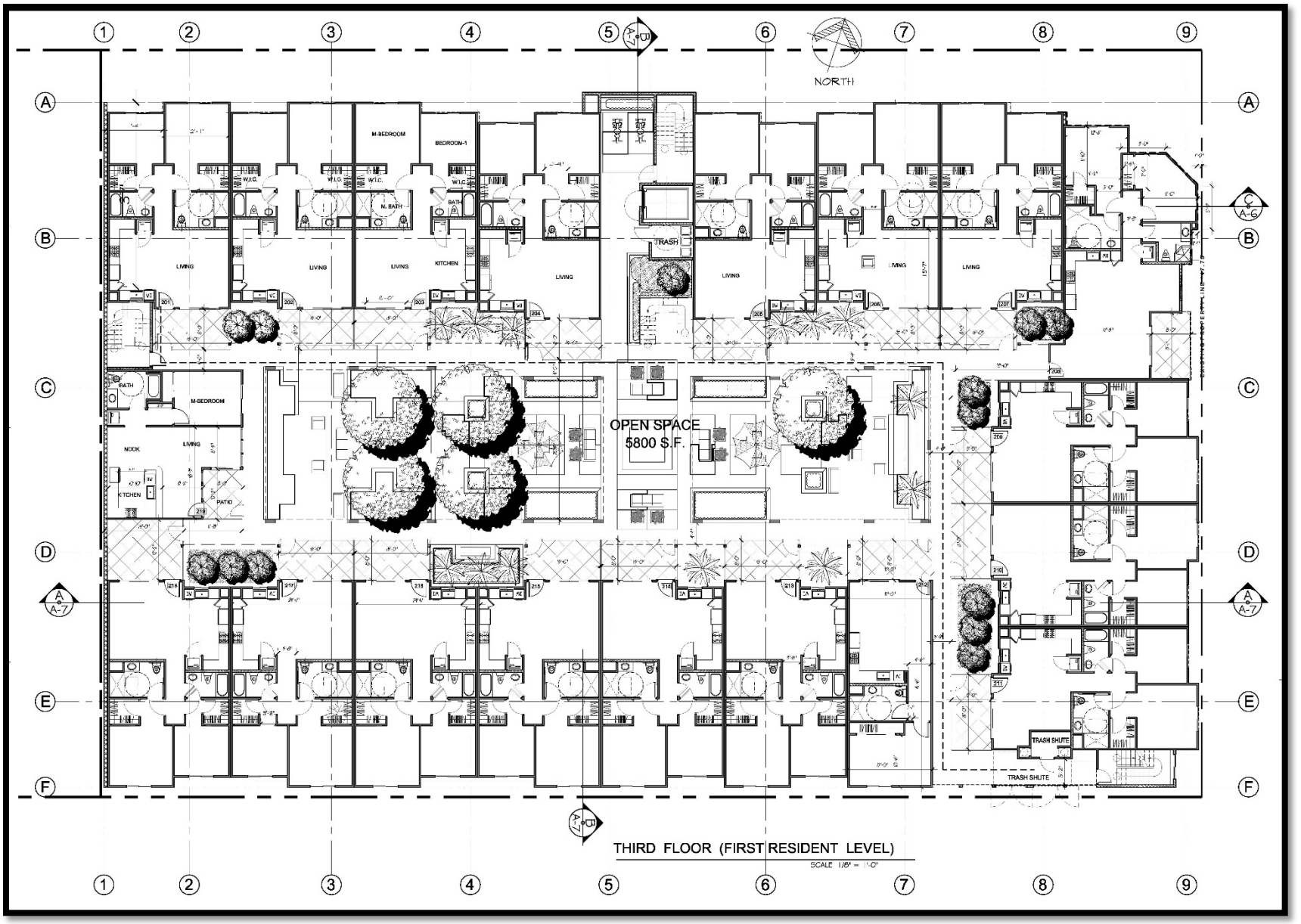


Figure 11: Conceptual Third Level Floor Plan

Source: Morcos Design Inc

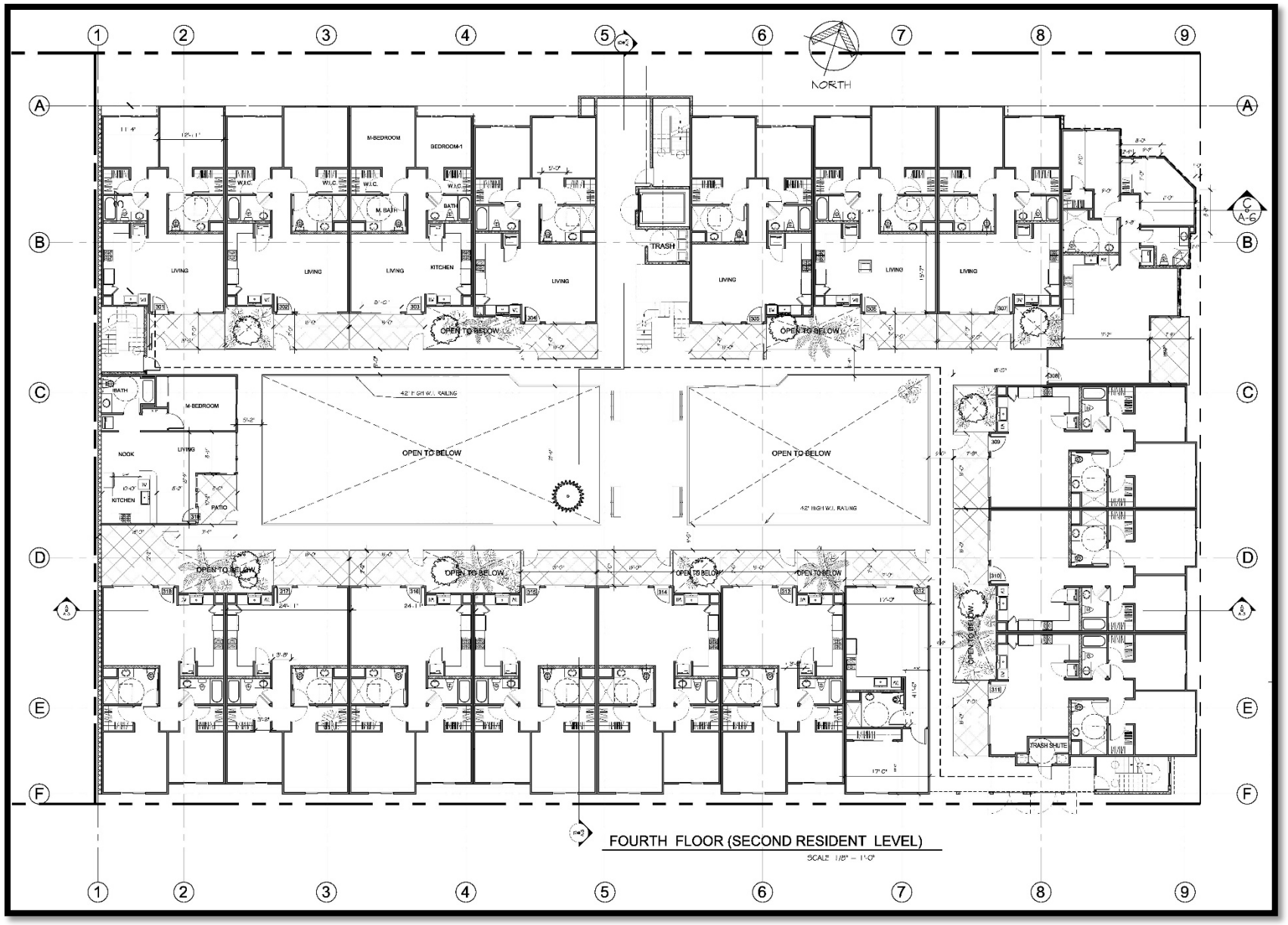
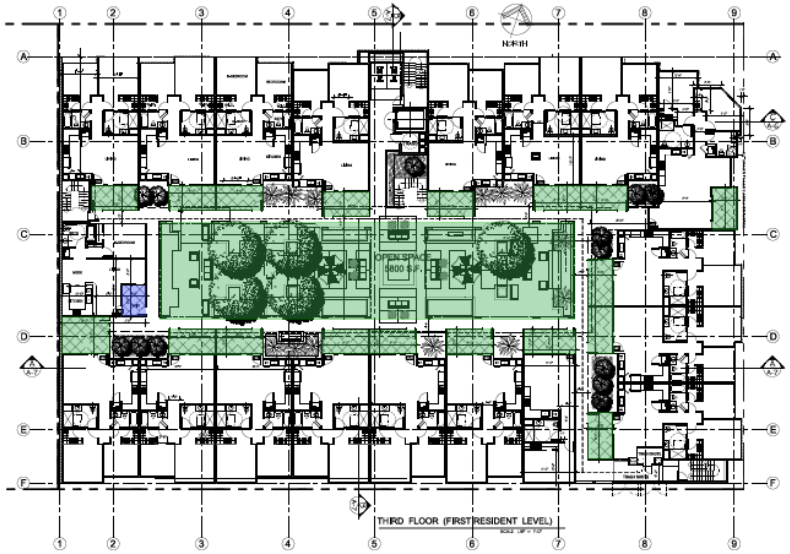
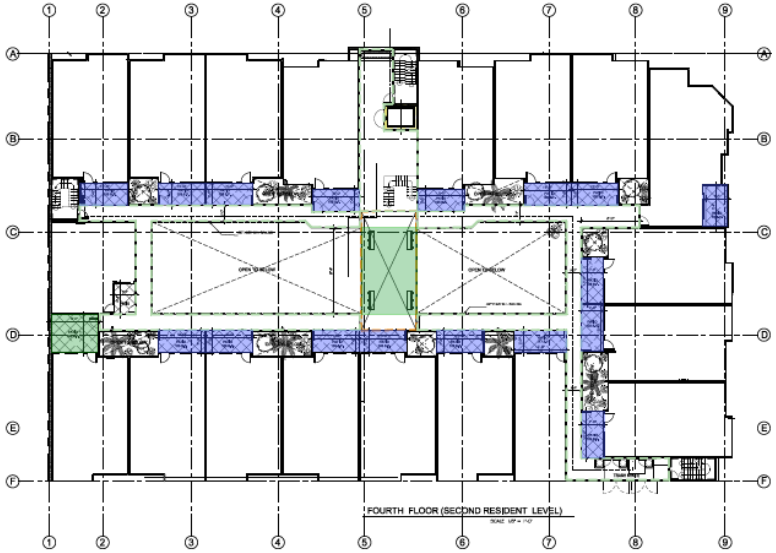
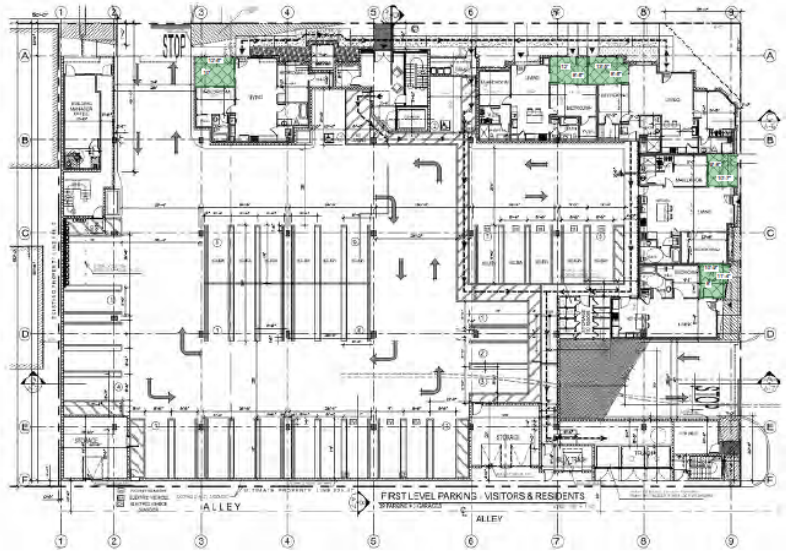


Figure 12: Conceptual Fourth Level Floor Plan

Source: Morcos Design Inc







Open space areas counted towards requirement

Open space areas not counted towards meeting requirement

REQUIRED OPEN SPACE PROVIDED							
Unit	Length	Width	Total Size	Unit	Length	Width	Total Size
101	10'-0"	12'-6"	125 s.f.	210	8'-0"	15'-0"	120 s.f.
102	8'-6"	12'-0"	102 s.f.	211	8'-0"	15'-0"	120 s.f.
103	8'-6"	12'-0"	114 s.f.	212	8'-0"	17'-0"	136 s.f.
104	8'-0"	10'-7"	102 s.f.	213	8'-0"	15'-0"	120 s.f.
105	8'-0"	11'-4"	106 s.f.	214	8'-0"	15'-0"	120 s.f.
201	8'-0"	15'-0"	120 s.f.	215	8'-0"	15'-0"	120 s.f.
202	8'-0"	15'-0"	120 s.f.	216	8'-0"	15'-0"	120 s.f.
203	8'-0"	15'-0"	120 s.f.	217	8'-0"	15'-0"	120 s.f.
204	8'-0"	15'-0"	120 s.f.	218	16'-0"	12'-2"	195 s.f.
205	8'-0"	15'-0"	120 s.f.	318	16'-0"	12'-2"	195 s.f.
206	8'-0"	15'-0"	120 s.f.			Total Private Open Space*:	2,980 s.f.
207	8'-0"	15'-0"	120 s.f.			Common Open Space:	6,413 s.f.
208	8'-0"	13'-1"	105 s.f.			Total Open Space:	9,393 s.f.
209	8'-0"	15'-0"	120 s.f.			Required Open Space:	8,600 s.f.

*Units that have patios less than 100 s.f. or provide a minimum dimension less than eight (8) feet have been excluded from this calculation.

TOTAL OPEN SPACE PROVIDED (INCLUDES AREAS NOT COUNTED TOWARDS REQUIRED)							
Unit	Length	Width	Total Size	Unit	Length	Width	Total Size
101	10'-0"	12'-6"	125 s.f.	219	8'-0"	10'-2"	81 s.f.
102	8'-6"	12'-0"	102 s.f.	301	7'-0"	15'-0"	105 s.f.
103	8'-6"	12'-0"	114 s.f.	302	7'-0"	15'-0"	105 s.f.
104	8'-0"	10'-7"	102 s.f.	303	7'-0"	15'-0"	105 s.f.
105	8'-0"	11'-4"	106 s.f.	304	7'-0"	15'-0"	105 s.f.
201	8'-0"	15'-0"	120 s.f.	305	7'-0"	15'-0"	105 s.f.
202	8'-0"	15'-0"	120 s.f.	306	7'-0"	15'-0"	105 s.f.
203	8'-0"	15'-0"	120 s.f.	307	7'-0"	15'-0"	105 s.f.
204	8'-0"	15'-0"	120 s.f.	308	7'-9"	13'-1"	101 s.f.
205	8'-0"	15'-0"	120 s.f.	309	7'-0"	15'-0"	105 s.f.
206	8'-0"	15'-0"	120 s.f.	310	7'-0"	15'-0"	105 s.f.
207	8'-0"	15'-0"	120 s.f.	311	7'-0"	15'-0"	105 s.f.
208	8'-0"	13'-1"	105 s.f.	312	7'-2"	17'-0"	121 s.f.
209	8'-0"	15'-0"	120 s.f.	313	7'-0"	15'-0"	105 s.f.
210	8'-0"	15'-0"	120 s.f.	314	7'-0"	15'-0"	105 s.f.
211	8'-0"	15'-0"	120 s.f.	315	7'-0"	15'-0"	105 s.f.
212	8'-0"	17'-0"	136 s.f.	316	7'-0"	15'-0"	105 s.f.
213	8'-0"	15'-0"	120 s.f.	317	7'-0"	15'-0"	105 s.f.
214	8'-0"	15'-0"	120 s.f.	318	16'-0"	12'-2"	195 s.f.
215	8'-0"	15'-0"	120 s.f.	319	8'-0"	10'-2"	81 s.f.
216	8'-0"	15'-0"	120 s.f.			Total Private Open Space:	4,989 s.f.
217	8'-0"	15'-0"	120 s.f.			Common Open Space:	6,413 s.f.
218	16'-0"	12'-2"	195 s.f.			Total Open Space:	11,372 s.f.

Figure 13: Conceptual Open Space Plan

Source: Morcos Design inc

Figure 14: Conceptual Third Level Landscape Plan

Source: Segura Associates, Inc.

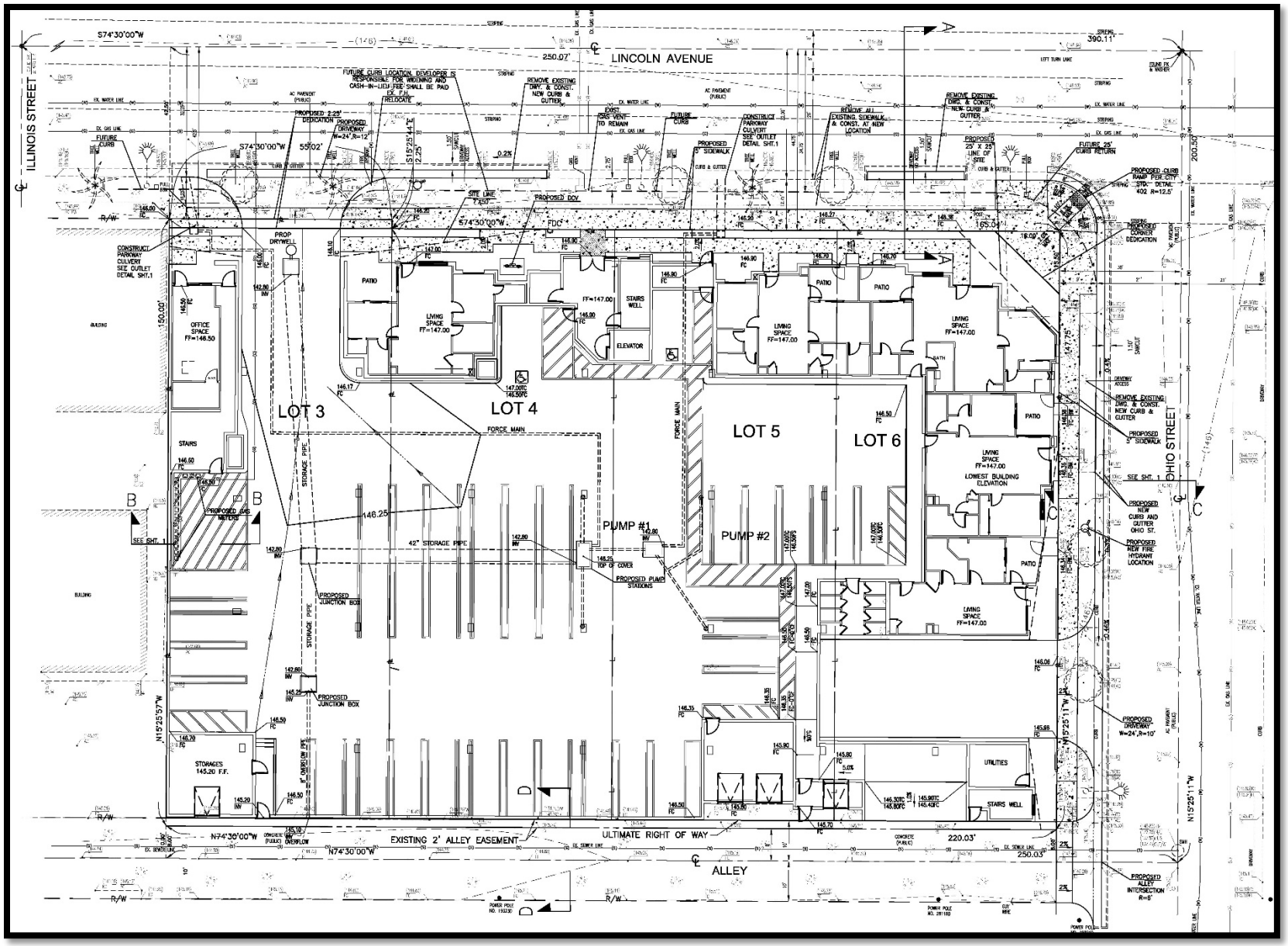


Figure 15: Conceptual Grading Plan

Source: Anacal Engineering Co.

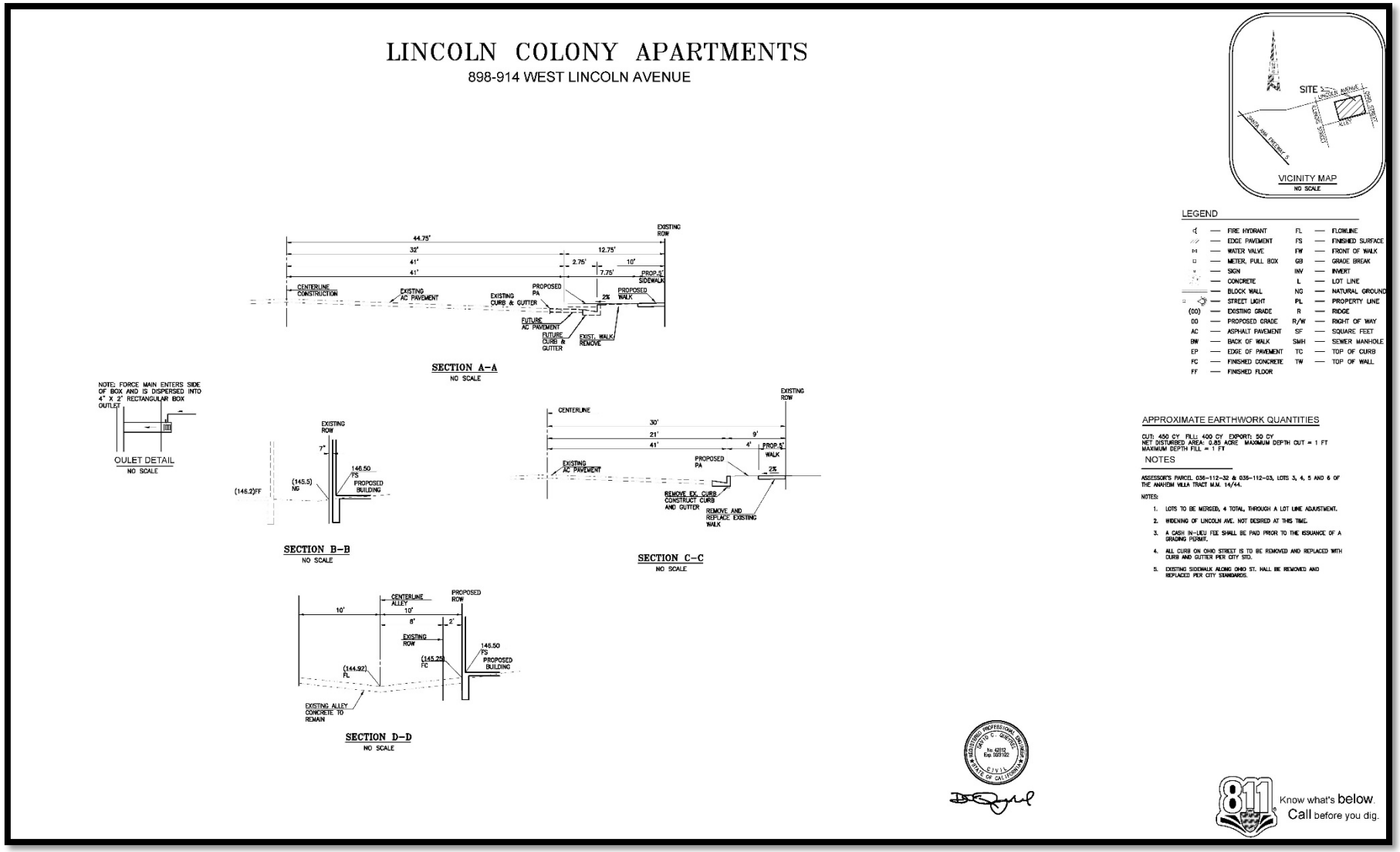


Figure 16: Conceptual Grading Plan

Source: Anacal Engineering Co.

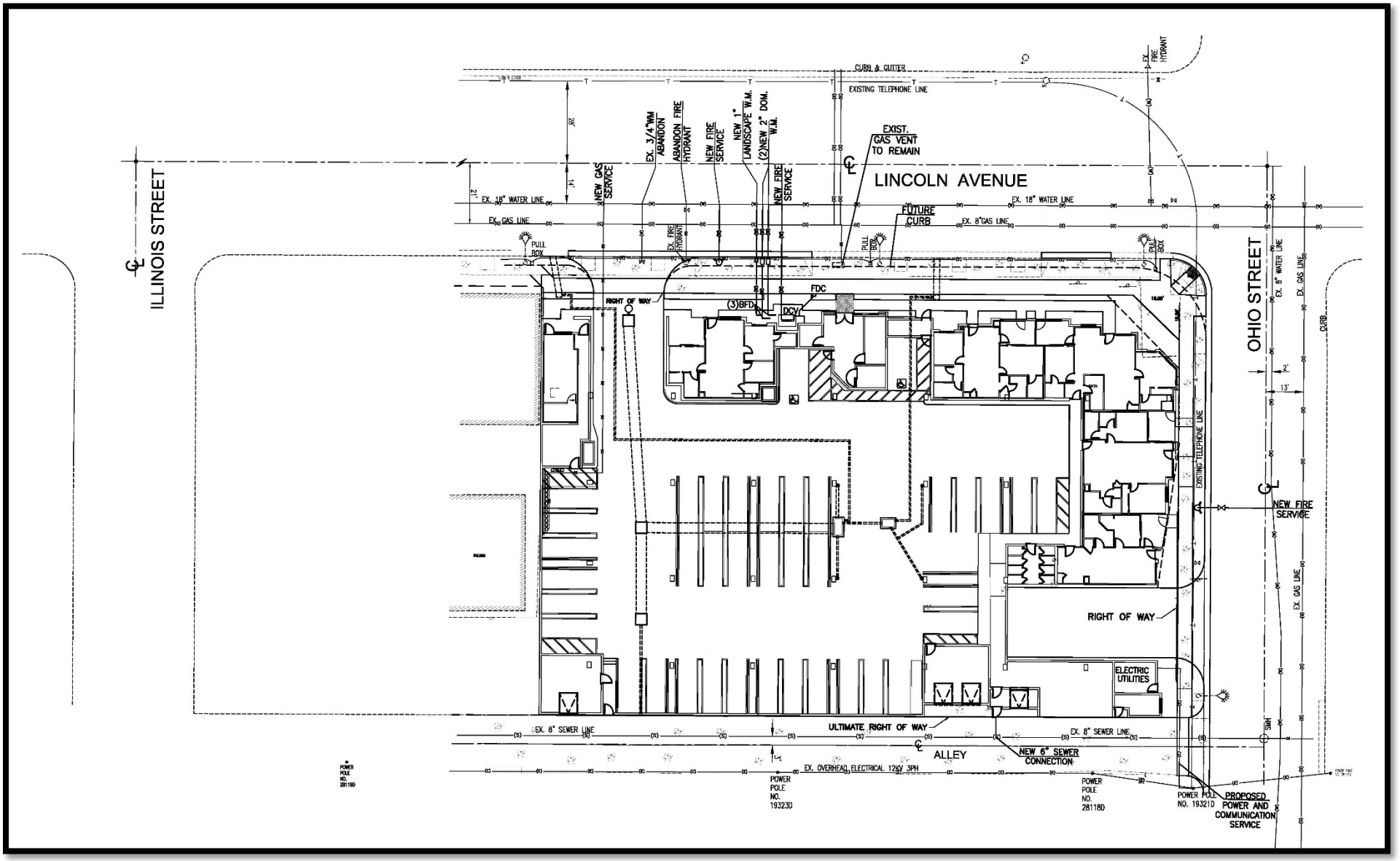


Figure 17: Conceptual Utility Plan

Source: Anacal Engineering Co.

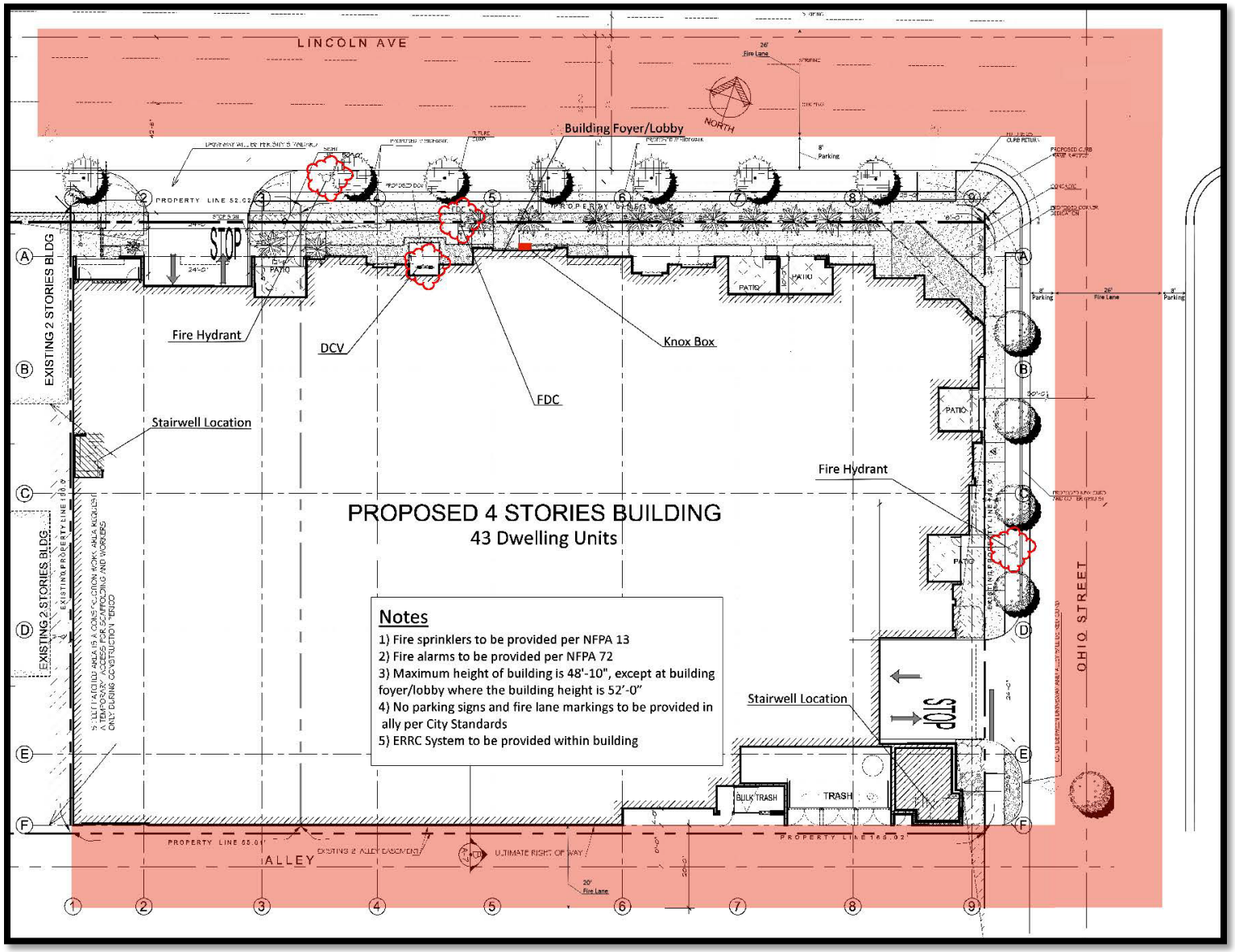


Figure 18: Conceptual Fire Master Plan

Source:

2.4 Construction Schedule

Construction activities for the Proposed Project are anticipated to begin June 2022 and buildout is expected to be completed by June 2024. Construction duration is estimated to be approximately 24 months.

Demolition: The Project Site is currently vacant, with prior improvements demolished under separate permits in 2019, and would not require demolition activities as a part of the project.

Site Preparation: The Project Site is currently vacant and would not require site preparation activities that consist of removal of rocks and tree stumps.

Grading: The grading phase would occur in September 2021 and is anticipated to take place over approximately 10 days. Consists of 450 cubic yards of cut and 400 cubic yards of fill, which would require approximately 50 cubic yards of dirt to be exported from the Project Site.

Building Construction: The building construction would occur after the completion of the grading phase in September 2021 and is anticipated to take place over approximately 16 months.

Paving: The paving of the 45,511 SF enclosed parking area would occur after the completion of the building construction phase in winter/spring of 2023 and is anticipated to take place over approximately three and a half (3.5) weeks.

Application of Architectural Coatings: The application of architectural coatings would occur after the completion of the building construction phase in winter/spring of 2023 and is anticipated to take place over approximately three and a half (3.5) weeks.

Although the paving and architectural coating phases are projected to occur consecutively after the completion of the building construction phase, it is possible that all three phases may occur concurrently.

2.5 Discretionary Actions

The Applicant is requesting approval of the following entitlements for the Proposed Project:

- Conditional Use Permit (CUP2019-06049) to allow a residential project of 43 units and reduced structural and landscape setbacks along the Lincoln Avenue and Ohio Street frontages.

2.6 Other Public Agencies Whose Approval is Required (Responsible or Trustee Agencies):

The Initial Study/Mitigated Negative Declaration No. 379 prepared for the Lincoln Colony Apartments Project would be used as the supporting CEQA environmental documentation for the following approvals and permits:

N/A

3 INITIAL STUDY CHECKLIST

CASE NOs.:

Development Project - DEV2019-00179

Conditional Use Permit - CUP 2019-06049

SITE ADDRESS:

898-914 W. Lincoln Avenue, Anaheim, CA 92805 APNs 036-112-03 & 036-112-32

PROJECT NAME:

Lincoln Colony Apartment Development

LEAD AGENCY NAME AND ADDRESS:

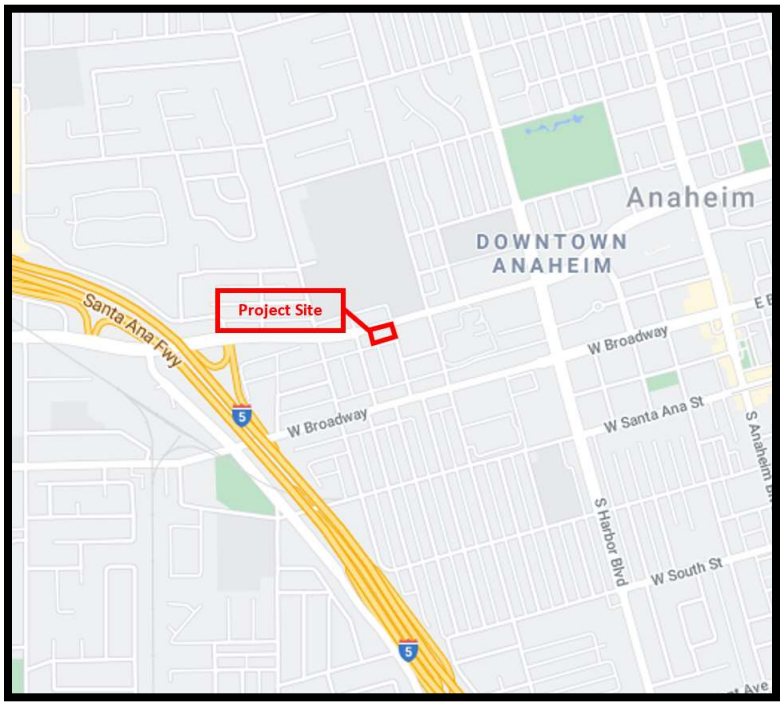
City of Anaheim
200 S Anaheim Boulevard, Suite 162
Anaheim, CA 92805

CONTACT PERSON AND PHONE NUMBER:

Andy Uk, Associate Planner
(714) 765-5238
auk@anaheim.net

PROJECT LOCATION:

The Proposed Project is located at 898-914 West Lincoln Avenue (APNs 036-112-03 & 036-112-32) in the City of Anaheim (City), in the northern portion of Orange County, California (Project Site). The Project Site is within the U.S. Geological Survey (USGS) “Anaheim, California” 7.5-minute quadrangle (2015) and located in the northwestern portion of the City on the south of Lincoln Avenue, west of South Ohio Street, north of West Broadway, and east of South Illinois Street. Freeway access to the Project Site is provided via Interstate 5 (I-5).



PROJECT SPONSOR'S NAME AND ADDRESS:

Pacific Coant Asset Management, LLC
301 S. Anaheim Boulevard
Anaheim, CA 92805

GENERAL PLAN DESIGNATION:

Mixed-Use High (MU-H)

The Project Site is currently designated as Mixed-Use High in the Land Use Element of the Anaheim General Plan. Table LU-2 of the Land Use Element qualifies the Mixed-Use High land use designation under "Residential Land Use Designations" (2020, p. LU-15).

ZONING:

General Commercial (C-G)

AB 3194 limits the authority of local jurisdictions (including charter cities) in denying a conforming housing development project or from imposing conditions that the project be developed at a lower density. Under AB 3194, a housing project "is not inconsistent with the applicable zoning standards and criteria, and shall not require rezoning, if the housing development project is consistent with the general plan standards and criteria but the zoning for the project site is inconsistent with the general plan" (Section 65589.5(ii)(4)).

PROJECT DESCRIPTION:

The Proposed Project includes the construction of a multifamily residential development consisting of a 43 residential apartment (rental) unit complex, which includes 42,057 sq. ft. of living area, 390 sq. ft. management office, 4,706 sq. ft. of building support (stairs, storage, elevators, etc.), and 45,111 sq. ft. of parking, providing an overall enclosed building size of 92,264

sq. ft. 106 parking spaces would be provided within the two levels of parking. The proposed building would be 52-feet 6-inches at its highest point, which is located at the frontage of Lincoln Avenue. The proposed parking structure would be integrated into the residential building and provide parking on the ground- and second level. The Proposed Project would implement the Mixed-Use Overlay zone standards at a density of 58.6 units/acre and would feature a four-story multiple-family residential building comprised of one- and two-bedroom residential dwelling units.

PROJECT SETTING AND SURROUNDING LAND USES:

The Project Site is 0.75-acres consisting of two parcels, located south of Lincoln Avenue, west of South Ohio Street, north of West Broadway, and east of South Illinois Street in the City of Anaheim. The Project Site is vacant. Topography on the Project Site is generally flat at approximately 150 feet above mean sea level. Existing site drainage sheet flows to the adjacent streets and alley, flowing southwest to an existing storm drain in Broadway Street. Vehicular access to the Project Site is currently provided via two driveway access points on West Lincoln Street and one on South Ohio Street.

The Project Site is located within an area with mixed zoning, including a predominant amount of General Commercial, Multiple-Family Residential and Transition zoned lots. The surrounding area includes vacant commercial lots to the north, across West Lincoln Avenue; to the east, commercial uses, and apartments; to the west, commercial uses across South Ohio Street; and multifamily and single-family residential uses to the south, across the alley. Beyond the adjacent uses to the Project Site are Anaheim High School to the north, commercial uses to the west and east, and multifamily and single-family residential to the south.

OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED:

N/A

CONSULTATION WITH NATIVE AMERICAN TRIBES:

In accordance with the requirements of Assembly Bill (AB) 52, the City sent notification to nine (9) Native American tribes, as identified from the Native American Heritage Commission's (NAHC) Tribal Consultation List, dated December 09, 2020. The Tribal Consultation List identifies Native American Tribes who have traditionally and culturally affiliated resources within the project area. On January 6, 2021, the City sent notifications via email and physical mail to the Native American tribes identified on NAHC's Tribal Consultation List. The City received responses from three of the nine tribes that were sent notifications to. The three tribes who responded are the Soboba Band of Luiseño Indians, the Juaneño Band of Mission Indians – Acjachemen Nation-Belardes, and the Gabrieleño Band of Mission Indians – Kizh Nation. Of the three tribes notified, the Juaneño Band of Mission Indians – Acjachemen Nation-Belardes, and the Gabrieleño Band of Mission Indians – Kizh Nation requested formal government-to-government consultation under AB 52. Consultation was concluded on February 11, 2021, with, the Juaneño Band of Mission Indians – Acjachemen Nation-Belardes and on April 6, 2021, with the Gabrieleño Band of Mission Indians – Kizh Nation. Mitigation measures have been added to address the unanticipated discovery of cultural resources and human remains during groundbreaking activities. Please see

Section 4.18, Tribal Cultural Resources of the Initial Study Environmental Checklist for more detail.

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21083.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

3.1 Environmental Factors Potentially Affected:

The environmental factors checked below would be potentially affected by the Proposed Project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages. None of the environmental factors were checked because the Proposed Project would not result in any potential significant impacts after the implementation of the recommended mitigation measures.

☐ Aesthetics	☐ Agriculture & Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Energy
☐ Geology/Soils	☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Material
☐ Hydrology/Water Quality	☐ Land Use/Planning	☐ Mineral Resources
☐ Noise	☐ Population/Housing	☐ Public Services
☐ Recreation	☐ Transportation	☐ Tribal Cultural Resources
☐ Utilities/Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance

3.2 Determination:

Based on this initial evaluation:

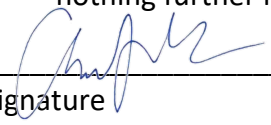
☐ I find that the Proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ **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	January 05, 2021 Date
Andy T. Uk, Associate Planner Printed Name/Title	714-765-5238 Phone

4 ENVIRONMENTAL IMPACT ANALYSIS

1) 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.
2) A list of "Supporting Information Sources" must be attached and other sources used, or individuals contacted should be cited in the Narrative Summary for each section.
3) Response Column Heading Definitions:

a) **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.

b) **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 mitigation measures must be described, along with a brief explanation of how they reduce the effect to a less than significant level.

c) **Less Than Significant Impact** applies where the project creates no significant impacts, only Less Than Significant impacts.

d) **No Impact** applies where a project does not create an impact in that category. 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 proposed (e.g., the project falls outside of 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 will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

4) Earlier analyses may be used where, pursuant to a tiering, program EIR, Master EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration (Section 15062(c)(3)(D)). In this case, a brief discussion should identify the following:

a) Earlier Analysis Used. Identify and state where they are available for review.

b) Impacts Adequately Addressed. Identify which effects from the 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.

5) Incorporate into the checklist any references to information sources for potential impacts (e.g., the General Plan, zoning ordinance). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
6) 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.

4.1 Aesthetics

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experiences from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Environmental Analysis

a) Would the project have a substantial adverse effect on a scenic vista?

No Impact: A scenic vista is a viewpoint that provides expansive views of a highly valued landscape for the benefit of the public. According to the General Plan EIR (May 2004), views and vistas in the Hill and Canyon Area are important visual amenities in the City. The City does not identify any other important views and vistas. The Project Site is over five miles west of the Hill and Canyon areas, with intervening topography and urban development located between the site and designated areas. The Proposed Project would not have visual impacts on the designated scenic vistas. The Project Site is generally flat and is surrounded by commercial and multifamily residential uses. Therefore, no impacts associated with a scenic vista would occur and no mitigation would be required.

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact: The Project Site is currently vacant. The City General Plan's Circulation Element designates a portion of Santa Ana Canyon Road as a scenic expressway, and the California Department of Transportation (Caltrans) designates a portion of the State Route 91 (SR-91) and State Route 55 (SR-55) as a state scenic highway, with an additional portion of the 91-expressway eligible for designation as a scenic highway. These state scenic highways are approximately 5-miles directly east of the Project Site with intervening urban development. The Project Site does not contain any scenic resources, rock outcroppings, or historic buildings. Therefore, no impacts associated with scenic resources within a state scenic highway would occur and no mitigation would be required.

c) Would the project substantially degrade the existing visual character or quality of the site and its surroundings? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less Than Significant Impact: The Project Site is currently vacant. The surrounding uses include commercial and multifamily residential buildings consisting of one- and two-story buildings, vacant commercially zoned lots, and Anaheim High School. While the Proposed Project would involve the construction of a four-story residential building, visually pleasing elements such as landscaping and enhanced architectural design lessen the visual impact of the development. The existing zoning for the Project Site would remain General Commercial. The application of the Mixed-Use overlay would result in the Proposed Project being consistent with applicable zoning standards for mixed-use development. Therefore, potential impacts associated with the visual character or quality of the site and its surroundings would be less than significant and no mitigation would be required.

In accordance with AMC 18.32.070.020, modification to required landscape and building setbacks is permitted in Mixed Use (MU) Overlay Zone with the approval of a Conditional Use Permit in order to "promote increased pedestrian activity, provide for a unified street frontage, ensure privacy and light for residential uses, provide for public spaces, and promote compatibility with existing development." In considering pedestrian orientation, building placement is a critical factor. The project adjusts the sidewalks away from the street and provides a new parkway, places the buildings closer to the sidewalk, utilizes façade articulation and varied material, and provides street level patios. Furthermore, providing visibility triangles from each of the driveways enhances pedestrian safety, but reduces the area in which trees could be planted due to height limitations. All of these factors contribute to the pedestrian orientation of the area and encourage walkability. The project complies with all other provisions of the zoning code, including the maximum height for the site, which is 75 feet (proposed is 52-feet 6-inches).

d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact: The Proposed Project is for the construction of 43 residential apartment units with 390 SF of leasing office, and 45,111 SF parking garage. The Project Site is located adjacent to existing commercial and multiple-family homes. Construction of the development would primarily emit nighttime lighting from exterior security lighting. Operation of the development would primarily emit nighttime lighting from exterior security lighting and interior lights. The Project Site does not currently contain onsite existing sources of light as it is currently vacant. The amount of lighting generated by the Proposed Project would be like that used in the surrounding areas. Residential uses on the Project Site would result in less than significant increases in nighttime light or glare as the Proposed Project entails developing a vacant lot that was previously developed with a commercial use in an urbanized neighborhood, which utilizes light posts located within the public right-of-way on Lincoln Avenue. The Proposed Project would use typical construction materials such a wood, stucco, and glass, and would not use reflective materials that would result in glare for the residential units. The office portion of the Proposed Project would be oriented away from all surrounding residential uses and would face Lincoln Avenue. The proposed design of the ground level residential units incorporates

architectural design elements that would limit the amount of glass frontage area and reduce possible glare, such as building articulation. Prior to the issuance of a building permit, the Proposed Project would be subject to building code requirements that include an assessment of exterior lighting plans to ensure lighting fixtures are shielded to prevent light spill. With the layout of the Proposed Project and the approval of lighting plans, there would be no new or increase in significant impacts related to lighting and glare. Therefore, potential impacts associated with light and glare would be less than significant, and no mitigation would be required.

Mitigation Measures

No mitigation measures associated with impacts to Aesthetics apply to the Proposed Project.

Conclusion

Potential impacts of the Proposed Project associated with Aesthetics would be less than significant and no mitigation would be required.

4.2 Agriculture and Forestry Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
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))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Environmental Analysis

a) Would the project 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: According to the California Department of Conservation Farmland Mapping and Monitoring Program Important Farmland map database,[1] the Proposed Project is designated as Urban and Built-Up Land, as are all surrounding land uses. The Project Site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Therefore, no impacts associated with farmland would occur and no mitigation would be required.

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact: The Proposed Project is zoned General Commercial (C-G) and not located on parcels zoned for agricultural use. There are no existing agricultural uses on the Project Site. According to the California Department of Conservation's Williamson Act Program map,[2] the Project Site is not located on or adjacent to lands under a Williamson Act contract. Therefore, no impacts

[1] https://maps.conservation.ca.gov/agriculture/ Accessed March 3, 2021
[2] https://maps.conservation.ca.gov/DLRP/CIFF/ Accessed March 3, 2021

associated with agricultural uses, or a Williamson Act contract would occur, and no mitigation would be required.

c) Would the project 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: Public Resources Code 12220 (g) defines forestland as that which "can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits." CA Government Code 51104 (g) identifies a timberland production zone as "an area which has been zoned pursuant to Section 51112 or 51113 and is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses." The Project Site is located within an urbanized area, and is not located near or adjacent to forestland, timberland, or timberland zoned Timberland Production. Therefore, no impacts associated with forest land or timberland would occur and no mitigation would be required.

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

No Impact: The Project Site is currently vacant but was previously improved with a commercial car wash and office building until 2019. The Project Site and surrounding properties do not contain any forestland, as the Project Site and the surrounding properties are categorized as urban and built out according to the California Department of Conservation Farmland Mapping and Monitoring Program Important Farmland map database. Therefore, no impacts associated with forest land would occur and no mitigation would be required.

e) Would the project 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 Site is currently vacant but was previously improved with a commercial car wash and office building until 2019. The Project Site does not contain any farmland or forestland. The construction of the Proposed Project would not result in the conversion of farmland to non-agricultural use or the conversation of forestland to non-forest use. Therefore, no impacts associated with forest land or timberland would occur and no mitigation would be required.

Mitigation Measures

No mitigation measures associated with impacts to Agriculture and Forestry Services apply to the Proposed Project.

Conclusion

There would be no impacts of the Proposed Project associated with Agriculture and Forestry Services and no mitigation would be required.

4.3 Air Quality

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) 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?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emission (such as those leading to odors adversely affecting a substantial number of people?)	☐	☐	☒	☐

An Air Quality, Energy, Global Climate Change, and Energy Impact Analysis was completed to determine potential impacts to air quality associated with the development of the Proposed Project (**Appendix A** – *Lincoln Colony Apartments Air Quality, Global Climate Change, and Energy Impact Analysis*, March 2021, revised June 2, 2021). The results of the analysis are based on CalEEMod version 2016.3.2.

The Project Site is located within the north central part of Orange County in the City of Anaheim, in Air Monitoring Area 17 of the South Coast Air Basin (SCAB), or "basin" that includes all of Orange County, as well as the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. The Environmental Protection Agency (EPA) designates the Basin as a federal non-attainment area for ozone, fine particulate matter ($PM_{2.5}$), and partial non-attainment for lead. Currently, the Basin is in attainment with the National Ambient Air Quality (NAAQS) standards for carbon monoxide (CO), sulfur dioxide (SO_2), nitrogen dioxide (NO_2), and respirable particulate matter (PM_{10}). The California Air Resources Board (CARB) designates the Basin as a non-attainment area for Ozone, PM_{10}, and $PM_{2.5}$. Currently, the SCAB is in attainment with the ambient air quality standards for CO, NO_2, SO_2, lead, and sulfates and is unclassified for visibility reducing particles and Hydrogen Sulfide. South Coast Air Quality Management District (SCAQMD) is the agency responsible for comprehensive air pollution control within the Basin. SCAQMD works directly with the Southern California Association of Governments (SCAG), county transportation commissions, and local governments and cooperates actively with all federal and state agencies.

Many air quality impacts that derive from dispersed mobile sources, which are the dominate pollution generators in the Air Basin, often occurs hours later and miles away after photochemical processes have converted primary exhaust pollutants into secondary contaminants such as ozone. The incremental regional air quality impact of an individual project is generally very small and difficult to measure. Therefore, SCAQMD developed significance thresholds based on the volume of pollution emitted rather than on actual ambient air quality because the direct air quality impact of a project is not quantifiable on a regional scale. The SCAQMD CEQA Handbook states that any project in the SCAB with daily emissions that exceed any of the identified significance thresholds should be considered as having an individually and cumulatively

significant air quality impact. For the purposes to this air quality impact analysis, a regional air quality impact would be considered significant if emissions exceed the SCAQMD significance thresholds identified in Table 2 - *SCAQMD Air Quality Significance Thresholds.*

Table 2 – SCAQMD Air Quality Significance Thresholds

Mass Daily Thresholds	Pollutant Emissions (pounds/day)						
	VOC	NOx	CO	SOx	PM10	PM2.5	Lead
Construction	75	100	550	150	150	55	3
Operation	55	55	550	150	150	55	3

Source : http://www.aqmd.gov/ceqa/handbook/signthres.pdf

Project-related construction air emissions may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin. In order to assess local air quality impacts the SCAQMD has developed Localized Significant Thresholds (LSTs) to assess the project-related air emissions in the project vicinity. SCAQMD has also provided *Final Localized Significance Threshold Methodology* (LST Methodology)*,* revised July 2008, which details the methodology to analyze local air emission impacts. The LST Methodology found that the primary emissions of concern are NO_2, CO, PM10, and PM2.5.

The LST Methodology provides Look-Up Tables with different thresholds based on the location and size of the Project Site and distance to the nearest sensitive receptors. The Project Site is in Air Monitoring Area 17. The Look-Up Tables provided in the LST Methodology include Project Site acreage sizes of 1-acre, 2-acres, and 5-acres. The 1-acre Project Site values in the Look-Up Tables have been utilized in this analysis, since the maximum number of acres disturbed in a day would be 1.5 acres during the grading phase. The Project Site is 0.75 acres. The nearest offsite sensitive receptors include multi-family residential dwelling units located approximately 20 feet (6 meters) to the south and 60 feet (18 meters) to the southeast and the single-family residential dwelling units located approximately 20 feet to the southwest of the Project Site. School uses are located approximately 100 feet (30 meters) northeast (across Lincoln Avenue) and 245 feet (75 meters) southeast of the Project Site. According to LST Methodology, any receptor located closer than 25 meters (82 feet) shall be based on the 25-meter thresholds. Table 3 – *Local Construction Emissions at the Nearest Receptors* shows the SCAQMD thresholds for NOx, CO, PM10 and PM2.5 for construction activities.

Table 3 – Local Construction Emissions at the Nearest Receptors

Activity	On Site Pollutant Emissions (pounds/day)[1]			
	NOx	CO	PM10	PM2.5
Grading	4.22	3.90	0.54	0.38
Building Construction	7.99	7.26	0.45	0.41
Paving	5.50	7.02	0.26	0.25
Architectural Coating	1.30	1.81	0.07	0.07
SCAQMD Thresholds[1]	81	485	4	3
Exceeds Threshold?	No	No	No	No

Notes:
[1] The nearest sensitive receptors to the project include the existing multi-family residential dwelling units located approximately 20 feet (~6 meters) to the south and 60 feet (~18 meters) to the southeast, the single-family residential dwelling units located approximately 20 feet (~6 meters) to the southwest, and the school uses located approximately 100 feet (~30 meters) to the northeast and 245 feet (~75 meters) to the southeast of the project site, therefore, the 25-meter threshold was used.
Note: The project will disturb up to a maximum of 1.5 acres a day during grading (see Appendix A, Table 7).
Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for 1 acre, to be conservative, at a distance of 25 meters in SRA 17 Central Orange County.

Environmental Analysis

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact: The Proposed Project would not conflict with or obstruct implementation of the SCAQMD Air Quality Management Plan (AQMP).

SCAQMD Air Quality Management Plan

The California Environmental Quality Act (CEQA) requires a discussion of any inconsistencies between a Proposed Project and applicable General Plans and regional plans (CEQA Guidelines Section 15125). The regional plan that applies to the Proposed Project includes the SCAQMD AQMP. Therefore, this section discusses any potential inconsistencies of the Proposed Project with the AQMP. If the decision-makers determine that the Proposed Project is inconsistent, the lead agency may consider project modifications or inclusion of mitigation to eliminate the inconsistency.

The SCAQMD CEQA Handbook states that "New or amended GP Elements (including land use zoning and density amendments), Specific Plans, and significant projects must be analyzed for consistency with the AQMP." Strict consistency with all aspects of the plan is usually not required. A Proposed Project would be consistent with the AQMP if it furthers one or more policies and does not obstruct other policies. The SCAQMD CEQA Handbook identifies two key indicators of consistency:

(1) Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.

(2) Whether the project will exceed the forecasted growth assumptions incorporated within the AQMP or increments based on the year of project buildout and phase.

Criterion 1 - Increase in the Frequency or Severity of Violations?

Based on the air quality modeling analysis contained in Appendix A, short-term construction impacts would not result in significant impacts based on the SCAQMD regional and local thresholds of significance shown in Tables 2 and 3 and detailed in Section 4.3.1(b). Table 4 – *Construction-Related Regional Pollutant Emissions* and Table 6 – *Local Construction Emissions at the Nearest Receptors* show that short-term impacts associated with the Proposed Project would be less than significant and no mitigation would be required. Appendix A also found that, long-term operations impacts would not result in significant impacts based on the SCAQMD local and regional thresholds of significance. Air pollutant emissions resulting from the ongoing operation of the Proposed Project would be inconsequential on a regional basis and would not result in significant impacts, as shown in Table 5 – *Regional Operational Pollutant Emissions* and detailed in Section 4.3.1(b). Long-term operational local pollutant concentrations would not exceed air quality standards, as detailed in Appendix A (p. 34). Therefore, long-term impacts associated with the Proposed Project would be less than significant and no mitigation would be required.

The Proposed Project would not contribute to the exceedance of any air pollutant concentration standards. Therefore, the Proposed Project would be consistent with the AQMP for the first criterion.

Criterion 2 - Exceed Assumptions in the AQMP?

Consistency with the AQMP assumptions is determined by performing an analysis of the Proposed Project with the assumptions in the AQMP. The emphasis of this criterion is to ensure the analyses conducted for the Proposed Project are based on the same forecasts as the AQMP. The AQMP is developed through use of the planning forecasts provided in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the Federal Transportation Improvement Program (FTIP). The RTP/SCS is a major planning document for the regional transportation and land use network within Southern California. The RTP/SCS is a long-range plan that is required by federal and state requirements placed on SCAG and is updated every four years. The FTIP provides long-range planning for future transportation improvement projects that are constructed with state and/or federal funds within Southern California. The 2016-2040 Regional Transportation/Sustainable Communities Strategy prepared by SCAG (2016) includes chapters on: the challenges in a changing region, creating a plan for our future, and the road to greater mobility and sustainable growth. These chapters currently respond directly to federal and state requirements placed on SCAG. Local governments are required to use these as the basis of their plans for purposes of consistency with applicable regional plans under CEQA. For this project, the City of Anaheim Land Use Plan defines the assumptions that are represented in the AQMP.

The Project Site is currently designated as Mixed-Use High in the General Plan and is zoned General Commercial (C-G). The Mixed-Use High land use designation allows residential uses up to 60 dwelling unit per acre. The Proposed Project entails developing the approximately 0.75-acre Project Site with 43 dwelling units or approximately 58.6 dwelling units per acre and is currently consistent with the existing land use designation of the City's General Plan. Therefore, the Proposed Project is not anticipated to exceed the AQMP assumptions for the Project Site and is found to be consistent with the AQMP for the second criterion.

Therefore, potential impacts associated with the conflict with or obstruction of implementation of the applicable air quality plan would be less than significant and no mitigation would be required.

b) Would the project 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?

Less Than Significant Impact: The Proposed Project would not 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.

Construction Emissions

The construction activities for the Proposed Project were modeled as starting in September 2021 and would be completed by September of 2023, for a total duration of 24 months. Construction activities would include grading of the 0.75-acre Project Site, including the export of approximately 2,400 cubic yards of dirt, building construction of the proposed 92,415 square foot residential building, which includes a 45,111 square foot parking structure, paving of the parking structure and driveways, and application of architectural coatings. The construction emissions are analyzed for both regional and local air quality impacts.

Short-Term Construction Related Regional Impacts

The CalEEMod model utilized to calculate the construction-related regional emissions from the Proposed Project and the input parameters utilized in this analysis are detailed in Appendix A. The worst-case summer or winter daily construction-related criteria pollutant emissions from the Proposed Project for each phase of construction activities are shown in Table 4 - *Construction-Related Regional Pollutant Emissions* and the CalEEMod daily printouts are in Appendix A. Since it is possible that building construction, paving, and architectural coating activities may occur concurrently towards the end of the building construction phase, Table 4 also shows the combined regional criteria pollutant emissions from building construction, paving and architectural coating phases of construction.

Table 4 – Construction-Related Regional Pollutant Emissions

Activity		Pollutant Emissions (pounds/day)					
		ROG	NOx	CO	SO_2	PM10	PM2.5
Grading	Onsite[1]	0.41	4.22	3.90	0.01	0.54	0.38
	Offsite[2]	0.26	7.74	2.48	0.02	0.66	0.20
	Subtotal	**0.67**	**11.96**	**6.37**	**0.03**	**1.20**	**0.58**
Building Construction	Onsite[1]	0.78	7.99	7.26	0.01	0.45	0.41
	Offsite[2]	0.24	1.24	1.82	0.01	0.64	0.18
	Subtotal	**1.01**	**9.23**	**9.09**	**0.02**	**1.09**	**0.59**
Paving	Onsite[1]	0.61	5.50	7.02	0.01	0.26	0.25
	Offsite[2]	0.07	0.04	0.48	0.00	0.20	0.05
	Subtotal	**0.68**	**5.54**	**7.50**	**0.01**	**0.47**	**0.30**
Architectural Coating	Onsite[1]	13.05	1.30	1.81	0.00	0.07	0.07
	Offsite[2]	0.04	0.02	0.26	0.00	0.11	0.03
	Subtotal	**13.08**	**1.32**	**2.08**	0.00	**0.18**	**0.10**
Total for Overlapping Phases[3]		**14.77**	**16.09**	**18.66**	**0.04**	**1.74**	**0.99**
SCQAMD Thresholds		**75**	**100**	**550**	**150**	**150**	**55**
Exceeds Threshold?		No	No	No	No	No	No

Notes:
[1] On-site emissions from equipment operated on-site that is not operated on public roads. On-site grading PM-10 and PM-2.5 emissions show mitigated values for fugitive dust for compliance with SCAQMD Rule 403.
[2] Off-site emissions from equipment operated on public roads.
[3] Construction, painting and paving phases may overlap.
Source: CalEEMod Version 2016.3.2, the higher of either summer or winter emissions.
Note: Subtotals and totals may not add precisely due to rounding

Table 4 shows the combined building construction, paving and architectural coatings activities for the Proposed Project would not exceed the SCAQMD's regional significance threshold for emissions. The analyzed emissions of ROG, NO_x, CO, SO_x, PM10, and PM2.5 would be within the SCAQMD regional significance thresholds for all phases of construction. Therefore, the Proposed Project's construction related impacts to regional air quality would be less than significant.

Operational Emission

The on-going operation of the Proposed Project would result in a long-term increase in air quality emissions. This increase would be due to emissions from the project-generated vehicle trips, and through operational emissions from the on-going use of the Proposed Project. The following section provides an analysis of potential long-term air quality impacts due to regional air quality and local air quality impacts with the on-going operations of the Proposed Project.

Operations Related Regional Criteria Pollutant Analysis

The operations-related regional criteria air quality impacts created by the Proposed Project were analyzed through use of the CalEEMod model and the input parameters utilized in Appendix A. The operations daily emissions are based on the year 2023, which is the anticipated opening year for the Proposed Project. The worst-case summer or winter VOC, NO_x, CO, SO¬2, PM10, and PM2.5 daily emissions created from the Proposed Project's long-term operations were calculated and are summarized in Table 5 - *Operational Regional Criteria Pollutant Emissions* and the CalEEMod daily emissions printouts are shown in Appendix A.

Table 5 – Operational Regional Criteria Pollutant Emissions

Activity	Pollutant Emissions (pounds/day)					
	ROG	NOx	CO	SO_2	PM10	PM2.5
Area Sources[1]	1.22	0.68	3.83	0.00	0.07	0.07
Energy Usage[2]	0.02	0.14	0.06	0.00	0.01	0.01
Mobile Sources[3]	0.32	1.15	4.45	0.02	1.71	0.46
Total Emissions	**1.56**	**1.97**	**8.34**	**0.02**	**1.79**	**0.55**
SCQAMD Operational Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Threshold?	No	No	No	No	No	No

Notes:
[1] Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.
[2] Energy usage consist of emissions from generation of electricity and onsite natural gas usage.
[3] Mobile sources consist of emissions from vehicles and road dust.
Source: Calculated from CalEEMod Version 2016.3.2; the higher of either summer or winter emissions.
Note: Subtotals and totals may not add precisely due to rounding

Table 5 shows that none of the analyzed criteria pollutants created from operation of the Proposed Project would exceed SCAQMD's regional emissions thresholds. Table 5 shows that the primary source of operational air emissions would be created from mobile source emissions that would be generated throughout the Air Basin. Any adverse health impacts created from the Proposed Project should be assessed on a basin-wide level. The SCAB has been designated by EPA for the national standards as a non-attainment area for ozone, PM2.5, and partial non-attainment for lead. In addition, PM10 is designated by the State as non-attainment. VOC and NO_x are ozone precursors, as such they have been considered as non-attainment pollutants. Construction and operation of cumulative projects would further degrade the local air quality, as well as the air quality of the South Coast Air Basin. The greatest cumulative impact on the quality of regional air cell would be the incremental addition of pollutants mainly from increased traffic volumes from residential, commercial, and industrial development and the use of heavy equipment and trucks associated with the construction of these types of projects. Air quality would be temporarily degraded during construction activities that occur separately or simultaneously. However, in accordance with the SCAQMD methodology, projects that do not exceed the SCAQMD criteria, or can be mitigated to less than criteria levels, are not significant and do not add to the overall cumulative impact. A significant impact may occur if a project would add a cumulatively considerable contribution of a federal or state non-attainment pollutant.

Project operations would generate emissions of NOx, ROG, CO, PM10, and PM2.5, which, would not exceed the SCAQMD regional or local thresholds (Table 5) and would not be expected to result in ground level concentrations that exceed the NAAQS or CAAQS. Since the Proposed Project would not introduce any substantial stationary sources of emissions, CO is the benchmark pollutant for assessing local area air quality impacts from post-construction motor vehicle operations. As indicated earlier, no violations of the state and federal CO standards are projected to occur for the Proposed Project, based on the magnitude of traffic the project is anticipated to create. Operation of the Proposed Project would not result in a cumulatively considerable net increase for nonattainment of criteria pollutants or ozone precursors. Therefore, potential impacts to regional air quality impact would be less than significant from operation of the Proposed Project.

The Proposed Project would not 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. Therefore, potential impacts associated with cumulatively considerable net increase of any criteria pollutant would be less than significant and no mitigation would be required.

c) Would the project expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact: The Proposed Project would not expose sensitive receptors to substantial pollutant concentrations. The local concentrations of criteria pollutant emissions produced in the nearby vicinity of the Proposed Project, which may expose sensitive receptors to substantial concentrations, have been calculated in Section 4.3.1(b). for both construction and operations. The discussion below also includes an analysis of the potential impacts from toxic air contaminant emissions. The nearest sensitive receptors potentially impacted by the Proposed Project are the existing multi-family homes located approximately 20 feet (~6 meters) to the south and 60 feet (~18 meters) to the southeast; the single-family homes located approximately 20 feet (~6 meters) to the southwest; and the school uses located approximately 100 feet (~30 meters) to the northeast and 245 feet (~75 meters) to the southeast of the Project Site.

Construction Related Sensitive Receptor Impacts

The construction activities for the Proposed Project were modeled as starting in September 2021 and would be completed by September of 2023, for a total duration of 24 months. Construction activities would include grading of the 0.75-acre Project Site, including the export of approximately 2,400 cubic yards of dirt, building construction of the proposed 92,415 square foot residential building, including a 45,111square foot parking structure, paving of the parking structure and driveways, and application of architectural coatings. Construction activities may expose sensitive receptors to substantial pollutant concentrations of localized criteria pollutant concentrations and from toxic air contaminant emissions created from onsite construction equipment.

<u>Short-Term Construction Related Local Impacts</u>

Construction-related air emissions may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin. Appendix A analyzed the Proposed Project for the potential local air quality impacts created from: construction-related fugitive dust and diesel emissions; from toxic air contaminants; and from construction-related odor impacts. The SCAQMD published a "Fact Sheet for Applying CalEEMod to Localized Significance Thresholds" (South Coast Air Quality Management District 2011b). CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily disturbance activity possible for each piece of equipment. In order to compare CalEEMod reported emissions against the localized significance threshold lookup tables, the CEQA document should contain the following parameters:

(1) The off-road equipment list (including type of equipment, horsepower, and hours of operation) assumed for the day of construction activity with maximum emissions.

(2) The maximum number of acres disturbed on the peak day.

(3) Any emission control devices added onto off-road equipment.

(4) Specific dust suppression techniques used on the day of construction activity with maximum emissions.

The CalEEMod output in Appendix A show the equipment used for this analysis. The maximum number of acres disturbed in a day would be 1.5 acres during the grading phase. The local air quality emissions from construction were analyzed using the SCAQMD's Mass Rate Localized Significant Threshold Look-up Tables and the methodology described in *Localized Significance Threshold Methodology* (LST Methodology), prepared by SCAQMD, revised July 2008. SCAQMD developed the Look-up Tables to readily determine if the daily emissions of CO, NOx, PM10, and PM2.5 from a Proposed Project could result in a significant impact to the local air quality. The emission thresholds were calculated based on the Central Orange County source receptor area (SRA) 17 and a disturbance value of one acre per day, to be conservative. According to LST Methodology, any receptor located closer than 25 meters (82 feet) shall be based on the 25-meter thresholds. The nearest sensitive receptors are the existing multifamily residential dwelling units located approximately 20 feet (~6 meters) to the south and 60 feet (~18 meters) to the southeast, the single-family residential dwelling units located approximately 20 feet (~6 meters) to the southwest, and the school uses located approximately 100 feet (~30 meters) to the northeast and 245 feet (~75 meters) to the southeast of the Project Site. Appendix A uses the SCAQMD Look-up Tables for 25 meters. Table 6 – *Local Construction Emissions at the Nearest Receptors* shows the onsite emissions from the CalEEMod model for the different construction phases and the LST emissions thresholds.

Table 6 – Local Construction Emissions at the Nearest Receptors

	Pollutant Emissions (pounds/day)			
Phase	**NOx**	**CO**	**PM10**	**PM2.5**
Grading	4.22	3.90	0.54	0.38
Building Construction	7.99	7.26	0.45	0.41
Paving	5.50	7.02	0.26	0.25
Architectural Coating	1.30	1.81	0.07	0.07
SCAQMD Local Construction Thresholds[1]	**81**	**485**	**4**	**3**
Exceeds Threshold?	No	No	No	No

Notes:
Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-Up Tables for one acre, to be conservative, at a distance of 25 meters in SRA 17 Central Orange County.

[1] The nearest sensitive receptors to the project include the existing multi-family residential dwelling units located approximately 20 feet (~6 meters) to the south and 60 feet (~18 meters) to the southeast, the single-family residential dwelling units located approximately 20 feet (~6 meters) to the southwest, and the school uses located approximately 100 feet (~30 meters) to the northeast and 245 feet (~75 meters) to the southeast of the project site; therefore, the 25 meter threshold was used.

Note: The project will disturb up to a maximum of 1.5 acres a day during grading (Refer to Table 7, Appendix A, p. 32). However, South Coast AQMD's LST methodology specifically states that if acres graded are larger than the project site area disturbed, then the screening thresholds for localized significance is based on the site acreage. The site is approximately 0.746 acres; therefore, as they are the most conservative and lowest provided, the look-up tables for one-acre have been utilized.

Table 6 shows that none of the analyzed criteria pollutants would exceed the local emissions thresholds at the nearest sensitive receptors. It is mandatory for all construction projects in the SCAB to comply with SCAQMD Rule 403 for Fugitive Dust. Specific Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, re-establishing ground cover as quickly as possible, and maintaining effective cover over exposed areas. Vehicle and equipment speeds would be limited to 15 miles per hour to prevent dust suspension. Therefore, potential impacts to local air quality impact would be less than significant from construction of the Proposed Project.

Toxic Air Contaminants (TACs) Impacts from Construction

The greatest potential for toxic air contaminant emissions would be related to diesel particulate matter (DPM) emissions associated with heavy equipment operations during construction of the Proposed Project. Health effects from TACs are described in terms of individual cancer risk based on a lifetime (i.e., 30-year) resident exposure duration. Given the temporary and short-term construction schedule (approximately 24 months), the Proposed Project would not result in a long-term (i.e., lifetime or 30-year) exposure as a result of project construction. Construction-based particulate matter (PM) emissions (including diesel exhaust emissions) do not exceed any local or regional thresholds.

The Proposed Project would comply with the CARB Air Toxics Control Measure that limits diesel powered equipment and vehicle idling to no more than 5 minutes at a location, and the CARB In-Use Off-Road Diesel Vehicle Regulation. Compliance with these regulations would minimize emissions of TACs during construction. The Proposed Project would also comply with the requirements of SCAQMD Rule 1403 in the event asbestos is found during the renovation and construction activities, as outlined in Appendix A. With implementation of existing regulations, impacts from TACs during construction would not exceed required thresholds.

Therefore, potential impacts exposing sensitive receptors to substantial pollutant concentrations from construction of the Proposed Project would be less than significant.

Operations-Related Sensitive Receptor Impacts

The on-going operations of the Proposed Project may expose sensitive receptors to substantial pollutant concentrations of local CO emission impacts from the project-generated vehicular trips and from the potential local air quality impacts from onsite operations. The following analyzes the vehicular CO emissions. Local criteria pollutant impacts from onsite operations, and toxic air contaminant impacts.

Operations Related Local Air Quality Impacts

Project-related air emissions may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin. The Proposed Project has been analyzed for the potential local CO emission impacts from the project-generated vehicular trips and from the potential local air quality impacts from on-site operations. The following analyzes the vehicular CO emissions and local impacts from on-site operations.

Local CO Hotspot Impacts from Project-Generated Vehicular Trips

CO is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential local air quality impacts. Local air quality impacts can be assessed by comparing future without and with project CO levels to the State and Federal CO standards of 20 ppm over one hour or 9 ppm over eight hours.

At the time of the 1993 Handbook, the SCAB was designated nonattainment under the CAAQS and NAAQS for CO. With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations in the SCAB and in the state have steadily declined. In 2007, the SCAB was designated in attainment for CO under both the CAAQS and NAAQS. SCAQMD conducted a CO hot spot analysis for attainment at the busiest intersections in Los Angeles[3] during the peak morning and afternoon periods and did not predict a violation of CO standards. Since the nearby intersections to the Proposed Project are much smaller with less traffic than what was analyzed by the SCAQMD, no local CO Hotspot are anticipated to be created from the Proposed Project and no CO Hotspot modeling was performed. Therefore, potential impacts to local, long-term air quality with the on-going use of the Proposed Project would be less than significant.

Local Criteria Pollutant Impacts from Onsite Operations

Project-related air emissions from onsite sources such as architectural coatings, landscaping equipment, and onsite usage of natural gas appliances may have the potential to create emissions areas that exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin. The nearest sensitive receptors potentially impacted by the Proposed Project are the existing multi-family homes located approximately 20 feet (~6 meters) to the south and 60 feet (~18 meters) to the southeast; the single-family homes located approximately 20 feet (~6 meters) to the southwest; and the school uses located approximately 100 feet (~30 meters) to the northeast and 245 feet (~75 meters) to the southeast of the Project Site.

According to SCAQMD LST methodology, LSTs would apply to the operational phase of a project, if the project includes stationary sources, or attracts mobile sources (such as heavy-duty trucks) that may spend extended periods queuing and idling at the site (e.g., industrial warehouse/transfer facilities). The Proposed Project entails the development of 43 residential dwelling units with internal parking lot and ancillary landscaping and paving, and does not include stationary sources, or attract mobile sources (such as heavy-duty trucks) that may spend long

[3] The four intersections analyzed by the SCAQMD were: Long Beach Boulevard and Imperial Highway; Wilshire Boulevard and Veteran Avenue; Sunset Boulevard and Highland Avenue; and La Cienega Boulevard and Century Boulevard. The busiest intersection evaluated (Wilshire and Veteran) had a daily traffic volume of approximately 100,000 vehicles per day with LOS E in the morning and LOS F in the evening peak hour. (Appendix A, p. 35)

periods queuing and idling at the site. Due the lack of stationary source emissions, no long-term localized significance threshold analysis is warranted. Therefore, potential impacts associated with local air quality due to operations-related onsite emissions and the on-going operations of the Proposed Project would be less than significant and the Proposed Project would not result in a cumulatively considerable net increase of any criteria pollutant.

Operations-Related Toxic Air Contaminant Impacts

Particulate matter (PM) from diesel exhaust is the predominant TAC in most areas and according to *The California Almanac of Emissions and Air Quality 2013 Edition*, prepared by CARB, about 80 percent of the outdoor TAC cancer risk is from diesel exhaust. Chemicals in diesel exhaust, such as benzene and formaldehyde have been listed as carcinogens by State Proposition 65 and the Federal Hazardous Air Pollutants program. As detailed in Appendix A, under operational mobile emissions, the Proposed Project would generate approximately 234 daily vehicle trips. According to Health Risk Assessments for Proposed Land Use Project, prepared by CAPCOA, July 2009, sensitive receptors should not be placed near distribution centers that generate more than 100 truck deliveries per day or more than 40 truck deliveries per day with transport refrigeration units (TRUs). Since the Proposed Project would generate well below the 100 trucks per day threshold that would have the potential to create a significant TAC impact at the nearby sensitive receptors, as determined by CAPCOA's screening criteria, potential TAC impacts during the on-going operations of the Proposed Project would be less than significant.

Therefore, potential impacts exposing sensitive receptors to substantial pollutant concentrations from operation of the Proposed Project would be less than significant and no mitigation would be required.

d) Would the project result in other emission (such as those leading to odors adversely affecting a substantial number of people)?

Less Than Significant Impact: The Proposed Project would not create objectionable odors affecting a substantial number of people. Individual responses to odors are highly variable and can result in a variety of effects. Generally, the impact of an odor results from a variety of factors such as frequency, duration, offensiveness, location, and sensory perception. The frequency is a measure of how often an individual is exposed to an odor in the ambient environment. The intensity refers to an individual's or group's perception of the odor strength or concentration. The duration of an odor refers to the elapsed time over which an odor is experienced. The offensiveness of the odor is the subjective rating of the pleasantness or unpleasantness of an odor. The location accounts for the type of area in which a potentially affected person lives, works, or visits; the type of activity in which he or she is engaged; and the sensitivity of the impacted receptor.

Sensory perception has four major components: detectability, intensity, character, and hedonic tone. The detection (or threshold) of an odor is based on a panel of responses to the odor. There are two types of thresholds: the odor detection threshold and the recognition threshold. The detection threshold is the lowest concentration of an odor that will elicit a response in a percentage of the people that live and work in the immediate vicinity of the Project Site and is typically presented as the mean (or 50 percent of the population). The recognition threshold is

the minimum concentration that is recognized as having a characteristic odor quality, this is typically represented by recognition by 50 percent of the population. The intensity refers to the perceived strength of the odor. The odor character is what the substance smells like. The hedonic tone is a judgment of the pleasantness or unpleasantness of the odor. The hedonic tone varies in subjective experience, frequency, odor character, odor intensity, and duration. Potential odor impacts have been analyzed separately for construction and operations.

Construction-Related Odor Impacts

Potential sources that may emit odors during construction activities include the application of coatings such as asphalt pavement, paints, and solvents, and from emissions from diesel equipment. The objectionable odors that may be produced during the construction process would be temporary and would not likely be noticeable for extended periods of time beyond the Project Site's boundaries. Due to the transitory nature of construction odors, adverse impacts associated with construction related odors would be less than significant.

Operations-Related Odor Impacts

The Proposed Project would consist of the development of 43 residential apartment units and 390 SF of leasing office space. Potential sources that may emit odors during the on-going operations of the Proposed Project would primarily occur from the intermittent diesel delivery truck emissions and trash storage areas. Pursuant to City regulations, permanent trash enclosures that protect trash bins from rain as well as limit air circulation would be required for the trash storage areas. Due to the distance of the nearest receptors from the Project Site and through compliance with SCAQMD's Rule 402 and City trash storage regulations, no significant impact related to odors would occur during the on-going operations of the Proposed Project. Therefore, adverse impacts associated with operation related odors would be less than significant and no mitigation would be required.

Therefore, potential impacts associated with other emissions, such as those leading to odors adversely affecting a substantial number of people, would be less than significant and no mitigation would be required.

Mitigation Measures

No mitigation measures associated with impacts to Air Quality apply to the Proposed Project.

Conclusion

Potential impacts of the Proposed Project associated with Air Quality would be less than significant and no mitigation would be required.

4.4 Biological Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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) 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 US Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
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?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Environmental Analysis

a) Would the project 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: The Project Site is approximately 0.75-acres in an urbanized area of Anaheim that is surrounded by residential and commercial development, including the Anaheim High School located north of the Project Site, adjacent commercial development to the west, and is bound on three sides by paved roadways (Lincoln Avenue, Ohio Street, and rear alley). The Project Site is currently vacant but was previously improved with a commercial car wash and office building until 2019. Due to the prior demolition at the site, the existing vegetation on the Project Site is minimal and includes a shrub and weeds. The Project Site has no capacity to support any species of plants or wildlife that would be 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. Therefore, no impact associated with special status species of plants or wildlife would occur and no mitigation would be required.

b) Would the project 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 US Fish and Wildlife Service?

No Impact: Riparian habitat is composed of the trees and other vegetation and physical features normally found on the stream banks and flood plains associated with streams, lakes, or other bodies of water. The City of Anaheim is largely urbanized; however, there are a few remaining areas of natural habitat, including portions of the Santa Ana River located in the eastern part of the City and Sphere-of-Influence. The Project Site is a 0.75-acre parcel in an urbanized area of western Anaheim that is surrounded by residential and commercial development, including Anaheim High School north of the Project Site. The Project Site is currently vacant but was previously improved with a commercial car wash and office building until 2019. There is no existing body of water on the Project Site that would support riparian habitat. Therefore, no impact associated with riparian habitat would occur and no mitigation would be required.

c) Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact: Wetlands and "waters of the U.S." (WoUS), are protected under Section 404 of the Clean Water Act (CWA) and are under the jurisdiction of the U.S. Army Corps of Engineers (USACE). WoUS include navigable coastal and inland waters; lakes, rivers, streams, and their tributaries; interstate waters and their tributaries; wetlands adjacent to such waters; intermittent streams; and other waters that could affect interstate commerce. The Project Site is a 0.75-acre parcel in an urbanized area of western Anaheim that is surrounded by residential and commercial development, including Anaheim High School north of the Project Site. The Project Site is currently vacant but was previously improved with a commercial car wash and office building until 2019. There is no existing body of water on the Project Site that would support federally protected wetlands. Therefore, no impacts associated with federally protected wetlands would occur and no mitigation would be required.

d) Would the project 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?

No Impact: The Project Site is located within an existing urbanized area consisting of residential and commercial developments. The most significant area near the Project Site that has the potential to serve as a wildlife corridor is the Santa Ana River, located approximately three miles east of the Project Site, which is considered a regional movement corridor for wildlife. The Project Site is a 0.75-acre parcel in an urbanized area of western Anaheim that is surrounded by residential and commercial development, including Anaheim High School north of the Project Site. The Project Site is currently vacant but was previously improved with a commercial car wash and office building until 2019. Existing vegetation on site is minimal, consisting of a shrub and weeds. There is no body of water on the Project Site that would support any native resident or

migratory fish or wildlife species. Therefore, no impact associated with the substantial interference with the movement of any native resident or migratory fish or wildlife species or with an established native resident or migratory wildlife corridor, or the use of native wildlife nursery sites would occur, and no mitigation would be required.

e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact: The Project Site is a 0.75-acre parcel in an urbanized area of western Anaheim that is surrounded by residential and commercial development, including Anaheim High School north of the Project Site. The Project Site is currently vacant but was previously improved with a commercial car wash and office building until 2019. There are no existing biological resources on the Project Site that would be subject to any local policies or ordinances protecting biological resources. Therefore, no impacts associated with biological resources resulting from conflicts with any local policies or ordinances protecting biological resources or the City's tree preservation policy would occur and no mitigation would be required.

f) Would the project 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: According to the City's General Plan Green Element, the portion of the City generally south of SR-91 and east of SR-55 falls within the Orange County Central-Coast Sub-regional Natural Communities Conservation Plan (NCCP). The Project Site is not within the NCCP area.[4] Therefore, no impacts associated with an adopted Habitat Conservation Plan nor a Natural Community Conservation Plan, or any other approved conservation plan would occur, and no mitigation would be required.

Mitigation Measures

No mitigation measures associated with impacts to Biological Resources apply to the Proposed Project.

Conclusion

There would be no impacts of the Proposed Project associated with Biological Resources and no mitigation would be required.

[4] City of Anaheim Parcel Info, Zoning; see: https://gis.anaheim.net/PropertyInfo/?APN=03611232

4.5 Cultural Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5 and/or identified on the Qualified Historic Structures list of the Anaheim Colony Historic District Preservation Plan (April 15, 2010)?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☐	☒	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

Tribal consultation under AB52 is required for CEQA projects. More detailed information pertaining to AB52 is in Section 4.19 – *Tribal Cultural Resources*.

A Cultural and Paleontological Resources Assessment was completed to determine potential impacts to paleontological resources associated with the development of the Proposed Project (**Appendix B** – *Cultural and Paleontological Resources Assessment for the Lincoln Colony Apartment Project, City of Anaheim, Orange County, California,* Cogstone, March 2021).

On December 10, 2020, a site survey was conducted of the Project Site as a part of the methods for Appendix B. On December 18, 2020, a record search was conducted by the South-Central Coastal Information Center (SCCIC) of the California Historic Resources Information System (CHRIS) that included the entire proposed project area as well as a one-half mile radius.

Environmental Analysis

a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5 and/or identified on the Qualified Historic Structures list of the Anaheim Colony Historic District Preservation Plan (April 15, 2010)?

Less Than Significant Impact: According to the Anaheim Colony Historic District Preservation Plan, the Project Site is located within the Anaheim Colony Historic District; however, the Project Site is not identified on the Qualified Historic Structures list. The Anaheim Colony Historic District is the City's first and largest historic district, adopted by City Council in October 1997. The boundaries of the Colony match the original German Colony founded in 1857 – North, South, East and West Streets. Over 1,100 qualified structures are located within this 1.8-square mile area. The district reflects the architectural timeline of Anaheim's past, with eclectic styles that include Victorian, Colonial Revival, Craftsman, French, Spanish, English, and Ranch Style. Buildings located within the Colony Historic District must be constructed prior to 1949, be associated with significant themes identified for the district, and retain historic integrity form the period of significance in order to be considered contributors to the significance of the district. The Project Site is currently vacant and was previously developed with a full-service car wash and office building with paved parking lot but was demolished in 2019.

According to Appendix B, 22 historic built environment resources and one historic district are located within one-half mile of the Project Site. The Proposed Project would not impact any of these

resources. The Proposed Project would involve the construction of a four-level 43-unit apartment building with internal parking garage. The Proposed Project would not result in the physical demolition, destruction, relocation, or alteration of any historical resource. The closest historic built environment resources are the Anaheim High School, located directly across the Lincoln Avenue and Ohio Street intersection to the northeast, and 114 South Illinois Street—a residence, located directly to the southwest across the rear alley. These historic built environment locations are listed on the City's Qualified Historic Structures list but are not designated or attributed a status by the City. The construction of the Proposed Project would not significantly alter the immediate surroundings of any of the 22 historic built environment resources, as the Proposed Project would comply with City requirements, such as maximum height (maximum height for the site is 75-feet, whereas the project would provide a height of 52-feet 6-inches). Therefore, substantial adverse impacts associated with a historical resource would be less than significant and no mitigation would be required.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

Less Than Significant Impact: On December 18, 2020, the South-Central Coastal Information Center (SCCIC) conducted a record search from the California Historic Resources Information System (CHRIS), for the Proposed Project area and within a one-half mile radius around the Proposed Project area. The SCCIC resources search indicated no previous cultural resources had been recorded within the Project Site boundaries. The CHRIS results show that no cultural resources are identified and because of the total development of the Project Site, the presence of cultural resources in the subsurface is unlikely. Analyses within Appendix B indicate that the project area also has low sensitivity for buried historical archaeological features such as foundations or trash pits. However, in the unexpected event of a find, Appendix B includes the following condition of approval for the Proposed Project: in the event of an unanticipated discovery, all work shall be suspended within 50 feet of the find until a qualified archaeologist evaluates it. Therefore, potential impacts associated with archaeological resources would be less than significant with the included condition of approval outlined in Appendix B, and no mitigation would be required. This condition of approval would be incorporated into the project entitlement approval to ensure its implementation.

c) Would the project disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant Impact: Due to the level of past disturbance in the project area, it is not anticipated that human remains, including those interred outside of formal cemeteries, would be encountered during earth removal or disturbance activities.

However, in the unexpected event human remains are found, those remains would require proper treatment, in accordance with applicable laws. Procedures of conduct following the discovery of human remains on non-federal lands have been mandated by California Health and Safety Code (CHSC) §7050.5, PRC §5097.98 and the California Code of Regulations (CCR) §15064.5(e). According to the provisions in CEQA, should human remains be encountered, all work in the immediate vicinity of the burial must cease, and any necessary steps to ensure the integrity of the immediate area must be taken. The Construction Contractor shall notify the

County Coroner of the find immediately and no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98 (State of California 2006). If human remains are found during grading, all work in the immediate area (a radius of at least 100 feet) shall stop, and all parties shall follow all applicable state laws regarding human remains. If the remains are Native American, the coroner is responsible for contacting the NAHC within 24 hours. The NAHC, pursuant to Section 5097.98, shall immediately notify those persons it believes to be the Most Likely Descendant (MLD). The MLD shall complete the inspection of the Project Site within 48 hours of being allowed access to the Project Site and shall recommend preservation in place, reburial, or the scientific removal and nondestructive analysis of human remains and items associated with Native American burials. Therefore, potential impacts associated with human remains would be less than significant with compliance with existing regulations and procedures outlined in the CHSC and the CCR and no mitigation would be required.

Mitigation Measures

No mitigation measures associated with impacts to Cultural Resources apply to the Proposed Project.

Conclusion

Potential impacts of the Proposed Project associated with Cultural Resources would be less than significant and no mitigation would be required.

4.6 Energy

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

An Air Quality, Energy, Global Climate Change, and Energy Impact Analysis was completed to determine potential impacts related to energy use associated with the development of the Proposed Project (**Appendix A** – *Lincoln Colony Apartments Air Quality, Global Climate Change, and Energy Impact Analysis*, March 2021, revised June 2, 2021). The results of the analysis are based on CalEEMod version 2016.3.2.

The Proposed Project would impact energy resources during construction and operation. Energy resources that would be potentially impacted include electricity, natural gas, and petroleum-based fuel supplies and distribution systems. This analysis includes a discussion of the potential energy impacts of the Proposed Project, with emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy. A general definition of each of these energy resources are provided below.

The production of electricity requires the consumption or conversion of energy resources, including water, wind, oil, gas, coal, solar, geothermal, and nuclear resources, into energy. The delivery of electricity involves several system components, including substations and transformers that lower transmission line power (voltage) to a level appropriate for on-site distribution and use. The electricity generated is distributed through a network of transmission and distribution lines commonly called a power grid. Conveyance of electricity through transmission lines is typically responsive to market demands.

Natural gas is a combustible mixture of simple hydrocarbon compounds (primarily methane) that is used as a fuel source that is measured by volume, or in cubic feet. California's natural gas consumption is obtained from naturally occurring reservoirs, mainly located outside the State, and delivered through high-pressure transmission pipelines. The natural gas transportation system is a nationwide network and, therefore, resource availability is typically not an issue. Natural gas satisfies almost one-third of the State's total energy requirements and is used in electricity generation, space heating, cooking, water heating, industrial processes, and as a transportation fuel.

Petroleum-based fuels currently account for a majority of the California's transportation energy sources and primarily consist of diesel and gasoline types of fuels. However, the state has been working on developing strategies to reduce petroleum use. Over the last decade California has implemented policies, rules, and regulations to improve vehicle efficiency, increase the development and use of alternative fuels, reduce air pollutants and GHG emissions from the

transportation sector, and reduce vehicle miles traveled (VMT). Accordingly, petroleum-based fuel consumption in California has declined.

Environmental Analysis

a) Would the project result in a significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less Than Significant Impact: The following section calculates the potential energy consumption associated with the construction and operations of the Proposed Project and provides a determination if any energy utilized by the Proposed Project is wasteful, inefficient, or unnecessary consumption of energy resources.

Construction Energy

The construction activities for the Proposed Project were modeled as starting in September 2021 and would be completed by September of 2023, for a total duration of 24 months. Construction activities would include grading of the 0.75-acre Project Site, including the export of approximately 2,400 cubic yards of dirt, building construction of the proposed 92,415 square foot residential building, including a 45,111square foot parking structure, paving of the parking structure and driveways, and application of architectural coatings. The Proposed Project would consume energy resources during construction in three (3) general forms:

i. Petroleum-based fuels used to power off-road construction vehicles and equipment on the Project Site, construction worker travel to and from the Project Site, as well as delivery and haul truck trips (e.g., hauling of demolition material to off-site reuse and disposal facilities);
ii. Electricity associated with the conveyance of water that would be used during Project construction for dust control (supply and conveyance) and electricity to power any necessary lighting during construction, electronic equipment, or other construction activities necessitating electrical power; and,
iii. Energy used in the production of construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

<u>Construction-Related Electricity</u>

During construction, the Proposed Project would consume electricity to construct the new structures and infrastructure. Electricity would be supplied to the Project Site by Anaheim Public Utilities and would be obtained from the existing electrical lines in the vicinity of the Project Site. The use of electricity from existing power lines rather than temporary diesel or gasoline powered generators would minimize impacts on energy use. Electricity consumed during project construction would vary throughout the construction period based on the construction activities being performed. Various construction activities include electricity associated with the conveyance of water that would be used during project construction for dust control (supply and conveyance) and electricity to power any necessary lighting during construction, electronic equipment, or other construction activities necessitating electrical power. Such electricity demand would be temporary, nominal, and would cease upon the completion of construction. Overall, construction activities associated with the Proposed Project would require limited

electricity consumption that would not be expected to have an adverse impact on available electricity supplies and infrastructure. Therefore, the use of electricity during project construction would not be wasteful, inefficient, or unnecessary.

Since the Project Site already has electrical service, it is anticipated that only nominal improvements would be required to Anaheim Public Utilities distribution lines and equipment with development of the Proposed Project. Where feasible, the new service installations and connections would be scheduled and implemented in a manner that would not result in electrical service interruptions to other properties. Compliance with City's guidelines and requirements would ensure that the Proposed Project fulfills its responsibilities relative to infrastructure installation, coordinates any electrical infrastructure removals or relocations, and limits any impacts associated with demolition, grading, construction, and development. Construction of the Proposed Project's electrical infrastructure is not anticipated to adversely affect the electrical infrastructure serving the surrounding uses or utility system capacity.

Construction-Related Natural Gas

Construction of the Proposed Project typically would not involve the consumption of natural gas. Natural gas would not be supplied to support construction activities, thus there would be no demand generated by construction. Since the Project Site was previously developed, construction of the Proposed Project would be limited to installation of new natural gas connections within the Project Site, if any. Development of the Proposed Project would likely not require extensive infrastructure improvements to serve the Project Site. Construction-related energy usage impacts associated with the installation of natural gas connections are expected to be confined to trenching in order to place the lines below surface. In addition, prior to ground disturbance, the Proposed Project would notify and coordinate with SoCalGas to identify the locations and depth of all existing gas lines and avoid disruption of gas service. Therefore, construction-related impacts to natural gas supply and infrastructure would be less than significant.

Construction-Related Petroleum Fuel Use

Petroleum-based fuel usage represents the highest amount of transportation energy potentially consumed during construction, which would be utilized by both off-road equipment operating on the Project Site and on-road automobiles transporting workers to and from the Project Site and on-road trucks transporting equipment and supplies to the Project Site.

The off-road construction equipment fuel usage was calculated through use of the off-road equipment assumptions and fuel use assumptions detailed in Appendix A, which found that the off-road equipment utilized during construction of the Proposed Project would consume 28,427 gallons of diesel fuel. The on-road construction worker trips fuel usage was calculated through use of the construction worker vehicle trip assumptions and fuel use assumptions shown in Appendix A, which found that the on-road trips generated from construction of the Proposed Project would consume 11,744 gallons of fuel. The on-road construction vendor/hauling trips fuel usage was calculated through use of the construction vendor/hauling vehicle trip assumptions and fuel use assumptions shown in Appendix A, which found that the on-road vendor/hauling trips generated from construction of the Proposed Project would consume 5,242 gallons of fuel.

As such, the combined fuel used from off-road construction equipment and on-road construction trips for the Proposed Project would result in the consumption of 45,413 gallons of petroleum fuel. This equates to less than one-half percent of the gasoline and diesel consumed in the State annually. As such, the construction-related petroleum use would be nominal, when compared to current petroleum usage rates.

Construction activities associated with the Proposed Project would be required to adhere to all State and SCAQMD regulations for off-road equipment and on-road trucks, which provide minimum fuel efficiency standards. As such, construction activities for the Proposed Project would not result in the wasteful, inefficient, and unnecessary consumption of energy resources. Impacts regarding transportation energy would be less than significant. Development of the Project would not result in the need to manufacture construction materials or create new building material facilities specifically to supply the Proposed Project. It is difficult to measure the energy used in the production of construction materials such as asphalt, steel, and concrete, it is reasonable to assume that the production of building materials such as concrete, steel, etc., would employ all reasonable energy conservation practices in the interest of minimizing the cost of doing business. Therefore, construction-related impacts associated with petroleum fuel use would be less than significant.

Operational Energy

The on-going operation of the of 43 residential apartment units with 390 SF of leasing office and 106 space parking structure would require the use of energy resources for multiple purposes including, but not limited to, heating/ventilating/air conditioning (HVAC), refrigeration, lighting, appliances, and electronics. Energy would also be consumed during operations related to water usage, solid waste disposal, landscape equipment and vehicle trips.

Operations-Related Electricity

Operation of the Proposed Project would result in consumption of electricity at the Project Site. As detailed in Appendix A, the Proposed Project would consume 443,758 kilowatt-hours per year of electricity. This equates to less than 0.1 percent of the electricity consumed annually by the residential sector in Orange County. The operations-related electricity use would be nominal, when compared to current electricity usage rates in the City. The Proposed Project would comply with all Federal, State, and City requirements related to the consumption of electricity, which includes CCR Title 24, Part 6 Building Energy Efficiency Standards and CCR Title 24, Part 11: California Green Building Standards. The CCR Title 24, Part 6 and Part 11 standards require energy efficiency measures to be incorporated into the proposed buildings, including enhanced insulation, use of energy efficient lighting and appliances as well as requiring a variety of other energy-efficiency measures to be incorporated into all of the proposed structures. Therefore, it is anticipated the Proposed Project would be designed and built to minimize electricity use and that existing and planned electricity capacity and electricity supplies would be enough to support the Proposed Project's electricity demand. Therefore, potential impacts associated with electrical supply and infrastructure capacity would be less than significant.

Operations-Related Natural Gas

Operation of the Proposed Project would result in increased consumption of natural gas at the Project Site. As detailed in Appendix A, the Proposed Project would consume 549 MBTU per year of natural gas. The operations-related natural gas use would be nominal, when compared to current natural gas usage rates in the County. The Proposed Project would comply with all Federal, State, and City requirements related to the consumption of natural gas, which includes CCR Title 24, Part 6 Building Energy Efficiency Standards and CCR Title 24, Part 11: California Green Building Standards. The CCR Title 24, Part 6 and Part 11 standards require energy efficiency measures to be incorporated into the proposed structures, including enhanced insulation as well as use of efficient natural gas appliances and HVAC units. Therefore, it is anticipated the Proposed Project would be designed and built to minimize natural gas use and that existing and planned natural gas capacity and natural gas supplies would be enough to support the Proposed Project's natural gas demand. Therefore, potential impacts associated with natural gas supply and infrastructure capacity would be less than significant.

Operations-Related Vehicular Petroleum Fuel Usage

Operation of the Proposed Project would result in increased consumption of petroleum-based fuels related to vehicular travel to and from the Project Site. As detailed in Appendix A, the Proposed Project would consume 46,753 gallons of petroleum fuel per year from vehicle travel. This equates to less than 0.0003 percent of the gasoline and diesel consumed in the State annually. As such, the operations-related petroleum use would be nominal, when compared to current petroleum usage rates. The Proposed Project would comply with all Federal, State, and City requirements related to the consumption of transportation energy that includes California Code of Regulations Title 24, Part 11 California Green Building Standards that require the Proposed Project to provide 19 parking spaces with electric vehicle charging stations and 4 parking spaces that are designated as clean air vehicles only spaces. It is anticipated the Proposed Project would be designed and built to minimize transportation energy through the promotion of the use of clean air vehicles, including electric-powered vehicles and it is anticipated that existing and planned capacity and supplies of transportation fuels would be sufficient to support the Proposed Project's demand. Therefore, potential impacts with regard transportation energy supply and infrastructure capacity would be less than significant.

The Proposed Project would comply with regulatory compliance measures outlined by the State and City related to Air Quality, Greenhouse Gas Emissions (GHG), Transportation/Circulation, and Water Supply. The Proposed Project would be constructed in accordance with all applicable City Building and Fire Codes. The Proposed Project would not result in the wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation. Therefore, potential impacts associated with wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation would be less than significant and no mitigation would be required.

b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less Than Significant Impact: The Proposed Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. The Project Site is located in an already developed area, with access to and from the site provided by existing roads. These roads already exist so the project would not interfere with, nor otherwise obstruct intermodal transportation plans or projects that may be proposed pursuant to the Intermodal Surface Transportation Efficient Act of 1991 (ISTEA) because SCAG is not planning for intermodal facilities in the project area. Regarding the State's Energy Plan and compliance with Title 24 CCR energy efficiency standards, the applicant is required to comply with the California Green Building Standard Code requirements for energy efficient buildings and appliances as well as utility energy efficiency programs implemented by Southern California Edison and Southern California Gas Company. The Proposed Project would be designed to comply with CCR Title 24, Part 6 Building Energy Efficiency Standards and CCR Title 24, Part 11: California Green Building Standards (CALGreen). CALGreen Standards require that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials.

The applicable local energy plan for the Proposed Project is the City of Anaheim General Plan Green Element, adopted May 2004. The Proposed Project's consistency with the energy conservation policies from the General Plan are shown in Table 7 - *Proposed Project Compliance with the General Plan Energy Conservation Policies*.

Table 7 – Proposed Project Compliance with the General Plan Energy Conservation Policies

General Plan Policy	Proposed Project Implementation Actions
Continue to maintain and update energy conservation programs and information provided on the City's website.	**Not Applicable.** The policy is only applicable to City Staff for maintain the City's website.
Encourage increased use of passive and active solar design in existing and new development (e.g., orienting buildings to maximize exposure to cooling, effects of prevailing winds and locating landscaping and landscape structures to shade buildings).	**Consistent.** The Proposed Project is designed to orient buildings to maximize exposure to cooling and the landscape plan has been designed to locate landscaping to shade buildings and structures to the extent feasible. The proposed building would be solar ready pursuant to CALGreen requirements.
Encourage energy-efficient retrofitting of existing buildings throughout the City.	**Not Applicable.** The Proposed Project consists of the construction of a new building. No existing structures would remain onsite that could be retrofitted.
Continue to provide free energy audits for the public.	**Not Applicable.** The policy is only applicable for the City as a service that the City provides.

Source: City of Anaheim, 2004.

As shown in Table 7, the Proposed Project would be consistent with all applicable energy conservation policies from the General Plan. The Proposed Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Therefore, potential impacts associated with conflicts of a plan for renewable or energy efficient would be less than significant and no mitigation would be required.

Mitigation Measures

No mitigation measures associated with impacts to Energy Resources apply to the Proposed Project.

Conclusion

Potential impacts of the Proposed Project associated with Energy Resources would be less than significant and no mitigation would be required.

4.7 Geology and Soils

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly cause 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?	☐	☐	☒	☐
ii. Strong seismic ground shaking?	☐	☐	☒	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv. Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
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?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Section 1803.5.3 of the California Building Code (2016), creating substantial risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

A Soil and Foundation Evaluation was completed to determine potential impacts to geology and soils associated with the development of the Proposed Project and includes response to comments to Anaheim City staff (**Appendix C** – *Soil and Foundation Evaluation Report*, Soil Pacific, Inc., March 2021).

A Cultural and Paleontological Resources Assessment was completed to determine potential impacts to paleontological resources associated with the development of the Proposed Project (**Appendix B** – *Cultural and Paleontological Resources Assessment for the Lincoln Colony Apartment Project, City of Anaheim, Orange County, California,* Cogstone, March 2021).

Environmental Analysis

a) Would the project directly or indirectly cause 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?

Less Than Significant Impact: No known active faults are known to project through the Project Site nor does the Project Site lie within the boundaries of an "Earthquake Fault Zone" as defined by the State of California in the Alquist-Priolo Earthquake Fault Zoning Act. The closest known active fault if the Whittier Fault located approximately 8 miles northeast of the Project Site. Therefore, the potential for ground rupture due to an earthquake beneath the Project Site is considered low. Although the Project Site is not within an Earthquake Fault Zone, it is in a seismically active area of Southern California. The type and magnitude of seismic hazards that may affect the Project Site are dependent on both the distance to causative faults and the intensity and duration of the seismic event. Although the probability of primary surface rupture is considered low, ground shaking hazards caused by earthquakes along regional active faults do exist and are accounted for in the design and construction of the proposed structures. The residential structures proposed for the Project Site would be constructed to the standards prescribed by the California Building Code (CBC), as amended by the City, which would reduce risks associated with seismic activity. Therefore, potential impacts associated with people or structures from a surface rupture would be less than significant and no mitigation would be required.

ii. Strong seismic ground shaking?

Less Than Significant Impact: As discussed in Section 4.6.1(a)(i), the Project Site is in a seismically active area of Southern California that has been affected by generally moderate to occasionally high levels of ground motion. Although the probability of primary surface rupture is considered low, ground shaking hazards caused by earthquakes along regional active faults are accounted for in the design and construction of the proposed structures. The Project Site lies within relative proximity to several active faults and would likely experience similar moderate to occasionally high levels of shaking from these faults as well as some background shaking from other seismically active parts of the Southern California region. The Proposed Project would be designed and constructed in accordance with CBC requirements, as amended by the City, which would reduce risks associated with seismic activity. Therefore, potential impacts to people or structures from seismic ground shaking would be less than significant and no mitigation would be required.

iii. Seismic-related ground failure, including liquefaction?

Less Than Significant Impact: Appendix C for the Proposed Project evaluated the potential for seismic-related ground failure, including liquefaction, at the Project Site and determined it is not located within an area having a potential for liquefaction susceptibility. Liquefaction occurs when seismically induced dynamic loading of a saturated sand or silt causes pore water pressures to increase to levels where grain-to-grain contact pressure is significantly decreased, and the soil

material temporarily behaves as a viscous fluid. Liquefaction can cause settlement of the ground surface, settlement and tilting of engineered structures, flotation of buoyant buried structures and fissuring of the ground surface. A common manifestation of liquefaction is the formation of sand boils (short-lived fountains of soil and water emerges from fissures or vents and leave freshly deposited conical mounds of sand or silt on the ground surface). Lateral spreading can also occur when liquefaction occurs adjacent to a free face such as a slope or stream embankment.

Engineering research of soil liquefaction potential (Youd, et al., 2001) indicates that generally three basic factors must exist concurrently for liquefaction to occur. These factors include, 1) a source of ground shaking, such as an earthquake, capable of generating soil mass distortions; 2) a relatively loose silty and/or sandy soil; and 3) a relative shallow groundwater table (within approximately 50 feet below ground surface) or completely saturated soil conditions that will allow positive pore pressure generation. The Project Site is in a seismically active area of Southern California that has been affected by generally moderate to occasionally high levels of ground motion. However, no groundwater was encountered during the investigation of the Project Site and no groundwater wells are listed on the property. Hydrogeologic conditions from the 1997 Depth to Shallowmost Groundwater map, published by the Orange County Water District on November 2, 2015[5], groundwater is located at minimum, 50 feet below surface. Soils onsite include silty sand to sandy silt with fine sand and silt (Appendix C). Furthermore, the site is not located within a mapped California Geologic Survey liquefaction hazard zone. Prior to the issuance of a grading permit, the Property Owner/Developer Proposed Project would be required to submit grading and foundation plans to the City for review to demonstrate compliance with the City's grading requirements (AMC 17.04) as well as any applicable recommendations contained in Appendix C. The Proposed Project would be designed and constructed in accordance with CBC requirements, as amended by the City, which would reduce risks associated with liquefaction. Therefore, potential impacts to people or structures from liquefaction shaking would be less than significant and no mitigation would be required.

iv. Landslides?

No Impact: Landslides result from the downward movement of earth or rock materials that have been influenced by gravity. In general, landslides occur due to a range of factors including steep slope conditions, erosion, rainfall, groundwater, adverse geologic structure, and grading impacts.[6] According to Figure S-2 in the City's General Plan Safety Element, the Project Site is not located in an area of known, possible, or conjectured landslide potential. As shown in Figure S-3 of the Safety Element, the Project Site is not located in an area with the potential for earthquake-induced landslides. There are no significant slopes located on or near the Project Site, and no

[5] https://www.ocwd.com/media/3652/1997depthtoshallowmostgroundwater.pdf, Accessed November 19, 2021
[6] http://www.anaheim.net/DocumentCenter/View/2039/I-Safety-Element-?bidId=
Page S-9, Accessed March 3, 2021

significant slopes are proposed as part of the project design. Therefore, no impacts to people or structures from landslides would occur and no mitigation would be required.

b) Would the project result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact: The Project Site is currently vacant. Construction activity associated with Proposed Project's development may result in wind driven soil erosion and loss of topsoil due to grading activities. However, all construction and grading activities would comply with City's grading ordinance (AMC Chapter 17.04) using BMPs outlined in the project specific preliminary water quality management plan (Appendix E). Furthermore, the Proposed Project would implement BMPs to control project runoff and protect water quality, which would limit operational impacts from the Proposed Project. Details on these BMPs are listed in the Preliminary Water Quality Management Plan, Appendix E. The Proposed Project would be designed in accordance with the BMPs outlined in Appendix E and those required pursuant to Chapter 17 of the AMC. Upon project completion, the Project Site would be developed with residential units and leasing office space, paved surfaces, and landscaping, which would prevent substantial erosion from occurring. Therefore, potential impacts associated with soil erosion would be less than significant and no mitigation would be required.

c) Would the project 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?

Less Than Significant Impact: Seismically induced lateral spreading involves primarily lateral movement of earth materials due to ground shaking (see Section (a)iii above). For lateral spreading to occur, the liquefiable zone must be continuous, unconstrained laterally, and free to move along gently sloping ground toward an unconfined area. Lateral spreading results in near-vertical cracks with predominantly horizontal movement of the soil mass involved. A gentle slope in the ground face or the presence of a slope face nearby can cause the ground to slide or spread on layers of liquefied soil. The Project Site is generally flat, and no substantial slopes are present on-site. The Project Site is not located in an area of landslide potential, as shown in Figures S-2 and S-3 of the General Plan Safety Element. The Preliminary Geotechnical Investigation (Appendix C) makes preliminary recommendations concerning design parameters, foundations, slabs, and general earthwork and grading, among other factors. The Anaheim Building Division would review construction plans to verify compliance with standard engineering practices, the AMC/CBC, and the Geotechnical and Infiltration Evaluation's recommendations, including those concerning subsidence and collapse. Following compliance with standard engineering practices, the established regulatory framework (e.g., AMC and CBC), and the Geotechnical Evaluation's recommendations, the Proposed Project would not be located on a geologic unit or soil that would become unstable and potentially result in subsidence. Therefore, potential impacts associated with unstable soils, lateral spreading, liquefaction, and collapse would be less than significant and no mitigation would be required.

d) Would the project be located on expansive soil, as defined in Section 1803.5.3 of the California Building Code (2016), creating substantial risks to life or property?

Less Than Significant Impact: Based on laboratory test results outlined in Appendix C and the Unified Soil Classification System (USCS) visual manual classification, the near-surface soils within the Project Site are generally anticipated to possess a Very Low expansion potential. Appendix C details distinctive design considerations for concrete driveway construction as it pertains to expansive soils. Additional testing for soil expansion may be required after rough grading and prior to construction of foundations and other concrete work to confirm these conditions. The Proposed Project would be constructed to the recommendations in Appendix C and to the standards prescribed by the CBC, as amended by the City. Therefore, potential impacts associated with expansive and corrosive soils would be less than significant and no mitigation would be required.

e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact: The Project Site is served by a public sewer system. The Proposed Project would connect to an existing 12-inch sewer line located within the rear alley. The Proposed Project would not include the use of septic tanks or alternative wastewater disposal systems. Therefore, no impacts associated with soils incapable of disposing wastewater would occur and no mitigation would be required.

f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact: In December 2020, a paleontological records search was completed as a part of Appendix B, which mapped the Project Site as late Pleistocene to Holocene young alluvial fan deposits. The paleontological records search also revealed no fossil localities from within the Project Site or immediate vicinity. However, localities are known from the same sediments as found within the study area near the Project Site. Late Pleistocene to Holocene young alluvial fan deposits less than eight feet below the modern surface are assigned a low potential for fossils (PFYC 2) due to the lack of fossils in these deposits. More than eight feet below the modern surface these sediments are assigned a moderate potential for fossils (PFYC 3) due to similar deposits producing fossils at that depth near to the study area. Since the project area was previously developed, there may be various amounts of artificial fill present which contains very low potential for scientifically significant paleontological resources (PFYC 1).

Excavation for the Proposed Project would reach four feet below the original surface (PFYC 2), so potential impacts to scientifically significant paleontological resources is low. No mitigation is required for any excavation into the young alluvial fan deposits and artificial fill and no further paleontological resources work would be required for the Proposed Project. However, the Proposed Project would adhere to the recommendations of Appendix B, which include a condition of approval in the event of unanticipated discovery. The condition of approval would be incorporated into the Project Entitlement approval. Therefore, potential impacts to paleontological resources would be less than significant and no mitigation would be required.

Mitigation Measures

No mitigation measures associated with impacts to Geology and Soils apply to the Proposed Project.

Conclusion

Potential impacts of the Proposed Project associated with Geology and Soils would be less than significant and no mitigation would be required.

4.8 Greenhouse Gas Emissions

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

An Air Quality, Energy, Global Climate Change, and Energy Impact Analysis was completed to determine potential impacts to greenhouse gas emissions associated with the development of the Proposed Project (**Appendix A** – *Lincoln Colony Apartments Air Quality, Global Climate Change, and Energy Impact Analysis*, March 2021, revised June 2, 2021). The results of the analysis are based on CalEEMod version 2016.3.2.

Environmental Analysis

a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact: The Proposed Project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. The Proposed Project would consist of development of 43 residential apartment units and 390 SF of leasing office space, and 106 space parking structure. The Proposed Project would generate GHG emissions from area sources, energy usage, mobile sources, waste disposal, water usage, and construction equipment.

The City of Anaheim has adopted the *Greenhouse Gas Reduction Plan,* July 2015, revised 2020, that includes measures for new development within the City to implement in order to meet the State's 2030 GHG emission reduction target of 40 percent below 1990 baseline levels.

In order to show consistency with the GHG Reduction Plan, quantification of the Proposed Project's GHG emissions is not required. The Proposed Project's GHG emissions are shown in Table 8 - *Project Related Greenhouse Gas Annual Emissions* and have been provided for informational purposes only.

Table 8 – Project Related Greenhouse Gas Annual Emissions

Category	Greenhouse Gas Emissions (Metric Tons per Year)					
	Bio-CO_2	NonBio-CO_2	CO_2	CH_4	N_2O	CO_2e
Area Sources[1]	0.00	10.02	10.02	0.00	0.00	10.09
Energy Usage[2]	0.00	339.92	339.92	0.01	0.00	340.60
Mobile Sources[3]	0.00	291.08	291.08	0.01	0.00	291.37
Waste[4]	4.02	0.00	4.02	0.24	0.00	9.95
Water[5]	0.89	39.27	40.16	0.09	0.00	43.15
Construction[6]	0.00	14.56	14.56	0.00	0.00	14.53
Total Emissions	4.90	694.85	699.75	0.35	0.00	**709.69**
SCAQMD Draft Threshold of Significance						**3,000**
Exceeds Threshold?						**No**

Notes:
[1] Area sources consist of GHG emissions from consumer products, architectural coatings, and landscaping equipment.
[2] Energy usage consists of GHG emissions from electricity and natural gas usage.
[3] Mobile sources consist of GHG emissions from vehicles.
[4] Solid waste includes the CO_2 and CH_4 emissions created from the solid waste placed in landfills.
[5] Water includes GHG emissions from electricity used for transport of water and processing of wastewater.
[6] Construction GHG emissions CO_2e based on a 30-year amortization rate.
Source: CalEEMod Version 2016.3.2.
Note: Subtotals and totals may not add precisely due to rounding

Table 8 shows that the Proposed Project would create 709.69 MTCO2e per year, which is below SCAQMD's draft threshold of 3,000 MTCO2e. Therefore, potential impacts associated the generation of greenhouse gas emissions would be less than significant and no mitigation would be required.

b) Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact: The proposed project could have the potential to conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases. As stated above, the Anaheim Public Utilities Department (APUD)'s *Greenhouse Gas Reduction Plan* (GHGRP), approved in 2015, and updated in 2020, identifies renewable energy and energy conservation targets for APUD for the years 2020, 2030 and 2045; however, the City of Anaheim has not adopted a Climate Action Plan. The Proposed Project's emissions have been compared to the goals of the CARB Scoping Plan and the GHGRP.

Consistency with CARB Scoping Plan

The ARB Board approved a Climate Change Scoping Plan in December 2008. The Scoping Plan outlines the State's strategy to achieve the 2020 greenhouse gas emissions limit. The Scoping Plan "proposes a comprehensive set of actions designed to reduce overall greenhouse gas emissions in California, improve our environment, reduce our dependence on oil, diversify our energy sources, save energy, create new jobs, and enhance public health" (California Air Resources Board 2008). The measures in the Scoping Plan have been in place since 2012. This Scoping Plan calls for an "ambitious but achievable" reduction in California's greenhouse gas emissions, cutting approximately 30 percent from business-as-usual emission levels projected for 2020, or about 10 percent from today's levels. On a per-capita basis, this would mean reducing

annual emissions of 14 tons of carbon dioxide for every man, woman and child in California down to about 10 tons per person by 2020.

In May 2014, CARB released its First Update to the Climate Change Scoping Plan (CARB 2014). This Update identifies the next steps for California's leadership on climate change. While California continues on its path to meet the near-term 2020 greenhouse gas limit, it must also set a clear path toward long-term, deep GHG emission reductions. This report highlights California's success to date in reducing its GHG emissions and lays the foundation for establishing a broad framework for continued emission reductions beyond 2020, on the path to 80 percent below 1990 levels by 2050.

In November 2017, CARB release the 2017 Scoping Plan. This Scoping Plan incorporates, coordinates, and leverages existing and ongoing efforts and identifies new policies and actions to accomplish the State's climate goals, and includes a description of a suite of specific actions to meet the State's 2030 GHG limit. In addition, Chapter 4 provides a broader description of the actions and proposals being explored across the sectors, including the natural resources sector, to achieve the State's mid and long-term climate goals.

Guided by legislative direction, the actions identified in the 2017 Scoping Plan reduce overall GHG emissions in California and deliver policy signals that will continue to drive investment and certainty in a low carbon economy. The 2017 Scoping Plan builds upon the successful framework established by the Initial Scoping Plan and First Update, while identifying new, technologically feasible, and cost-effective strategies to ensure that California meets its GHG reduction targets in a way that promotes and rewards innovation, continues to foster economic growth, and delivers improvements to the environment and public health, including in disadvantaged communities. The Plan includes policies to require direct GHG reductions at the State's largest stationary sources and mobile sources. These policies include the use of lower GHG fuels, efficiency regulations, and the Cap-and Trade Program, which constrains and reduces emissions at covered sources. As the latest, 2017 Scoping Plan builds upon previous versions. Appendix A, Table 12 – *Project Consistency with CARB Scoping Plan Policies and Measures* (pp. 64-65) shows project consistency with applicable strategies of both the 2008 and 2017 Plan. Table 12 shows the Proposed Project's consistency with the applicable strategies and would result in a less than significant impact.

Greenhouse Gas Reduction Plan Consistency

For energy usage, the GHG Reduction Plan provides a target of a 15 percent reduction by 2020 and a 30 percent reduction by 2030 of the energy utilized by homes in Anaheim. This target will be met through application of State regulations including CCR Title 24, Part 6. The 2019 Title 24 Building Standards became effective on January 1, 2020, and will be required to be met for the Proposed Project's structures. Homes built with the 2019 Standards will use about 7 percent less energy than the current 2016 Standards. The 2016 Title 24 Standards included new energy-efficiency requirements that resulted in new homes being 15 percent more efficient than the 2013 Title 24 Part 6 Standards that were in effect at the time of the preparation of the GHG Reduction Plan. Therefore, through implementation of the State regulations the Proposed Project would meet the energy use reduction targets provided in the GHG Reduction Plan.

For PV rooftop installations, the GHG Reduction Plan provides a target of 27,000 kW of PV systems installed by 2020 and 37,000 kW of PV systems installed by 2030. This target will be met through application of State regulations including Title 24, Part 6. The 2019 Title 24 Building Standards require that new high-rise residential structures, such as the Proposed Project are constructed to be solar ready to facilitate the installation of rooftop solar systems. This requirement is typically met through structural design to ensure that rooftops are designed to manage the weight of PV systems and through installation of electrical conduit from the main circuit panel area to the roof. Therefore, through implementation of the State regulations the Proposed Project would meet the PV rooftop installation targets provided in the GHG Reduction Plan.

For electric vehicles, the GHG Reduction Plan provides a target of 2,000 low or zero emission vehicles by 2020 and 5,000 low or zero emission vehicles by 2030. As detailed on the site plan for the Proposed Project (Figure 3), seven (7) parking spaces would be designated as clean electric vehicles only spaces with access to electric vehicle chargers. Therefore, development of the Proposed Project would assist the City in meeting the electric vehicle usage targets provided in the GHG Reduction Plan.

Development of the Proposed Project would be consistent with the CARB Scoping Plan and meet the targets outlined in the GHG Reduction Plan. The Proposed Project would comply with the GHG Reduction Plan reduction targets and would not conflict with the applicable plan for reducing GHG emissions. Therefore, potential impacts associated with conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases would be less than significant and no mitigation would be required.

Mitigation Measures

No mitigation measures associated with impacts to Greenhouse Gas Emissions apply to the Proposed Project.

Conclusion

Potential impacts of the Proposed Project associated with Greenhouse Gas Emissions would be less than significant and no mitigation would be required.

4.9 Hazards and Hazardous Materials

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
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?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
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?	☐	☐	☒	☐
e) For a project located within an airport land use plan (Los Alamitos Armed Forces Reserve Center or Fullerton Municipal Airport), would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐
h) 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)?	☐	☐	☒	☐

A Site Assessment Memo was completed to determine potential impacts associated with hazards and hazardous materials (**Appendix D** – Site Assessment Memo, Partner Engineering and Science, Inc., December 2020).

A Preliminary Water Quality Management Plan was completed to determine potential impacts associated with water quality (PWQMP) (**Appendix E** – *Preliminary Priority Project Water Quality Management Plan (WQMP)*, Anacal Engineering Co., February 2021, Revised August 2021).

In 2016, Frey Environmental Inc. conducted a report documenting and presenting the installation of a vapor extraction well and results of a post remediation vapor extraction test at the Project Site. In 2017, the State Water Resources Control Board issued a review summary report for the Project Site. In 2018, the RWQCB issued a Final No Further Action/Closure Letter, and in 2021, Partner Engineering and Science, Inc., issued a No Further Action Needed letter for the Project

Site. All aforementioned documents are provided for reference regarding completed remediation and no further action needed on the Project Site (**Appendix F** – *Post Remediation Letters and Report*, Sagecrest Planning+Environmental, June 2021).

The Project Site is currently vacant. The Project Site was previously improved with a 3,473 SF car wash and detailing facility (APN 036-112-32), 1,865 SF office building (APN 036-112-03), and ancillary paved parking areas (APNs 036-112-03 and 036-112-32). In 2019, the City issued building permits for demolition of both structures (BLDG2019-05520 and BLDG2019-05525). APN 036-112-32 formerly had service station operations, between 1954 to 2000. According to available documentation obtained from the California State Water Resources Control Board (SWRCB), GeoTracker Database, three (3) 10,000-gallon, gasoline USTs and related fueling appurtenances were removed from the north and east side of the building at the Project Site in February 2000. Subsequent soil and groundwater investigations indicated that the soil and groundwater at the site were impacted with Total Petroleum Hydrocarbons as gasoline (TPHg), benzene, toluene, ethylbenzene, total xylenes, Methyl Tert-Butyl Ether (MTBE), and Tert-Butyl Alcohol (TBA) in the area of the former gasoline USTs and dispensers.

Groundwater monitoring wells were constructed with screened intervals from approximately 80 to 110 feet below ground surface (bgs) and vapor extraction wells VE1 through VE4 were constructed with screened intervals of 20 to 95 bgs at the site. The depth to groundwater beneath has been measured at depths ranging from a high of 72.35 feet bgs on April 16, 2007, to a low of 105.30 feet bgs on December 23, 2009.

Under the oversight of the Regional Water Quality Control Board (RWQCB), FREY Environmental, Inc. (Frey) conducted soil vapor extraction remediation between February 7, 2014, and April 17, 2015. Frey commenced soil vapor extraction remediation with operation of a skid mounted, Global Remedicat, Model No. 7, catalytic oxidizer, vapor extraction treatment system (VES) at the Project Site on February 7, 2014. During the February 7, 2014, to April 17 time period, approximately 4,551 pounds (752 gallons) of petroleum hydrocarbons were removed from soil beneath the subject property by soil vapor extraction. In August 2016, Frey conducted post remediation soil vapor extraction testing at the Project Site. Results from the August 2016 tests showed residual concentrations of petroleum hydrocarbons present in the fine-grained soil located at 35 feet below ground surface (bgs) and between 45 to 50 feet bgs. Based on the results of the post remediation vapor extraction testing (VET), vapor extraction remediation showed extraction of residual petroleum hydrocarbons from the subsurface at average removal rates of 0.69 and 0.81 pounds per hour (Appendix F, Frey, 2016). Frey concluded that based on the relatively low remaining petroleum hydrocarbon concentrations found in the soils, and the relatively low vapor influent concentrations collected during the 2016 VET, continuation of vapor extraction remediation at the Project Site would not be expected to remove any significant mass of petroleum hydrocarbons from subsurface vadose zone soils. Additionally, based on the relatively high oxygen percentages measured from the influent vapors during the 2016 VET, residual petroleum hydrocarbons in the subsurface soils would be expected to naturally attenuate over time.

Groundwater was not impacted at levels above RWQCB criteria. Based on the Closure Summary provided on the State Water Resources Control Board (SWRCB) Geotracker database, Frey

completed the remediation and the RWQCB offered unrestricted closure via letter dated June 25, 2018. An unrestricted closure means that the property can be reused for any purpose. The Proposed Project would involve the construction of 43 residential dwelling units and parking garage.

Environmental Analysis

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact: In February 2000, the property owner removed three (3) 10,000-gallon underground storage tanks from the Project Site. Subsequently in 2003 contaminated soil removal occurred and remediation via soil vapor extraction began in 2007. Appendix F includes the 2016 *Vapor Extraction Well Installation, Post Remediation Vapor Extraction Test, and Request for No Further Action* report conducted by Frey. The Frey report concluded that in 2016 the Project Site met the criteria for low threat closure as outlined by the SWRCB and that no further action was warranted for the Project Site. Appendix F includes the concurring SWRCB *Review Summary Report* (2017) stating the Project Site meets all criteria and the RWQCB's *No Further Action/Closure Letter* (2018) for the Project Site. In 2019, the previous use of a full-service carwash was demolished, and the site rendered to its current vacant state. Appendix F also includes a No Further Action Needed letter from Partner Engineering and Science Inc., (2021) which states the RWQCB issued the closure letter for unrestricted land use and notes that soils which remain impacted are at depths of greater than 40-feet. The Proposed Project would not excavate to depths denoted as impacted as a result of grading and construction.

During the demolition and construction phases of the Proposed Project, the transport of demolition and construction waste for disposal could result in accidental release of hazardous materials. The Property Owner/Developer would be required to comply with all applicable federal, state, and local laws and regulations pertaining to the transport, use, disposal, handling, and storage of hazardous waste to reduce the likelihood and severity of accidents during transit. The disposal of all demolition waste would be conducted in accordance with current regulations.

Operation of the Proposed Project would not involve the transport, use, or disposal of copious quantities of hazardous materials. The use of hazardous materials on the Project Site post-construction would consist of those commonly used in a residential setting for routine maintenance and cleaning. Proper handling of the use and disposal of hazardous materials would reduce the potential for exposure. Appendix E includes best management practices (BMPs) which would be required throughout the Proposed Project's operation. These include, but are not limited to, common area landscape management, sweeping of parking garage areas, and prohibiting washing/hosing down of parking area. Therefore, potential impacts associated with creating a significant hazard to the public or the environment through routine transport, use or disposal of hazardous materials would be less than significant, and no mitigation would be required.

b) Would the project 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?

Less Than Significant Impact. As discussed in Section 4.9.1(a), three (3) 10,000-gallon, gasoline USTs and related fueling appurtenances were removed from the north and east side of the building at the Project Site in February 2000. The data provided by Frey (2016) indicated that low levels of petroleum hydrocarbons remain at depths greater than 40 feet below the surface; however, groundwater was not impacted at levels above RWQCB criteria, and the Proposed Project would not excavate to depths of 40-feet. A low threat closure was issued, and Frey completed remediation efforts onsite. The RWQCB offered unrestricted closure via letter dated June 25, 2018 (Appendix F).

The Property Owner/Developer would be required to comply with all applicable federal, state, and local laws and regulations pertaining to the transport, use, disposal, handling, and storage of hazardous waste during the construction phase to reduce the likelihood and severity of accidents during transit. Additionally, removal of any unknown USTs from the Project Site would be subject to all applicable federal, state, and local laws and regulations pertaining to their removal.

Proper handling of the use and disposal of hazardous materials associated with residential uses would reduce the potential for exposure. Operation of the Proposed Project would not involve the transport, use, or disposal of copious quantities of hazardous materials. The use of hazardous materials on the Project Site post-construction would consist of those commonly used in a residential setting for routine maintenance and cleaning. Proper handling of the use and disposal of hazardous materials would reduce the potential for exposure. Appendix E includes best management practices (BMPs) which would be required throughout the Proposed Project's operation. These include, but are not limited to, common area landscape management, sweeping of parking garage areas, and prohibiting washing/hosing down of parking area. Therefore, potential impacts to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment would be less than significant, and no mitigation would be required.

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less Than Significant Impact. Anaheim High School and St. Catherine's Private School are located within a quarter mile of the Proposed Project. Anaheim High School is located directly across the Lincoln Avenue and Ohio Street intersection to the north and northeast of the Project Site and St. Catherine's Private School is located approximately 850 feet to the northeast of the Project Site. As stated in Section 4.9.1(a) and (b), the Property Owner/Developer would be required to comply with all applicable federal, state, and local laws and regulations pertaining to the transport, use, disposal, handling, and storage of hazardous waste during the construction phase to reduce the likelihood and severity of accidents during transit. Required standards would be subject to review and regulation by each applicable jurisdiction. Proper handling of the use and disposal of hazardous materials associated with residential uses would reduce the potential for exposure of any school in proximity to the Project Site to hazardous materials.

Further, Appendix F details the Project Site's history of remediation and testing based on the prior uses at the Project Site. This includes the removal of the three (3) 10,000-gallon USTs and subsequent remediation. Based on the report by Frey (2016), subsequent closure letters, and scope of the Proposed Project which would not excavate to depths of 40-feet, impacts associated with hazardous upset would be less than significant. Therefore, potential impacts associated with hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school would be less than significant and no mitigation would be required.

d) Would the project 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?

Less Than Significant Impact: Based on the California Department of Toxic Substances Control (DTSC), EnviroStor Site/Facility Search[7], the Project Site is included on the SWRCB's GeoTracker list and has a "Cleanup Status" of "Completed—Case Closed" which is consistent with the RWQCB's unrestricted closure letter dated June 25, 2018. The Project Site is not included in any other list of hazardous materials sites pursuant to Government Code Section 65962.5. Operation of the Proposed Project would not result in the use or storage of copious quantities of hazardous materials, Therefore, potential impacts associated with hazardous materials sites to the public or the environment would be less than significant, and no mitigation would be required.

e) For a project located within an airport land use plan (Los Alamitos Armed Forces Reserve Center or Fullerton Municipal Airport), would the project result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact: The Proposed Project is not located within an airport land use plan or within two miles of a public airport or public use airport[8]. The closest public use airports are John Wayne Airport located 10 miles to the south, and Fullerton Municipal Airport located over three miles to the northwest. The Proposed Project would not result in a safety hazard for people residing or working in the project area because of its proximity to a public airport. Therefore, no impacts associated with public use airports would occur and no mitigation would be required.

f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact: The Proposed Project would not substantially change the way emergency access is provided to the Project Site via West Lincoln Avenue or Ohio Street. The closest fire station to the Project Site is Fire Station No. 1, located approximately one mile east on East Broadway Avenue. The proposed on-site accessways meet the turning radii and driveway width

[7] https://calepa.ca.gov/SiteCleanup/CorteseList/ Accessed April 7, 2021
[8] Airport Land Use Commission for Orange County Airport Planning Areas, certified 7/21/05, amended 4/17/08; see: https://files.ocair.com/media/2021-02/JWA_AELUP-April-17-2008.pdf?cB0byJjdad9OuY5im7Oaj5aWaT1FS_vD=

requirements of the Anaheim Fire and Rescue Department as shown on Figure 3 – *Conceptual Site Plan*. The Proposed Project would provide access on three sides of the site, Lincoln Avenue, Ohio Street, and the rear alley which would ensure adequate access for emergency response or evacuation. In addition, as part of the plan check process, the Project Site plan would undergo a fire, life, and safety review by the Anaheim Fire & Rescue Department (AFR) and Anaheim Police Department (APD) to ensure adequate infrastructure for emergency response and access. The Proposed Project would not interfere with circulation or access to Lincoln Avenue or Ohio Street for surrounding uses. Therefore, no impacts associated with an adopted emergency response plan or emergency evacuation plan would occur and no mitigation would be required.

g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Less Than Significant Impact: The Project Site is in a highly urbanized area and is not located in a Very High Fire Hazard Severity Zone according to Figure S-5, *Fire Protection Areas* in the City's General Plan Safety Element. As part of the plan check process, the Project Site plan would undergo a fire, life, and safety review by the AFR and would be required to comply with all fire regulations applicable to the project area. Therefore, potential impacts associated with wildland fires would be less than significant and no mitigation would be required.

h) 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)?

Less Than Significant Impact: The Proposed Project involves the construction of a 43-unit apartment development with 390 SF of ancillary leasing office and internal parking structure on the Project Site which would introduce landscaped pervious areas typical of this type of development. Under existing conditions, runoff on the site sheet flows to the adjacent streets and alley, flowing southwest to an existing storm drain in Broadway Street. Specifically, drainage from the site currently drains to Lincoln Avenue, Ohio Street, and the rear alley, and then south to the city owned storm drain. The Proposed Project would maintain existing drainage patterns and runoff would generally drain towards the perimeter of the Project Site. High flows would bypass the detention system and sheet flow to the adjacent roadways, like existing conditions. BMP for site water quality treatment would be comprised of new on-site storm drain facilities which would collect low flows and convey them to an infiltration gallery and drywell system for water quality purposes. Runoff would flow into the infiltration gallery that would infiltrate runoff back into the site. Infiltration BMPs would be utilized for retaining the design capture volume on-site. Appendix E states the most important part of all drywell systems is the incorporation of proper upstream pre - treatment to remove solids and fines from entering the final infiltration chamber. The proposed drywell system itself would be required to adhere to specific design criteria outlined in Appendix E, such as the placement of a fine mesh screen to prevent coarse solids from entering the drywell. In addition to such design criteria, the Proposed Project would utilize a green/brown roof, which acts as an upstream treatment for water quality purposes. Green roofs are roofing systems that layer a soil/ vegetative cover over a waterproofing membrane and brown roods are a type of green roof designed to maximize biodiversity. Brown

roofs typically utilize natural soil and locally available substrates to create a protected biodiverse habitat for specific species of local flora and fauna. The proposed green/brown roof would be subject to specific design criteria as well, as outlined in Appendix E. Therefore, potential impacts associated with environmental effects of a new or retrofitted stormwater treatment control BMP would be less than significant and no mitigation would be required.

Mitigation Measures

No mitigation measures associated with impacts to Hazards and Hazardous Materials apply to the Proposed Project.

Conclusion

Potential impacts of the Proposed Project associated with Hazards and Hazardous Materials would be less than significant and no mitigation would be required.

4.10 Hydrology and Water Quality

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or offsite;	☐	☐	☒	☐
iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of runoff; or	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

A Preliminary Water Quality Management Plan was completed to determine potential impacts associated with water quality (PWQMP) (**Appendix E** – *Preliminary Priority Project Water Quality Management Plan (WQMP)*, Anacal Engineering Co., February 2021, Revised August 2021).

A Preliminary Hydrology Report was completed to determine potential impacts associated with hydrology (**Appendix G** – *Preliminary Hydrology & Hydraulic Calculations*, Anacal Engineering Co., n.d.).

An Infiltration Memo was completed to verify feasibility of the proposed drywell system as they relate to water quality (**Appendix M** – *On-Site Infiltration at Deeper Elevation*, Soil Pacific Inc., August 2021).

Environmental Analysis

a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Less Than Significant Impact: Construction of the Proposed Project would include grading, excavation, and other earthmoving activities that have the potential to cause erosion that would subsequently degrade water quality and/or violate water quality standards. As required by the Clean Water Act, the Property Owner/Developer must comply with the Santa Ana Municipal Separate Storm Sewer (MS4) National Pollution Discharge Elimination System (NPDES) Permit. The Santa Ana Regional Water Quality Control Board (RWQCB) issues the NPDES MS4 Permit Program, and the City of Anaheim and County of Orange administers the NPDES MS4 Permit Program throughout the project The NPDES MS4 Permit Program regulates storm water and urban runoff discharges from developments to natural and constructed storm drain systems in the City of Anaheim. The Project Site is within the San Gabriel River/Coyote Creek Watershed, which covers 689 square miles, 85.5 square miles of which are in Orange County, including the western portion of Anaheim. Drainage on the site sheet flows to the adjacent streets and alley, flowing southwest to an existing storm drain in Broadway Street. Specifically, drainage from the site currently drains to Lincoln Avenue, Ohio Street, and the rear alley, and then south to the city owned storm drain. The Project Site's operating conditions' drainage would be similar to the existing conditions with the difference being that the operating condition would have all on-site drainage collected and conveyed to an infiltration gallery and drywell system for water quality purposes. The building design entails green roof areas that capture water and lead to the proposed water quality system. Higher flows would be pumped or gravity overflow to the adjacent streets. Flows from the western project frontage on Lincoln Avenue would drain partially west to Illinois Street and southern to an existing 12-foot catch basin at Broadway. Flows from the eastern project frontage on Lincoln Avenue would drain easterly to Ohio Street and southerly to a 21-foot catch basin on Ohio Street at Broadway. Flows from the rear alley portion of the project would drain west and then south and west again to Illinois Street, draining then south to the 12-foot catch basin at Broadway Street.

Prior use of the Project Site involved USTs; however, removal of the USTs at a prior time occurred consistent with the requirements of subdivisions (a) and (b) of Section 25296.10 of the Health and Safety Code and with corrective action regulations adopted pursuant to Section 25299.3 of the Health and Safety Code. In June 2018, the RWQCB issued a final no further action/closure latter for the Project Site, which allows the site to be reused for any purpose.

Therefore, with incorporation of these policies and requirements, potential impacts associated with water quality standards or waste discharge requirements would be less than significant and no mitigation would be required.

b) Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less Than Significant Impact: The City of Anaheim receives water from two main sources: The Orange County Groundwater Basin, which is managed by the Orange County Water District

(OCWD) and imported water from the Metropolitan Water District of Southern California (MWD). Groundwater is pumped from 18 active wells within the City, and imported water is delivered through seven treated water connections and one untreated connection. According to the City of Anaheim 2020 Urban Water Management Plan (UWMP)[9], local groundwater has been the least expensive and most reliable source of water supply for the City. The City depends heavily on both groundwater from the Orange County Groundwater Basin and imported water from MWD.

The City of Anaheim General Plan identifies an average household size of 3.4 persons. The Proposed Project would include the construction of 43 new residential units and generate approximately 146 new residents, which would increase water demand. Based on the City's 2020 UWMP[10], the estimated water demand for 2025 is 62,302 acre-feet per year (afy). An estimated 146 new residents would result in a water demand of approximately 22,046 Gallons Per Day (GPD) or 24.6 afy. Of the total projected water supply of 62,302 afy in 2025 and 65,436 afy in 2030 under normal year conditions, 48,182 afy in 2025 and 51,316 afy in 2030 are estimated to be groundwater. The estimated water demand for the Proposed Project is 24.6 afy, which is nominal compared to the projected supply. The City would have enough water supply to service the Proposed Project.

The Project Site is not an identified groundwater recharge facility[11]. Development of the Proposed Project would not interfere with groundwater recharge through the development of impervious areas on the Project Site. The existing Project Site is 96 percent of impervious area. Development of the Proposed Project would reduce the impervious surface to approximately 81 percent of the Project Site, resulting in a 15 percent decrease in impervious surface area. The total area of landscaping would be approximately 4,965 SF. Therefore, potential impacts associated with groundwater supplies or groundwater recharge would be less than significant and no mitigation would be required.

c) *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would:*

   i) Result in substantial erosion or siltation on- or off-site?

Less Than Significant Impact: Grading activities during construction of the Proposed Project may result in wind driven soil erosion and loss of topsoil. However, all construction and grading activities would comply with City's grading ordinance using BMPs, including the use storm drain

[9] City of Anaheim 2015 Urban Water Management Plan https://www.anaheim.net/DocumentCenter/View/37199/Anaheim-2020-UWMP?bidId= Accessed November 19, 2021

[10] Per City Staff, 1 AF = 325,851 gallons 2020 Water demand: 62,050 AF/year * 325,851 gallons = 20,219,054,550 gallons 20,219,054,550 gallons / 365 days: = 55,394,670 GPD 55,394,670 GPD / 2020 population: 366,938 = ~151 GPCD 151 GPCD * 146 residents = 22,046 GPCD 22,046 GPCD x 365 days/year = 8,046,790 gallons annual demand 8,046,790/ 325,851 = 24.6 afy

[11] https://www.ocwd.com/media/6750/surfacewaterrechargefacilities.pdf Accessed March 29, 2021

inlet protection, efficient irrigation systems and landscape design, and common area litter control. Upon project completion, the Project Site would be developed with a 43-unit residential development consisting of residential rental units, 390 SF of ancillary office, paved surfaces, and landscaping, which would prevent substantial erosion from occurring. Therefore, potential impacts from erosion would be less than significant and no mitigation would be required.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Less Than Significant Impact: As discussed in Section 4.10.1(a), the Proposed Project would not substantially alter the existing drainage pattern of the Project Site. The Proposed Project would not involve an alteration of the course of a stream or river. Appendix E concludes the post-construction drainage pattern would remain the same as the preconstruction drainage pattern, and on-site runoff would not exceed that of the existing condition. The proposed infiltration gallery and drywell system would be designed and installed in compliance with Appendix M to temporarily store and infiltrate runoff, primarily from rooftops and another impervious area. The drywell system would be used to treat stormwater runoff for water quality purposes.

The Proposed Project would not increase the runoff from the site as the existing site is 96 percent impervious while Proposed Project includes a landscape area of more than 5,000 SF. Therefore, this development would not have a negative impact on downstream facilities. The proposed infiltration gallery and drywell system on the Project Site would retain and treat project run-off and would not increase flow rates from the pre-development condition. Therefore, potential impacts associated with on or off-site flooding due to an altered drainage pattern would be less than significant and no mitigation would be required.

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

Less Than Significant Impact: As discussed in Section 4.10.1(a), the Proposed Project would not substantially alter the existing drainage pattern of the Project Site and would not increase flow rates from the existing condition as the Proposed Project would reduce the impervious surfaces from 96 percent to 81 percent of the Project Site. The infiltration gallery and drywell system would be designed and installed in compliance with Appendix M to temporarily store and infiltrate runoff, primarily from rooftops and other impervious area. The drywell system would be used to treat stormwater runoff for water quality purposes. Non-structural BMPs such as activity restrictions, common area landscape maintenance, and litter control would also contribute towards runoff control and water quality protection. In addition, the Property Owner/Developer would be required to comply with the NPDES permit requirements to reduce any potential water quality impacts.

The discharges from Project Site post-development would not alter the drainage characteristics of the Project Site as drainage would follow existing conditions. Therefore, potential impacts from runoff that would exceed the capacity of the drainage systems or provide additional sources of polluted runoff would be less than significant and no mitigation would be required.

d) In flood, tsunami, or seiche zones, risk release of pollutants due to project inundation?

No Impact: According to the Flood Insurance Rate Map No 06059C0133J, dated December 3, 2009, the Project Site is located in Flood Zone X, with a 0.2% annual chance of flood hazards.[12] Seismic seiches are standing waves set up on rivers, reservoirs, ponds, and lakes when seismic waves from an earthquake pass through the area. They are in direct contrast to tsunamis which are giant sea waves created by the sudden uplift of the sea floor[13]. The Project Site is surrounded by a relatively flat and urbanized area and not adjacent to any enclosed body of water, such as a lake or reservoir. Further, the Project Site is located approximately 10 miles from the Pacific Ocean and would not likely be impacted by a tsunami. The surrounding topography of the Project Site is generally flat and would not be subject to inundation by mudflow. Therefore, no impacts related to seiche, tsunami, or mudflow would occur, and no mitigation would be required.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant Impact: The Proposed Project would preserve the existing drainage pattern for the Project Site Drainage on the site sheet flows to the adjacent streets and alley, flowing southwest to an existing storm drain in Broadway Street. Specifically, drainage from the site currently drains to Lincoln Avenue, Ohio Street, and the rear alley, and then south to the city owned storm drain. Under the operating condition, the Project Site drainage would be similar except that all on-site drainage would be collected and conveyed to an infiltration gallery and drywell system for water quality purposes. The building design entails green roof areas that capture water and lead to the proposed water quality system. Higher flows would be pumped or gravity overflow to the adjacent streets. Flows from the western project frontage on Lincoln Avenue would drain partially west to Illinois Street and southern to an existing 12-foot catch basin at Broadway. Flows from the eastern project frontage on Lincoln Avenue would drain easterly to Ohio Street and southerly to a 21-foot catch basin on Ohio Street at Broadway. Flows from the rear alley portion of the project would drain west and then south and west again to Illinois Street, draining then south to the 12-foot catch basin at Broadway Street.

Infiltration BMPs would be utilized for retaining the design capture volume on-site. Appendix E states the most important part of all drywell systems is the incorporation of proper upstream pre - treatment to remove solids and fines from entering the final infiltration chamber. The proposed drywell system itself would be required to adhere to specific design criteria outlined in Appendix E, such as the placement of a fine mesh screen to prevent coarse solids from entering the drywell. In addition to such design criteria, the Proposed Project would utilize a green/brown roof, which acts as an upstream treatment for water quality purposes. Green roofs are roofing systems that layer a soil/ vegetative cover over a waterproofing membrane and brown roods are a type of

[12] FEMA's national floor hazard layer ArcGIS viewer, https://msc.fema.gov/nfhl, Accessed November 19, 2021
[13] https://www.usgs.gov/natural-hazards/earthquake-hazards/science/seismic-seiches?qt-science_center_objects=0#qt-science_center_objects Accessed March 29, 2021

green roof designed to maximize biodiversity. Brown roofs typically utilize natural soil and locally available substrates to create a protected biodiverse habitat for specific species of local flora and fauna. The proposed green/brown roof would be subject to specific design criteria as well, as outlined in Appendix E.

Development of the Proposed Project would not significantly alter the existing drainage pattern of the Project Site or alter the course of a stream or river. Implementation of the NPDES permit requirements would reduce potential impacts from erosion and siltation during the Project Site's preparation and earthmoving phases to less than significant. Therefore, impacts associated with the implementation of a water quality control plan or sustainable groundwater management plan would be less than significant and no mitigation would be required.

Mitigation Measures

No mitigation measures associated with impacts to Hydrology and Water Quality apply to the Proposed Project.

Conclusion

Potential impacts of the Proposed Project associated with Hydrology and Water Quality would be less than significant and no mitigation would be required.

4.11 Land Use and Planning

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☒	☐
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

Environmental Analysis

a) Would the project physically divide an established community?

Less Than Significant Impact: The Proposed Project would add 43 residential units and 390 SF of office to an already urbanized area that is adjacent to existing multi-family residential development and other commercial uses. The Project Site is located on the corner of Lincoln Avenue and Ohio Street, which is within a mixed-use corridor area and located approximately 1,500-feet east of the I-5 freeway which bisects the City. Therefore, the Proposed Project would not physically divide an established community and impacts associated with physically dividing an established community would be less than significant and no mitigation would be required.

b) Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less Than Significant Impact: The Applicant proposes to construct 43 residential units with 390 SF office on a site with a General Plan designation of Mixed-Use High and zoned General Commercial. AB 3194 limits the authority of local jurisdictions (including charter cities) in denying a conforming housing development project or from imposing conditions that the project be developed at a lower density. Under AB 3194, a housing project "is not inconsistent with the applicable zoning standards and criteria, and shall not require rezoning, if the housing development project is consistent with the general plan standards and criteria but the zoning for the project site is inconsistent with the general plan" (Section 65589.5(ii)(4)). The Project Site is currently designated as Mixed-Use High in the Land Use Element of the Anaheim General Plan. Table LU-2 of the Land Use Element qualifies the Mixed-Use High land use designation under "Residential Land Use Designations" (2020, p. LU-15).

The intent for the Mixed-Use High is intended to allow a mix of uses including residential, commercial, services, hotel, and professional office uses in a high-quality environment. The focus of this designation is on creating a pedestrian-friendly environment, including increased connectivity and community gathering spaces. Uses and activities are designed together in an integrated fashion to create a dynamic urban environment. Continuous commercial street frontage on the first and, perhaps, second floors is encouraged. Residential development in these areas emphasizes quality and offers a variety of amenities. The residential component of mixed-use development is permitted at a density of up to 60 dwelling units per acre. One of the implementing zones for the Mixed-Use High land use designation is the Mixed-Use Overlay.

However, pursuant to AB 3194, the Proposed Project would implement the Mixed-Use Overlay zoning standards but would not require a reclassification since the proposed residential development is consistent with the General Plan designation of Mixed-Use High.

The Proposed Project supports the following policies of the City's General Plan Land Use Element:

Goal 1.1: Preserve and enhance the quality and character of Anaheim's mosaic of unique neighborhoods:

Policy 2. Ensure that new development is designed in a manner that preserves the quality of life in existing neighborhoods.

Goal 2.1: Continue to provide a variety of quality housing opportunities to address the City's diverse housing needs:

Policy 1. Facilitate new residential development on vacant or underutilized infill parcels.

Policy 6. Ensure quality development through appropriate development standards and by adherence to related Community Design Element policies and guidelines.

Goal 4.1: Promote development that integrates with and minimizes impacts to surrounding land uses:

Policy 2. Promote compatible development through adherence to Community Design Element policies and guidelines.

Policy 3. Ensure that developers consider and address project impacts upon surrounding neighborhoods during the design and development process.

The Proposed Project would construct new housing on underutilized infill parcels, which would help address the City's housing needs. According to the General Plan EIR, the City is nearing its buildout potential[14]. The projected population at buildout is 379,641 according to the 2020 Orange County Progress Report prepared by the Center for Demographic Research at California State University Fullerton, which represents a 15.7% increase over the 2000 population of 328,014.[15] The Recommended Land Use Alternative contained in the General Plan EIR provides for 126,570 dwelling units and 260,335 jobs. According to the City of Anaheim General Plan, the City is projected to have a jobs-to-housing ratio of 1.90 in 2025, which exceeds the 1.35 ratio,

[14] Buildout Statistical Summary Table 5.12-5; see: 5.12 Population and Housing http://www.anaheim.net/DocumentCenter/View/2194; Buildout Statistical Summary of the Recommended Alternative Table 5.8-3; see: 5.8 Land Use and Relevant Planning, Accessed March 3, 2021 http://www.anaheim.net/DocumentCenter/View/2190

[15] Center for Demographic Research, California State University Fullerton. *Orange County Jurisdiction Demographics: Anaheim*; http://www.fullerton.edu/cdr/_resources/pdf/progressreport/Anaheim.pdf Accessed March 3, 2021

making the City job-rich.[16]. Identifying additional housing opportunities in the City is consistent with SCAG's strategy to increase housing opportunities in job-rich areas.

Based on requirements of AB 3194, the current General Plan land use designation and zoning allow for the construction of a residential development through the Conditional Use Permit process. Structured parking for the Proposed Project would include a two-level parking structure integrated into the development behind the ground level residential units, shielding it from view. The Proposed Project is consistent with the density for the Mixed-Use High designation, which allows up to 60 dwelling units/acre. The Proposed Project's density and design is consistent with and implements the Mixed-Use High General Plan Designation and the Mixed-Use Overlay Zone.

The Proposed Project would construct 43 residential units on 0.733 net acres at a density of 58.6 units per net acre. The proposed density is consistent with the permitted density range under the Mixed-Use High designation. Therefore, potential impacts associated with compliance with the General Plan Land Use Element and Zoning requirements would be less than significant and no mitigation would be required.

Mitigation Measures

No mitigation measures associated with impacts to Land Use and Planning apply to the Proposed Project.

Conclusion

Potential impacts of the Proposed Project associated with Land Use and Planning would be less than significant and no mitigation would be required.

[16] City of Anaheim General Plan, Land Use Element, Page LU-47

4.12 Mineral Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Environmental Analysis

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

No Impact: According to the City of Anaheim General Plan Green Element,[17] the Project Site is not designated as a Regionally Significant Aggregate Resource Area Urbanized or Urbanizing, nor within the MRZ-2 Mineral Resource Zone Aggregate Resources Only Area by the California Geological Survey. Therefore, no impacts associated with any known mineral resource that would be of value to the region and the residents of the state would occur and no mitigation would be required.

b) Would the project 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: As discussed in Section 4.11(a), the Project Site is not located within a Regionally Significant Aggregate Resource Area Urbanized or Urbanizing, nor within an MRZ-2 Mineral Resource Zone Aggregate Resources Only area. Therefore, no impacts associated with the availability of any locally important mineral resource recovery sites would occur and no mitigation would be required.

Mitigation Measures

No mitigation measures associated with impacts to Mineral Resources apply to the Proposed Project.

Conclusion

There would be no impacts of the Proposed Project associated with Mineral Resources and no mitigation would be required.

[17] Figure G-3, City of Anaheim General Plan Program Mineral Resources Map, 1995.

4.13 Noise

Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan (Los Alamitos Armed Forces Reserve Center or Fullerton Municipal Airport) 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?	☐	☐	☒	☒

A Noise Impact Analysis was completed to determine potential impacts to noise associated with the development of the Proposed Project (**Appendix H** – *Lincoln Colony Apartment Noise Impact Analysis, City of Anaheim*, Ganddini Group, Inc., April 2021, revised June 14, 2021).

The Proposed Project will be required to comply with the following regulatory conditions from the City of Anaheim and State of California (State).

AMC Section 6.70.010 Sound Pressure Levels

AMC Section 6.70.010 restricts noise levels to 60 dBA at any point on the property line. Section 6.70.010 exempts construction noise that occurs between 7:00 a.m. and 7:00 p.m. from the 60 dBA stationary noise standard. Compliance with this regulation will reduce the construction-related and operational-related noise impacts to the nearby sensitive receptors.

AMC Section 18.40.090 Sound Attenuation for Residential Developments

AMC Section 18.40.090 requires that residential developments that are constructed within 600 feet of any railroad, freeway or arterial roadway be analyzed to determine if the noise levels would exceed 65 dBA CNEL within common recreation areas or 45 dBA CNEL at the interior of the proposed residential apartments.

California Department of Health Services Office of Noise Control

Established in 1973, the California Department of Health Services Office of Noise Control (ONC) was instrumental in developing regularity tools to control and abate noise for use by local agencies. One significant model is the "Land Use Compatibility for Community Noise Environments Matrix," which allows the local jurisdiction to clearly delineate compatibility of sensitive uses with various incremental levels of noise.

California Noise Insulation Standards

Title 24, Chapter 1, Article 4 of the California Administrative Code (California Noise Insulation Standards) requires noise insulation in new hotels, motels, apartment houses, and dwellings

(other than single-family detached housing) that provides an annual average noise level of no more than 45 dBA CNEL. When such structures are located within a 60-dBA CNEL (or greater) noise contour, an acoustical analysis is required to ensure that interior levels do not exceed the 45-dBA CNEL annual threshold. In addition, Title 21, Chapter 6, Article 1 of the California Administrative Code requires that all habitable rooms, hospitals, convalescent homes, and places of worship shall have an interior CNEL of 45 dB or less due to aircraft noise.

Government Code Section 65302

Government Code Section 65302 mandates that the legislative body of each county and city in California adopt a noise element as part of its comprehensive general plan. The local noise element must recognize the land use compatibility guidelines published by the State Department of Health Services. The guidelines rank noise land use compatibility in terms of normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable.

"Good Neighbor" Measures

The analysis in Appendix H produces the following "good neighbor" measure recommendations that do not relate to significant impacts and are not required by City and State Regulations. These measures serve as a means for further reducing already less than significant impacts in an effort to be a good neighbor in an urbanized portion of the City. All "good neighbor" measures would be conditioned as a part of the Proposed Project's approval and incorporated into the Proposed Project's MMRP for tracking purposes.

"Good Neighbor" Measure 1: The Property Owner/Developer shall ensure the construction contractors equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturer standards during all project construction and grading on-site.

"Good Neighbor" Measure 2: The Property Owner/Developer shall ensure the construction contractor place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the Project Site.

"Good Neighbor" Measure 3: The Construction Contractor shall shut off and not leave to idle any/all equipment when not in use, as applicable.

"Good Neighbor" Measure 4: The Construction Contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise/vibration sources and sensitive receptors nearest the Project Site during all phases of project construction.

"Good Neighbor" Measure 5: The Construction Contractor shall shield and direct use of any jackhammers, pneumatic equipment, and any/all other portable stationary noise sources away from sensitive receptors.

"Good Neighbor" Measure 6: The Property Owner/Developer shall mandate that the Construction Contractor prohibit the use of music or sound amplification on the Project Site during all phases of project construction.

"Good Neighbor" Measure 7: The Construction Contractor shall limit haul truck deliveries to the same hours specified for construction equipment.

Environmental Analysis

a) Would the project result in a substantial temporary or permanent increase in ambient noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant Impact: The Proposed Project would not generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies, with mitigation incorporated. The following section calculates the potential noise emissions associated with the temporary construction activities and long-term operations of the Proposed Project and compares the noise levels to the City standards.

Construction Related Noise

Construction activities for the Proposed Project are anticipated to include grading of the Project Site, building construction of the proposed building and parking structure, paving of the internal parking structure, and application of architectural coatings. Construction activities are anticipated to begin September 2021 and be completed by September 2023. Noise impacts from construction activities associated with the Proposed Project would be a function of the noise generated by construction equipment, equipment location, sensitivity of nearby land uses, and the timing and duration of the construction activities. The nearest offsite sensitive receptors include multi-family residential dwelling units located approximately 20 feet (6 meters) to the south and 60 feet (18 meters) to the southeast and the single-family residential dwelling units located approximately 20 feet to the southwest of the Project Site. School uses are located approximately 100 feet (30 meters) northeast (across Lincoln Avenue) and 245 feet (75 meters) southeast of the Project Site.

Section 6.70.010 of the City's Municipal Code exempts construction noise that occurs between 7:00 a.m. and 7:00 p.m. from the stationary noise standard of 60 dB at the nearby residential property lines. All construction activities associated with the Proposed Project would occur during the allowable hours for construction activities as detailed in Section 6.70.010 of the Municipal Code. However, the City construction noise standards do not provide any limits to the noise levels that may be created from construction activities and even with adherence to the City standards, the resultant construction noise levels may result in a significant substantial temporary noise increase to the nearby residents.

In order to determine if the proposed construction activities would create a significant substantial temporary noise increase, the FTA construction noise criteria thresholds detailed in Appendix H, Section 5 are utilized, which shows that a significant construction noise impact would occur if construction noise exceeded 80 dBA Leq over an eight-hour period during the daytime at the nearby homes and school.

Appendix H calculates construction noise impacts to the nearby sensitive receptors utilizing methodology presented in the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual (2018) together with key construction parameters including: distance to each sensitive receiver, equipment usage, percent usage factor, and baseline parameters for the Project Site. Distances to receptors are based on the acoustical center of the Project Site.

Parameters and methods used are detailed in Section 5 of Appendix H and results in Section 6, including Table 5 – *CA/T Equipment Noise Emissions and Acoustical Usage Factor Database* (Appendix H, p. 25). The results are shown in Table 9 - *Construction Noise Levels* and construction noise worksheets are provided in Appendix H.

Table 9 – Construction Noise Levels

Phase	Receptor Location	Existing Ambient Noise Levels (dBA Leq)[2]	Construction Noise Levels (dBA Leq)
Grading	School to the Northeast (NM1)	71.5	71.9
	Residential to the Southeast (NM2)	55.5	74.4
	Residential to the South (NM2)	55.5	79.6
	Residential to the Southwest (NM3)	57.6	78.0
Building Construction	School to the Northeast (NM1)	71.5	70.4
	Residential to the Southeast (NM2)	55.5	72.9
	Residential to the South (NM2)	55.5	78.1
	Residential to the Southwest (NM3)	57.6	76.5
Paving	School to the Northeast (NM1)	71.5	71.1
	Residential to the Southeast (NM2)	55.5	73.6
	Residential to the South (NM2)	55.5	78.8
	Residential to the Southwest (NM3)	57.6	77.2
Architectural Coating	School to the Northeast (NM1)	71.5	62.8
	Residential to the Southeast (NM2)	55.5	65.3
	Residential to the South (NM2)	55.5	70.4
	Residential to the Southwest (NM3)	57.6	68.9

[1] Construction noise worksheets are in Appendix D of the Noise Impact Analysis (Appendix H)
[2] Per measured existing ambient noise levels. NM1 used for school receptors to the northeast, NM2 for residential receptors to the south and southeast, and NM3 for residential receptors to the southwest.

Table 9 shows that greatest construction noise impacts would be as high as 79.6 dBA Leq during the grading phase at the multi-family residences to the south and as high as 78.0 dBA Leq at the single-family residences to the southeast. The calculated construction noise levels would be within the FTA daytime construction noise standard of 80 dBA at the residences to the south, southwest, and southeast. Table 9 shows that the noise levels from all phases of construction would be below the FTA daytime construction noise standard of 80 dBA. The Proposed Project would also implement "Good Neighbor" measures 1 through 7 to further minimize any potential construction noise impacts, even though potential construction noise impacts would be less than significant without their application to the project.

Off-Site Construction Activity

Construction truck trips would occur throughout the construction period. According to the FHWA, the traffic volumes need to be doubled in order to increase noise levels by 3 dBA CNEL. The estimated existing average daily trips along Foothill Boulevard are 28,594 average daily vehicle trips and for Ohio Street are 673 average daily vehicle trips per day. As shown in the CalEEMod output files provided in the Air Quality, Global Climate Change, and Energy Impact Analysis (Appendix A) prepared for the Proposed Project, the greatest number of vehicle trips

per day would be during grading at up to 310 vehicle trips per day (10 for worker trips and 300 for hauling trips). Given the Project Site's proximity to the Interstate 5 Freeway, it is anticipated that haul truck traffic would take the most direct route to the appropriate freeway ramps. The addition of project haul trucks and worker vehicles per day along off-site roadway segments would not result in a doubling of traffic volumes. Off-site project generated construction vehicle trips would result in a negligible noise level increase and would not result in a substantial increase in ambient noise levels. Therefore, potential noise impacts associated with off-site construction activity would be less than significant, and no mitigation would be required.

Therefore, with implementation the construction time restrictions detailed in Section 6.70.010 of the Municipal Code and "good neighbor" measures, potential impacts associated with construction noise would be less than significant.

Operational Related Noise

The Proposed Project would consist of the development of a four-story residential building with 43 residential apartment units and 390 SF leasing office. Potential noise impacts associated with the operations of the Proposed Project would be from project-generated vehicular traffic on the nearby roadways.

Project Generated Roadway Vehicular Noise Impacts to Offsite Sensitive Receptors

Vehicle noise is a combination of the noise produced by the engine, exhaust, and tires. The level of traffic noise depends on three primary factors (1) the volume of traffic, (2) the speed of traffic, and (3) the number of trucks in the flow of traffic. The Proposed Project does not propose any uses that would require a substantial number of truck trips and the Proposed Project would not alter the speed limit on any existing roadway. The Proposed Project's potential offsite noise impacts focus on the noise impacts associated with the change of volume of traffic that would occur with development of the Proposed Project.

The City's General Plan Noise Element, Goal 2.I, Policy 3 requires new development that generates increased traffic and subsequent increases in noise to noise-sensitive land uses to provide appropriate mitigation. However, since the General Plan does not define what increase in roadway noise would be considered significant, the noise increase thresholds detailed in the City's General Plan EIR has been utilized in this analysis. The General Plan EIR utilized a mobile-source noise threshold of: A 5 dBA increase threshold where the without project roadway noise levels are below 65 dBA CNEL at the nearest homes; or A 3 dBA increase threshold where the without project roadway noise levels are 65 dBA CNEL or higher. An impact is only potentially significant if it affects a receptor; an increase in noise in an uninhabited location would not denote a significant impact.

The potential offsite traffic noise impacts created by the on-going operations of the Proposed Project are analyzed through utilization of the FHWA model and parameters described in Section 5 of Appendix H. This analysis includes the Proposed Project's potential offsite traffic noise impacts for the Existing Year without Project and Existing Year with Project.

To provide a worst-case analysis, all project generated vehicle trips were assumed to travel along Lincoln Avenue and Ohio Street. Traffic noise levels were calculated at the right of way from the

centerline of the analyzed roadway. The modeling is theoretical and does not consider any existing barriers, structures, and/or topographical features that may further reduce noise levels. The levels are shown for comparative purposes only to show the difference in with and without Project conditions. Appendix H, Table 7 (p. 27) shows roadway input parameters including average daily traffic volumes (ADTs), speeds, and vehicle distribution data. The potential off-site noise impacts caused by an increase of traffic from operation of the proposed project on the nearby roadways were calculated for the following scenarios:

Existing Year with and without Project Conditions

The Proposed Project's potential offsite traffic noise impacts have been calculated through a comparison of the Existing scenario to the Existing with Project scenario. The results of this comparison are shown in Table 10 – *Change in Existing Noise Levels Along Roadways as a Result of Project (dBA CNEL).*

Table 10 – Change in Existing Noise Levels Along Roadway as a Result of Project (dBA CNEL)

			Modeled Noise Levels (dBA CNEL)[1]				
Roadway	Segment	Distance from roadway centerline to ROW (feet)[2]	Existing w/o Project at ROW	Existing Plus Project at ROW	Change in Noise Level	Exceeds Standards[3]	Increase of 3 dB or more?
Lincoln Avenue	West Street to Harbor Boulevard	53	75.69	75.72	0.03	Yes	No
Ohio Street	South of Lincoln Avenue	30	58.53	59.83	1.30	No	No

Notes:
[1] Exterior noise levels calculated 5 feet above pad elevation, perpendicular to subject roadway.
[2] Right-of-way per the City of Anaheim General Plan Circulation Element
[3] Per the City of Anaheim normally acceptable standard for residential dwelling units (see Table 4, Appendix H, p. 18)
ROW = right-of-way

Table 10 shows modeled Existing traffic noise levels range between 58.5 and 75.7 dBA CNEL at the right-of-way of the modeled roadway segments and the modeled Existing Plus Project traffic noise levels range between 59/8 and 75.7 dBA CNEL at the right-of-way of the modeled roadway segments. Project generated vehicle trips would change noise levels between approximately 0.03 to 1.3 dBA CNEL and is under the 3 dBA threshold. The generation of additional vehicular traffic from the Proposed Project would not exceed the noise increase thresholds. The Proposed Project would not result in a substantial permanent increase in ambient noise levels for the existing year conditions. Therefore, potentially significant noise impacts associated with existing year conditions would be less than significant.

Therefore, potential significant impacts associated with a substantial temporary or permanent increase in ambient noise levels in excess of standards would be less than significant and no mitigation would be required.

b) Would the project result in the generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact with Mitigation Incorporated: The Proposed Project would not expose persons to or generation of excessive groundborne vibration or groundborne noise levels.

The following section analyzes the potential vibration impacts associated with the construction and operations of the Proposed Project.

Construction-Related Vibration Impacts

The construction activities for the Proposed Project are anticipated to include grading of the Project Site, building construction of the proposed building and parking structure, paving of internal parking structure, and application of architectural coatings.

Vibration impacts from construction activities associated with the Proposed Project would typically be created from the operation of heavy off-road equipment. The nearest sensitive receptors to the Project Site are multi-family homes located to the south as near as 20 feet to the south side of the Project Site, single-family homes located to the southwest and southeast as near as 30 feet from the southern property line, and Anaheim High School located to the northeast of the Project Site, where the nearest school structure is 170 feet northeast of the Project Site.

Additional receptors include commercial buildings located directly east and west of the Project Site. The adjacent commercial property to the west includes two buildings. The northernmost building is located approximately one foot from the site's western property line, while the southernmost building is located approximately five feet from the site's western property line. The commercial property to the east of the site contains one building located approximately 60 feet from the eastern Project Site property line.

Since neither the City's General Plan nor the Municipal Code provide a quantifiable vibration threshold for construction equipment, FTA guidance that is detailed in Appendix H, Section 4 has been utilized. As shown in Table 11 – *Construction Vibration Damage Criteria* , the threshold at which there is a risk to "architectural" damage to reinforced concrete, steel or timber (no plaster) buildings is a peak particle velocity (PPV) of 0.5, at engineered concrete and masonry (no plaster) buildings a PPV of 0.3, at non-engineered timber and masonry buildings a PPV of 0.2 and at buildings extremely susceptible to vibration damage a PPV of 0.1. The FTA has also adopted standards associated with human annoyance for groundborne vibration impacts for the following three land-use categories:

(1) Vibration Category 1 – High Sensitivity,
(2) Vibration Category 2 – Residential, and
(3) Vibration Category 3 – Institutional.

Table 11 – Construction Vibration Damage Criteria

Building/Structure Category	PPV, in/sec	Approximate L_v[1]
I. Reinforced-concrete, steel, or timber (no plaster)	0.5	102
II. Engineered concrete and masonry (no plaster)	0.3	98
III. Non-engineered timber and masonry buildings	0.2	94
IV. Buildings extremely susceptible to vibration damage	0.1	90

Notes:
Source: Federal Transit Administration (FTA), Transit Noise and Vibration Impact Assessment Manual (September 2018).
(1) RMS velocity in decibels, VdB re 1 micro-in/sec.

The FTA defines Category 1 as buildings where vibration would interfere with operations within the building, including vibration-sensitive research and manufacturing facilities, hospitals with vibration-sensitive equipment, and university research operations. Vibration-sensitive equipment includes, but is not limited to, electron microscopes, high-resolution lithographic equipment, and normal optical microscopes. Category 2 refers to all residential land uses and any buildings where people sleep, such as hotels and hospitals. Category 3 refers to institutional land uses such as schools, churches, other institutions, and quiet offices that do not have vibration-sensitive equipment, but still have the potential for activity interference. The vibration criteria associated with human annoyance for these three land-use categories are shown in Table 12 - *Ground-Borne Vibration (GBV) Impact Criteria for General Vibration Assessment*. Table 12 shows that 72 VdB is the threshold for annoyance from groundborne vibration at sensitive receptors.

Table 12 - Ground-Borne Vibration (GBV) Impact Criteria for General Vibration Assessment

Land Use Category	GBV Impact Levels (VdB re 1 micro-inch/sec)		
	Frequent Events	Occasional Events	Infrequent Events
Category 1: Buildings where vibration would interfere with interior operations.	65 VdB*	65 VdB*	65 VdB*
Category 2: Residences and buildings where people normally sleep.	72 VdB	72 VdB	72 VdB
Category 3: Institutional land uses with primarily daytime use.	75 VdB	78 VdB	83 VdB

Notes:
Source: Federal Transit Administration (FTA), Transit Noise and Vibration Impact Assessment Manual (September 2018).
*This criterion limit is based on levels that are acceptable for most moderately sensitive equipment such as optical

Potential impacts related to building damage would be significant if construction activities result in groundborne vibration of 0.2 PPV or higher at residential structures and/or a PPV of 0.3 or higher at commercial structures. Impacts related to human annoyance would be significant if they result in groundborne vibration levels that exceed 72 VdB at sensitive receptor locations.

Architectural Damage

Vibration generated by construction activity generally has the potential to damage structures. This damage could be structural damage, such as cracking of floor slabs, foundations, columns, beams, or wells, or cosmetic architectural damage, such as cracked plaster, stucco, or tile. (Appendix H). The primary source of vibration during construction would be from the operation of a bulldozer or vibratory roller.

Table 13 – *Construction Vibration Levels at the Nearest Receptors* shows that at one-foot, use of a vibratory roller would be expected to generate a PPV of 26.25 and a bulldozer would be expected to generate a PPV of 11.125, while at five feet use of a vibratory roller would be expected to generate a PPV of 2.348 and a bulldozer would be expected to generate a PPV of 0.995. Table 13 shows that use of either a vibratory roller or a bulldozer may result in architectural damage to the receptors to the west. In order to reduce potential vibration levels at adjacent commercial structures to the west, the Property Owner/Developer would be responsible for ensuring implementation of **MM NOI-1** occurs during all stages of project construction. **MM NOI-1** would require vibratory rollers, or other similar vibratory equipment, be prohibited within twenty (20) feet and large bulldozers within twelve (12) feet of any commercial structures to the west.

The next nearest off-site buildings are the multi-family residential dwelling units located approximately 20 feet from the southern Project Site property line. As shown in Table 13, at 20 feet, use of a vibratory roller would generate a PPV of 0.293 in/sec and a bulldozer would generate a PPV of 0.124 in/sec, which may result in architectural damage to the multi-family residential receptors to the south. In order to reduce potential vibration levels at adjacent commercial structures to the west, the Property Owner/Developer would be responsible for ensuring implementation of **MM NOI-1** occurs during all stages of project construction. **MM NOI-1** would require vibratory rollers, or other similar vibratory equipment, be prohibited within twenty (20) feet and large bulldozers within twelve (12) feet of any commercial structures to the west.

Buildings associated with the single-family residential dwelling unit to the southwest of the Project Site are located as close as approximately 30 feet from the southern property line. Table 13 shows at 30 feet, use of a vibratory roller would generate a PPV of 0.16 in/sec and a bulldozer would generate a PPV of 0.068 in/sec. Use of a vibratory roller or large bulldozer would not cause architectural damage to the single-family residential receptor to the southwest of the Project Site.

Table 13 shows that at 60 feet the use of a vibratory roller would generate a PPV of 0.056 in/sec and a bulldozer would generate a PPV of 0.024 in/sec. A commercial building is located approximately 60 feet from the eastern Project Site property line and the closest school building is approximately 170 feet to the northeast of the Project Site. Based on Table 13, a distance of 60 feet from the site's property line would result in a PPV of less than the 0.3 and 0.5 thresholds. Use of a vibratory roller or large bulldozer would not cause architectural damage to either the commercial building to the east or Anaheim High School to the northeast of the Project Site.

MM NOI-1 would require the Property Owner/Developer prohibit vibratory rollers (or other similar vibratory equipment) from within 20 feet of any commercial structure to the west of the Project Site and 136 feet of any residential structures to the south and/or southwest of the Project Side during all phases of the construction process. The Property Owner/Developer shall prohibit large bulldozers from within 12 feet of any commercial structure to the west of the Project Site and 80 feet of any residential structures to the south and or southwest of the Project Site during all phases of the construction process. Table 13 shows construction vibration PPV values prior to mitigation, as described above, and with **MM NOI-1** incorporated.

Table 13 – Construction Vibration Levels at the Nearest Receptors

Receptor Location	Distance from Property Line to Nearest Structure (feet)	Equipment	Vibration Level[1]	Vibration Level with Mitigation[1,2]	Threshold Exceeded with Mitigation?[3]
Architectural Damage Analysis					
Commercial to West	1	Vibratory Roller	26.250	0.452	No
	1	Large Bulldozer	11.125	0.492	No
	5	Vibratory Roller	2.348	0.452	No
	5	Large Bulldozer	0.995	0.492	No
Multi-family residential to South	20	Vibratory Roller	0.293	0.100	No
	20	Large Bulldozer	0.124	0.095	No
Single-family residential to Southwest	30	Vibratory Roller	0.160	0.100	No
	30	Large Bulldozer	0.068	0.095	No
Commercial to East	60	Vibratory Roller	0.056	-	No
	60	Large Bulldozer	0.024	-	No
Annoyance Analysis					
Commercial to West	1	Vibratory Roller	135.94	-	-
	1	Large Bulldozer	128.94	-	-
	5	Vibratory Roller	114.97	-	-
	5	Large Bulldozer	107.97	-	-
Multi-family residential to South	20	Vibratory Roller	96.91	71.930	No
	20	Large Bulldozer	89.91	71.850	No
Single-family residential to Southwest	30	Vibratory Roller	91.62	71.930	No
	30	Large Bulldozer	84.62	71.850	No
Commercial to East	60	Vibratory Roller	82.59	-	-
	60	Large Bulldozer	75.60	-	-

Notes:

(1) Vibration levels are provided in PPV in/sec for architectural damage and VdB for annoyance.

(2) Mitigation for architectural damage includes prohibiting the use of vibratory rollers, or other similar vibratory equipment, within 26 feet of residential structures to the south and 20 feet of commercial structures to the west and large bulldozers within 12 feet of commercial structures to the west of the project property lines. In addition, mitigation for vibratory annoyance includes prohibiting vibratory rollers, or other similar vibratory equipment, within 136 feet and large bulldozers within 80 feet of residential structures to the south and southwest of the project's northern property line.

(3) The FTA identifies the threshold at which there is a risk to "architectural" damage to reinforced-concrete, steel or timber (no plaster) buildings as a peak particle velocity (PPV) of 0.5 in/sec, at engineered concrete and masonry (no plaster) buildings as a PPV of 0.3 in/sec, at non-engineered timber and masonry buildings as a PPV of 0.2 in/sec and at buildings extremely susceptible to vibration damage as a PPV of 0.1 in/sec. Therefore, vibration impacts related to architectural damage would be significant if construction activities result in groundborne vibration of 0.2 PPV or higher at residential structures and/or a PPV of 0.3 or higher at commercial structures (see Table 2). In addition, the FTA identifies a vibration annoyance threshold of 72 VdB for residential uses (see Table 3). Per the FTA Transit Noise and Vibration Impact Assessment Manual (September 2018), commercial uses are not considered vibration-sensitive land uses; therefore, the annoyance threshold does not apply to commercial uses.

Table 13 shows the vibration levels with mitigation incorporated would not exceed the architectural damage thresholds of 0.3 for residential and 0.5 for commercial. The highest PPV

for the commercial property to the west would be 0.492 in/sec and the highest PPV for the residential property to the south would be 0.100 in/sec, both of which are below thresholds of significance. Therefore, with implementation of **MM NOI-1**, potentially significant impacts to structures associated with construction related vibration would be less than significant.

Annoyance to Persons

The primary effect of perceptible vibration is often a concern. However, secondary effects, such as the rattling of a china cabinet, can also occur, even when vibration levels are well below perception. Any effect (primary perceptible vibration, secondary effects, or a combination of the two) can lead to annoyance. The degree to which a person is annoyed depends on the activity in which they are participating at the time of the disturbance. For example, someone sleeping or reading will be more sensitive than someone who is running on a treadmill. Reoccurring primary and secondary vibration effects often lead people to believe that the vibration is damaging their home, although vibration levels are well below minimum thresholds for damage potential (Appendix H).

Table 12 shows that vibration becomes strongly perceptible to sensitive receptors at a level of 72 VdB. A vibratory roller could generate up to 72 VdB at a distance of 136 feet from the source and a large bulldozer at a distance of 80 feet from the source. Calculated project generated construction vibration levels are depicted in Table 13 above. The FTA adopted standards associated with human annoyance for groundborne vibration impacts for three land-use categories: Vibration Category 1 – High Sensitivity, Vibration Category 2 – Residential, and Vibration Category 3 – Institutional. The nearest structures to the Project Site include the commercial buildings located between one and five feet from the Project Site's western property line. However, commercial uses are not considered a vibration sensitive land use as outlined in the FTA adopted standards detailed in Appendix H, Section 6.

The next closest buildings to the Project Site are the multi-family residential dwelling units located approximately 20 feet and the single-family residential buildings located as close as approximately 30 feet from the southern site property line. Table 13 shows potential annoyance from vibration could occur at these sensitive receptors if large bulldozers are used within 136 feet and vibratory rollers within 80 feet of any residential structure to the south and/or southwest. Annoyance is expected to be short-term, occurring only during site grading. However, incorporation of **MM NOI-1** would reduce potential impacts related to human annoyance to less than significant levels. Therefore, with implementation of **MM NOI-1**, potentially significant impacts to humans associated with construction related vibration would be less than significant.

Operations-Related Vibration Impacts

The Proposed Project would consist of the development of a four-story residential building with 43 residential apartment units and 390 SF of leasing office space. The on-going operation of the Proposed Project would not include the operation of any known vibration sources other than typical onsite vehicle operations for a residential development. Therefore, potential significant impacts associated with operation related vibration would be less than significant.

Therefore, with implementation of **MM NOI-1**, potential significant impacts associated with the generation of excessive groundborne vibration or groundborne noise level would be less than significant.

c) *For a project located within the vicinity of a private airstrip or an airport land use plan (Los Alamitos Armed Forces Reserve Center or Fullerton Municipal Airport) 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?*

Less Than Significant Impact: The Proposed Project may expose people residing or working in the project area to noise from aircraft. The nearest airport is Fullerton Municipal Airport which is located as near as four miles northwest of the Project Site; however, the Project Site is located outside of the 60 dBA CNEL noise contours of this airport. The proposed residential units would not be exposed to excessive aircraft noise. The project is not within two miles of a public airport or in the vicinity of a private airstrip. Therefore, potential impacts associated with the exposure of people residing or working in the project area to excessive noise levels from aircraft would be less than significant and no mitigation would be required.

Mitigation Measures

MM NOI-1:

Prior to the issuance of a grading permit, the Property Owner/Developer shall include a note on the grading plans that vibratory rollers (or other similar vibratory equipment) are prohibited from operating within 20 feet of any commercial structure to the west of the Project Site and 136 feet of any residential structures to the south and/or southwest of the Project Site, and that large bulldozers are prohibited from operating within 12 feet of any commercial structure to the west of the Project Site and 80 feet of any residential structures to the south and/or southwest, during all phases of construction activity for development. If construction activity must occur within these specified distances, it shall be performed with smaller equipment types that do not exceed the vibrations thresholds applied herein.

Conclusion

Compliance with City and State regulations, implementation of "Good Neighbor" measures 1 through 7, and implementation of **MM NOI-1** would reduce potential impacts associated with Noise to less than significant.

4.14 Population and Housing

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial unplanned 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) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Environmental Analysis

a) Would the project induce substantial unplanned 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)?

Less Than Significant Impact: The Proposed Project would result in a substantial unplanned population growth if estimated development would exceed local or regional population growth projections. Federal and State law requires SCAG to develop an RTP/SCS every four years. The purpose of the RTP/SCS is to provide a "long-range visioning plan that balances future mobility and housing needs with economic, environmental and public health goals" (SCAG 2019). The RTP/SCS is an important regional document to guide land use planning and transportation projects in the region. Demographic projections and changes in the region are therefore an essential component for the RTP/SCS. In conjunction with the RTP/SCS, SCAG develops the Regional Housing Needs Assessment (RHNA) every eight years. The final 6th cycle RHNA allocation plan was approved by HCD on March 22, 2021 and modified on July 1, 2021. For the 2021-2029 timeframe, Orange County's RHNA allocation is 183,861 total units and the City of Anaheim's allocation is 17,453 units[18].

The Proposed Project would consist of the development of a four-story residential building with 43 residential apartment units and 390 SF leasing office on 0.733-acres, with a projected population of 146 based on the average household size of 3.4 persons per the City[19] and employment of approximately one employee based on employment density of one worker per 450 SF of retail space in Orange County[20]. Table 14 - *Population and Housing Growth Projections*

[18] SCAG 6th Cycle Final RHNA Allocation (July 21, 2021), see: SCAG 6th Cycle Final RHNA Allocation Plan (approved by HCD on 3/22/21 and modified on 7/1/21)* Accessed December 21, 2021

[19] Anaheim, By the Numbers: https://www.anaheim.net/DocumentCenter/View/13910/Anaheim-Demographic-Profile?bidId= Accessed March 3, 2021

[20] http://www.mwcog.org/file.aspx?A=QTTlTR24POOOUIw5mPNzK8F4d8djdJe4LF9Exj6lXOU%3D
Table 5A, Page 19, Accessed March 3, 2021

for the City of Anaheim shows that the 2016-2045 RTP/SCS projects that the City of Anaheim will experience a growth of 16.8 percent, 21.4 percent, and 27.0 percent in population, housing, and employment respectively, by 2045 based on 2016 levels[21].

Table 14 - Population and Housing Growth Projections for the City of Anaheim

	2016	2045	Change 2016-2045	Percent Increase	Proposed Project	2045 Plus Project
Population	356,700	416,800	60,100	16.8%	146	416,946
Households	101,100	122,700	21,600	21.4%	43	122,743
Employment	197,200	250,500	53,300	27.0%	1	250,501
Jobs-Housing Ratio	1.95	2.04	n/a	n/a	n/a	2.04
Source: SCAG Demographics and Growth Forecast Technical Report for Connect SoCal[22]						

The additional 146 residents would represent a 0.04 percent of the City's 2045 population and an additional one employee would represent less than .0004 percent of the City's 2045 Employment. The Proposed Project would not construct or extend roads or other infrastructure that may indirectly induce population growth; rather, existing infrastructure would be upgraded and/or replaced to accommodate the new dwelling units. The Project Site is a geographically constrained site, with two street frontages, and an alley and development surrounding it on the remaining two property lines. Therefore, potential impacts associated with population growth would be less than significant and no mitigation would be required.

b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact: The Project Site is currently vacant but was previously improved with a commercial car wash and office building until 2019. There are no existing residential uses or structures on the Project Site. Therefore, no impacts associated with housing displacement would occur and no mitigation would be required.

Mitigation Measures

No mitigation measures associated with impacts to Population and Housing apply to the Proposed Project.

Conclusion

Potential impacts of the Proposed Project associated with Population and Housing would be less than significant and no mitigation would be required.

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[21] https://scag.ca.gov/sites/main/files/file-attachments/2016_2040rtpscs_finalgrowthforecastbyjurisdiction.pdf?1605576071, Accessed March 3, 2021

[22] Demographics and Growth Forecast for Connect SoCal, the 2020-2045 RTP/SCS of the Southern California Association of Governments. https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_demographics-and-growth-forecast.pdf?1606001579, Accessed November 19, 2021.

4.15 Public Services

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) 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:				
i. Fire protection?	☐	☐	☒	☐
ii. Police protection?	☐	☐	☒	☐
iii. Schools?	☐	☐	☒	☐
iv. Parks?	☐	☐	☒	☐
v. Other public facilities?	☐	☐	☒	☐

Environmental Analysis

a) 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:

i. Fire protection?

Less Than Significant Impact: Fire protection services for the Project Site are provided by the Anaheim Fire and Rescue (AFR), which operates 11 fire stations. AFR employs approximately 276 full-time personnel, of which 209 are sworn safety employees, 35 are civilians, and 32 are Joint Powers Authority (JPA)[23]. The closest fire station to the Project Site is Fire Station No. 1, located approximately one mile east on East Broadway Avenue[24]. Based on the proximity of the Project Site to existing AFR facilities, and since the Project Site is located in a developed portion of the City that is within the service area of AFR, the Proposed Project would be served by AFR.

The construction of 43 residential units would result in approximately 146 residents which would represent less than 0.1 percent of the City's build-out population, and therefore could

[23] Anaheim Fire & Rescue Organization Chart; see: http://www.anaheim.net/DocumentCenter/View/1275 Accessed March 3, 2021
[24] Anaheim Fire & Rescue, Station Locations; see: http://www.anaheim.net/650/Station-Locations Accessed March 3, 2021

incrementally increase demand for fire protection services. The Property Owner/Developer would be required to submit building plans that comply with AMC Title 15 - *Buildings and Housing*, and Title 16 – *Fire* to ensure the Proposed Project is developed in compliance with all applicable Building and Fire safety requirement, as well as pay the appropriate impact fees in effect at the time building permits are issued to offset any potential impact to fire facilities. Development of the Project Site would be within the growth projections for the City, and payment of impact fees would offset the nominal incremental increase in demand on fire protection services and would not result in the need for new or physically altered fire protection facilities. Therefore, potential impacts associated with fire protection would be less than significant and no mitigation would be required.

ii. Police protection?

Less Than Significant Impact: The Anaheim Police Department (APD) provides law enforcement and crime prevention services in Anaheim, including emergency and non-emergency response to crimes in progress, threats to public safety, requests for assistance, accident investigation, traffic enforcement, air support, crime mapping, and narcotics/vice-related investigation and apprehension. APD employs approximately 400 sworn officers and a support staff of more than 173. The APD operates out of three stations[25] and the City is divided into four service districts – West, South, Central, and East[26]. According to the Anaheim Police Department website, the three station locations are: Main Station (425 South Harbor Boulevard), West Station (320 South Beach Boulevard), and East Station (8201 East Santa Ana Canyon Road). The closest station to the Project Site is the Main Station, located approximately 0.4 miles southeast. Based on the proximity of the Project Site to the existing APD station and since the Project Site is in a developed portion of the City that is within the service area of the APD, the Proposed Project would be served by APD.

The construction of 43 residential units would result in approximately 146 residents which would represent less than 0.1 percent of the City's build-out population, which could incrementally increase demand for police protection services. The Property Owner/Developer would be required to pay development impact fees at the time building permits are issued to offset any potential impact to police facilities. Development of the Project Site would not result in the need for new or physically altered police protection facilities. Therefore, potential impacts associated with police protection would be less than significant and no mitigation would be required.

iii. Schools?

Less Than Significant Impact: The Proposed Project would include 43 residential rental units which would result in approximately 146 residents, representing less than 0.1 percent of the City's build-out population. Anaheim is served by eleven school districts that oversee 49 elementary, 10 junior high, and 14 high schools within City boundaries. These public schools

[25] Station Locations: http://www.anaheim.net/650/Station-Locations Accessed March 3,2021
[26] City of Anaheim General Plan, Public Services and Facilities Element, pg. PSF-7

currently educate well over 100,000 students and offer additional educational opportunities and facilities to the community at large. The Anaheim Elementary School District (AESD) would provide elementary school education services (kindergarten through 6th grade) for students who live at the Project Site. The AESD operates 25 schools in the City. Franklin Elementary School would serve the Project Site and is located approximately 0.4 miles southeast of the Project Site. According to the California Department of Education, during the 2018-2019 school year, Franklin Elementary enrolled 730 students, more than the subsequent 2019-2020 school year[27].

The Anaheim Union High School District (AUHSD) would serve students in 7th through 12th grades who live at the Project Site. The AUHSD operates 20 schools in the City. Ball Junior High School serves the Project Site and is located approximately 0.9 miles to the south. According to the California Department of Education, during the 2018-2019 school year, Ball Junior High School enrolled 961 students, more than the subsequent 2019-2020 school year[28].

Anaheim High School serves the Project Site and is located across the Lincoln Avenue and Ohio Street intersection to the northeast. According to the California Department of Education, during the 2018-2019 school year, Anaheim High School enrolled 3,099 students, more than the subsequent 2019-2020 school year[29].

Table 15 – Project Student Generation

Grades	Student Generation Rates[30]	Students
K-6	0.116	17
7-8	0.013	2
9-12	0.032	5
	Total:	**24**

The additional 24 students are a negligible increase to school enrollment that will not create an impact. Nevertheless, the Proposed Project would be subject to Senate Bill 50 (SB 50), which requires the payment of mandatory impact fees to offset any impact to school facilities. The Property Owner/Developer would be required to pay its fair share of school fees in accordance with SB 50 based on the number of proposed dwelling units and square footage to offset the potential impact to school services. Therefore, potential impacts associated with schools would be less than significant and no mitigation would be required.

iv. Parks?

Less Than Significant Impact: The Proposed Project would include 43 residential rental units that would house approximately 146 residents. At least a portion of these residents would patronize

[27] Ed-Data school summary: https://www.ed-data.org/school/Orange/Anaheim-Elementary/Franklin-(Benjamin)-Elementary Accessed March 3, 2021
[28] Ed-Data school summary: https://www.ed-data.org/school/Orange/Anaheim-Union-High/Ball-Junior-High Accessed March 3, 2021
[29] Ed-Data school summary: https://www.ed-data.org/school/Orange/Anaheim-Union-High/Anaheim-High Accessed March 3, 2021
[30] City of Anaheim General Plan EIR, May 2004, Table 5.13-14, Page 5-233

the park and recreation facilities located in proximity to the Project Site. There are three parks located relatively equidistant from the Project Site, which includes Pearson Park, located approximately 0.4 to the northeast, and Little People's Park, located approximately 0.5 miles southeast of the Project Site, and Betsy Ross Park, located approximately 0.4 miles to the southwest, on the west side of the I-5 freeway. Pearson Park offers recreational facilities for softball, volleyball, football, soccer, swimming, and basketball. Little People's Park offers basketball court, children's play area, barbeques, picnic tables, and gazebo. Betsy Ross Park offers a children's play area, baseball field, lighted football/soccer area, lighted softball fields, outdoor basketball court, picnic shelters and picnic tables. In addition, the Proposed Project would include a community outdoor courtyard area located on the third level, which would include two gas fireplaces, two outdoor fountains, fitness station, and various seating areas throughout. These on-site amenities would provide an alternative to off-site public parks and recreational facilities, allowing the residents of the Proposed Project to recreate on the Project Site while incrementally reducing impacts associated with off-site public park and recreational facilities.

In addition, the Proposed Project would be subject to the Quimby Act and AMC Section 17.34.010, which requires development projects to set aside land, donate conservation easements, or pay in-lieu fees for park improvements. Pursuant to the Quimby Act and AMC Section 17.34.010 that requires park in-lieu fee for projects with 50 or fewer units, the Property Owner/Developer would pay its fair share of in-lieu fees based on the number and type of dwelling units. Therefore, potential impacts associated with park facilities would be less than significant and no mitigation would be required.

v. Other public facilities?

Less Than Significant Impact: It is reasonable to assume that at least a portion of the approximately 146 residents generated by the Proposed Project would patronize public facilities such as local library branches operated by the City. The Anaheim Public Library system consists of a Central Library, six branches, Anaheim Heritage Center, and Founders Park, self-service kiosk at the Anaheim Regional Transportation Intermodal Center (ARTIC), and a Mobile Library[31]. The Central Library is the closest library to the Project Site, located approximately 0.3 miles to the southeast.

According to the City's General Plan EIR (City of Anaheim 2004), approximately 330,000 people use the Anaheim Public Library system. The Proposed Project would add approximately 146 residents, which represents less than 0.1% of the existing City residents who are served by the Anaheim Public Library system. The Library system provides a total of 149,892 square feet of library space in variously sized facilities throughout Anaheim to serve 359,000 citizens. Additional population in the City reduces the per capita availability of physical collections, computers, programs, and space. Online resources are impacted by population growth because the licensing fees for these databases, eBooks, and other digital resources are generally linked to the

[31] https://www.anaheim.net/903/Locations-Hours Accessed March 3, 2021

population of the library's service area. With additional residents to serve, the Proposed Project may reduce the overall availability per capita of books, media, computers, and space. Therefore, in order to maintain current per capita levels and licensing agreements, additional physical and virtual resources need to be added to the Anaheim library system.

The Proposed Project would increase the City's population by 146 residents. Population growth affects online resources because the basis for licensing fees for these databases, eBooks, and other digital resources are generally the population of the library's service area. With additional residents to serve, the Proposed Project would reduce the overall availability per capita of books, media, computers, and library public service space. Therefore, in order to maintain current per capita levels and licensing agreements, the City would need to provide additional physical and virtual resources to the Anaheim library system.

The threshold for determining impacts pursuant to CEQA is based upon whether the project would 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. The impacts to the overall availability per capita of books, media, computers, and library public service space would not create significant physical or environmental impacts. Therefore, project-related impacts to library facilities would be less than significant and no mitigation measures are required.

Mitigation Measures

No mitigation measures associated with impacts to Public Services apply to the Proposed Project.

Conclusion

Potential impacts of the Proposed Project associated with Public Services would be less than significant and no mitigation would be required.

4.16 Recreation

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) 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) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

Environmental Analysis

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?

Less Than Significant Impact: The Anaheim Parks Division of the Community Services Department is responsible for the maintenance and upkeep of 57 parks that make up nearly 800 acres within Anaheim[32]. Ten parks are located within approximately one mile of the Project Site. The City's goal is to provide at least two acres of parkland per 1,000 residents. The Proposed Project would include 43 residential rental units that would house approximately 146 residents. At least a portion of these residents are anticipated to patronize the various public park and recreation facilities in proximity to the Project Site; however, the Proposed Project involves a third level open space courtyard with amenities for its residents, such as gas fireplaces, water features, and exercise station. According to the Anaheim General Plan, Green Element Figure G-1, the Project Site is not located within a Park Deficiency Area.

In addition to City parks, regional parks in Orange County provide recreational opportunities for Anaheim residents. Ralph B. Clark Regional Park in the City of Buena Park, Craig Regional Park in the City of Fullerton, and Tri-City Regional Park in the City of Placentia are within 6 miles of the Project Site to the north, and Santiago Oaks Regional Park and Yorba Regional Park are approximately nine miles and 10 miles to the east, respectively.

The closest regional park to the Project Site is Ralph B. Clark Regional Park, approximately five miles to the north. This regional park is approximately 104 acres, and equipped with softball fields, tennis courts, picnic shelters, playgrounds, group area, fishing area, amphitheater, paved walkway, unpaved trail, etc. Craig Regional Park is approximately five miles to the north, and the 124-acre regional park is characterized by rolling hills, a large variety of mature trees, open space, a small lake, three year-round creeks and a rose garden. Other park amenities also include ball

[32] http://ca-anaheim.civicplus.com/916/Parks-Facilities Accessed March 3, 2021

fields, racquetball courts, volleyball courts, basketball courts, and horseshoe pits. These regional parks are operated by OC Parks and serve regional population. Addition of 146 residents to the OC Parks' regional park facilities that serve the Orange County population of 3,155,816 residents (Census 2017) would have negligible impact.

The Proposed Project would be subject to the state's Quimby Act and AMC Section 17.34.010, which requires development projects to set aside land, donate conservation easements, or pay in-lieu fees for park improvements. Pursuant to the Quimby Act and AMC Section 17.34.010 that requires park in-lieu fee for projects with 50 or fewer units, the Property Owner/Developer would pay its fair share of in-lieu fees based on the number and type of dwelling units. The Proposed Project would include a community recreation area located on the third level of the proposed building. Within the proposed courtyard area there would be two gas fireplaces, two water fountain/features, exercise station, and specimen trees for shade with seating for small social events and group gatherings. In addition to the community courtyard, each residential unit accesses a private outdoor patio area, and the Proposed Project includes other landscaped areas throughout the site. These on-site amenities would provide an alternative to off-site public parks and recreational facilities, allowing the residents of the Proposed Project to recreate on the Project Site while incrementally reducing impacts associated with off-site public park and recreational facilities. Therefore, potential impacts associated with existing recreational facilities would be less than significant and no mitigation would be required.

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?

No Impact: The Proposed Project would include a community courtyard that would provide amenities for the residents, including two gas fireplaces, two water fountain/features, exercise station, and specimen trees for shade with seating for small social events and group gatherings. In addition to the community courtyard, each residential unit accesses a private outdoor patio area, and the Proposed Project includes other landscaped areas throughout the site. These amenities would be fully contained on the Project Site and are part of the Proposed Project. Any potential environmental impacts related to the construction and operation of these on-site recreational amenities are accounted for in this IS/MND as part of the impact assessment conducted for the entirety of the Proposed Project. No adverse physical impacts beyond those already disclosed in this document would occur because of implementation of the Proposed Project's on-site recreational facilities. Further, no construction or expansion of existing facilities off-site would occur as a result of the Proposed Project. Therefore, no impacts associated with the construction or expansion of recreational facilities would occur and no mitigation would be required.

Mitigation Measures

No mitigation measures associated with impacts to Recreation apply to the Proposed Project.

Conclusion

Potential impacts of the Proposed Project associated with Recreation would be less than significant and no mitigation would be required.

4.17 Transportation

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☐	☒	☐
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
d) Result in inadequate emergency access?	☐	☐	☒	☐

A Trip Generation Memo and VMT Analysis were completed to determine potential impacts to traffic associated with the development of the Proposed Project (**Appendix I** – *Trip Generation Memorandum for Lincoln Colony Apartments, City of Anaheim*, Integrated Engineering Group, March 17, 2021, and **Appendix J** – *Lincoln Colony Apartments Vehicle Miles Traveled (VMT) Analysis*, Integrated Engineering Group, March 2021).

Trip Generation

Trip generation is a measure or forecast of the number of trips that begin or end at the Project site. The Project Site's traffic generation is calculated based on a function of the extent and type of development proposed. Traffic trip generation from the Proposed Project would result in traffic increases on the streets where they occur. Project vehicular traffic generation characteristics are estimated based on established rates, contained in the *Trip Generation Manual, 10th Edition*, published by the Institute of Transportation Engineers (ITE). The proposed Project ITE average trip generation rates and trip calculations summary are presented in Tables 15 and 16, respectively.

Table 16 – Project Trip Generation Rate

Land Use	Units[1]	ITE LU Code	AM Peak Hour			PM Peak Hour			Daily
			In	*Out*	*Total*	*In*	*Out*	*Total*	
Multifamily Housing (Mid-Rise)	DU	221	0.09	0.27	0.36	0.27	0.17	0.44	5.44
Car Wash & Detail Center	Stall	949	5.42	3.18	8.6	6.66	6.94	13.6	156.2

Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Tenth Edition
[1]DU = Dwelling Unit, Stall = Wash Stall

Table 17 – Project Trip Generation

Land Use	Intensity	Units[1]	AM Peak Hour			PM Peak Hour			Daily
			In	*Out*	*Total*	*In*	*Out*	*Total*	
Proposed Use									
Multifamily Housing (Mid-Rise)	43	DU	4	11	15	12	7	19	234
Existing Use									
Car Wash & Detail Center	1	Stall	5	3	8	7	7	14	156
		Net Total	**-1**	**8**	**7**	**5**	**0**	**5**	**78**

Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Tenth Edition (2017)
[1]DU = Dwelling Unit, Stall = Wash Stall

Table 16 summarizes the trip generation based on the land use intensity associated with the Proposed Project. Table 17 shows the Proposed Project would generate approximately 234 total daily trips, 15 AM peak hour trips and 19 PM peak hour trips. When accounting for the trips generated by the previously existing 3,473 square foot car wash (one wash stall), the net trips generated by the site are anticipated to be 78 daily trips, 7 AM peak hour trips and 5 PM peak hour trips.

Per the City of Anaheim *Criteria for Preparation of Traffic Impact Studies*, the Proposed Project is exempt from the requirement of preparing a TIS as the Proposed Project does not meet the following criteria:

- When the AM or PM peak hour trip generation is expected to exceed 100 vehicle trips from the proposed development.
- Projects on the Congestion Management Program (CMP) Highway System which generate 1,600 Average Daily Trips (ADT) or adjacent to CMP Highway System which generates 2,400 ADT.
- Projects that will add 51 or more trips during either AM or PM peak hours to any monitored CMP intersection.
- Any project where variations from the standards and guidelines provided in this manual are being proposed.

Trip Distribution and Assignment

Trip distribution and assignment is the process of identifying the probable destinations, directions, and traffic routes that project related traffic would likely affect. Trip distribution and assignment are not applicable in this case since this Appendix I demonstrates that the Proposed Project is exempt from the requirement of preparing a TIS.

Intersection and Roadway Segment Capacity Analysis

Intersection and roadway capacity analyses are not applicable in this case since Appendix I demonstrates that the Proposed Project is exempt from the requirement of preparing a TIS.

Project Access

Access to the Project Site would be provided via one driveway along West Lincoln Avenue and one driveway along South Ohio Street.

Existing Conditions

Roadway System

The major arterials that serve the study area include Lincoln Avenue, Broadway, and Harbor Boulevard.

Interstate 5 is located south and west of the Project Site. I-5 is a 10-lane divided freeway within the vicinity of the Project Site and serves as a main thoroughfare for traffic traveling north towards Los Angeles and south towards San Diego. The posted speed limit is 65 miles per hour (MPH).

Lincoln Avenue borders the Project Site to the north and runs generally east west through the City. Lincoln Avenue is a four-lane divided roadway and is identified as a Primary Arterial by the City of Anaheim General Plan Circulation Element. The posted speed limit is 35 MPH within the vicinity of the Project Site, and street parking is allowed in marked areas. Direct access to I-5 is provided from Lincoln Avenue.

Broadway is located south of the Project Site and runs generally east west through the City. Broadway is a four-lane, undivided roadway and is identified as a Secondary Arterial by the City of Anaheim General Plan Circulation Element. The posted speed limit is 35 MPH within the vicinity of the Project Site, and street parking is allowed in marked areas.

Harbor Boulevard is located east of the Project Site and serves as a primary north-south corridor through the City. Harbor Boulevard is a four-lane, divided roadway within the study area, and is identified as a Major Arterial by the City of Anaheim General Plan Circulation Element. The posted speed limit is 35 MPH, and street parking is not allowed within the study area.

Transit System

The Metrolink Orange County Line and the Amtrak Pacific Surfliner provide rail transit within the City of Anaheim. The two nearest rail transit stations are the Fullerton Station and at the Anaheim Regional Transportation Intermodal Center, located approximately 2.5 and 3.5 miles north and southeast of the Project Site, respectively. In addition to Metrolink and Amtrak services, local public transportation services operated by OCTA are also available in the study area. The Project Site is currently served by the following routes:

- OCTA Bus Route #42
- OCTA Bus Route #42A
- OCTA Bus Route #43
- OCTA Bus Route #543

Pedestrian and Bicycle Facilities

Pedestrian access from the Project Site would be provided from Lincoln Avenue and Ohio Street, where existing sidewalks, with curb and gutter, are available on both sides of Lincoln Avenue and Ohio Street. There are no existing bike lanes along Lincoln Avenue, Broadway, or Harbor Boulevards; however, Figure C-5 of the City's Circulation Element shows a planned Class II bike lane on Broadway Avenue, between East Street and Dale Street, which would run directly south of the Project Site.

Environmental Analysis

a) Would the project conflict with program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Less Than Significant Impact: The Proposed Project would generate a net of approximately 234 daily trips, 15 AM peak hour trips (4 inbound and 11 outbound), and 19 PM peak hour trips (12 inbound and 7 outbound). According to the City of Anaheim's *Criteria for Preparation of Traffic Impact Studies*, a traffic study is required so that the impact of land use proposals on existing and future circulation systems can be adequately assessed. A traffic impact study also ensures a project is consistent with the City's General Plan, specifically the Circulation Element, which discusses level of service (LOS) analyses. The City's *Criteria for Preparation of Traffic Impact Studies* outlines four criteria that require preparation of a traffic study; however, the Proposed Project does not exceed the thresholds requiring a traffic study. The AM/PM peak hour trip generation is below 100 vehicle trips, would not generate more than 1,600 ADT on the Congestion Management Program (CMP) Highway System or 2,400 ADT adjacent to the CMP Highway System, would not add 51 or more trips during wither AM or PM peak hours to any CMP intersection, and does not propose standards or guidelines which vary from the City's *Criteria for Preparation of Traffic Impact Studies* manual.

The Proposed Project would not modify the existing transit systems, including that of existing bus routes or bicycle lanes. During construction of the Proposed Project, temporary impacts to vehicle circulation and pedestrian facilities could occur due to entry/exit of construction vehicles and replacement and/or repair of existing sidewalk, curb and gutter on both Lincoln Avenue and Ohio Street. However, the Proposed Project would be subject to review and approval of a traffic control plan through the City's Public Works Department.

Therefore, the Proposed Project would not conflict with an applicable plan, ordinance, or policy that establishes measures of effectiveness for the performance of the circulation system and potential impacts associated with the circulation system would be less than significant and no mitigation would be required.

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Less Than Significant Impact:

The City adopted guidance on evaluating VMT for transportation impacts under CEQA. For the Proposed Project, the City of Anaheim's "Traffic Impact Analysis Guidelines for California

Environmental Quality Act Analysis" (June 2020) provide recommendations and guidance for performing VMT analysis including assessment methods and defining thresholds of significance in compliance of SB 743. The Guidelines recognize that certain projects based on type, location, size, and other context could lead to a presumption of less than significant (i.e., the project's VMT would not cause a transportation impact) and would not need additional VMT analysis. The City's guidelines outline the following screening criteria:

- Transit Priority Areas Screening – Project is within ½ mile radius of an existing major transit stop or an existing stop along a high-quality transit corridor may presumed to have less than significant transportation or VMT impacts under CEQA.
- Low VMT Generating Areas Screening – Residential or Office projects in a low VMT generating area defined as generating 15% below the county average VMT per service population or less may presumed to be less than significant.
- Project Type Screening – If the project meets certain criteria, it may be presumed to be less than significant. Project types that may use this presumption include:
    - Local-serving K-12 schools
    - Pocket, neighborhood, and community parks as defined by the General Plan
    - Day care centers
    - Local-serving retail uses less than 50,000 square feet (additional requirements may apply—refer to City guidelines)
    - Student housing projects on or adjacent to college campuses
    - Community and Religious Assembly Uses
    - Public Services
    - Local-serving community colleges that are consistent with the assumptions noted in the RTP/SCS
    - Affordable or supportive housing
    - Convalescent and Rest Homes
    - Senior Housing (as defined by HUD)
    - Projects generating less than 110 daily vehicle trips

Projects that do not meet any of the screening criteria identified above, would need to perform a detailed VMT analysis per the City's guidelines. The project would analyze "project generated VMT" and "project effects on VMT" for the project Traffic Analysis Zone(s) using the Orange County Transit Authority travel forecast model (OCTAM) for the following scenarios: Baseline conditions, Baseline plus project, Cumulative no project, Cumulative plus project. For transportation impact analysis purposes, the City uses VMT per service population as the primary metric. The plus project scenarios would need to obtain the following metrics from the OCTAM travel forecast model:

1. Project-generated VMT per service population and comparing to the appropriate thresholds outlined in the Guidelines.

2. Citywide VMT per service population to evaluate the "project's effect on VMT" by comparing the cumulative plus project scenario to the cumulative without project scenario.

The City's guidelines establish the following VMT thresholds:

1. A project would result in a significant project-generated VMT impact if the baseline project- generated or cumulative project-generated VMT per service population exceeds 15% below the County of Orange baseline VMT per service population.

2. The project's effect on VMT would be considered significant if the baseline or cumulative link- level boundary Citywide VMT per service population increases under the plus project condition compared to the no project condition.

Proposed Project Analysis

The Proposed Project entails the construction of a four-level, 43-unit apartment building, with internal parking garage, located at the northeast corner of Lincoln Avenue and Ohio Street. Based on the scope of the proposed development and the Project Site location, the following VMT screening criteria apply to the Proposed Project, as outlined in Appendix J:

1. *Low VMT-Generating Areas Screening* – Residential or Office projects in a low VMT-generating area defined as generating 15% below the county average VMT per service population or less may presumed to be less than significant.

Low VMT Generating Areas Screening

The City guidelines provide a map of low VMT-generating areas, and the Project Site is within a low VMT-generating area (**Figure 19** – Low VMT Generating Areas). The Proposed Project consists of redevelopment/infill and the project's similarity and complementary nature to its surrounding uses would result in VMT generation similar to the previous uses onsite. The project satisfies the Low VMT-Generating Area screening criteria per the City's guidelines.

Therefore, transportation impacts are evaluated based on current City policy, and impacts associated with conflict or inconsistency with CEQA Guidelines section 15064.3(b) would be less than significant and no mitigation would be required.

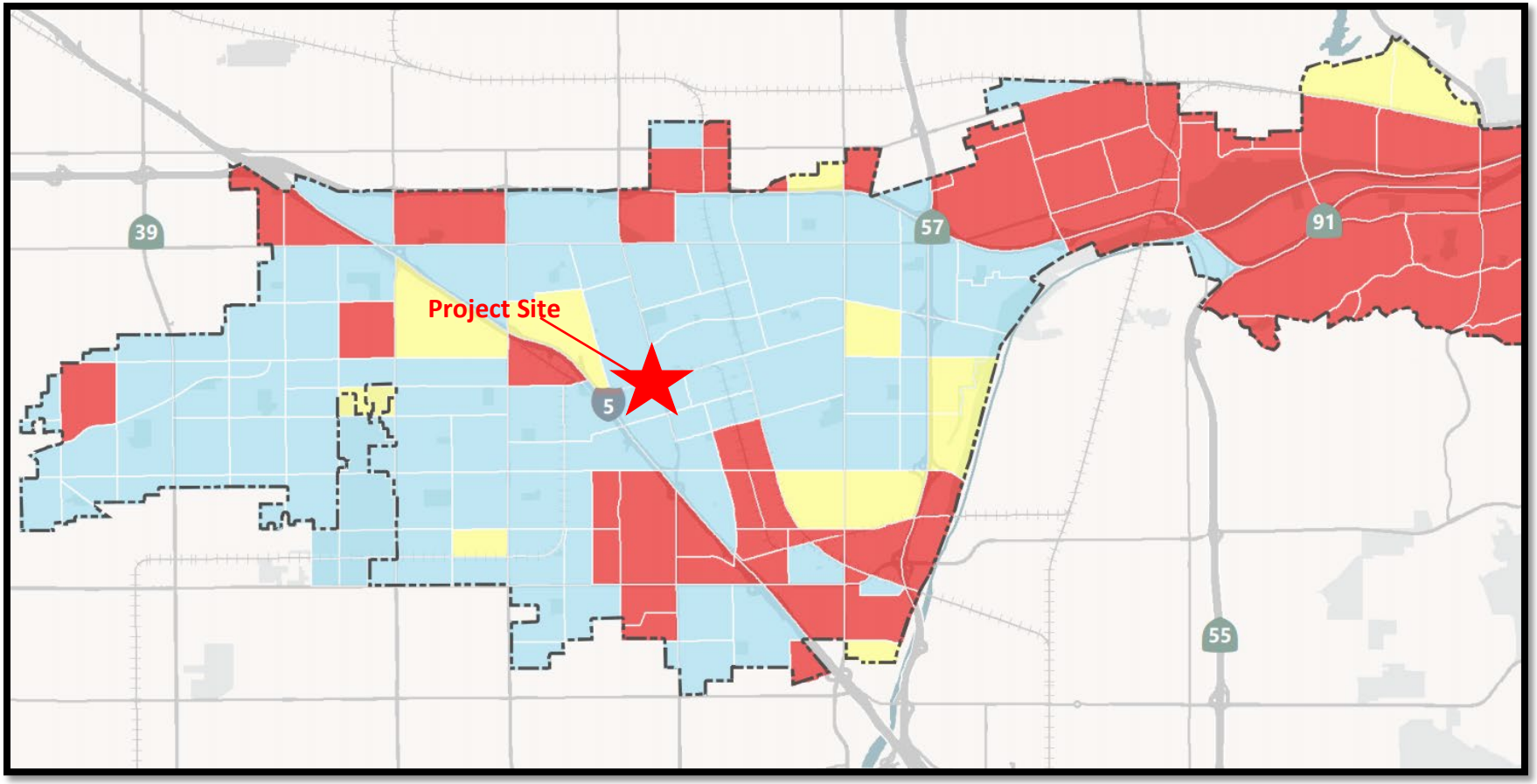

Figure 19: Low VMT Generating Areas

Source: City of Anaheim & Appendix J

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c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No Impact: The Property Owner/Developer would be responsible for various on-site circulation improvements (driveways and internal drive aisles), as well as improvements to the public right-of-way to City standards. These on-site and adjacent improvements would be designed in accordance with all applicable design standards set forth by the City, which were established to ensure safe and efficient vehicular circulation on City roadway facilities. The City reviews all site plans to ensure that adequate line-of-sight is provided at all driveways, making sure that no structures or landscaping block the views of vehicles entering and exiting a site. As such, no sharp curves, dangerous intersections, or incompatible uses would be introduced by the Proposed Project.

The Project Site would be accessible through two (2) points of entry: one along Lincoln Avenue and one along Ohio Street. Both point of entry directly leads to the internal parking structure. However, the Project Site is surrounded by accessible roadways on three sides: Lincoln Avenue to the north, Ohio Street to the east, and an alleyway to the south. For parking and circulation within the proposed parking structure, the Lincoln Avenue driveway would enter the ground-level internal drive aisle that would connect in a manner for egress and ingress within the structure and provide access to residential units and the leasing office. The Ohio Street driveway would enter the second-level internal drive aisle that would connect in a manner for egress and ingress within the structure and provide access to residential units. A 25’ by 25’ line-of-sight clear zone would be required at the Lincoln Avenue and Ohio Street intersections, based on the ultimate right-of-way. Consistent with the City’s Engineering Standard Detail 115-B, both proposed driveways would maintain a 7’ by 50’ triangular clear zone from the ultimate right-of-way line to eliminate potential obstructions for egress and ingress to the site. Therefore, no impacts associated with hazardous design features or incompatible land uses would occur and no mitigation would be required.

d) Would the project result in inadequate emergency access?

Less Than Significant Impact: The Project Site would be accessible through two (2) points of entry: one along Lincoln Avenue and one along Ohio Street. Both point of entry directly leads to the internal parking structure. However, the Project Site is surrounded by accessible roadways on three sides: Lincoln Avenue to the north, Ohio Street to the east, and an alleyway to the south. The proposed on-site accessways meet street width requirements of the Anaheim Fire and Rescue Department (AFR) as shown on Figure 3 – Conceptual Site Plan. The portion of curb located between the project’s Ohio Street driveway and alley curb cut would be painted red to prohibit parking and keep access clear for emergency vehicles.

Each of the Proposed Project’s driveways would be designed and constructed to City standards and comply with City width, clearance, and turning-radius requirements. The Project Site would be accessible to emergency responders during construction and operation of the Proposed Project. Because of the Proposed Project’s multiple access driveways and because it would comply with all applicable local requirements related to emergency vehicle access and circulation, the Proposed Project would not result in inadequate emergency access. Therefore,

potential impacts associated with inadequate emergency access would be less than significant and no mitigation would be required.

Mitigation Measures

No mitigation measures associated with impacts to Transportation apply to the Proposed Project.

Conclusion

Potential impacts of the Proposed Project associated with Transportation would be less than significant and no mitigation would be required.

4.18 Tribal Cultural Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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:				
a) 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)?	☐	☐	☒	☐
b) 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, the lead agency shall consider the significance of the resource to a California Native American tribe?	☐	☒	☐	☐

A Cultural and Paleontological Resources Assessment was completed to determine potential impacts to paleontological resources associated with the development of the Proposed Project (**Appendix B** – *Cultural and Paleontological Resources Assessment for the Lincoln Colony Apartment Project, City of Anaheim, Orange County, California,* Cogstone, March 2021).

The City conducted tribal consultation in accordance with AB52 for CEQA projects (**Appendix K** – *AB 52 Consultation*, Sagecrest Planning+Environmental, June 2021).

A Sacred Lands File search requested from the Native American Heritage Commission (NAHC) was received on November 30, 2020, and indicated that there are no known sacred sites or heritage resources located within the same USGS Quadrangle, Township, Range, and Section as the project area.

Environmental Analysis

Effective July 1, 2015, Assembly Bill 52 (AB52) requires meaningful consultation with California Native American Tribes on potential impacts associated with tribal cultural resources, as defined in §21074. A tribe must submit a written request to the relevant lead agency if it wishes to be notified of projects within its traditionally and culturally affiliated area. The lead agency must provide written, formal notification to the tribes that have requested it within 14 days of determining that a project application is complete or deciding to undertake a project. The tribe must respond to the lead agency within 30 days of receipt of the notification if it wishes to engage in consultation on the project, and the lead agency must begin the consultation process within 30 days of receiving the request for consultation. Consultation concludes when either 1) the parties agree to mitigation measures to avoid a significant effect, if one exists, on a tribal cultural resource, or 2) a party, acting in good faith and after reasonable effort, concludes that agreement

cannot be reached. AB 52 also addresses confidentiality during tribal consultation per Public Resources Code §21082.3(c). The City of Anaheim has received notification requests from three Native American tribes, who were each notified of the Proposed Project in accordance with AB52. This includes the Soboba Band of Luiseño Indians, the Juaneño Band of Mission Indians – Acjachemen Nation-Belardes, and the Gabrieleño Band of Mission Indians – Kizh Nation.

a) *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)?*

Less Than Significant Impact: As discussed in Section 4.5(a), there are no existing buildings or other cultural resources on the Project Site that are listed or eligible for listing in the California Register of Historical Resources. None of the historic documents reviewed as part of Appendix B indicate that the Project Site is associated with any significant historical event. The records search from the SCCIC indicated that no cultural resources have been previously recorded on the Project Site. Therefore, substantial adverse impacts associated with historical resources listed or eligible for listing in the California Register of Historical Resources or the Citywide Historic Preservation Plan would be less than significant, and no mitigation would be required.

b) *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, the lead agency shall consider the significance of the resource to a California Native American tribe?*

Less Than Significant Impact: Assembly Bill 52 (AB 52), signed into law in 2014, amended CEQA and established new requirements for tribal notification and consultation. AB 52 applies to all projects for which a notice of preparation or notice of intent to adopt a negative declaration/mitigated negative declaration is issued after July 1, 2015. AB 52 also broadly defines a new resource category of tribal cultural resources and established a more robust process for meaningful consultation that includes:

- Prescribed notification and response timelines;
- Consultation on alternatives, resource identification, significance determinations, impact evaluation, and mitigation measures; and
- Documentation of all consultation efforts to support CEQA findings.

A tribe must submit a written request to the relevant lead agency if it wishes to be notified of projects within its traditionally and culturally affiliated area. The lead agency must provide written, formal notification to the tribes that have requested it within 14 days of determining that a project application is complete or deciding to undertake a project. The tribe must respond to the lead agency within 30 days of receipt of the notification if it wishes to engage in consultation on the Proposed Project, and the lead agency must begin the consultation process within 30 days of receiving the request for consultation. Consultation concludes when either 1) the parties agree to mitigation measures to avoid a significant effect, if one exists, on a tribal cultural resource, or 2) a party, acting in good faith and after reasonable effort, concludes that

mutual agreement cannot be reached. AB 52 also addresses confidentiality during tribal consultation per Public Resources Code §21082.3(c).

AB52 Consultation

The City of Anaheim received requests from three California Native American Tribes to be notified of projects in which the City of Anaheim is the Lead Agency under CEQA. The Soboba Band of Luiseño Indians and the Juaneño Band of Mission Indians – Acjachemen Nation-Belardes, and the Gabrieleño Band of Mission Indians – Kizh Nation, were notified of the Proposed Project on January 6, 2021, respectively. The notification period lapsed on March 7, 2021 pursuant to Executive Order N-52-20 and Executive Order N-8-21 which extend the consultation period from 30-days to 60-days for applications occurring on or before September 30, 2021., The Juaneño Band of Mission Indians – Acjachemen Nation-Belardes, and the Gabrieleño Band of Mission Indians – Kizh Nation requested consultation by email on January 7, 2021 and January 6, 2021, respectively.

Consultation took place between the City and President Joyce Stanfield Perry of the Juaneño Band of Mission Indians – Acjachemen Nation-Belardes via email between January 7, 2021, and April 6, 2021. President Joyce Stanfield Perry indicated that with implementation of **MM TCR-1**, potential adverse changes to the significance of a Tribal Cultural Resources would be addressed and successfully concluded consultation on February 11, 2021.

Consultation took place between the City and Chairman Andrew Salas via email, and a phone conversation on March 30, 2021. Chairman Salas indicated that the Project Site is in a sensitive area and grading activities may cause a substantial adverse change in the significance of a Tribal Cultural Resource. In order to avoid a potentially significant impact, Chairman Salas agreed with the implementation of **MM TCR-2**, successfully concluding consultation on April 6, 2021.

There is little potential for the inadvertent discovery of intact subsurface archaeological deposits on the Project Site. Nonetheless, given that a cultural resources evaluation was likely not conducted when the Project Site was originally paved, the possibility exists, albeit remote, that tribal cultural resources of significance could be encountered during subsurface ground-disturbing activities. With the incorporation of **MM TCR-1** and **MM TCR-2**, potential impacts associated with tribal cultural resources would be less than significant.

Mitigation Measures

MM TCR-1:

> Prior to the issuance of grading permits, the Property Owner/Developer shall retain a qualified Juaneño Band of Mission Indians – Acjachemen Nation-Belardes Native American Monitor (Tribal Monitor) with ancestral ties to the area and a copy of the executed contract shall be submitted to the City of Anaheim Planning and Building Department. The Tribal Monitor will only be present on-site during the construction phases that involve ground-disturbing activities within undisturbed native sediments. Ground disturbing activities may include, but are not limited to, potholing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the Project site. The Tribal Monitor will complete daily monitoring logs that will provide

descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when the Project site grading and excavation activities are completed, or when the Tribal Representatives and monitor have indicated that the Project site has a low potential for impacting archaeological or tribal cultural resources.

Upon discovery of any archaeological or tribal cultural resources, construction activities shall cease in the immediate vicinity of the find until the find can be assessed. All archaeological and/or tribal cultural resources unearthed by project construction activities shall be evaluated by the qualified archaeologist meeting the Secretary of Interior standards and a Tribal monitor. If the resources are Native American in origin, the Tribal Monitor from a recognized California Native American tribe culturally and traditionally affiliated with the area shall coordinate with the City and Property Owner/Developer regarding treatment and curation of these resources. The City and Property Owner/Developer shall, in good faith, consult with the "TRIBE" on the disposition and treatment of any Tribal Cultural Resource encountered during all ground disturbing activities. Typically, the Tribe will request reburial or preservation for educational purposes. Work may continue on other parts of the Project Site while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5[f]). If a resource is determined by the qualified archaeologist to constitute a "historical resource" or "unique archaeological resource," time and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be provided by the Property Owner/Developer. A treatment plan would be prepared for the resources, which would be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and PRC Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County, the Copper Center, or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.

MM TCR-2:

Prior to the issuance of grading permits, the Property Owner/Developer shall retain a qualified Gabrieleño Band of Mission Indians – Kizh Nation Native American Monitor (Tribal Monitor) with ancestral ties to the area and a copy of the executed contract shall be submitted to the City of Anaheim Planning and Building Department. The Tribal Monitor will only be present on-site during the construction phases that involve ground-disturbing activities within undisturbed native sediments. Ground disturbing activities may include, but are not limited to, potholing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the Project site. The Tribal

Monitor will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when the Project site grading and excavation activities are completed, or when the Tribal Representatives and monitor have indicated that the Project site has a low potential for impacting archaeological or tribal cultural resources.

Upon discovery of any archaeological or tribal cultural resources, construction activities shall cease in the immediate vicinity of the find until the find can be assessed. All archaeological and/or tribal cultural resources unearthed by project construction activities shall be evaluated by the qualified archaeologist meeting the Secretary of Interior standards and a Tribal monitor. If the resources are Native American in origin, the Tribal Monitor from a recognized California Native American tribe culturally and traditionally affiliated with the area shall coordinate with the City and Property Owner/Developer regarding treatment and curation of these resources. The City and Property Owner/Developer shall, in good faith, consult with the "TRIBE" on the disposition and treatment of any Tribal Cultural Resource encountered during all ground disturbing activities. Typically, the Tribe will request reburial or preservation for educational purposes. Work may continue on other parts of the Project Site while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5[f]). If a resource is determined by the qualified archaeologist to constitute a "historical resource" or "unique archaeological resource," time and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be provided by the Property Owner/Developer. A treatment plan would be prepared for the resources, which would be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and PRC Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County, the Copper Center, or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.

Conclusion

Implementation of **MM TCR-1** and **MM TCR-2** would reduce potential impacts of the Proposed Project associated with Tribal Cultural Resources to less than significant.

4.19 Utilities and Service Systems

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project (including large-scale developments as defined by Public Resources Code Section 21151.9 and described in Question No. 20 of the Environmental Information Form) and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☐	☒
c) Result in a determination by the wastewater 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?	☐	☐	☒	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

A Sewer Study was completed to determine potential impacts to sewers associated with the development of the Proposed Project (**Appendix L** – *Sewer Study – 848-914 W. Lincoln Ave.*, Psomas, December 2020). It is important to note that the Sewer Study was based on 44 dwelling units and a 485 SF office. Since the Proposed Project consist of 43 dwelling units and a 390 SF office, it would generate less sewage than analyzed in the Sewer Study.

Environmental Analysis

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less Than Significant Impact: The City of Anaheim General Plan identifies an average household size of 3.4 persons. The Proposed Project would construct 43 residential units with 390 SF of leasing office on a Project Site that is currently vacant and previously developed with a car wash and detail service. The Proposed Project would connect to existing water mains that are serviced by the Anaheim Public Utilities Department (APUD), the water service provider for the City. Based on the City's 2015 UWMP, the City's five-year baseline water use is 195 GPCD, with a 2020 target of 162 GPCD (2016, pp. 2-10 - 2-11). The estimated water demand for 2020 is 62,050 afy or 151

gallons per capita per day (GPCD), which is below the target value. An estimated 146 new residents would result in a water demand of 22,046 GPD or 24.6 afy. Under normal conditions, the 2015 UWMP predicts total potable and raw water demand of 61,895 afy in 2020, and 66,910 afy in 2030. Of the total projected water supply of 62,050 afy in 2020 and 67,065 afy in 2030 under normal year conditions, 43,435 afy in 2020 and 46,946 afy in 2030 are estimated to be groundwater. The estimated water demand for the Proposed Project is 24.6 afy, which is nominal compared to the projected supply. The City would have enough water supply to service the Proposed Project.

According to the UWMP, the City relies on 70 percent groundwater from OCWD, and 30 percent imported water from MWD. The Proposed Project would be served by these sources. The City anticipates the same water supply mix to be available through 2040. With the projects and programs implemented by MWD, OCWD, and the City, water supplies are projected to meet full-service demands, through 2040 with an anticipated demand of 67,143 afy under normal year conditions. The water demand of the Proposed Project would account for 0.03 percent of the City's projected 2040 water demand. In addition, MWD's 2015 UWMP found that it would be able to meet full-service demands of its member agencies from 2020 through 2040 during normal, single dry, and multiple dry years.

The Proposed Project would use a relatively nominal percentage of the projected water supply available to the City in future year scenarios. The City can meet its water demand under multiple dry years with diversified supply and conservation measures. Therefore, with implementation of required water-saving measures, potential impacts associated with the construction or expansion of water facilities and would be less than significant and no mitigation would be required.

According to the Sewer Study (Appendix L), the Project Site would connect to the existing 12-inch sewer line running in the alley along the south side of the Project Site. Sewage from the Project Site would discharge to the existing 12-inch sewer in the alley between maintenance holes SW063204 and SW063203. The 12-inch pipe in the alley parallel to Lincoln Avenue flows westerly and then turns southerly, where it increases to 15-inch in diameter and increases to 24-inch at Santa Ana Street. The sewer pipe continues flowing southerly and increases to 30-inch at Irving Place and then to 33-inch at Vermont Avenue where it crosses the I-5 Freeway. It continues west and becomes the southerly of two parallel lines in Ball Road at maintenance hole SW075109. The entire sewer collection system discharges into the Orange County Sanitation District (OCSD) Euclid Trunk Sewer. For the purposes of Appendix L, the entire project flow was loaded to the upstream maintenance hole, SW063204--to be conservative.

The previous uses on the Project Site included commercial land uses consisting of car wash and auto detailing, and an office building. The Existing Condition Scenario uses modeling based on the commercial land use designation for the Project Site and adjacent parcels to the west and south for sewer generation, according to the Central Anaheim Area Master Plan of Sanitary Sewers (CAMPSS) dated December 2017 and the updated modeling from the South-Central Anaheim Sewer Study (SCASS) dated May 2020. Utilizing the SCASS computer model, Appendix L loaded each of the existing commercial parcels to a separate maintenance hole (i.e., one to SW063204 and one to SW063203), in the alley south of the Project Site. The calculated existing

commercial load for the larger, 0.55-acre vacant lot, is 0.91 gpm, or about 1,311 gpd. This load would be removed from maintenance hole SW063204. The calculated existing commercial load for the smaller, 0.19-acre vacant lot, is 0.22 gpm, or about 321 gpd. This load previously sent to maintenance hole SW063203, would be removed from SW063203. The Proposed Project would generate a load of 6.42 gpm or 9,240 gpd from the residential portion and 0.02 gpm or 29 gpd from the 390 SF office space. These two loads, a total of 6.44 gpm or 9,269 gpd, would be added to maintenance hole SW063204. Existing and proposed maintenance hole loading with flow generation rates are detailed in Appendix L, Table 1 – *Existing and Proposed Manhole Flow Loading.*

Based on Table 1 of Appendix L, the average flow would increase due to the Proposed Project. The average daily flow to the sewer collection system would increase by a net of 7,635 gpd due to the Proposed Project. The Existing Condition Scenario plus the Proposed Project flows and depth-to-Diameter (d/D) ratios for the sewer collection system from the newly created hydraulic model are detailed in Appendix L, Table 2 – *Existing Land Use Scenario Plus Project*. Table 2 shows that there are no deficiencies anywhere in the downstream tributary system under Existing Scenario plus Project. There is a maximum d/D of 0.41 which is below the d/D criteria of 0.75 for lines 12-inch in diameter and larger. This maximum is found in three of reaches upstream of Sana Ana Street (SW063216-SW063223, SW063223-SW063402, and SW074330-SW075109). The system does not have any capacity deficiencies in the downstream collection system from the Proposed Project. The Buildout Condition Scenario plus the Project and d/D ratios for the sewer collection system from the hydraulic model are shown in Appendix L, Table 3 – *Buildout Land Use Scenario Plus Project*. Table 3 shows there are no deficiencies present in the tributary line. In the Buildout Scenario, two of the aforementioned reaches (SW063216-SW063223 and SW063223-SW063402) increase to a d/D of 0.43. Table 3 shows additional reaches within the 33-inch length of pipe increase to a d/D of 0.42, which is acceptable for the 33-inch diameter pipe. Appendix L shows sufficient capacity within the existing sewer collection pipelines for the increased sewer flow generated by the Proposed Project for both existing and buildout demand scenarios, and no sewer system improvements would be required as a part of the Proposed Project. Based on Appendix L, local sewer collection system capacity would be available for the Proposed Project. Therefore, potential impacts associated with sewer capacity would be less than significant and no mitigation would be required.

Wastewater from the Proposed Project would enter the City's sewer system and discharge to the existing 12-inch line in the southern alley, between maintenance holes SW063204 and SW063203. According to the UWMP, wastewater generated by the Proposed Project would be treated at OCSD's Reclamation Plant No. 1, located at 10844 Ellis Avenue in Fountain Valley, which has a capacity of 320 million gallons per day (mgd), and Treatment Plant No. 2 located at 22212 Brookhurst Street in Huntington Beach, which has a capacity of 312 mgd. The estimated average daily influent flow between both facilities is 185 mgd for 2018-2019, which is 29% of the

cumulative rated capacity for the facilities[33]. The amount of wastewater generated by the Proposed Project is nominal compared to the average daily amount of wastewater treated by OCSD's wastewater treatment facilities and their combined capacity. Therefore, potential impacts associated with the construction or expansion of water treatment facilities would be less than significant and no mitigation would be required.

As discussed in Section 4.10.1(a), the Proposed Project would not alter the existing drainage pattern of the Project Site and the post-construction drainage pattern would remain the same as the preconstruction drainage pattern. However, a new proposed underground infiltration gallery and drywells would be designed to temporarily store and infiltrate runoff, primarily from rooftops and another impervious area. The drywells would be used to treat stormwater runoff for water quality purposes. System overflow would be pumped to the street via a private storm drain system and curb drains to a City of Anaheim owner storm drain.

The Proposed Project would not increase the runoff from the site as the existing site is 96 percent impervious while Proposed Project includes a landscape area of more than 5,000 SF, yielding an 81 percent impervious area. Therefore, this development would not have a negative impact on downstream facilities. The proposed infiltration and drywells system on the Project Site would retain and treat project run-off, therefore reducing flow rates from the pre-development condition. Therefore, potential impacts associated with the construction or expansion of storm water drainage would be less than significant and no mitigation would be required.

Anaheim Public Utilities (APU) provides electrical power to the City and the Southern California Gas Company (SoCal Gas) provides natural gas. Various companies including AT&T, Spectrum, and Cox provide telecommunications. APU, SoCalGas, and local telecommunications companies operate and maintain transmission and distribution infrastructure in the project area and currently serve the project site. The project's electricity demand would be approximately 443,758 kWh/year and natural gas demand would be approximately 549 KBtu/year; see Section 4.6, Energy, for further discussion concerning the project's electricity and natural gas demands. The project would be located in an urbanized area and connect to existing electric, natural gas, and telecommunication infrastructure; no off-site infrastructure improvements would be required. The project would not substantially increase service demand for utility providers through substantial unplanned population growth and existing capacity would be sufficient to support project residents. Therefore, impacts would be less than significant, and no mitigation is required.

b) Would the project have sufficient water supplies available to serve the project (including large-scale developments as defined by Public Resources Code Section 21151.9 and described in Question No. 20 of the Environmental Information Form) and reasonably foreseeable future development during normal, dry and multiple dry years?

No Impact: According to the City's General Plan, the City utilizes two primary sources of water supply: groundwater produced from City-owned wells and imported water from the MWD. Based

[33] https://www.ocsd.com/services/regional-sewer-service Accessed March 26, 2021

on the City's 2015 UWMP, the estimated water demand for 2020 is 62,050 afy or approximately 151 GPCD. An estimated 146 new residents would result in a water demand of approximately 22,046 GPD or 24.6 afy. Under normal conditions, the 2015 UWMP predicts total potable and raw water demand of 61,895 afy in 2020, and 66,910 afy in 2030. Of the total projected water supply of 62,050 afy in 2020 and 67,065 afy in 2030 under normal year conditions, 43,435 afy in 2020 and 46,946 afy in 2030 are estimated to be groundwater. The estimated water demand for the Proposed Project is 24.6 afy, which is nominal compared to the projected supply. The City would have enough water supply to service the Proposed Project. As defined in CEQA Guidelines Section 15155, the Proposed Project is not a residential development of more than 500 dwelling units and would not be considered a water demand project. Water demand for the Proposed Project would equate to less than one percent of the total water supply. Based on the UWMP, it is not expected that expanded entitlements would be needed to provide water for the Project Site. Therefore, no impacts associated with water supply would occur and no mitigation would be required.

c) *Would the project result in a determination by the wastewater 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?*

Less Than Significant Impact: Wastewater generated by the Proposed Project would be treated at the OCSD Reclamation Plant No. 1, located at 10844 Ellis Avenue in Fountain Valley, and Treatment Plant No. 2 located at 22212 Brookhurst Street in Huntington Beach. OCSD facilities have design capacities that exceed their current utilization. The Proposed Project would generate approximately 9,269 gallons of wastewater per day (Appendix L). The amount of wastewater generated is nominal compared to the average daily amount of wastewater treated by OCSD's wastewater facilities and its surplus capacity. Therefore, potential impacts associated with wastewater treatment capacity would be less than significant and no mitigation would be required.

d) *Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?*

Less Than Significant Impact: OC Waste & Recycling operates three active landfills in Orange County: Olinda Alpha Landfill near Brea; the Frank R. Bowerman Landfill near Irvine; and the Prima Deschecha Landfill in San Juan Capistrano. The Olinda Alpha Landfill is the closest facility to the Project Site and would most likely receive waste from the Proposed Project. This landfill has a daily maximum of 8,000 tons per day[34]. However, according to OC Waste & Recycling, the Olinda Alpha Landfill is scheduled to close in December 2021, with all in-county tonnage to Olinda

[34] https://www.oclandfills.com/sites/ocwr/files/2021-01/122020-olindafactsheet_ocrecycleguide_0.pdf Accessed March 22, 2021

projected for diversion to Frank R. Bowerman Landfill after Olinda's closure[35]. Frank R. Bowerman has a daily maximum of 11,500 tons per day and is the ninth largest landfill in the United States with enough projected capacity to serve residents and businesses until approximately 2053[36,37].

The Proposed Project would construct 43 residential units and 390 SF of leasing office space on the Project Site with an estimated 146 residents. Using CalRecycle's 2019 generation rate of 6.7 pounds per resident per day[38], the Proposed Project would generate approximately 978 pounds per day, or approximately 0.5 tons per day of solid waste. According to OC Waste & Recycling, the Olinda Alpha Landfill received a daily average of 5,322 tons in 2013 and has an average residual capacity of 2,678 tons per day. The 0.5 tons per day of solid waste generated by the Proposed Project is nominal compared to Olinda Alpha Landfill's average residual capacity of 2,678 tons per day. The Proposed Project would not be served by a landfill with insufficient permitted capacity to accommodate solid waste disposal needs. Therefore, potential impacts associated with solid waste disposal would be less than significant and no mitigation would be required.

e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact: As discussed above, solid waste generated by the Proposed Project would be disposed of at one of the three landfills in Orange County. Disposal of solid waste would be required to comply with all federal state, and local statutes and regulations related to solid waste. This would include providing receptacles for green waste, recyclables, and garbage. Therefore, potential impacts associated with compliance with solid waste statutes and regulations would be less than significant and no mitigation would be required.

Mitigation Measures

No mitigation measures associated with impacts to Utilities and Service Systems apply to the Proposed Project.

Conclusion

Potential impacts of the Proposed Project associated with Utilities and Service Systems would be less than significant and no mitigation would be required.

[35] https://www.oclandfills.com/sites/ocwr/files/import/data/files/115754.pdf Accessed March 22, 2021
[36] https://oclandfills.com/landfills/active-landfills/frank-r-bowerman-landfill#:~:text=The%20landfill%20has%20enough%20projected,and%20businesses%20until%20approximately%202053 Accessed March 26, 2021
[37] https://www.oclandfills.com/sites/ocwr/files/2021-01/122020-frbfact_sheet_ocrecycleguide_0.pdf Accessed March 22, 2021
[38] CalRecycle, California's 2019 Per Capita Disposal Rate; see: http://www.calrecycle.ca.gov/lgcentral/goalmeasure/DisposalRate/MostRecent/default.htm

4.20 Wildfire

If located in or near State responsibility areas or lands classified as very high fire hazard severity zones would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water resources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

Environmental Analysis

a) If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. As stated in Section 4.9.1(f), the Proposed Project would not substantially impair the way emergency access is provided to the Project Site via West Lincoln Avenue or Ohio Street. The closest emergency services facility is Fire Station no. 1 located approximately one mile east of the Project Site on East Broadway Avenue. The proposed on-site accessways meet street width requirements of the Anaheim Fire and Rescue Department (AFR) as shown on Figure 3 – *Conceptual Site Plan*. The Proposed Project would meet the required 150-foot access requirement to allow for the AFR's hose pulls. The portion of curb located between the project's Ohio Street driveway and alley curb cut would be painted red to prohibit parking and allow for emergency vehicle access. These standards would ensure adequate access within the Project Site for emergency response or evacuation plan. In addition, as part of the plan check process, the Project Site plan would undergo a fire, life, and safety review by the Anaheim Fire & Rescue Department and Anaheim Police Department (APD) to ensure adequate infrastructure for emergency response and access. Therefore, potential impacts associated with an adopted emergency response plan or emergency evacuation plan would be less than significant and no mitigation would be required.

b) Would the project due to slope, prevailing winds, and other factors exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from wildfire or the uncontrolled spread of a wildfire?

Less Than Significant Impact. Fires can occur in urban environments and can also impact unpopulated areas that may contain brush or grasslands. The central and western portions of

Anaheim are highly urbanized and relatively built out, and the Hill and Canyon Area is approaching its buildout potential. As a result, the City must continue to address the growing need to defend both persons and property from urban and wildland fires. In urban areas, the effectiveness of fire protection efforts is based upon several factors, including the age of structures, efficiency of circulation routes that ultimately affect response times and availability of water resources to combat fires. As shown in Figure 2 – *Project Vicinity Map*, the Project Site is in the highly urbanized area of western Anaheim.

Other factors contribute to the severity of fires including weather and winds. Specifically, winds commonly referred to as Santa Ana winds, which occur during fire season (typically from June to the first significant rain in November) are particularly significant. Such "fire weather" is characterized by several days of hot dry weather and high winds, resulting in low fuel moisture in vegetation.

The City identifies properties within Very High Fire Hazard Severity Zones, as shown in Figure S-5 - *Very High Fire Hazard Severity Zones.* Such areas include the ridgeline areas and undeveloped wildland areas located east of the Costa Mesa (SR-55) Freeway and south of the Riverside (SR-91) Freeway. All other areas within the City located east of the Costa Mesa (SR-55) Freeway, and south of the Riverside (SR-91) Freeway, are designated as a Special Protection Area. The City provides safeguards to prevent devastation from fires such as routine inspections of homes and the surrounding areas. The Project Site is not located within a Very High Fire Hazard Severity Zone as designated by the City. Additionally, the Proposed Project would adhere to the development standards outlined in both the 2019 Building Code and 2016 Fire Code, including the use of fire suppression devices such as fire sprinklers and incorporation of enhance fire protection building materials for portions of the project. Further, the Project Site is relatively flat, and does not contain significant slopes which could exacerbate wildland fire risk. Therefore, potential impacts due to slope, prevailing winds, and other factors, which exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from wildfire or the uncontrolled spread of a wildfire, would be less than significant and no mitigation would be required.

c) *If located in or near State responsibility areas or lands classified as very high fire hazard severity zones would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water resources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*

Less Than Significant Impact. The Project Site is in a built-out area of the City and is not located within a Very High Fire Hazard Severity Zone, with surrounding development and roadway infrastructure existing in place. The Proposed Project would not require infrastructure improvements that would exacerbate fire risk. Additionally, the Proposed Project would adhere to the development standards outlined in both the 2019 Building Code and 2019 Fire Code, including the use of fire suppression devices such as fire sprinklers and incorporation of enhance fire protection building materials for portions of the project. Impacts to the environment from the Proposed Project are detailed throughout the entirety of this document, and are either less than significant, or less than significant with mitigation incorporated. Therefore, potential

impacts associated with the exacerbation of fire risk or result in temporary or ongoing impacts to the environment would be less than significant and no mitigation would be required.

d) If located in or near State responsibility areas or lands classified as very high fire hazard severity zones would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. The Project Site's existing drainage sheet flows toward the south/southwest. Directly adjacent to the Project Site's south and southwest boundary are a rear alley and the intersection of the rear alley and Ohio Street. The current site drainage would not be altered significantly where drainage patters would change from their current directions. Additionally, the Project Site is relatively flat, with no substantial slopes on-site. Therefore, no impacts associated with the exposure of people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes would occur, and no mitigation would be required.

Mitigation Measures

No mitigation measures associated with impacts to Wildfire apply to the Proposed Project.

Conclusion

Potential impacts of the Proposed Project associated Wildfire risk would be less than significant and no mitigation would be required.

4.21 Mandatory Findings of Significance

Does the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have the potential to substantially 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, substantially 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) 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)?	☐	☒	☐	☐
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

a) Does the project have the potential to substantially 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, substantially 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?

Less Than Significant Impact with Mitigation Incorporated: As previously described, the Proposed Project is an infill development project located in an urbanized area of the City and the Project Site is not within or adjacent to and would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, other approved local, regional, or state habitat conservation plan.

According to the Cultural and Paleontological Resources Assessment (Appendix B), no cultural resources have been recorded within the Project Site, and the Project Site does not contain any resources that are important to major periods of California history or prehistory. Although the Project Site does not contain any documented cultural resources, there is a possibility that undiscovered, buried resources (including paleontological and tribal cultural resources) might be encountered during construction. Therefore, implementation of **MM TCR-1** and **MM TCR-2** would reduce any potential impacts associated with any undiscovered resources to less than significant and ensure that the Proposed Project would not eliminate important examples of the major periods of California history or prehistory.

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)?

Less Than Significant with Mitigation Incorporated: The Proposed Project would result in potentially significant project-specific impacts to construction noise. However, **MM NOI-1** would reduce these impacts to less than significant levels. Furthermore, the Air Quality and Transportation analyses presented in Section 4.3 and Section 4.17, respectively, of this document considered cumulative impacts and determined that cumulative air and traffic impacts would be less than significant, as outlined in those sections. No additional mitigation measures would be required to reduce cumulative impacts to less than significant levels.

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

Less Than Significant with Mitigation Incorporated: All potential impacts of the Proposed Project have been identified, and mitigation measures have been provided, where applicable, to reduce potential impacts to less than significant levels. Upon implementation of mitigation measures, the Proposed Project would not have the potential to result in substantial adverse impacts on human beings either directly or indirectly. No additional mitigation measures would be required.

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6 REFERENCES

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Appendix B – *Cultural and Paleontological Resources Assessment for the Lincoln Colony Apartment Project, City of Anaheim, Orange County, California*, Cogstone, March 2021

Appendix C – *Soil and Foundation Evaluation Report*, Soil Pacific, Inc., March 2021

Appendix D – Site Assessment Memo, Partner Engineering and Science, Inc., December 2020.

Appendix E – *Preliminary Priority Project Water Quality Management Plan (WQMP)*, Anacal Engineering Co., February 2021, Revised August 2021

Appendix F - *Post Remediation Letters and Report*, Sagecrest Planning+Environmental, June 2021

Appendix G – *Preliminary Hydrology & Hydraulic Calculations*, Anacal Engineering Co., n.d.

Appendix H – *Lincoln Colony Apartment Noise Impact Analysis, City of Anaheim*, Ganddini Group, Inc., April 2021, revised June 14, 2021

Appendix I – *Trip Generation Memorandum for Lincoln Colony Apartments, City of Anaheim*, Integrated Engineering Group, March 2021

Appendix J – *Lincoln Colony Apartments Vehicle Miles Traveled (VMT) Analysis*, Integrated Engineering Group, March 2021

Appendix K – *AB 52 Consultation*, Sagecrest Planning+Environmental, June 2021

Appendix L - *Sewer Study – 848-914 W. Lincoln Ave.*, Psomas, December 2020

Appendix M - *On-Site Infiltration at Deeper Elevation*, Soil Pacific Inc., August 2021

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Appendices
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Appendix A

Air Quality, Global Climate Change, and Energy Impact Analysis, Revised June 2021

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Appendix B

Cultural and Paleontological Resources Assessment, March 2021

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Appendix C

Soil and Foundation Evaluation Report, March 2021

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Site Assessment Memo, December 2020

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Appendix E

Preliminary Priority Project Water Quality Management Plan (WQMP), February 2021, Revised August 2021

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Appendix F

Post Remediation Letters and Report, June 2021

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Appendix G

Preliminary Hydrology & Hydraulic Calculations, n.d.

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Appendix H

Noise Impact Analysis, Revised June 2021

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Appendix I

Trip Generation Memorandum, March 2021

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Appendix J

Vehicle Miles Traveled (VMT) Analysis, March 2021

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Appendix K

AB 52 Consultation, Sagecrest Planning & Environmental, June 2021

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Appendix L

Sewer Study, December 2020

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Appendix M

Infiltration Memorandum, August 2021

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Appendix N

Mitigation Monitoring and Reporting Plan

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