



CITY OF ANAHEIM ENVIRONMENTAL CHECKLIST FORM

SUBJECT: DEVELOPMENT PROJECT NO. 2022-00046

ADDRESS: Area C: 1810-1820 South Market Street, and 1501 East Park Street, Anaheim, CA 92805
Area D: 1791 East Park Street, Anaheim, CA 92805

APN: Area C: 232-121-31
Area D: 232-121-32

LOCATION: Area C: Southeast corner of East Katella Avenue and Market Street
Area D: Southwest corner of East Katella Avenue and Metro Drive

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find 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 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.

Lisandro Orozco

March 15, 2023

Signature of City of Anaheim Representative

Date

Lisandro Orozco, Senior Planner

(714) 765-5381

Printed Name, Title

Phone Number

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) All answers must take account of the whole action involved, including offsite as well as onsite, 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 Environmental Impact Report (EIR) is required.
 - b) **Potentially Significant Unless 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 California Environmental Quality Act (CEQA) process, an effect has been adequately analyzed in an earlier EIR or negative declaration (§ 15063(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 significance.

Project Setting

The Project Site includes two development areas of the A-Town Master Site Plan: Development Area C (Lot 2, Tract No. 17703), approximately 3.0-acres; and Development Area D (Lot 3, Tract No. 17703), approximately 3.3-acres. Collectively, Development Areas C and D are the “Project Sites” in this document. Development Area C is located at the southeast of the corner of Katella Avenue and Market Street, and Development Area D is located at the southwest corner of Katella Avenue and Metro Drive. The Project Sites are part of the A-Town’s Master Site Plan approved by City Council in 2015 that permitted development of between 1,400 and 1,746 residential units, and between 38,000 and 50,000 square feet of commercial uses. Development Area C is entitled for residential development within the range of 160 to 272 dwelling units (50-85 dwelling units per acre) and for 17,000 to 25,000 square feet of commercial floor space. Development Area D is entitled for residential development within the range of 140 to 217 dwelling units (45-70 dwelling units per acre). The Project Sites are currently undeveloped but have been “rough-graded” and the Property Owner/Developer has completed the majority of the infrastructure within the A-Town Master Site Plan.

The following describes the surrounding uses of each development area:

Development Area C

North: Katella Avenue with multiple family residential uses across Katella Avenue;

East: Proposed multiple family residential use within A-Town Development Area D;

South: Park Street, Aloe Greens Park, and multiple family uses across Aloe Greens Park within Development Area G and H; and

West: Market Street and the approved A-Town Development Area B with multiple family residential and commercial uses.

Development Area D

North: Katella Avenue with multiple family residential uses across Katella Avenue;

East: Automobile service station with a convenience market and the approved A-Town Development Area E with multiple family residential uses;

South: Park Street and the approved A-Town Development Area F with multiple family residential uses; and

West: Proposed multiple family residential and commercial uses within A-Town Development Area C.

Project Background

In May 2004, the City Council approved a comprehensive citywide General Plan and Zoning Code Update that established a new vision for the Platinum Triangle as a dynamic mixed-use urban district. This update created new land use designations within the Platinum Triangle that provide opportunities for existing, largely industrial, uses to transition to mixed-use, residential, office, and commercial uses. This General Plan Update also established the overall maximum development intensities for the Platinum Triangle, which at that time permitted up to 9,175 residential units, 5,000,000 square feet of office space, and 2,044,300 square feet of commercial uses.

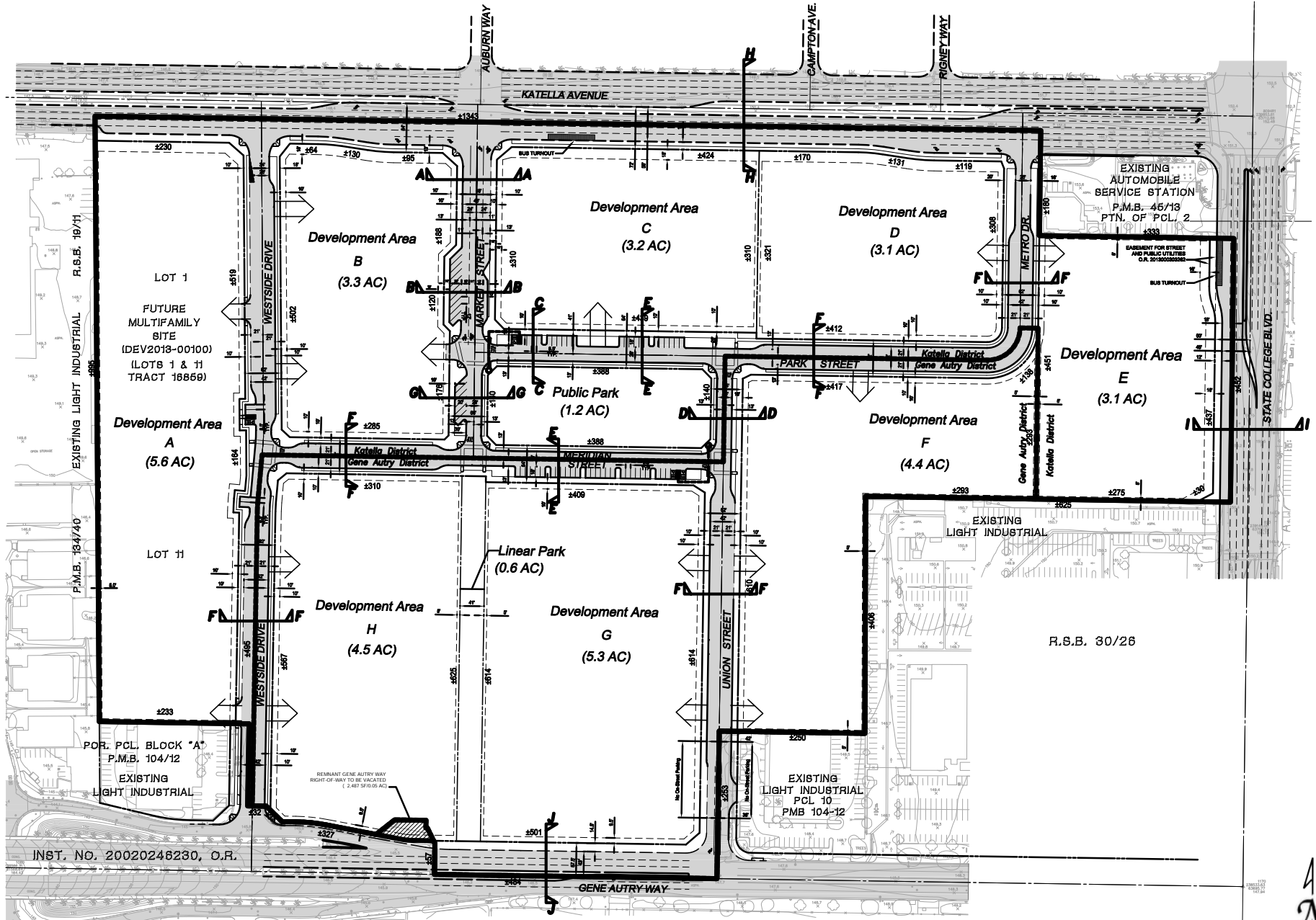
In August 2004, the City Council adopted the Platinum Triangle Master Land Use Plan (PTMLUP) and the Platinum Triangle Master Use (PTMU) Overlay Zone to implement this new vision for the Platinum Triangle. Under these updated zoning regulations, an approved Final Site Plan and a Development Agreement between property owners and the City are required for all development utilizing the PTMU Overlay Zone.

On October 25, 2005, the City Council certified Final Subsequent Environmental Impact Report No. 332 (FSEIR No. 332) in conjunction with its approval of amendments to the General Plan, PTMLUP and Zoning Code and related reclassifications to increase the allowable development intensities within the Platinum Triangle to up to 9,500 residential units, 5,000,000 square feet of office uses, and 2,254,400 square feet of commercial uses.

On October 25, 2005, immediately following the certification of FSEIR No. 332 and approval of the related actions, the City Council approved an application from Lennar Platinum Triangle, LLC to construct the A-Town Metro Project. The original project consisted of up to 2,681 residential units; 150,000 square feet of commercial uses; two public parks; and, a network of local streets. An addendum to FSEIR 332 was prepared and approved as part of the A-Town Metro Project. On November 8, 2005, City Council approved a Development Agreement for the A-Town Metro Project. On December 13, 2005, the City recorded the A-Town Metro Project's Development Agreement. On December 16, 2008, City Council approved an amendment to the Development Agreement to allow additional time to complete certain milestones. On February 23, 2009, the City recorded the amended Development Agreement.

On October 26, 2010, the City Council certified Final Subsequent Environmental Impact Report No. 339 (FSEIR No. 339) in conjunction with its approval of amendments to the General Plan, PTMLUP, PTMU Overlay Zone, and related zoning reclassifications to increase the allowable development intensities within the PTMU Overlay Zone from 10,266 residential units up to 18,909 residential units; 14,340,522 square feet of office uses; 4,909,682 square feet of commercial uses; and, 1,500,000 square feet of institutional uses. Subsequent amendments and addenda to FSEIR No. 339 have analyzed and revised the maximum development intensities to up to 17,501 residential units; 134,490,233 square feet of office uses; 4,782,243 square feet of commercial uses; and 1,500,000 square feet of institutional uses.

On October 20, 2015, the City Council approved Addendum No. 4 to FSEIR No. 339 in conjunction with its approval of amendments to the General Plan, PTMLUP, and PTMU Overlay Zone, and an amended and restated development agreement, tentative tract map and final site plan for the revised A-Town Metro Project. This revised project permitted development of between 1,400 and 1,746 residential units, and between 38,000 and 50,000 square feet of commercial uses, two public parks, and a network of local streets within the A-Town Metro Project area (**Refer to Figure I-1, A-Town Metro Project**). The City Council also approved the Final Site Plan for the first phase of the A-Town Metro Project for a 400-unit apartment project with a 6-story parking structure in Development Area A.



Source: Hunsaker & Associates, December 2013.

Figure I-1
A-Town Metro Project

Project Description

Area C

The applicant is proposing a mixed-use structure in Development Area C of the A-Town Master Site Plan. The proposed structure will consist of eight-levels, with two subterranean levels, and six levels above grade. The structure will include 253 residential dwelling units and 17,277 square feet of ground floor commercial space with 972 square feet of accessory outdoor dining space. The number of residential units and commercial floor space is consistent with the development allocation for Development Area C of the A-Town Master Site Plan of 160 to 272 residential dwelling units and 17,000 to 25,000 square feet of commercial floor space. The Project will have a residential density of 84 dwelling units per acre, consistent with the development allocation of 50 to 85 dwelling units per acre for Development Area C of the A-Town Master Site Plan. **Figure I-2. Conceptual Site Plans Areas C and D**, shows the proposed site plan.

The Project's ground-floor commercial space will be located along Market Street. 14,105 square feet of the ground floor commercial space will be dedicated to restaurant uses and 3,173 square feet will be dedicated to retail uses. Residential dwelling units will range in size from approximately 585 square feet to 1,342 square feet. The proposed residential unit mix consists of 14 studio units, 134 one-bedroom units, 90 two-bedroom units, and 15 three-bedroom units.

Common area improvements for residents will include a first-floor amenity space, leasing office, and parcel room. The Project will also include a shared landscaped residential paseo with Development Area D that includes a dog park and outdoor seating. The second-floor will include a sports club with a trellis patio and seating, an open recreation courtyard with a pool, spa, sun deck, outdoor seating, barbecues, residential dining areas, and a fire pit with seating, and an additional open courtyard with barbecues and residential dining areas.

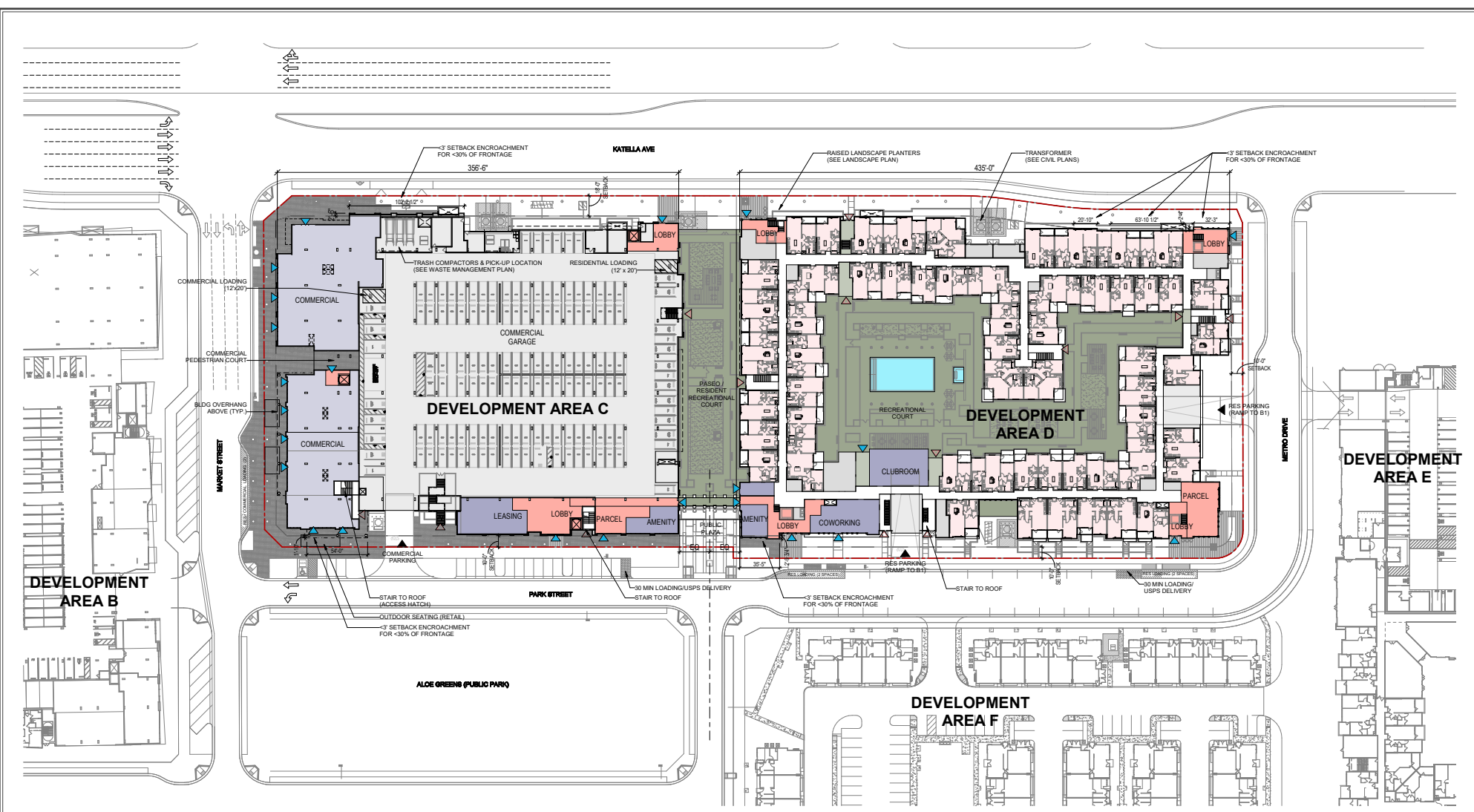
The Project will have a contemporary architectural style with street-level articulation along all three street frontages, and a variety of materials and building articulation. Materials proposed include metal truss parapets and metal panels, brick, commercial storefront glazing, glass railings, and stucco in a variety of colors. The design locates large scale massing along Katella Avenue with a maximum height of approximately 90 feet and smaller intermediate scale massing along Market Street and Park Street.

The Project will provide 998 vehicular parking spaces in one shared parking structure between Development Areas C and D that will consist of three levels, one level at-grade and two subterranean levels. The Anaheim Municipal Code (AMC) requires a minimum of 857 parking spaces for the combined 508 residential units in Development Areas C and D. The Project will provide 857 residential parking spaces. The AMC requires a minimum of 138 parking spaces for the 18,250 square feet of commercial space, including outdoor dining space. The Project will provide 141 commercial parking spaces.

Vehicles will access the at-grade parking spaces for the commercial tenants from a driveway on Park Street, approximately 120 feet east of Market Street. Vehicular access for the residents of Development Areas C and D will be located on Park Street and Metro Drive. The first residential driveway will be located on Park Street, approximately 150 feet east of Union Street, and will provide access for residents and guests to parking spaces in the subterranean levels of the parking structure. The second residential driveway will be located on Metro Drive, approximately 200 feet south of Katella Avenue and will provide access for residents and guests to parking spaces in the subterranean levels of the parking structure. The Project will

include residential loading zones along Park Street and within the at-grade level of the parking structure. The Project will provide commercial loading zones within the at-grade level of the parking structure. In addition, Market Street will provide a shared commercial and residential loading zone.

The Project currently consist of two parcels, Lot 2 and Lot 3. The applicant is requesting a lot line adjustment to merge Lot 2 and Lot 3 of Tract No. 17703 into one parcel. The applicant is also requesting a Development Area Boundary Modification to shift the existing Development Area boundary between Areas C and D west of its existing location to accommodate the proposed building configuration. The applicant is requesting an amended Parking Management Plan to update on-street parking totals, accommodate the building's access points, and locate on-street loading areas. The Parking Management Plan and the Lot Line Adjustment are subject to the approval of the City Engineer.



Source: KTG Architecture + Planning, February 2023.

Figure I-2
Conceptual Site Plans - Areas C and D

Area D

The applicant is proposing a multiple family structure in Development Area D of the A-Town Master Site Plan. The proposed structure will consist of six-levels, with two subterranean levels, and four levels above grade. The multiple family structure will include 255 residential dwelling units, which is greater than the development allocation for Development Area D of the A-Town Master Site Plan of 140 to 217 residential dwelling units. The Project will have a residential density of 77 dwelling units per acre, which is greater than the target residential density allocation for Development Area D of the A-Town Master Site Plan of 45 to 70 dwelling units per acre. Residential dwelling units will range in size from approximately 585 square feet to 1,342 square feet. The proposed residential unit mix consists of 39 studio units, 126 one-bedroom units, 84 two-bedroom units, and six three-bedroom units. **Figure I-2. Conceptual Site Plans Areas C and D**, shows the proposed site plan.

The applicant is requesting a conditional use permit to allow the transfer of 38 units from another Development Area within the A-Town Metro Project to Development Area D, to accommodate the increase in residential dwelling units and residential density. The applicant is proposing to transfer 38 units from Development Area F. Section 10 of the Amended and Restated Development Agreement No. 2005-00008 approved by the City Council for the A-Town Metro Project allows for transfer of unused residential dwelling units to Development Areas that do not already have approved Final Site Plans. The applicant is requesting a modification to the Ground Floor Use Diagram of the approved A-Town Master Site Plan to replace residential stoops and patio space with residential amenity space. The applicant proposes to replace residential stoops and patios with residential amenity space along the Park Street frontage, the corner of Park Street and Metro Drive, and the corner of Katella Avenue and Metro Drive. The Project currently consist of two parcels, Lot 2 and Lot 3. The applicant is requesting a lot line adjustment to merge Lot 2 and Lot 3 of Tract No. 17703 into one parcel. The applicant is also requesting a Development Area Boundary Modification to shift the existing Development Area boundary between Areas C and D west of its existing location to accommodate the proposed building configuration. The applicant is requesting an amended Parking Management Plan to update on-street parking totals, accommodate the building's access points, and locate on-street loading areas. The Parking Management Plan and the Lot Line Adjustment are subject to the approval of the City Engineer.

Common area improvements for residents will include an amenity space, a clubroom, a coworking space, and a parcel room. The Project will also include a shared landscaped residential paseo with Development Area C that includes a dog park and outdoor seating. A recreation courtyard will be located in the center of the structure and will provide a pool, spa, sun deck, outdoor seating, barbecues, residential dining areas, and a fire pit with seating, and an additional open courtyard with barbecues and residential dining areas.

The Project will have a contemporary architectural style with street-level articulation along the three street frontages, and a variety of materials and building articulation. Materials proposed include vertical siding and stucco in a variety of colors, and commercial storefront glazing. The Project design includes enhanced massing on all four corners of the structure with a maximum height of 57 feet. The Project will include residential stoops and entryways along Park Street and Metro Drive. The residential lobby and amenity areas along Park Street will be designed with commercial storefront glazing.

The Project will provide 998 vehicular parking spaces in one shared parking structure between Development Areas C and D that will consist of three levels, one level at-grade and two subterranean levels.

The AMC requires a minimum of 857 parking spaces for the combined 508 residential units in Development Areas C and D. The Project will provide 857 residential parking spaces.

Vehicular access for the residents of Development Areas C and D will be located on Park Street and Metro Drive. The first residential driveway will be located on Park Street, approximately 150 feet east of Union Street, and will provide access for residents and guests to parking spaces in the subterranean levels of the parking structure. The second residential driveway will be located on Metro Drive, approximately 200 feet south of Katella Avenue and will provide access for residents and guests to parking spaces in the subterranean levels of the parking structure. The Project will include residential loading zones along Park Street and within the at-grade level of the parking structure.

Previously Certified Subsequent Environmental Impact Report No. 339

This environmental document is a checklist to identify whether Final Subsequent Environmental Impact Report No. 339 (SEIR No. 339), including its subsequent addenda (see description of addenda and Table 1 below), adequately analyzed the potential impacts of the Project pursuant to the requirements of CEQA and that no further environmental review is necessary. SEIR No. 339 was prepared to address the implementation of the Platinum Triangle Implementation Plan (PTIP) and discretionary approvals associated with the Approved Project: General Plan Amendment No. 2008-00471, amendments to the PTMLUP, amendments to the Platinum Triangle Mixed Use Overlay Zone, Zoning Reclassification No. 2008-00222, and the Platinum Triangle Water Supply Assessment. SEIR No. 339 addressed the potential impacts associated with aesthetics, air quality, hydrology and water quality, land use and planning, noise, population and housing, public services, recreation, transportation and traffic, utilities and service systems, and greenhouse gas emissions. The City Council adopted a Statement of Overriding Considerations to address significant and unavoidable impacts resulting from the implementation of the Approved Project.

Twelve Addenda have been previously prepared to address modifications to the Revised Platinum Triangle Expansion Project. **Table 1, SEIR No. 339 Addenda Summary Table**, provides a brief summary for each project within the Platinum Triangle for which the City Council approved an addendum. The City Council approved amendments to the land use assumptions in Revised Platinum Triangle Expansion Project, in conjunction with Addendum No. 2-6, through the approval of amendments to the Anaheim General Plan, the PTMLUP, and PTMU Overlay Zone. These documents, as amended, currently permit development of up to 17,501 residential units; 4,782,243 square feet of commercial uses; 13,659,103 square feet of office uses, and 1,500,000 square feet of institutional uses within the PTMU Overlay Zone. In addition, in 2020, the City Council approved a Sustainable Communities Environmental Assessment (SCEA) for the Stadium District Sub-Area A Project. This project creates the framework for the development of Sub-Area A of the Stadium District of the PTMU Overlay Zone pursuant to a Disposition and Development Agreement between the City of Anaheim and the Applicant and a Master Site Plan; refer to **Table 2, SCEA Summary Table**.

Table 1
SEIR No. 339 Addenda Summary Table

| Addendum Title | Project Summary |
|---|---|
| Addendum 1: Katella Avenue/ Interstate 5 Undercrossing Improvements Project April 2012 | Widen Katella Avenue at the undercrossing with the I-5 between Anaheim Way and Manchester Avenue and to create a fourth through lane of traffic in each direction of travel. Maintain dual left-turn pockets at both intersections. The project area spans approximately 1,000 feet along Katella Avenue, with an area of disturbance encompassing approximately 1.95 acres. |
| Addendum 2: Platinum Gateway Project December 2012 | Develop a 4-story wrap-style residential building with 399 dwelling units, a 5-story parking structure, and public park on 7.01 acres. Amend the Anaheim General Plan and the PTMLUP to increase the total number of dwelling units to 18,988 dwelling units; reduce the commercial square footage to 4,795,111 square feet; reduce the office square footage to 4,131,103 square feet; and no change to institutional uses: 1,500,000 square feet. |
| Addendum 3: Platinum Vista Apartments Project October 2014 | Develop a 5-story wrap-style residential apartment building with 389 units and a 6-story parking structure (including one subterranean parking level). Amend the Anaheim General Plan and the PTMLUP to allow up to 19,027 dwelling units; |

Table 1
SEIR No. 339 Addenda Summary Table

| Addendum Title | Project Summary |
|--|---|
| | 4,735,111 square feet of commercial uses; 14,131,103 square feet of office uses; and 1,500,000 square feet of institutional uses. |
| Addendum 4: Amended A-Town Metro Master Site Plan August 2015 | Construct eight neighborhood Development Areas ranging in size from 3.1 acres to 5.6 acres on the 43.2-acre site. Develop between 1,400 and 1,746 residential dwelling units; up to 50,000 square feet of commercial/retail uses; and two public parks. |
| Addendum 5: Jefferson Stadium Park Project June 2016 | Develop a mixed-use community with 1,079 residential apartments; 14,600 square feet of retail uses; and a 1.11-acre public park. Building 1 is a 5-story wrap-style building with 370 units; Building 2 is a 5-story wrap-style building with 376 units; Building 3 is a 4-story podium building with 333 units and 14,600 square feet of retail space. Amend the Anaheim General Plan to relocate and combine two park sites into one park site. Amend the PTMLUP to allow for 18,909 dwelling units; 4,909,682 square feet of commercial uses; 14,340,522 square feet of office uses; and 1,500,000 square feet of institutional uses. |
| Addendum 6: LT Platinum Center Development Project September 2016 | Mixed-use development with 405 dwelling units; 433,000 gross square feet of commercial uses; a 200-room hotel; 77,000 gross square feet of office uses. Amend the Anaheim General Plan and the PTMLUP to revise the district boundaries to change the LT Platinum Center site from the Gateway District to the Stadium District; reduce the maximum dwelling units to 17,348 units; increase the maximum commercial uses to 4,782,243 square feet; reduce the maximum office space to 9,180,747 square feet; and remove the designation of a public park from the site. |
| Addendum 7: Gene Autry Way and State College Boulevard Improvements Project March 2017 | Widen Gene Autry Way from four lanes to six lanes with medians and storm drain and stormwater improvements; to widen the west side of State College Boulevard between Gateway Office and Artisan Court to accommodate a southbound right-turn lane and a third through-lane; and to make improvements to the east side of the intersection of State College Boulevard at Gene Autry Way, which is the west entrance to Angel Stadium of Anaheim (Angel Stadium). Additionally, a new intersection on Gene Autry at Union Street would be constructed to provide access to planned development areas. |
| Addendum 8: Orangewood Avenue Improvements (From State College Boulevard to the Santa Ana River) and Eastside of State College Boulevard Improvements (From Orangewood Avenue to Artisan Court) March 2018 | Widen Orangewood Avenue from State College Boulevard to Dupont Drive and from Dupont Drive to the Santa Ana River from four lanes to six lanes with the addition of right-turn lanes. Widen State College Boulevard to four lanes between Orangewood Avenue and Artisan Court; north of Artisan Court, the outside lane would become a right-turn pocket into the Angel Stadium of Anaheim parking lots. Road widening to add a new northbound right-turn lane at the Orangewood Avenue Intersection with Rampart Street. Roadway improvements (sidewalk, relocated utilities, landscape planters, block walls, etc.) that were not considered in SEIR No. 339 are also analyzed. |
| Addendum 9: Orangewood Avenue Improvements (From the Santa Ana River to East of SR-57) April 2022 | Widen Orangewood Avenue from a five-lane roadway to a six-lane divided facility to provide expanded bicycle and pedestrian access from the Santa Ana River to just east of State Route 57 (SR-57) at the SR-57/Orangewood Avenue interchange. The Proposed Project would also include a water pipeline connection in Orangewood Avenue right-of-way, generally beginning at Rampart Street and ending to the east at Eckhoff Street. In addition, the Proposed Project includes a change to the jurisdictional boundaries between the City of Anaheim and the City of Orange, west of the western levee of the Santa Ana River, north and south or |

Table 1
SEIR No. 339 Addenda Summary Table

| Addendum Title | Project Summary |
|--|---|
| | Orangewood Avenue. This proposed reorganization includes amendments to the Anaheim General Plan, Anaheim Zoning Map, and PTMLUP, and other related documents to reflect the new City boundary and potential future use of the affected property. |
| Addendum 10: 710 E. Katella General Plan, Zoning Map and Platinum Triangle Master Land Use Plan (PTMLUP) Amendments Project Withdrawn | Amend the Anaheim General Plan, Anaheim Zoning Map, and PTMLUP to allow the development of up to 120 dwelling units at 710–818 East Katella Avenue and 1815 South Lewis Street. Development of the project site would be subject to the requirements of the Platinum Triangle Mixed Use (PTMU) Overlay Zone, including but not limited to, subsequent City Council approval of a Development Agreement. |
| Addendum 11: OC Vibe Project General Plan, Zoning Map and Platinum Triangle Master Land Use Plan (PTMLUP) Amendments August 2022 | Amend the Anaheim General Plan, Anaheim Zoning Map, and PTMLUP to allow the development of proposed new homes, shopping, dining, entertainment, parks and open spaces around Honda Center and ARTIC transit center. |
| Addendum 12: Platinum Triangle Fire Station No. 12 August 2022 | Develop a two-story, 12,622 square-foot fire station on a 1.5-acre site, currently used as a surface parking lot that supports the Anaheim Gateway Building and Angel Stadium. The Project site is located at the northeast corner of State College Boulevard and Gateway Office, north of the existing Stadium Gateway Office Building |

Table 2
SCEA Summary Table

| Addendum Title | Project Summary | | | | | | | | | | | | | | |
|---|--|-----------------|--|------------------------------|-------|--------------------------|-----------|----------------------|-----------|-----------------|--------|----------------------|-------|--------------|--------------------------|
| SCEA: Stadium District Sub-Area A Project September 2020 | <p>The Stadium District Sub-Area A Project creates the framework for the development of Sub-Area A of the Stadium District of the PTMU Overlay Zone pursuant to a Disposition and Development Agreement between the City of Anaheim and the Applicant and a Master Site Plan to allow development of Sub-Area of the Stadium District with up to the development intensities described.</p> <table border="1"> <thead> <tr> <th>Land Use</th> <th>Stadium District Sub-Area A Project</th> </tr> </thead> <tbody> <tr> <td>Residential (dwelling units)</td> <td>5,175</td> </tr> <tr> <td>Commercial (square feet)</td> <td>1,750,000</td> </tr> <tr> <td>Office (square feet)</td> <td>2,700,000</td> </tr> <tr> <td>Stadium (seats)</td> <td>45,500</td> </tr> <tr> <td>Public Parks (acres)</td> <td>10-13</td> </tr> <tr> <td>Fire Station</td> <td>One station on 1.5 acres</td> </tr> </tbody> </table> | Land Use | Stadium District Sub-Area A Project | Residential (dwelling units) | 5,175 | Commercial (square feet) | 1,750,000 | Office (square feet) | 2,700,000 | Stadium (seats) | 45,500 | Public Parks (acres) | 10-13 | Fire Station | One station on 1.5 acres |
| Land Use | Stadium District Sub-Area A Project | | | | | | | | | | | | | | |
| Residential (dwelling units) | 5,175 | | | | | | | | | | | | | | |
| Commercial (square feet) | 1,750,000 | | | | | | | | | | | | | | |
| Office (square feet) | 2,700,000 | | | | | | | | | | | | | | |
| Stadium (seats) | 45,500 | | | | | | | | | | | | | | |
| Public Parks (acres) | 10-13 | | | | | | | | | | | | | | |
| Fire Station | One station on 1.5 acres | | | | | | | | | | | | | | |

| I. AESTHETICS – Would the Project: | | | | | |
|---|---------------------------------------|---|-------------------------------------|---|--------------------------|
| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | Impacts analyzed in Add. No. 4 No New Impact | No Impact |
| a. Have a substantial adverse effect on a scenic vista? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Substantially damage scenic resources, including, but not limited to, limitation trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Narrative Summary: Impacts analyzed in EIR No. 339/No new impacts.

The Platinum Triangle area is highly urbanized with industrial, commercial, and recreational uses, which do not exhibit any significant geographic features or visual resources of importance. Supplemental Environmental Impact Report (SEIR) No. 339 determined that the overall boundaries of the Platinum Triangle do not contain any natural or undisturbed areas that provide undisturbed or unique vistas, and/or that are officially recognized by a local, State, or federal agency.

SEIR No. 339 determined that no officially recognized local, State, or federal-level scenic resources are located in the Platinum Triangle. The only Officially Designated State Scenic Highway located close to the Platinum Triangle is State Route 91 (SR-91) from State Route 55 (SR-55) to east of the City limits, SEIR No. 339 concluded that the Platinum Triangle will not be easily visible due to distance and sound walls. As there are no scenic resources located in the Platinum Triangle area, proposed development on Development Areas C and D will not directly impact a scenic resource. In addition, the building heights proposed for Development Area C, six stories, and Development Area D, four stories, will not obscure views of distant scenic resources due to intervening buildings and topography. Additionally, buildout of Development Areas C and D will not be visible from the Officially Designated Scenic Highway segment of SR-91, which is located over three miles to the north, due to obstruction by nearby development and sound walls surrounding the highway. For these reasons, no impacts to scenic resources will occur and no mitigation is required. Therefore, the Project will not result in new significant impacts or increase the severity of impacts identified in SEIR No. 339.

SEIR No. 339 analyzed impacts to the visual character or quality of the site and its surroundings associated with the proposed development in the Platinum Triangle, including the changes in residential and nonresidential land uses and modifications to the existing circulation system. Findings in SEIR No. 339 confirmed that compliance with provisions of the Platinum Triangle Master Land Use Plan (PTMLUP) will result in the creation of individual projects that are compatible with the existing and future land uses within the Platinum Triangle. SEIR No. 339 discussed impacts related to shade and shadows, including shade and shadows potentially generated by the medium- to high-rise structures allowed in the Platinum Triangle with a typical building height of 100 feet, with some exceptions. The SEIR concluded that impacts to the visual character or quality of the Platinum Triangle will be less than significant with the incorporation of SEIR No. 339 Mitigation Measure 1-1, which require, prior to Final Site Plan approval, analysis of shade on properties sensitive to shadows for individual projects proposed within the Platinum Triangle. The proposed buildings for Development Area C will be a maximum height of approximately 90 feet and smaller intermediate scale massing along Market Street and Park Street and the proposed buildings for Development Area D will be approximately 57 feet in height. Both will be within the expected limits of the analysis provided in SEIR No. 339.

Many iconic buildings and structures exist in the area surrounding the Project Area that provide landmarks to orient residents and visitors and provide the City with a visual image and aesthetic. Two examples provided in SEIR No. 339 include the large “A” outside Angel Stadium of Anaheim and the Honda Center. Due to distance with intervening structures and topography, the proposed buildings for Development Areas C and D will not create barriers to viewing or obscure visibility of prominent local landmarks from the Project Area.

SEIR No. 339 analyzed impacts related to the creation of light and glare. The buildout of the area will introduce many new sources of nighttime illumination related to buildings, pedestrian walkways, parking areas, roadways, and parks. The proposed densities for Development Areas C and Area D are consistent with the development allocation of the A-Town Metro Master Site Plan density of 81 dwelling units per net acre. The developments include common area improvements such as landscape walkways, recreation courtyards, passive courtyards, a resident paseo with a dog park and seating, pools, spas, sun decks and lounge areas. According to SEIR No.339, the light and glare impacts will be minimized through compliance with the PTMLUP. Furthermore, the majority of lighting associated with Development Areas C and D will be directed internal to each Project Site itself, away from neighboring land uses. Therefore, interior and exterior lights on the Project Site will not shine directly onto light-sensitive uses and will not result in light trespass.

No changes in circumstances involving each Project for Development Areas C and D have occurred; therefore, these Projects will not result in new impacts or impacts of greater severity than those previously identified in SEIR No. 339. No new information of substantial importance is available now which was not known and could not have been known with the exercise of reasonable diligence at the time of the certification of SEIR No. 339. No new mitigation measures or alternatives that were previously determined to be infeasible are now feasible. Therefore, no new impacts associated with aesthetics will occur because of the Project, and the level of impact will not increase from that identified in SEIR No. 339.

II. AGRICULTURE AND FOREST RESOURCES – In determining whether Impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation (DOC) as an optional model to use in assessing impacts on agriculture and farmland. Would the Project:

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | Impacts analyzed in Add. No. 4 No New 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Conflict with existing zoning for agricultural use, or a Williamson Act Contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12222(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. Involve other changes in the existing environment which, due to their location or nature, could result in | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

| | | | | | |
|---|--|--|--|--|--|
| conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? | | | | | |
|---|--|--|--|--|--|

Narrative Summary: Impacts analyzed in EIR No. 339/No new impacts.

SEIR No. 339 determined that there are no areas designated as Prime Farmland, Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance in the Platinum Triangle or surrounding vicinity, including Development Areas C and D. SEIR No. 339 concluded that the buildout of the PTMLUP will have no impact on agricultural resources and no mitigation was necessary. The 2018 Farmland Mapping and Monitoring Program designates the Development Areas C and D as Urban and Built-Up Land. Additionally, there are no active farming activities within the Development Areas C and D. Therefore, the buildout of Development Areas C and D, which have both been substantially altered as a result of grading and past development, will not affect any Prime Farmland, Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance due to the extent of urbanization in the area. Therefore, the Projects will not result in new significant impacts or increase the severity of impacts identified in SEIR No. 339, and no mitigation is required.

SEIR No. 339 determined that no areas zoned for agriculture exist in the Platinum Triangle or surrounding vicinity. Additionally, no lands covered by existing Williamson Act contracts are located within the Platinum Triangle. SEIR No. 339 concluded that the buildout of the PTMLUP will have no impact on these agricultural resources. There are no areas zoned for agriculture or covered under Williamson Act contracts within Development Areas C and D. Therefore, the Projects will not impact land zoned for agricultural use or covered by a Williamson Act contract and no mitigation is required. The Projects will not result in new significant impacts or increase the severity of impacts identified in SEIR No. 339.

SEIR No. 339 did not contain a section analyzing the loss, conversion, or rezoning of forestland. The Platinum Triangle is substantially developed and is not suitable for forestry and/or timber resources. There is no zoning for forest land in the City of Anaheim and no areas within the City classified as forest or timberland as defined by Public Resources Code Section 4526. The City of Anaheim has no land zoned for forest or timberland, including Development Areas C and D and the surrounding area. Therefore, the Projects will not conflict with any existing zoning for forest or timberland and will not cause rezoning of any forest or timberland. No impacts to forest or timberland will occur, and no mitigation measures are required. The Projects will not result in new significant impacts or increase the severity of impacts identified in SEIR No. 339.

SEIR No. 339 did not contain a section analyzing the loss or conversion of forestland. However, the Platinum Triangle does not support forestry and/or timber resources. The Project Sites are in a highly urbanized area and not zoned for forest or timberlands. Therefore, the development of Areas C and D will not conflict with existing forest or timberland and will not cause loss or conversion of any forest or timberland. No impacts to forest land will occur, and no mitigation measures are required. The Projects will not result in new significant impacts or increase the severity of impacts identified in SEIR No. 339.

No important farmland, agricultural activity, or forest/timberlands are present in the Platinum Triangle. SEIR No. 339 determined that no areas zoned for agriculture or utilized for agricultural activities exist in the Platinum Triangle or surrounding vicinity. Additionally, no existing Williamson Act contracts cover land within the Platinum Triangle. SEIR No. 339 concluded that the buildout of the PTMLUP will have no impact on these agricultural resources. No areas zoned for agriculture or utilized for agricultural activities exist in the Platinum Triangle or surrounding vicinity. Therefore, the Projects will not impact agricultural practices or any agriculturally zoned lands within the Project Areas C and D and no mitigation is required. The Projects will not result in new significant impacts or increase the severity of impacts identified in SEIR No. 339.

No changes in circumstances involving the Projects have occurred; therefore, the conversion of Development Area C, a vacant, undeveloped property to a mixed-use, and the conversion of Development Area D, a vacant undeveloped property to a residential use, will not result in new impacts or impacts of greater severity than those previously identified in SEIR No. 339. No new information of substantial importance is available now which was not known and could not have been known with the exercise of reasonable diligence at the time of the certification of SEIR No. 339. No new mitigation measures or alternatives that were previously determined to be infeasible are now feasible. Therefore, no new impacts associated with agricultural and forest resources will occur because of the Projects, and the level of impact will not increase from that identified in SEIR No. 339.

III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the Project:

| | Potentially Significant Impact | Less Than Significant with | Less Than Significant Impact | Impacts analyzed | No Impact |
|--|--------------------------------|----------------------------|------------------------------|------------------|-----------|
|--|--------------------------------|----------------------------|------------------------------|------------------|-----------|

| | | Mitigation Incorporated | | in Add. No. 4 No New Impact | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Conflict with or obstruct implementation of the applicable air quality plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Expose sensitive receptors to substantial pollutant concentrations? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Narrative Summary: Impacts analyzed in EIR No. 339/No new impacts.

The Platinum Triangle is in the South Coast Air Basin (SCAB), which encompasses all of Orange County (County) and portions of Los Angeles, Riverside, and San Bernardino Counties. The SCAB regional emissions inventory is compiled by the South Coast Air Quality Management District (SCAQMD) and the Southern California Association of Governments (SCAG). SEIR No. 339 states that the development of the PTMLUP will result in overall increased trips and vehicle miles traveled (VMT) in the Platinum Triangle area due to increased density of development. Although there will be an increase in trips and VMT locally, the development of the PTMLUP will provide a net benefit to the SCAG region because it creates mixed-use residential development closer to employment centers. This decreases average trip length because employment, services, and housing will all be in close proximity to each other. This also reduces the need for the residents to travel long distances for commercial and entertainment centers. The Adopted PTMLUP was determined to be consistent with SCAG's strategies to reduce VMT in the region and was determined to be consistent with the 2007 Air Quality Management Plan (AQMP), which was applicable to the PTMLUP. Therefore, the impacts relative to project consistency with the AQMP are considered less than significant in SEIR No. 339.

SCAQMD has thresholds which are used to evaluate a project's emissions and determine if there will be a potential significant impact related to construction or operation of the project. SCAQMD suggests that lead agencies evaluate both regional and localized impacts for the project. The City uses the thresholds established by the SCAQMD in its CEQA Air Quality Handbook (SCAQMD 1993, as updated in 2015). SEIR No. 339 determined that implementation of the PTMLUP will potentially violate air quality standards or contribute to existing or future air quality violations. The construction and operational activities associated with the buildout of the PTMLUP, including a 253 residential mixed-use on Development Area C and a 255 residential use on Development Area D, will result in a substantial increase in short- and long-term air pollutants. SEIR No. 339 included Mitigation Measures 2-1, 2-2, 2-3, 2-4, 2-5, 2-6, 2-7, 2-8, and 2-9 to reduce the potential air quality impacts during construction and operation of future Platinum Triangle projects. The mitigation measures focus on improving the efficiency of vehicles and require the use of materials in responsible ways to limit the release of pollutants that may violate existing air quality standards for the Platinum Triangle area and the County during construction and operation. However, even with these mitigation measures, impacts were determined to be significant and unavoidable, and the City Council adopted a Statement of Overriding Considerations when SEIR No. 339 was certified.

SEIR No. 339 found that implementation of the PTMLUP will potentially result in a cumulatively considerable net increase of the criteria pollutants for which the project region is in non-attainment under applicable federal or State ambient air quality standards (ozone [O₃], particulate matter less than 10 microns in size [PM₁₀], and particulate matter less than 2.5 microns in size [PM_{2.5}]). SEIR No. 339 found that the construction and operational activities associated with the PTMLUP will create short- and long-term pollutants exceeding the regional significance thresholds established by SCAQMD, including PM₁₀, PM_{2.5}, volatile organic compounds (VOC), nitrogen oxides (NO_x), and sulfur oxides (SO_x) from construction, and carbon monoxide (CO), NO_x, VOC, PM₁₀, and PM_{2.5} from operations. As explained in Addendum No. 4, the buildout of A-Town Metro, based on the proposed modified land use plan, will result in a decrease in the number of vehicles and vehicle miles traveled. Therefore, the amount of pollutants emitted into the air basin associated with long-term, operations will be less than the emissions originally anticipated to occur as, which will result in approximately 49 percent more (long-term) pollutant emissions compared to the proposed Revised A-Town Metro project because there will be substantially less traffic.

Potential impacts will be less when compared to the prior analysis of cumulative air quality impacts; nonetheless, Project implementation will contribute to the significant cumulative air quality impacts. Therefore, the SEIR No. 339 required incorporation of Mitigation Measures 2-1, 2-2, 2-3, 2-4, 2-5, 2-6, 2-7, 2-8, and 2-9 will be implemented to reduce significant impacts as stated above. Even with Mitigation Measures 2-1, 2-2, 2-3, 2-4, 2-5, 2-6, 2-7, 2-8, and 2-9, however, the air quality impacts were determined to be significant and unavoidable; therefore, the City Council adopted a Statement of Overriding Considerations when SEIR No. 339 was certified.

SEIR No. 339 determined that the implementation of the PTMLUP had the potential to expose sensitive receptors to substantial pollutant concentrations. During construction, projects within the Platinum Triangle will create temporary emissions of CO, NO_x, VOC, SO_x, PM₁₀, and PM_{2.5}. SCAQMD developed Local Significance Thresholds (LSTs) for nitrogen dioxide (NO₂), CO, PM₁₀, and PM_{2.5} based on the ambient pollutant concentration of each pollutant and distance to the nearest sensitive receptor. The sensitive receptors in the vicinity of the Areas C and D are the occupants of multiple-family residential dwelling units located north of Katella Avenue. Pollutants resulting from project implementation will occur during the construction phase and following completion and occupancy/use of the Sites. The emissions will comprise mostly of dust and particulate materials during the construction phase that will be dispersed in the area of operations. Such emissions will be controlled through the implementation of standard conditions and rules prescribed by the SCAQMD and SEIR No. 339 Mitigation Measures 2-1, 2-2, 2-3, 2-4, 2-5, 2-6, 2-7, 2-8, and 2-9.

In addition, during the operation of the PTMLUP, sensitive land uses, including residential and recreational uses, will be located near major pollutant sources, including Interstate 5 (I-5) and State Route 57 (SR-57). However, the A-Town Metro Master Land Use Plan project area is located beyond the 500-foot freeway buffer area. Furthermore, there is a direct relationship between traffic/circulation congestion and CO impacts since exhaust fumes from vehicular traffic are the primary source of CO, which is a localized gas that dissipates very quickly under normal meteorological conditions. As explained in Addendum No. 4, the buildout of A-Town Metro based on the proposed modified land use plan will result in a decrease in the number of vehicles generated at local intersections within the vicinity of Development Areas C and D. Further, the proportion of project-related vehicle trips is small in relation to the volume of traffic at local intersections. Therefore, CO concentrations at the critical intersections will not be exceeded based on buildout of the Platinum Triangle as previously approved and because vehicle trips will be reduced, the buildout of Development Areas C and D will also not contribute to a CO concentration exceedance at the key study intersection and will not, therefore, expose sensitive receptors to substantial pollutant concentrations at those intersections.

SEIR No. 339 concluded that the odors generated during construction will dissipate before reaching sensitive receptors. An occasional “whiff” of diesel exhaust from passing equipment and trucks on public roadways may result; however, SEIR No. 339 concluded that these impacts will be less than significant. In addition, the industrial land uses within the Platinum Triangle will generally be non-odorous. Adherence to SCAQMD Rule 402, “Nuisance,” will safeguard the community from any odors from food preparation in restaurants and the residential uses.

Land uses that result in or create objectionable odors typically include agriculture (e.g., livestock and farming), wastewater treatment plants, food processing plants, composting operations, refineries, landfills, etc. Some industrial uses are located west of the A-Town Metro; including a gas station located directly east of Development Area D. However, as indicated in SEIR No. 339, odors generated by land uses within the Platinum Triangle must comply with SCAQMD Rule 402, which prohibits the generation of odors that cause injury, detriment, nuisance, or annoyance to a considerable number of persons or which endanger the comfort, repose, health, or safety of people. SEIR No. 339 found that odor impacts from placement of new residential land uses near existing odor generators will be less than significant with the incorporation of Mitigation Measure 2-10, which requires odor assessment for projects that will be located within 1,000 feet of an existing industrial facility.

No changes in circumstances involving the Projects have occurred; therefore, the Projects will not result in new impacts or impacts of greater severity than those previously identified in SEIR No. 339. No new information of substantial importance is available now which was not known and could not have been known with the exercise of reasonable diligence at the time of the certification of SEIR No. 339. No new mitigation measures or alternatives that were previously determined to be infeasible are now feasible. Therefore, no new air quality impacts will occur as a result of the Projects, and the level of impact will not increase from that identified in SEIR No. 339.

IV. BIOLOGICAL RESOURCES – Would the Project:

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | Impacts analyzed in Add. No. 4 No New 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 regulation, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Narrative Summary: Impacts analyzed in EIR No. 339/No new impacts.

SEIR No. 339 determined that the Platinum Triangle is a built-out environment with no natural resources and no native biological resources reside within the area, including on Development Areas C and D. Although the Project Sites are both currently undeveloped, they were previously developed with commercial uses that have been removed. At the present time, the Site areas are devoid of any native plant or animal species. SEIR No. 339 found that no impacts associated with candidate, sensitive, or special- status species will occur, and no mitigation was necessary. The Project Area is urban and developed and does not contain habitat for candidate, sensitive, or special-status species. Therefore, no impact will occur, and no mitigation is necessary. Therefore, the Projects will not result in new significant impacts or increase the severity of impacts related to biological resources identified in SEIR No. 339.

SEIR No. 339 determined that the Platinum Triangle area does not contain riparian habitat or other sensitive natural communities. SEIR No. 339 concluded that no impacts associated with riparian habitat or other sensitive natural communities will occur and no mitigation was necessary. No new significant biological resources are identified in the Anaheim General Plan either for the Sites or for the immediate Project Area, which is highly urbanized. Therefore, no impact will occur, and no mitigation is necessary. Therefore, the Projects will not result in new significant impacts or increase the severity of impacts identified in SEIR No. 339.

SEIR No. 339 determined that the Platinum Triangle area does not contain wetlands. SEIR No. 339 concluded that no impacts associated with federally protect wetlands will occur and no mitigation was necessary. The Project Area is urban and developed and does not contain federally protected wetlands. Therefore, no impact will occur, and no mitigation is necessary. The Projects will not result in new significant impacts or increase the severity of impacts identified in SEIR No. 339.

SEIR No. 339 determined that the Platinum Triangle area does not contain areas associated with wildlife corridors or nursery sites. Development Areas C and D are in an area of the City that is extensively urbanized and devoid of natural habitat and/or native species. The Sites have been significantly altered and previously supported commercial land uses, which have since been removed in anticipation of buildout of the Platinum Triangle and, specifically, the development of the A-Town Metro land use plan. SEIR No. 339 found no impacts associated with migratory wildlife corridors and native wildlife nursery sites will occur, and no mitigation was necessary. The Projects will not expand the area of the Platinum Triangle or be located outside the original Project Area. In addition, the Project Area does not provide suitable native wildlife nursery habitat.

SEIR No. 339 determined that the PTMLUP was not subject to a tree preservation ordinance or other local regulation protecting biological resources. As indicated above, no new significant or important biological resources, including native trees, exist on Development Areas C or D. While the existing remnant landscaping will be eliminated as a result of project implementation (i.e., construction of the up to 253 residential dwelling units and 18,250 square feet of retail commercial on Development Area C and of 255 dwelling units on Development Area D), the landscape concept plans prepared for the Projects will offset the loss of any existing non-native landscape species. Similarly, the Projects will be designed to accommodate landscaping that complements the proposed residential and retail/commercial developments, as well as the existing character of the surrounding neighborhood. SEIR No. 339 found that no impacts associated with local policies or ordinances protecting biological resources will occur, and no mitigation was necessary.

SEIR No. 339 determined that the Platinum Triangle is not within a plan area of an adopted Habitat Conservation Plan (HCP); Natural Community Conservation Plan (NCCP); or other adopted local, regional, or State habitat conservation plan. SEIR No. 339 found that no impacts associated with an HCP; NCCP; or other approved local, regional, or State habitat conservation plan will occur, and no mitigation was necessary. The Project Area is not within a plan area of an adopted HCP, NCCP, or other adopted local, regional, or State habitat conservation plan. No impacts to an adopted HCP, NCCP, or other adopted local, regional, or State habitat conservation plan will occur, and no mitigation is required. Therefore, the Projects will not result in new significant impacts or increase the severity of impacts identified in SEIR No. 339.

No changes in circumstances involving the Projects have occurred; therefore, the Projects will not result in new impacts or impacts of greater severity than those previously identified in SEIR No. 339. No new information of substantial importance is available now which was not known and could not have been known with the exercise of reasonable diligence at the time of the certification of SEIR No. 339. No new mitigation measures or alternatives that were previously determined to be infeasible are now feasible. Therefore, no new impacts on biological resources will occur because of the Projects, and the level of impact will not increase from that identified in SEIR No. 339.

V. CULTURAL RESOURCES – Would the Project:

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | Impacts analyzed in Add. No. 4 No New Impact | No Impact |
|--|--------------------------------|--|------------------------------|--|--------------------------|
| a. Cause a substantial adverse change in the significance of a historical resource pursuant to in §15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Disturb any human remains, including those interred outside of formal cemeteries? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Narrative Summary: Impacts analyzed in EIR No. 339/No new impacts.

SEIR No. 339 determined that the Platinum Triangle does not contain any historical resources as defined by State CEQA Guidelines Section 15064.5. The Platinum Triangle is not located within the Anaheim Colony Historic District and none of the structures within the Platinum Triangle were identified on the Qualified Historic Structures list of the Anaheim Colony Historic District Preservation Plan.

Development Areas C and D are currently undeveloped and do not support any existing structures; there are no above-ground historic resources located within the Project Sites, although two historic resources were identified within a one-half mile radius of the A-Town Metro area. Neither the Project Sites nor the surrounding properties are identified as historic resources in the City’s General Plan. Furthermore, no known historic archaeological sites within the Platinum Triangle were identified. SEIR No. 339 concluded that no impacts will occur, and no mitigation was necessary.

Although Development Areas C and D have been previously developed with commercial uses, because it is possible that previously unidentified archaeological artifacts could be present within the area, each future project considered for approval within the Platinum Triangle area, by the City will be required to protect these resources as required under the mitigation measures. The discovery of buried resources within the Project Site will not contribute cumulatively to potential archaeological resources impacts in the region. Consequently, impacts to tribal cultural resources will not be cumulatively considerable. SEIR No. 339 determined that no defined historical resources or structures exist in the Platinum Triangle, which includes the Development Areas C and D. The Projects will not impact new locations with potential historical resources or structures beyond those analyzed in SEIR No. 339. Therefore, no impacts to historical resources will occur and no mitigation is required.

SEIR No. 339 determined that the Platinum Triangle does not contain any known archaeological resources, including Development Areas C and D. The Project Sites are located within an urbanized area of the City of Anaheim and have been previously graded and developed/improved. Any near-surface archaeological resources that may have existed at one time have likely been disturbed and/or destroyed by prior development activities. SEIR No. 339 did not identify any impacts to prehistoric or historic archaeological resources, and no mitigation was required. The Projects will not impact new locations with the potential to contain archaeological resources beyond those analyzed for the PTMLUP. The Project Area has already been disturbed, and the potential for any subsurface cultural resources to be discovered during construction is remote. Nonetheless, consistent with existing regulatory requirements outlined in California Code of Regulations (CCR) Title 14, Part 15064.5(f), and Public Resources Code Section 20182, in the unlikely event that archaeological resources (sites, features, or artifacts) are exposed during construction activities, all construction work occurring within 100 feet of the find will immediately stop until a qualified archaeologist, meeting the Secretary of the Interior’s Professional Qualification Standards, can evaluate the significance of the find and determine whether or not additional study is warranted. Depending on the significance of the find, the archaeologist may simply record the find and allow work to continue. If the discovery proves significant under CEQA, additional work, such as preparation of an archaeological treatment plan, testing, or data recovery, may be warranted. Compliance with existing regulatory requirements will ensure that impacts to archaeological resources will be less than significant and no mitigation is required. Therefore, the Projects will not result in new significant impacts or increase the severity of impacts identified in SEIR No. 339.

No changes in circumstances involving the Projects have occurred; therefore, the Projects will not result in new impacts or impacts of greater severity than those previously identified in SEIR No. 339. No new information of substantial importance is available now which was not known and could not have been known with the exercise of reasonable diligence at the time of the certification of SEIR No. 339. No new mitigation measures or alternatives that were previously determined to be infeasible are now feasible. Therefore, no new impacts on historical resources or structures will occur because of the Projects, and the level of impact will not increase from that identified in SEIR No. 339.

VI. ENERGY – Would the Project:

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | Impacts analyzed in Add. No. 4 No New 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Narrative Summary: Less-than-significant Impact.

SEIR No. 339 did not analyze Energy as the City Council certified the document before the 2019 updated CEQA checklist became the new standard.

Regulatory Framework

California State Building Regulation

California Building Code: Building Energy Efficiency Standards. Energy conservation standards for new residential and non-residential buildings were adopted by the California Energy Resources Conservation and Development Commission (now the CEC) in June 1977 and most recently revised in 2021 (Title 24, Part 6, of the California Code of Regulations [CCR]). Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods. The CEC adopted the 2022 Building Energy Efficiency Standards, which goes into effect on January 1, 2023. The 2022 Standards continues to improve upon the previous 2019 Standards for new construction of, and additions and alterations to, residential and nonresidential buildings. The 2022 standards work to achieve zero net energy for newly constructed residential buildings throughout California. The CEC estimates that over 30 years the 2022 Energy Code will provide \$1.5 billion in consumer benefits and reduce 10 million metric tons of GHG – equivalent to taking nearly 2.2 million gas cars off the road for a year. Four key areas the 2022 standards focus on include 1) encouraging electric heat pump technology and use; 2) establishing electric-ready requirements when natural gas is installed; 3) expanding solar photovoltaic (PV) system and battery storage standards; 4) and Strengthening ventilation standards to improve indoor air quality. The CEC estimates that the 2022 Energy Code improvements in efficiency for new nonresidential buildings and covered processes, plus the move toward all-electric design, will reduce net CO₂ emissions by 142,858 metric tons per year compared to the 2019 Energy Code, the equivalent of taking 32,051 gas cars off the road each year.

California Building Code: CALGreen. On July 17, 2008, the California Building Standards Commission adopted the nation’s first green building standards. The California Green Building Standards Code (24 CCR, Part 11, known as “CALGreen”) was adopted as part of the California Building Standards Code. CALGreen established planning and design standards for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. The mandatory provisions of CALGreen became effective January 1, 2011, and were last updated in 2022. The 2022 CALGreen become effective on January 1, 2023.

Senate Bill 350. Senate Bill 350 (de Leon) was signed into law in September 2015. SB 350 establishes tiered increases to the RPS of 40 percent by 2024, 45 percent by 2027, and 50 percent by 2030. SB 350 also set a new goal to double the energy efficiency savings in electricity and natural gas through energy efficiency and conservation measures.

SB 100. On September 10, 2018, Governor Brown signed SB 100, which replaces the SB 350 requirement of 45 percent renewable energy by 2027 with the requirement of 50 percent by 2026 and raises California’s RPS requirements for 2050 from 50 percent to 60 percent. SB 100 also establishes RPS requirements for publicly owned utilities that consist of 44 percent renewable energy by 2024, 52 percent by 2027, and 60 percent by 2030. Furthermore, the bill also establishes an overall state policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all state agencies by December 31, 2045. Under the bill, the state cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

Local Regulation

The City’s Green Element outlines goals and policies conserve energy during the construction and operation of buildings. Key goals and policies from the Green Element regarding new construction are:

- **Goal 15.2:** Continue to encourage site design practices that reduce and conserve energy.
 - Policy 15.2(1): 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).
 - Policy 15.2(2): Encourage energy-efficient retrofitting of existing buildings throughout the City.
- **Goal 17.1:** Encourage building and site design standards that reduce energy costs.
 - Policy 17.1(1): Encourage designs that incorporate solar and wind exposure features such as daylighting design, natural ventilation, space planning and thermal massing.

During construction, the Projects will utilize main forms of available energy supply: electricity, natural gas, and oil. Construction of the Projects in Development Areas C and D will result in energy consumed in the form of electricity associated with the conveyance of water

used for dust control, powering lights, electronic equipment, or other construction activities that require electrical power. Construction activities typically do not involve the consumption of natural gas. However, construction activities will also consume energy in the form of petroleum-based fuels associated with the use of off- road construction vehicles and equipment, round-trip construction worker travel to the Project Sites (Development Areas C and D), and delivery and haul truck trips. Construction activities will comply with California Air Resources Board’s (CARB) “In-Use Off- Road Diesel Fueled Fleets Regulation”, which limits engine idling times to reduce harmful emissions and reduce wasteful consumption of petroleum-based fuel. Compliance with local, state, and federal regulations will reduce short-term energy demand during the Projects’ construction to the extent feasible, and Project construction will not result in a wasteful or inefficient use of energy. Therefore, during construction no impact will occur, and no mitigation measures are required.

The Development Area C Project is a mixed-use residential project and Development Area D is a residential project. Both Site intensities and uses have been considered in SEIR No. 339 and will be implemented pursuant the A-Town Metro Master Site Plan. The Projects will comply with State and Local regulations, in compliance with building codes, as they pertain to energy efficiency, therefore during operation, a less-than-significant impact will occur, and no mitigation measures are required.

VII. GEOLOGY AND SOILS – Would the Project?

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | Impacts analyzed in Add. No. 4 No New 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? Refer to Division of Mines and Geology Special Publication 42? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| ii. Strong seismic ground shaking? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| iii. Seismic-related ground failure, including liquefaction? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| iv. Landslides? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Result in substantial soil erosion or the loss of topsoil? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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 caused in whole or in part by the project’s exacerbation of the existing environmental conditions? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Be located on expansive soil, as identified in Table 18-1-B of the Uniform Building Code (1994), | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

| | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| creating substantial direct or indirect 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

This section utilizes the following technical studies in its analysis:

- Geotechnical Exploration Report Proposed Multi-Family Residential Development, A-Town Parcel C, Southwest corner of East Katella Avenue and Metro Drive, City of Anaheim, Orange County, California, Leighton and Associates, Inc., July 29, 2022 (Appendix A.1)
- Geotechnical Exploration Report Proposed Multi-Family Residential Development, A-Town Parcel D, City of Anaheim, Orange County, California, Leighton and Associates, Inc., August 4, 2022 (Appendix A.2).

Narrative Summary: Impacts analyzed in EIR No. 339/No new impacts.

SEIR No. 339 found that the Alquist-Priolo Fault Zoning Map does not delineate any known earthquake faults within the A-Town Metro property, Areas C and E. SEIR No. 339 concluded that no impacts associated with earthquake fault rupture will occur and no mitigation was necessary. The Project Area is not within an Alquist-Priolo Earthquake Fault Zone. In addition, any known active faults do not underlie the Project Area. No impacts will occur, and no mitigation is required. Therefore, the Projects proposed on Development Areas C and D will not result in new significant impacts or increase the severity of impacts identified in SEIR No. 339.

SEIR No. 339 found that development pursuant to the PTMLUP might expose occupants to impacts from earthquakes, including strong seismic ground shaking. The closest faults are the Puente Hills and San Joaquin Hills Thrust Faults located at distances of about 9.1 and 9.3 miles from the A-Town Metro property, respectively. The closest active faults to the Project Sites with the potential for surface fault rupture are the Whittier-Elsinore fault and the Newport-Inglewood Fault Zone (NIFZ), located approximately 8.9 and 10.4 miles from the Sites, respectively. Due to the large distances of active faults from the Sites, ground surface rupture is not a significant hazard. SEIR No. 339 concluded that impacts associated with strong seismic ground shaking were less than significant with compliance with building standards during final engineering of proposed projects within the Platinum Triangle. As with all Southern California, Development Areas C and D have the potential for strong seismic shaking. Design of the Projects will adhere to any applicable regulations contained in the California Building Code, the Anaheim Municipal Code, and the Uniform Building Code. Therefore, seismic-related impacts will be less than significant, and no mitigation is required. The Projects proposed for Development Areas C and D will not result in new significant impacts or increase the severity of impacts identified in SEIR No. 339.

SEIR No. 339 concluded that impacts associated with seismic-related ground failure, including liquefaction, will be less than significant. There is no groundwater that goes to a depth greater than 11.5 feet below the surface within the Platinum Triangle area and the probability for liquefaction impacts is low. Because impacts related to seismic-related ground failure were less than significant, no mitigation was required. The A-Town Metro property, including Areas C and D, are not within an area with liquefaction potential in the Safety Element of the City of Anaheim General Plan (Figure S-3, Seismic and Geologic Hazards). In addition, groundwater was not encountered in subsurface investigations to the maximum depth explored of 81½ feet below ground surface (bgs). According to groundwater information obtained through the California Geological Survey (CGS) and presented in the Seismic Hazard Zone Report for the Anaheim Quadrangle, the historically shallowest groundwater depth in the vicinity of the Project Sites is greater than 50 feet bgs. Therefore, there is a low probability for liquefaction impacts to occur and no mitigation is required. The Projects will not result in new significant impacts or increase the severity of impacts identified in SEIR No. 339.

SEIR No. 339 found that the Platinum Triangle, which includes the A-Town Metro property, does not contain any major slopes on or in the immediate vicinity and concluded that no impacts associated with landslides will occur and no mitigation was necessary. There are no major hillsides or slopes within the Project Area. Development Areas C and D are not within an area with earthquake- induced landslide potential in the Safety Element of the City of Anaheim General Plan (Figure S-3, Seismic and Geologic Hazards). Therefore, no impacts related to landslides will occur and no mitigation is required. The Projects will not result in new significant impacts or increase the severity of impacts identified in SEIR No. 339.

SEIR No. 339 concluded that soils in the Platinum Triangle have a slight erosion potential. Adherence to the National Pollutant Discharge Elimination System (NPDES) Construction General Permit including the preparation of a Stormwater Pollution Prevention Plan (SWPPP) for erosion control, grading, and soil remediation during the grading and construction phase and a Water Quality Management Plan (WQMP) that also identifies measures to minimize the long-term potential for erosion and loss of soil will reduce erosion impacts to a less than significant level. Because impacts related to erosion were less than significant, no mitigation was required. Construction of the Projects will adhere to the requirements of the Construction General Permit. The SWPPP that will be prepared for each of the Projects will identify Best Management Practices (BMPs) to control erosion and pollutant transport during the construction phase. Similarly, BMPs prescribed in the WQMP will also minimize potential erosion and pollutant transport following buildout of Development Areas C and D as proposed. Compliance with the Construction General Permit and implementation of construction BMPs will ensure that impacts related to erosion and loss of topsoil will be less than significant. No mitigation is required. Therefore, the Projects will not result in new significant impacts or increase the severity of impacts identified in SEIR No. 339.

SEIR No. 339 found that the geologic composition of the Platinum Triangle is relatively stable because the soil units underlying the Platinum Triangle are generally medium-dense, fine, and fine-to-medium sand with occasional traces of gravel and infrequent seams of silt. By following the Anaheim Municipal Code, the Uniform Building Code, and the recommendations contained in these site-specific geotechnical studies, the soils will be stable for building and risks of incident will be low. For this reason, the impacts associated with a geologic unit or unstable soil in SEIR No. 339 were determined to be less than significant and no mitigation was required.

Certified engineered fill of variable thickness overlying Quaternary-age young alluvial fan deposits currently underlie Development Areas C and D. Near-surface engineered artificial fill soils are understood to have been placed under observation and testing in the southeast corner of Development Area C and the southwest corner of Development Area D. Based on elevations provided for nuclear density tests in this area, fill materials are expected to be on the order of approximately 6½ feet below existing grade. These soils are characterized as light brown clayey sand. The undocumented artificial fill materials encountered in the borings range in thickness from approximately two to 7½ feet bgs across Development Areas C and D. These soils are characterized as light brown to brown, slightly moist to moist, silty sand, clayey sand and silty clayey sand with varying rock and manmade fragments. The Quaternary age young alluvial fan deposits encountered beneath the fill materials for both Development Areas C and D in exploratory borings generally consist of tan to brown to gray brown, poorly graded, slightly moist to moist, sand and silty sand with thin beds or laminations of silt and clay. The soils for Development Areas C and D are both generally of low compressibility. Therefore, due to the nature of the soils and historic groundwater table that is 50 feet or great below ground surface, liquefaction potential is considered to be low for both Development Areas C and D.

Furthermore, the Sites are devoid of steep slopes that will be subject to failure. Project design and construction will comply with the requirements of the Anaheim Municipal Code, the Uniform Building Code, and the recommendations contained in the Geotechnical Reports. Compliance with these requirements will ensure the soils will be stable for building and risks of incident will be low. For this reason, the impacts associated with soil instability will be less than significant and no mitigation is required. Therefore, the Projects will not result in new significant impacts or increase the severity of impacts identified in SEIR No. 339.

As identified in SEIR No. 339, the near-surface soils within the Platinum Triangle area, which includes Development Areas C and D, are generally medium-dense, fine, and fine-to-medium sand with occasional traces of gravel and infrequent seams of silt. The expansion potential for these soils is considered low. Furthermore, the Geotechnical Reports for Development Areas C and D obtained soil samples during subsurface exploration, which were tested for expansion potential. The test results indicate an Expansion Index (EI) value of 1 (“very low” potential for expansion). Additionally, any design or construction for projects in the Platinum Triangle will adhere to the California Building Code and the Anaheim Municipal Code, thereby decreasing the risk associated with development on expansive soils. SEIR No. 339 concluded that impacts associated with expansive soils will be less than significant. Zones of medium dense clean sands are presented above the water table and as such seismic compaction may result in settlement of about 0.5 to 1 inch at the Sites. Development Areas C and D have no known history of subsidence and are both generally level. Design of the Projects will adhere to any applicable regulations contained in the California Building Code, the Anaheim Municipal Code, and the Uniform Building Code, as well as the recommendations contained in the Geotechnical Report. Compliance with these requirements will ensure the soils will be stable for building and risks of incident will be low. For this reason, the impacts associated with expansive soils will be less than significant and no mitigation is required. Therefore, the Projects will not result in new significant impacts or increase the severity of impacts over those identified in SEIR No. 339.

SEIR No. 339 concluded that projects within the Platinum Triangle will not utilize septic tanks or alternative sewer systems. There will be no impact for soils supporting septic tanks or alternative waste disposal systems and no mitigation was required. Development Areas C and D and environs are currently served by a sanitary sewer system, which will continue to serve the Projects. The Projects will not add septic tanks or other alternative waste disposal systems to the Project Area. Therefore, no impacts related to alternative wastewater

disposal systems will occur and no mitigation is required. The Projects will not result in new significant impacts or increase the severity of impacts identified in SEIR No. 339.

No changes in circumstances involving the Projects have occurred; therefore, the Projects will not result in new impacts or impacts of greater severity than those previously identified in SEIR No. 339. No new information of substantial importance is available now which was not known and could not have been known with the exercise of reasonable diligence at the time of the certification of SEIR No. 339. No new mitigation measures or alternatives that were previously determined to be infeasible are now feasible. Therefore, no new impacts relative to geology and soils will occur because of the Projects, and the level of impact will not increase from that identified in SEIR No. 339.

VIII. GREENHOUSE GAS EMISSIONS – Would the Project:

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | Impacts analyzed in Add. No. 4 No New Impact | No Impact |
|--|--------------------------------|--|------------------------------|--|--------------------------|
| a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Narrative Summary: Impacts analyzed in EIR No. 339/No new impacts.

SEIR No. 339 determined that the PTMLUP will create a substantial increase in greenhouse gas (GHG) emissions from existing conditions. The SEIR identified mitigation measures for solid waste: 2-3, 10-18, 10-19, 10-20; transportation and motor vehicles: 2-5, 9-1, 9-2, 9-12, 9-14; energy efficiency: 2-6, 10-21, 10-22, 10-24; and water conservation and efficiency: 10-7, 10-9, 10-12, 10-13, 10-14. These mitigation measures will reduce GHGs to the greatest extent feasible; however, the PTMLUP will still generate a substantial increase in GHG emissions when compared to existing conditions. Therefore, the GHG emission generated by the PTMLUP were determined to be significant and unavoidable, requiring the City Council to adopt a Statement of Overriding Considerations to address significant and unavoidable impacts resulting from the implementation of the Revised Platinum Triangle Expansion Project.

Development Area C Project will consist of 253 residential dwelling units and 17,277 square feet of ground floor indoor retail space with accompanying 972 square feet of outdoor dining space. The proposed number of dwelling units and ground floor retail space are consistent with the development allocation of the A-Town Metro Master Site Plan for Development Area C, which allows for a range of 160 to 272 dwelling units and 17,000 to 25,000 square feet of commercial floor space. Along with the mixed-use building and associated infrastructure, common area improvements will include a first-floor amenity space, leasing office, and parcel room. The Project will also include a shared landscaped residential paseo with Development Area D that includes a dog park and outdoor seating. The second-floor will include a sports club with a trellis patio and seating, an open recreation courtyard with a pool, spa, sun deck, outdoor seating, barbecues, residential dining areas, and a fire pit with seating, and an additional open courtyard with barbecues and residential dining areas. Development Area D Project will consist of 255 dwelling units. The A-Town Metro Master Site Plan for Development Area D allows for a range of 140 to 217 dwelling units. Therefore, with a proposed development of 255 units, implementation of the Project will require a density transfer of 38 units from other development areas in A-Town that have not or will not use the maximum range of dwelling units allocated by the A-Town Metro Master Site Plan. Along with the residential building and associated infrastructure, common area improvements will include an amenity space, a clubroom, a coworking space, and a parcel room. The Project will also include a shared landscaped residential paseo with Development Area C that includes a dog park and outdoor seating. A recreation courtyard will be located in the center of the structure and will provide a pool, spa, sun deck, outdoor seating, barbecues, residential dining areas, and a fire pit with seating, and an additional open courtyard with barbecues and residential dining areas.

Addendum No. 4, which includes revisions to Development Areas C and D, involves an overall decrease in the number of residential units and retail/commercial floor area when compared to the approved Master Plan for the subject properties. Specifically,

implementation of the Addendum No. 4 will result in the development of a maximum of 1,746 condominiums and apartment units, which equates to a reduction of 935 dwelling units based on the maximum of 2,681 dwelling units approved for the same A-Town Metro area when the PTMLUP was adopted. In addition, the Addendum No. 4 will allow up to 50,000 square feet of retail/commercial floor area, which is 100,000 square feet less than the 150,000 square feet currently permitted under the approved Master Plan. The revised A-Town Metro Master Plan, as described in Addendum No. 4, will generate a total of 13,746 trips per day compared to the 26,855 trips per day generated by the approved A-Town Metro Master Site Plan in SEIR No. 339. Therefore, GHG emissions from vehicle trips will be reduced by approximately 49 percent. In addition, the revised A-Town Metro Master Site Plan, which includes Areas C and D, will generate less demand for utilities, including natural gas, electricity, and water. This decrease in both vehicular trips and demand for utilities will result in a reduction in GHG emissions.

SEIR No. 339 determined that full implementation of the CARB’s Scoping Plan measures will reduce emissions produced by the PTMLUP by 35 percent. Implementing these measures along with the statewide GHG reduction measures for electricity producers, vehicles, fuel, and the cap-and-trade program will reduce the project emissions consistent with the GHG 30 percent reduction goals identified in Assembly Bill (AB) 32, as described in the statewide GHG emissions reduction strategy outlined in the Scoping Plan. SEIR No. 339 determined that the PTMLUP will not conflict with applicable regulations and policies adopted for the purpose of reducing GHG emissions.

Implementation of the Projects will result in a substantial reduction of GHG emissions as a result of the reduction in overall residential dwelling units and commercial development, compared to the approved A-Town Metro Master Land Use Plan, which will further reduce the total Platinum Triangle Master Land Use Plan emissions presented in SEIR No. 339. Furthermore, the Projects will follow the same regulations and plan measures for GHG reduction of at least 30 percent. Therefore, the Projects will not conflict with applicable regulations and policies adopted for the purpose of reducing GHG emissions. The Projects will not result in new significant impacts or increase the severity of impacts identified in SEIR No. 339.

No changes in circumstances involving the Projects have occurred; therefore, the Projects will not result in new impacts or impacts of greater severity than those previously identified in SEIR No. 339. No new information of substantial importance is available now which was not known and could not have been known with the exercise of reasonable diligence at the time of the certification of SEIR No. 339. No new mitigation measures or alternatives that were previously determined to be infeasible are now feasible. Therefore, no new impacts from GHG generation will occur because of the Projects, and the level of impact will not increase from that identified in SEIR No. 339.

IX. HAZARDS AND HAZARDOUS MATERIALS – Would the Project:

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | Impacts analyzed in Add. No. 4 No New Impact | No Impact |
|---|--------------------------------|--|------------------------------|--|--------------------------|
| a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Create significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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, | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

| | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| would exacerbate the current environmental conditions so as to create a significant hazard to the public or the environment? | | | | | |
| e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Narrative Summary: Impacts analyzed in EIR No. 339/No new impacts.

SEIR No. 339 identified that many businesses that operate within the Platinum Triangle use various hazardous materials. The PTMLUP will continue to allow the use of hazardous materials in the operation of these businesses, as the Anaheim General Plan designates the northern part of the Platinum Triangle for industrial land use. All businesses in the area must seek permits for hazardous materials and maintain records of hazardous material storage, use, and disposal. Implementation of the PTMLUP will not result in a change in the frequency of use of hazardous materials in the Platinum Triangle and will result in less than significant impacts. No mitigation was required.

Neither Development Area C Project, a mixed-use residential development, nor Development Area D Project, a residential development, will not contribute to additional hazardous material usage during construction and operation. During construction, hazardous and potentially hazardous materials typically associated with construction activities will be routinely transported and used in the Project Areas. These hazardous materials could include gasoline, diesel fuel, lubricants, and other products used to operate and maintain construction equipment. The transport, use, and handling of these materials will be a temporary activity coinciding with project construction. Equipment maintenance and disposal of vehicular fluids is subject to existing regulations, including the NPDES. In addition, trash enclosures are required to be maintained with covered bins and other measures to prevent spillage and/or seepage of materials into the ground. Given the nature of the Projects in terms of scope and size, it is anticipated that normal storage, use and transport of hazardous materials will not result in undue risk to construction workers on the Sites or to persons on surrounding areas. The use and disposal of any hazardous materials on the Sites and in conjunction with the Projects will be in accordance with existing regulations. With the exception of small quantities of pesticides, fertilizers, cleaning solvents, paints, etc., that are typically used to maintain residential and retail/commercial properties, on-going operation of Development Areas C and D for planned land uses within the Project Sites will not result in the storage and/or use of hazardous materials that will rise to the level of creating a potentially significant adverse impact.

SEIR No. 339 identified that development within the Platinum Triangle will not create a significant hazard to the environment through the release of hazardous materials into the environment. In addition, existing federal and State regulations that govern hazardous material and waste management help to minimize the release of hazardous materials into the environment. The impact was determined to be less than significant, and no mitigation was required. The area comprising the Project Sites previously supported commercial development. However, the prior developments have been demolished and the Sites are currently undeveloped with the exception of some infrastructure facilities (e.g., roads) intended to accommodate future development of the Project Areas. No potentially hazardous groundwater and/or soils conditions are known to exist within the limits of the Project Areas that will result in the release of hazardous materials from the Sites. Furthermore, Development Area C Project, a mixed-use residential development, and Development Area D Project, a residential development, will not increase the usage of hazardous materials during operation and will therefore not increase the risk of accidental release of hazardous materials into the environment. Impacts related to the reasonably foreseeable upset of hazardous materials will be less than significant and no mitigation is required. Therefore, the Projects will not result in new significant impacts or increase the severity of impacts identified in SEIR No. 339.

SEIR No. 339 determined that State and federal rules regulating the use and handling of hazardous materials will ensure that users comply with permitting programs and restrict the use of unauthorized hazardous materials. The PTMLUP will not result in adverse effects to the school population because new hazardous materials will not be introduced into the environment. SEIR No. 339 determined that hazardous waste impacts to schools were less than significant, and no mitigation was required. Specific to Areas C and D, although the Paul Revere Elementary School at 140 W. Guinida Lane (northwest of the Project Sites) and the Ponderosa Elementary School at 2135 South Mountain View Avenue (southwest of the Project Sites) are within the Platinum Triangle Master Land Use Plan area, neither of these schools is located within one-quarter mile of the Project Areas. Additionally, the Anaheim City Unified School District operates the Family Oasis at 131 W. Midway Drive and the Facilities and Operations Center at 1411 South Anaheim Boulevard. These facilities, which are operated by the school district, are also beyond one-quarter mile of the Project Sites. Nonetheless, as indicated previously, use or handling of hazardous materials or substances within the Project Areas will comply with appropriate state and federal rules and regulations through the requisite permitting process. No unauthorized use of hazardous materials will be allowed. Furthermore, with the reduction in the amount of future development as outlined in Addendum No. 4 for the A-Town Metro component of the Platinum Triangle, construction-related pollutant emissions, including particulates and related contaminants, will also be reduced. Impacts will be less than significant, and no mitigation is required. Therefore, the Projects will not result in new significant impacts or increase the severity of impacts identified in SEIR No. 339.

SEIR No. 339 relied on the database record searches for the Anaheim Stadium Area Master Land Use Plan Final Environmental Impact Report (FEIR) No. 321 in 1999 and FEIR No. 332 in 2005 to identify properties that had potential to pose environmental hazards inside the Platinum Triangle and nearby areas. Most of these properties were classified as “closed” action status and required no further remediation, and some were undergoing remediation at the time of analysis. Any identified hazardous materials will be handled in a manner consistent with State California Hazardous Substances Control Law (Health and Safety Code, Division 20, Chapter 6.5) and California Administrative Code, Title 30, Chapter 22. In addition, property owners/developers will prepare a Phase I Site Assessment for the proposed project site. Any properties with an “open” action status due to identified hazardous concerns will be required to address the hazardous concern and obtain a “no-further-action” status from the applicable oversight agency. SEIR No. 339 concluded that the development of the Platinum Triangle, which includes Development Areas C and D, will not create a significant hazard to the environment through the release of hazardous materials and impacts will be less than significant.

SEIR No. 339 identified that the Platinum Triangle is not within the adopted Airport Land Use Plan for the Los Alamitos Armed Forces Reserve Center or Fullerton Municipal Airport. Therefore, no impacts related to airport land use plans will occur and no mitigation was required. There are two public airports in Orange County: John Wayne Airport (JWA), located approximately 12.0 miles south of the Sites and Fullerton Municipal Airport (FMA), which is located 7.5 miles to the northwest. Based on the location of the airports, the subject properties are not located within a two-mile radius of either airport and, therefore, is neither subject to nor affected by an adopted airport land use plan. Therefore, no safety hazard impacts related to an airport will occur and no mitigation is required. Therefore, the Projects will not result in new significant impacts or increase the severity of impacts identified in SEIR No. 339.

SEIR No. 339 identified two heliports located at the University of California, Irvine Medical Center and the North Net Training Center. In addition, the Anaheim Police Department (APD) conducts helicopter training exercises in the parking lot of Angel Stadium of Anaheim. The flight paths for all these sites are located away from the Platinum Triangle, including Development Areas C and D; therefore, SEIR No. 339 determined that the PTMLUP will present a less than significant impact to the heliports and no mitigation was required. The Projects will not include any tall structures that could interfere with flight paths of the nearby heliports. Therefore, no impacts associated with private airport safety hazards will occur and no mitigation is required. The Projects will not result in new significant impacts or increase the severity of impacts identified in SEIR No. 339.

SEIR No. 339 identified that the City’s emergency preparedness plan complied with State law and interfaced with other cities and counties within Southern California. The City also participates in the Standardized Emergency Management System (SEMS). The Governor’s Office of Emergency Services administers SEMS and coordinates multi-agency responses to disasters. SEIR No. 339 noted that the PTMLUP will intensify development densities in the area. As outlined in Addendum No. 4 for the A-Town Metro component of the Platinum Triangle, Project implementation will result in a reduction in development densities within the Project Area. Regardless, new development will be required to accommodate emergency vehicles in addition to other measures prescribed in to ensure adequate emergency response and operation. The Projects will not result in new significant impacts or increase the severity of impacts identified in SEIR No. 339.

SEIR No. 339 identified that the Platinum Triangle, which includes Development Areas C and D, contains no undeveloped wildland areas within its boundaries or in adjacent areas. The PTMLUP will not expose people or structures to significant risk of loss, injury, or death involving wildland fires. Because no impacts related to wildlands will occur, no mitigation was required. The areas within and adjacent to the Project Areas are urban and developed. No wildland areas susceptible to fires exist in the Project Areas or adjacent areas.

No impacts related to wildland fires will occur and no mitigation is required. Therefore, the Projects will not result in new significant impacts or increase the severity of impacts identified in SEIR No. 339.

No changes in circumstances involving the Projects have occurred; therefore, the Projects will not result in new impacts or impacts of greater severity than those previously identified in SEIR No. 339. No new information of substantial importance is available now which was not known and could not have been known with the exercise of reasonable diligence at the time of the certification of SEIR No. 339. No new mitigation measures or alternatives that were previously determined to be infeasible are now feasible. Therefore, no new impacts regarding hazardous materials will occur because of the Projects, and the level of impact will not increase from that identified in SEIR No. 339.

X. HYDROLOGY AND WATER QUALITY – Would the Project:

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | Impacts analyzed in Add. No. 4 No New Impact | No Impact |
|--|--------------------------------|--|------------------------------|--|--------------------------|
| a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| i. Result in substantial erosion or siltation on- or off-site; | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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; or | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| iv. Impede or redirect flood flows? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

| | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|

This section utilizes the following technical studies in its analysis:

- Geotechnical Exploration Report Proposed Multi-Family Residential Development, A-Town Parcel C, Southwest corner of East Katella Avenue and Metro Drive, City of Anaheim, Orange County, California, Leighton and Associates, Inc., July 29, 2022 (Appendix A.1)
- Geotechnical Exploration Report Proposed Multi-Family Residential Development, A-Town Parcel D, City of Anaheim, Orange County, California, Leighton and Associates, Inc., August 4, 2022 (Appendix A.2)
- Preliminary Hydrology Analysis For A-Town Tract 17703, Lots 2 & 3 – Areas C & D, City of Anaheim, County of Orange, Hunsaker & Associates Irvine, Inc., January 19, 2023 (Appendix B)
- Preliminary Water Quality Management Plan, A-Town – Development Areas “C” & “D”, Tract No. 17703, Lots 2 & 3, Permit No. DEV2022-00046; WQMP2022-1450, Hunsaker & Associates Irvine, Inc., September 25, 2022 (Revised February 24, 2023) (Appendix C)

Narrative Summary: Impacts analyzed in EIR No. 339/No new impacts.

SEIR No. 339 determined that the PTMLUP will not substantially increase the amount of impervious surface. During grading and construction activities, there will be a potential for surface water runoff to carry sediment and small quantities of pollutants into the stormwater runoff. However, SEIR No. 339 noted that the PTMLUP will comply with current water quality regulations, including the City Grading Ordinance, the Construction General Permit, the County Municipal Separate Storm Sewer System (MS4) Permit, the City of Anaheim’s Local Implementation Plan, and the Orange County Drainage Area Management Plan (DAMP), as required by Mitigation Measure 3-2. This will include preparation of an Erosion and Sediment Control Plan, a SWPPP, and a WQMP and implementation of construction and operational BMPs to reduce potential water quality impacts to a less than significant level.

SEIR No. 339 found that the increased development intensities within the Platinum Triangle, including Development Areas C and D, will result in additional demands on groundwater supplies. To meet projected water demand, the City will upgrade the initial production rate of a previously proposed new water well in the Platinum Triangle and will drill an additional new well at a location to be determined. SEIR No. 339 concluded that construction of an additional groundwater well in Anaheim will not substantially deplete groundwater supplies due to the location of the new water well in relation to the Orange County Water District (OCWD) Groundwater Basin. SEIR No. 339 concluded that impacts related to groundwater supplies will be less than significant with implementation of existing regulatory requirements and standard conditions of approval. In addition, an updated 2009 Water Supply Assessment (WSA) was prepared by Psomas that assessed the availability of domestic water since the approval of the PTMLUP. Since preparation of the 2009 WSA, the OCWD has completed the expansion of its Groundwater Replenishment System (GWRS) from 75 to 100 million gallons per day. This expansion increases the reliability of the Orange County Basin of which Anaheim has historically obtained approximately 70 percent of its water supply. Furthermore, groundwater is anticipated to be greater than 50 feet below existing surface. Based on soils investigation conducted for the overall A-Town improvements, which includes Development Areas C and D, groundwater is estimated at depths greater than 65’ below ground surface. The Projects will not be excavating to depths greater than 50 feet below existing surface and will not interfere with groundwater. The lowest finished floor of the subterranean parking level for Development Areas C and D will be approximately 21 to 24 feet below current Site adjacent grade. Therefore, the Projects will not result in new significant impacts or increase the severity of impacts identified in SEIR No. 339.

SEIR No. 339 noted that the PTMLUP involved redevelopment of existing land uses and will not substantially increase the amount of impervious surface area. As a result, the runoff rates were expected to remain approximately the same as under existing conditions. SEIR No. 339 concluded that compliance with the design requirements of the City and the Orange County Flood Control District (OCFCD) will ensure that property owners/developers will properly convey and discharge runoff. Furthermore, no stream or river exists within the limits of the A-Town Metro Master Plan, including Development Areas C and D. As previously indicated, the existing Sites had been significantly altered in order to support commercial development that previously existed. Although project implementation will result in the conversion of the properties from undeveloped Sites to a mixed-use project on Development Area C and a residential project on Development Area D and will result in alterations that will affect existing drainage conditions, it is anticipated that the existing surface drainage conditions and characteristics will generally be maintained. Although additional grading and landform alteration necessary to prepare the Sites for development could result in some erosion during that phase of construction, BMPs will be implemented pursuant to a SWPPP in order to prevent downstream transport of sediments resulting from site grading. BMPs are required pursuant to the

NPDES and also prescribed by the City and reflected in SEIR No. 339. Furthermore, Grading Plans prepared for proposed developments must include an approved drainage and erosion control plan to minimize the impacts from erosion and sedimentation during grading. Additionally, development sites that encompass an area of 1.0 acre or greater will be subject to compliance with the NPDES program's General Construction Permit requirements and consequently the development and implementation of an SWPPP as prescribed by the City of Anaheim. In addition, the Projects will be in compliance with the City's grading and excavation ordinance, which will ensure minimal topsoil loss from potential erosion. As stipulated in that document, the property owner/developer has prepared a WQMP to submit to the RWQCB, in accordance with the City's municipal NPDES requirements and the Orange County Drainage Area Management Plan (refer to Appendix C). The SWPPP, in conjunction with the WQMP, describes the structural and nonstructural BMPs that will be implemented during construction (short-term) within the Project Areas as well as BMPs for long-term operation of the Project Areas. Long-term measures include, but may not be limited to, street sweeping, trash collection, proper materials storage, designated wash areas connected to sanitary sewers, filter and grease traps, and clarifiers for surface parking areas. Implementation of the BMPs ensure that potential erosion and siltation will not be transported downstream and, therefore, will not adversely affect downstream drainage features. Therefore, impacts will be less than significant. Because SEIR No. 339 determined that these impacts were less than significant, no mitigation was required.

SEIR No. 339 noted that the PTMLUP involved redevelopment of existing land uses and will not substantially increase the amount of impervious surface area. As a result, the runoff rates were expected to remain approximately the same as under existing conditions. SEIR No. 339 concluded that compliance with the design requirements of the City and the OCFCD will ensure that property owners/developers properly convey and discharge runoff as appropriate. Therefore, SEIR No. 339 determined that impacts will be less than significant. It should be noted that the A-Town Metro property, which includes Development Areas C and D, has been extensively altered as a result of past grading and development that occurred on the Sites. No natural drainage course exists due to the extent of alteration to the Sites and surrounding area within the drainage area. In the pre-project condition, runoff from the graded pad areas is contained within each pad and allowed to infiltrate into underlying soils. Runoff from Development Areas C and D is retained on-site and any overflows discharging to the existing storm drain system surrounding the Project Sites. Runoff discharging north is conveyed westerly in the existing storm drain in Katella Avenue prior to discharging to the existing storm drain facility in Lewis Street (County Facility No. C05P21). Runoff discharging to the south is conveyed southerly to the existing storm drain system in Gene Autry Way and conveyed westerly to the Lewis Street Storm Drain. All runoff is then conveyed approximately one-mile south to the East Garden Grove-Wintersburg Channel (County Facility No. C05) and Haster Retarding Basin (County Facility No. C05B02). Further downstream receiving waters include Bolsa Chica Wetlands, Huntington Harbour and Anaheim Bay. The conditions do not change the conclusion of SEIR No. 339 regarding runoff at the Project Sites.

As discussed in the WQMP for each Project Areas (Development Areas C and D) (refer to Appendix C), each Project will be responsible for incorporating Low Impact Development (LID) principles and BMPs into design features and evaluating LID measures in the following treatment hierarchy: infiltration, evapo-transpiration, harvest/reuse and bio-treatment. In the proposed condition, runoff conveyance will be consistent with pre-project conditions. The western, north-central, and northwestern portions of Development Areas C and D will drain northerly and connect to existing storm drain connections located in the northern-central, northwestern and northeastern portions of the Development Areas C and D. Runoff will then be conveyed to the existing storm drain in Katella Avenue and conveyed westerly to the Lewis Street Storm Drain System (County Facility No. C05P21). The south-central and southwestern portions of the Development Areas C and D will drain southerly to the existing storm drain system in Park Street. Runoff will then be conveyed southerly to Gene Autry Way and then westerly prior to discharging to the Lewis Street Storm Drain System (County Facility No. C05P21). As discussed in more detail below, first flush flows produced from the Areas Development C and D will be collected in the proposed inlets throughout the Sites, then diverted in the proposed diversion structures to drain to proposed Modular Wetland Systems. Treated flows are then stored in the proposed storage vaults. Areas Development C and D LID measures propose to retain water quality flows (non-storm water flows and the Design Capture Volume) on-site for each of the Project Sites Drainage Management Areas (DMA) (refer to Appendix C for details). To meet the trash capture requirements of the Ocean Plan, each of Development Area C and D's on-site catch basins will be equipped with automatic retractable screens and connection pipe screens constructed of corrosion resistant materials and meeting the "Full Capture" design criteria. Therefore, the Projects will not result in new significant impacts or increase the severity of impacts identified in SEIR No. 339.

SEIR No. 339 found that compliance with the established regulations (e.g., the local grading ordinance, the State General Construction Permit, and the County MS4 Permit) will ensure that effects are less than significant. Compliance with the State General Construction Permit was specified in Mitigation Measure 3-2 from SEIR No. 339. SEIR No. 339 concluded that development will not create or contribute runoff water that will exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of pollutant runoff. Therefore, SEIR No. 339 concluded that impacts will be less than significant, and no mitigation was required. Furthermore, pursuant to the City of Anaheim Municipal Code Title 10, Chapter 09, Section 030.010, the Projects proposed for Development Areas C and D are subject to the requirements of New Development and Significant Redevelopment projects to control urban runoff, in accordance with County of Orange Drainage Area Management Plan (DAMP). As indicated above, Project

implementation will not result in a significant increase in either the volume or velocity of surface water resulting from the increase in impervious surfaces. The Projects' drainage patterns design will maximize opportunities to convey stormwater to areas that will maximize the effectiveness of the LID BMPs prescribed in the WQMP. It is important to note that the new NPDES permits impose more stringent BMPs. As a result, water quality impacts will be expected to be much less than what was previously envisioned in the SEIR No. 339. Therefore, the Projects will not result in new significant impacts or increase the severity of impacts identified in SEIR No. 339.

SEIR No. 339 found that compliance with the established regulations (e.g., the local grading ordinance, the State General Construction Permit, and the County MS4 Permit) will ensure that effects will be less than significant. Compliance with the State General Construction Permit was specified in Mitigation Measure 3-2 from SEIR No. 339. SEIR No. 339 concluded that development will not create or contribute runoff water that will substantially degrade water quality. Therefore, SEIR No. 339 concluded that impacts will be less than significant, and no mitigation was required. Although conversion of the Sites as proposed will not result in any unique or unusual water quality impacts, site preparation, grading and construction could result in some erosion potential and the potential for a discharge of silt and other pollutants associated with the proposed development into the surface waters. However, as indicated above, it will be necessary to implement a SWPPP, WQMP and related BMPs, to ensure that water quality impacts that may occur during grading and construction are minimized. Implementation of the BMPs prescribed in the SWPPP will avoid potentially significant water quality impacts during the construction phase of Development Areas C and D. As a result, project-related construction impacts to water quality will be less than significant and remain within the analysis and conclusion of SEIR No. 339. In addition, non-structural and structural BMPs included in the WQMP will ensure that potential long-term, post-development water quality impacts are also avoided or reduced to a less than significant level and will remain within the analysis and conclusion of SEIR No. 339. Therefore, the Projects will not result in new significant impacts or increase the severity of impacts identified in SEIR No. 339.

According to SEIR No. 339, the Platinum Triangle, including Development Areas C and D, is located within Federal Emergency Management Agency (FEMA) Flood Zones A99 and X. The design of all aboveground structures will be at least 3 feet higher than the 100-year flood zone unless otherwise required by the City Engineer, and all structures below this level are required to be flood-proofed. Therefore, impacts related to the placement of housing within a 100-year flood zone were determined to be less than significant and no mitigation was required.

According to SEIR No. 339, the Platinum Triangle, including Development Areas C and D, is located within FEMA Flood Zones A99 and X. Because the Project Area is not located within the 100-year flood zone and protected by a levee, the Project Sites are not subject to flooding associated with a 100-year storm and future residential development will not be subject to a significant flood hazard. The existing levee that provides flood protection in the area is maintained by the OCFCD and is regularly inspected to ensure that failure of the levee does not occur. Therefore, impacts related to the placement of structures within a 100-year flood zone were determined to be less than significant and no mitigation was required.

According to SEIR No. 339, the Platinum Triangle, including Development Areas C and D, is located within FEMA Flood Zones A99 and X. Although the Project Area, including Development Areas C and D, is protected from flooding by a levee as indicated above, Project implementation will not expose either people or structures to flood hazards as a result of the failure of either a dam or levee. The existing levee that provides flood protection in the area is maintained by the OCFCD and is regularly inspected to ensure that failure of the levee does not occur. Nonetheless, in the event of a failure that may result in flooding within the Project Area, the City will implement emergency operation procedures necessary to protect the public health and welfare. Therefore, impacts related to flooding were determined to be less than significant and no mitigation was required.

SEIR No. 339 found that the topography within the Platinum Triangle, including Development Areas C and D, is flat and not subject to mudflow. According to the City's General Plan, no enclosed bodies of water are in the immediate vicinity of the Sites; therefore, no impacts from seiches are anticipated as a result of Project implementation. The City of Anaheim is located well inland, away from the Orange County coastline. Due to the elevation and the distance from the coastline, tsunami hazards do not exist for the Project Sites and vicinity. Similarly, the Sites are essentially flat and devoid of steep slopes (either natural or manmade) that could be undermined by seismic activity or other instability to cause mud. Therefore, no impacts associated with inundation by seiche, tsunami, or mudflow will occur, and no mitigation was required. The Projects will not result in new significant impacts or increase the severity of impacts identified in SEIR No. 339.

No changes in circumstances involving the Projects have occurred; therefore, the Projects will not result in new impacts or impacts of greater severity than those previously identified in SEIR No. 339. No new information of substantial importance is available now which was not known and could not have been known with the exercise of reasonable diligence at the time of the certification of SEIR No. 339. No new mitigation measures or alternatives that were previously determined to be infeasible are now feasible. Therefore, no new impacts related to hydrology and water quality will occur because of the Projects, and the level of impact will not increase from that identified in SEIR No. 339.

XI. LAND USE AND PLANNING – Would the Project:

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | Impacts analyzed in Add. No. 4 No New Impact | No Impact |
|--|--------------------------------|--|------------------------------|--|--------------------------|
| a. Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Cause a significant environmental impact due to conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Narrative Summary: Impacts analyzed in EIR No. 339/No new impacts.

According to SEIR No. 339, the PTMLUP will increase the adopted development intensities and expand the Platinum Triangle Mixed Use Overlay Zone, which will not physically divide an established community by creating physical or perceived barriers to movement within a community. Across from Development Area C, to north along Katella Avenue, are multiple family residential uses. To the east of the Area C is proposed multiple family residential use within A-Town Development Area D. To the south of the Development Area C Park Street, Aloe Greens Park, and multiple family uses across Aloe Greens Park within Development Area G and H. To the west of the Development Area C is Market Street and the approved A-Town Development Area B with multiple family residential and commercial uses. Across from Development Area D, to north along Katella Avenue, are multiple family residential uses. To the east of the Development Area D is an automobile service station with a convenience market and the approved A-Town Development Area E with multiple family residential uses. To the south of the Development Area D is Park Street and the approved A-Town Development Area F with multiple family residential uses. To the west of the Development Area D is the proposed multiple family residential and commercial uses within A-Town Development Area C. Although the uses of the Development Areas C and D will change from their present undeveloped condition, Project implementation will not divide or otherwise adversely affect or change an established community because the development located adjacent to the Sites are comprised of a variety of land uses. The future buildout of Development Areas C and D will be compatible with the adjacent and nearby land uses. Furthermore, the Development Areas C and D do not contain any features or elements (e.g., roadways, channels, incompatible development, etc.) that will physically divide the existing residential neighborhoods in the Project vicinity. Therefore, SEIR No. 339 concluded that no impacts related to division of an established community will occur and no mitigation was required.

Development Area C will include development of 253 residential dwelling units and 17,277 square feet of ground floor indoor retail space with accompanying 972 square feet of outdoor dining space. The proposed number of dwelling units and ground floor retail space are consistent with the development allocation of the A-Town Metro Master Site Plan for Development Area C, which allows for a range of 160 to 2,727 dwelling units and 17,000 to 25,000 square feet of commercial floor space. Development Area D will include development of 255 dwelling units. The A-Town Metro Master Site Plan for Development Area D allows for a range of 140 to 217 dwelling units. Therefore, with a proposed development of 255 units, implementation of the Development Area D Project will require a density transfer of 38 units from other development areas in A-Town that have not or will not use the maximum range of dwelling units allocated by the A-Town Metro Master Site Plan.

Although the Development Area D Project requires a density transfer of 38 units, as cited above, future development proposed within the Project Sites will be consistent with all the applicable goals and policies of the General Plan, Land Use, Economic Development, and Community Design Elements as reflected in Table 5.4-1 in SEIR No. 339. The Projects will be compatible with surrounding land uses and will comply with applicable design guidelines. Furthermore, any potential impacts previously identified in SEIR No. 339 will be avoided or lessened through the implementation of the mitigation measures applicable to the A-Town Metro project prescribed in SEIR No. 339. Finally, development within the A-Town Metro Master Plan area will provide housing and employment opportunities within the City, consistent with the long-range goals and objectives. As a result, Projects will continue to achieve the goals, objectives, and policies of the relevant adopted plans and programs of the Anaheim General Plan.

SEIR No. 339 also concluded that the PTMLUP will be inconsistent with the City of Anaheim General Plan’s Public Services and Facilities Element Goal 8.1 because high-rise residential towers proposed as part of the A-Town Metro Project could potentially interview

with an existing Southern California Gas Company (SCG) microwave tower. No feasible mitigation was available to minimize the potential conflict with the microwave tower’s telecommunication function; therefore, impacts were concluded to be significant and unavoidable. This potential impact required the City Council to adopt a Statement of Overriding Considerations to address significant and unavoidable impacts resulting from the implementation of the Revised Platinum Triangle Expansion Project. Although Addendum No. 4 includes a provision that will limit the maximum building height within the A-Town Metro Master Plan area to 100 feet, due to the location, elevation, and height of the SCG microwave tower, the reduction in the maximum building height proposed will not lessen or eliminate that significant unavoidable adverse impact. The design of Development Area C will have a maximum building height of approximately 90 feet and design of Development Area D will have a maximum building height of 57 feet. Thus, the inconsistency (and significant unavoidable impact) previously cited in SEIR No. 339 will not change as a result of the Projects. As previously concluded in SEIR No. 339, this conflict will remain significant and unavoidable; however, it is neither a new impact nor will it result in a more severe impact than previously identified.

In addition to the consistency determinations related to the Anaheim General Plan, the Projects will also be consistent with other applicable regional plans and programs, including Compass/Growth visioning principles identified in SCAG’s Compass Blueprint 2% Strategy, and SCAG’s Regional Transportation Plan.

According to SEIR No. 339, the Approved Project will not affect an HCP or an NCCP because the Platinum Triangle is not a part of either of these plans. Therefore, SEIR No. 339 concluded that no impacts to HCPs or NCCPs will occur, and no mitigation was required.

Development Area C currently consist of two parcels, Lot 2 and Lot 3. The applicant is requesting a lot line adjustment to merge Lot 2 and Lot 3 of Tract No. 17703 into one parcel. The applicant is also requesting a Development Area Boundary Modification to shift the existing Development Area boundary between Development Areas C and D west of its existing location to accommodate the proposed building configuration. The applicant is requesting an amended Parking Management Plan to update on-street parking totals, accommodate the building’s access points, and locate on-street loading areas. The Parking Management Plan and the Lot Line Adjustment are subject to the approval of the City Engineer. Regardless, no changes in circumstances involving the Projects have occurred; therefore, the Projects will not result in new impacts or impacts of greater severity than those previously identified in SEIR No. 339. No new information of substantial importance is available now which was not known and could not have been known with the exercise of reasonable diligence at the time of the certification of SEIR No. 339. No new mitigation measures or alternatives that were previously determined to be infeasible are now feasible. Therefore, no new impacts conflicting with any applicable land use plan, policy, or regulations will occur because of the Projects, and the level of impact will not increase from that identified in SEIR No. 339.

XII. MINERAL RESOURCES – Would the Project:

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | Impacts analyzed in Add. No. 4 No New 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Narrative Summary: Impacts analyzed in EIR No. 339/No new impacts.

SEIR No. 339 determined that no mineral resources were in the Platinum Triangle, including Development Areas C and D. No loss of mineral resources will occur, and no mitigation was required. The City of Anaheim General Plan (Figure G-3, Mineral Resource Map) does not identify the Project Area as a Regionally Significant Aggregate Resource Area or within Mineral Resource Zone 2 (MRZ-2). The Projects will not result in impacts to mineral resources and no mitigation is required. Therefore, the Projects will not result in new significant impacts or increase the severity of impacts identified in SEIR No. 339.

SEIR No. 339 determined that the City of Anaheim General Plan does not identify the Platinum Triangle, including Development Areas C and D, as a Regionally Significant Aggregate Resource Area. SEIR No. 339 concluded that no loss of mineral resources will occur, and no mitigation was required. The Project Area is not identified in the City of Anaheim General Plan (Figure G-3, Mineral Resource Map) as a Regionally Significant Aggregate Resource Area or within MRZ-2. Therefore, the Projects will not result in impacts to locally important mineral resource recovery sites and no mitigation is required. The Projects will not result in new significant impacts or increase the severity of impacts identified in SEIR No. 339.

No changes in circumstances involving the Projects have occurred; therefore, the Projects will not result in new impacts or impacts of greater severity than those previously identified in SEIR No. 339. No new information of substantial importance is available now which was not known and could not have been known with the exercise of reasonable diligence at the time of the certification of SEIR No. 339. No new mitigation measures or alternatives that were previously determined to be infeasible are now feasible. Therefore, no new impacts concerning loss of availability of a locally important mineral resource will occur because of the Projects, and the level of impact will not increase from that identified in SEIR No. 339.

XIII. NOISE – Would the Project result in:

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | Impacts analyzed in Add. No. 4 No New Impact | No Impact |
|---|--------------------------------|--|------------------------------|--|--------------------------|
| a. Generation of 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Generation of excessive groundborne vibration or groundborne noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

This section utilizes the following technical studies in its analysis:

- Final Acoustical Report, A-Town Metro Master Land Use Plan Project – Parcels C and D, City of Anaheim, California, LSA, September 2022 (Appendix D)

The Project Sites and their vicinities are located within an urban area that is developed with a variety of land uses, including single- and multiple-family residential, commercial, institutional, sports, transportation-related, and other land uses. The primary existing ambient noise sources in the Project Area are transportation facilities. Traffic on Katella Avenue, Interstate-5 (I-5), and other adjacent roadways is a steady source of ambient noise. Construction noise in the Project vicinities was also observed. Lastly, the Project Sites are located between two event and entertainment centers that have regular firework shows during typical, non-pandemic conditions. Disneyland, located approximately 1.63 miles northwest of the Project Sites, has nightly firework shows around 9:30 p.m. Located 0.6 miles to the east of the Project Sites, Angel Stadium has a firework show at the end of Saturday night baseball games which occur March through September. It is also possible that other events at Angel Stadium throughout the year may have firework shows, but those are not regularly scheduled.

Narrative Summary: Impacts analyzed in EIR No. 339/No new impacts.

SEIR No. 339 determined that the PTMLUP had potential to expose people to noise levels in excess of City of Anaheim General Plan and Noise Ordinance standards. The noise will primarily be derived from vehicular traffic, especially on Gene Autry Way from I-5 to State College Boulevard and on State College Boulevard from Orange Avenue to Gene Autry Drive. In addition, SEIR No. 339 found that noise-sensitive residential uses may be exposed to mobile and stationary-source noise levels exceeding State and/or City standards. Further, building facades exposed to greater than 69 A-weighted decibels (dBA) will need to be improved architecturally to achieve a 45 dBA community noise equivalent interior noise level limit. SEIR No. 339 included Mitigation Measures 5-1, 5-2, 5-3, 5-4, 5-5, 5-7, 5-8, 5-9, and 5-10 to reduce noise impacts by requiring noise reduction improvements for residences and disclosure of abnormal noise levels prior to approval of project construction, and restrictions on hours of operations for construction activities, as well as construction equipment maintenance requirements. Even with these measures, the noise impacts were determined to be significant and unavoidable, and the City Council adopted a Statement of Overriding Considerations when SEIR No. 339 was certified.

The Projects will require construction activities which will create temporarily increased noise levels for the surrounding areas. Noise impacts during construction of the Projects were previously addressed in SEIR No. 339 at a programmatic level. According to the City's Noise Ordinance, noise sources associated with construction are exempt from the City's Noise Ordinance standards between the hours of 7:00 a.m. and 7:00 p.m. While the City exempts construction noise from the City noise standards at the property line when construction occurs during these hours, construction noise will have the potential to generate noise levels well above the existing ambient noise levels. The property owner/developer will implement Mitigation Measures 5-7, 5-8, 5-9, and 5-10 to reduce impacts related to increased noise levels by requiring construction vehicles and equipment to operate at certain times of the day and with proper operating procedures.

The Projects do not include an expansion of the roadway improvements previously identified in SEIR No. 339. The Project for Development Area C will include development 253 residential dwelling units and 17,277 square feet of ground floor indoor retail space with accompanying 972 square feet of outdoor dining space with a residential density of 84 dwelling units per net acre, consistent with the development allocation of the A-Town Metro Master Site Plan. Along with the residential building and associated infrastructure, common area improvements will include landscape walkways and a shared landscaped residential paseo with Development Area D that includes a dog park and outdoor seating. The second-floor will include a sports club with a trellis patio and seating, an open recreation courtyard with a pool, spa, sun deck, outdoor seating, barbecues, residential dining areas, and a fire pit with seating, and an additional open courtyard with barbecues and residential dining areas. The Project for Development Area D will include 255 residential dwelling units. The A-Town Metro Master Site Plan for Development Area D allows for a range of 140 to 217 dwelling units. Therefore, with a proposed development of 255 units, implementation of the Project will require a density transfer of 38 units from other development areas in A-Town that have not or will not use the maximum range of dwelling units allocated by the A-Town Metro Master Site Plan. Along with the residential building and associated infrastructure, common area improvements will include a shared landscaped residential paseo with Development Area C that includes a dog park and outdoor seating. A recreation courtyard will be located in the center of the structure and will provide a pool, spa, sun deck, outdoor seating, barbecues, residential dining areas, and a fire pit with seating, and an additional open courtyard with barbecues and residential dining areas.

As explained in Addendum No. 4, the buildout of A-Town Metro based on the proposed modified land use plan will result in a decrease in the number of vehicles and vehicle miles traveled. Therefore, although Project implementation will result in a reduction in project-related traffic, both on a daily and peak hour basis, it is anticipated that potential noise impacts will be similar, albeit slightly reduced, as the noise level projections along the roadway segments identified previously. Therefore, the Projects are not expected to generate additional traffic noise beyond what was assumed in SEIR No. 339. Mitigation Measure 5-1 in SEIR No. 339 will reduce impacts associated with operational noise produced by the Projects. With implementation of Mitigation Measures 5-1, 5-7, 5-8, 5-9, and 5-10, any improvements associated with the Projects will not result in new significant impacts or increase the severity of impacts beyond those analyzed in SEIR No. 339. Because residential development is proposed along the Katella Avenue corridor in the northern limits of the property as well as along Gene Autry Way, to the south, these sensitive land uses will be subject to virtually the same noise level exposure as identified and described in SEIR No. 339. Furthermore, other sensitive land uses along those same roadway segments will also be adversely affected by the high roadway noise levels. Because the traffic generated by the Projects will not result in an increase in noise levels but rather result in a potential decrease, the Projects as currently proposed will not result in any new significant impacts; the potential impacts identified and described in SEIR No. 339 will not change significantly.

SEIR No. 339 determined that the PTMLUP will potentially create excessive groundborne vibration or groundborne noise levels. The vibration and noise will be created by construction activities in the vicinity of vibration-sensitive land uses and could also impact any housing located near the Amtrak/Metrolink Orange County Line. SEIR No. 339 included Mitigation Measure 5-5 to reduce groundborne noise and vibration impacts from pile driving and Mitigation Measure 5-6 to reduce the impacts created by groundborne vibration and noise to vibration-sensitive land uses in close proximity to the Orange County Line. However, even with these mitigation measures, the impacts remained significant and unavoidable, and the City Council adopted a Statement of Overriding Considerations when SEIR No. 339 was certified.

Groundborne vibration will be generated by construction equipment during construction activities for the Projects, primarily during the demolition, grading, and foundation phases of such development within the Development Areas C and D. Unless there are extremely large generators of vibration, such as pile drivers, or receptors in close proximity to construction equipment, vibration is generally only perceptible at structures when vibration rattles windows, picture frames, and other objects. The maximum levels of vibration that will be experienced at vibration-sensitive structures located 25 feet from the construction equipment will vary from about 60 VdB to over 110 VdB. Adequate mitigation measures were prescribed to ensure that potential impacts will be reduced to a less than significant level. Project implementation will not result in any new potentially significant noise impacts and no additional mitigation measures are required.

SEIR No. 339 determined that the PTMLUP will result in a substantial, permanent increase in the ambient traffic noise levels in the vicinity of existing noise-sensitive receptors. SEIR No. 339 established mitigation measures to reduce the impacts on ambient noise levels; however, the impacts remain significant and unavoidable, and the City Council adopted a Statement of Overriding Considerations when SEIR No. 339 was certified. As explained in Addendum No. 4, the buildout of A-Town Metro, based on the proposed modified land use plan, will result in a decrease in the number of vehicles and vehicle miles traveled. Therefore, it will be anticipated that some noise levels projected within the Project Area, including Katella Avenue and State College Boulevard, will be reduced to some degree based on the reduction in traffic. However, the noise levels throughout the Project Area will not be significantly reduced and the potentially significant adverse noise impacts will remain despite the reduction in traffic associated with the Projects. Therefore, where applicable, the Projects will be subject to the same mitigation measures identified in SEIR No. 339. Project implementation will not result in any new potentially significant impacts and no additional mitigation measures are required.

SEIR No. 339 determined that the PTMLUP could result in a substantial temporary increase in noise levels created by construction near existing noise-sensitive receptors. SEIR No. 339 included Mitigation Measures 5-7, 5-8, 5-9, and 5-10 to reduce the temporary impacts on ambient noise levels; however, the impacts remain significant and unavoidable, and the City Council adopted a Statement of Overriding Considerations when SEIR No. 339 was certified. Construction activities will temporarily increase noise levels in the vicinity of Development Areas C and D. Noise impacts during construction of the Projects were previously addressed in SEIR No. 339 at a programmatic level. There are existing residences north of Development Areas C and D which could experience a temporary construction noise nuisance. A construction noise mitigation plan must be developed and implemented for activity occurring within 200 feet of these residences. The use of smaller equipment and notification of potentially affected residents of the duration of adjacent heavy equipment operations can reduce construction noise. In order to reduce short-term construction-related noise impacts, several mitigation measures were prescribed in SEIR No. 339, including MM 5-7 through MM 5-10. MM 5-7 requires that the developer ensure that noise levels at the property boundary not exceed 60 dBA between 7:00 p.m. and 7:00 a.m., limit the hours of use of equipment that generates excessive noise levels to 10:00 a.m. and 4:00 p.m., and properly maintain and employ muffler systems on all construction equipment. The other measures include proper maintenance and tuning of all construction equipment (MM 5-8), location of all stationary noise sources (e.g., generators, compressors, etc.) away from noise-sensitive receptors (MM 5-9), and restricting material delivery, soil haul trucks, and equipment servicing to the hours set forth in Section 6.70 of the Anaheim Municipal Code (MM 5-10). As concluded in SEIR No. 339, construction-related noise impacts will remain significant and unavoidable despite the implementation of mitigation measures; however, the proposed reduction in residential and commercial development will not result in any new or more severe construction-related noise impact than those identified in SEIR No. 339.

SEIR No. 339 determined that the Platinum Triangle, including Development Areas C and D, are not located in an area with an airport land use plan for the Los Alamitos Armed Forces Reserve Center or Fullerton Municipal Airport. The people living in the Platinum Triangle will not be exposed to excessive noise levels from air operations. SEIR No. 339 determined that no impacts related to airport land use plans will occur and no mitigation was required. The Project Area is not located in a zone that is regulated by an airport land use plan. The Projects will not create additional exposure of people to excessive air traffic noise. No impacts related to airport noise will occur and no mitigation is required. Therefore, the Projects will not result in new significant impacts or increase the severity of impacts identified in SEIR No. 339.

SEIR No. 339 determined that no private airstrips are located within the City; however, two heliports are located near the Platinum Triangle, including Development Areas C and D. In addition, APD conducts helicopter training exercises in the parking lot of Angel Stadium of Anaheim. Although implementation of the Projects will place more people in the vicinity of heliport noise, the Projects will not contribute to an increase in noise from these sources. SEIR No. 339 determined that the impact will be less than significant, and no mitigation was required.

No changes in circumstances involving the Projects have occurred; therefore, the Projects will not result in new impacts or impacts of greater severity than those previously identified in SEIR No. 339. No new information of substantial importance is available now which was not known and could not have been known with the exercise of reasonable diligence at the time of the certification of SEIR No. 339. No new mitigation measures or alternatives that were previously determined to be infeasible are now feasible. Therefore, no new impacts

concerning noise impacts will occur because of the Projects, and the level of impact will not increase from that identified in SEIR No. 339. No mitigation is applicable.

XIV. POPULATION AND HOUSING – Would the Project:

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | Impacts analyzed in Add. No. 4 No New 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)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Narrative Summary: Impacts analyzed in EIR No. 339/No new impacts.

SEIR No. 339 determined that the PTMLUP will directly induce population growth by allowing additional residential development and indirectly induce population growth by allowing additional nonresidential development in the Platinum Triangle. The Project for Development Area C will include development 253 residential dwelling units and 17,277 square feet of ground floor indoor retail space with accompanying 972 square feet of outdoor dining space with a residential density of 84 dwelling units per net acre, consistent with the development allocation of the A-Town Metro Master Site Plan. Along with the residential building and associated infrastructure, common area improvements will include a first-floor amenity space, leasing office, and parcel room. The Project will also include a shared landscaped residential paseo with Development Area D that includes a dog park and outdoor seating. The second-floor will include a sports club with a trellis patio and seating, an open recreation courtyard with a pool, spa, sun deck, outdoor seating, barbecues, residential dining areas, and a fire pit with seating, and an additional open courtyard with barbecues and residential dining areas. The Project for Development Area D will include 255 residential dwelling units. The A-Town Metro Master Site Plan for Development Area D allows for a range of 140 to 217 dwelling units. Therefore, with a proposed development of 255 units, implementation of the Project will require a density transfer of 38 units from other development areas in A-Town that have not or will not use the maximum range of dwelling units allocated by the A-Town Metro Master Site Plan. Along with the residential building and associated infrastructure, common area improvements will include an amenity space, a clubroom, a coworking space, and a parcel room. The Project will also include a shared landscaped residential paseo with Development Area C that includes a dog park and outdoor seating. A recreation courtyard will be located in the center of the structure and will provide a pool, spa, sun deck, outdoor seating, barbecues, residential dining areas, and a fire pit with seating, and an additional open courtyard with barbecues and residential dining areas.

Overall, as explained in Addendum No. 4, the buildout of A-Town Metro based on the proposed modified land use plan, implementation of the Projects will result in a reduction in the total number of dwelling units within the A-Town Metro property when compared to the impact analysis of the SEIR No. 339. The buildout of A-Town Metro under Addendum No. 4 will allow for a maximum, of 1,746 apartments and condominiums, compared to 2,681 high density residential dwelling units currently approved for the same area. The reduction of 935 dwelling units will reduce the total number of dwelling units permitted in the Platinum Triangle to 17,974 dwelling units. As a result, the total population estimated for the Platinum Triangle will be reduced to 26,961 residents, compared to 28,364 estimated for the 18,909 approved dwelling units. In addition, the potential employment generated within the A-Town Metro area will also be reduced based on the reduction of 100,000 square feet of retail/commercial development, resulting in a maximum of 50,000 square feet for A-Town Metro. The total number of jobs estimated for the Platinum Triangle will also be reduced from 300 to 100 as a result of the reduction in the retail/commercial floor area currently proposed. Further, SEIR No. 339 concluded that buildout of the Platinum Triangle, which includes Development Areas C and D, will result in a jobs/housing ratio more balanced when compared to the existing conditions in the area. No impacts were identified, and no mitigation was required.

SEIR No. 339 determined that implementation of the PTMLUP will not displace any units of housing. Therefore, SEIR No. 339 determined that no impacts related to housing displacement will occur and no mitigation was required. The Project Sites do not support housing at the present time. Project implementation includes the conversion of existing vacant properties to a high-density mixed-use on Development Area C and a high-density residential use for Development Area D, albeit at lower development intensities than previously approved for A-Town Metro. Implementation of the Projects will not result in the elimination of any existing residential dwelling units and will not require the provision of any replacement housing. Therefore, no new significant impacts to the City's existing housing inventory will occur and no mitigation measures are required.

SEIR No. 339 determined that the PTMLUP will not displace any people and no construction of replacement housing will be required. As indicated above, Project implementation will not result in the elimination of any existing residential dwelling units, and therefore, will not displace any residents in the City of Anaheim. Although the Projects will result in a reduction in the number of dwelling units previously approved by the City for the A-Town Metro properties, the Projects do include the development of up to 508 apartments that will be added to the City's inventory of housing, which will not only increase the City's housing stock. Therefore, SEIR No. 339 concluded that no impacts related to displacement of people will occur and no mitigation was required.

No changes in circumstances involving the Projects have occurred; therefore, the Projects will not result in new impacts or impacts of greater severity than those previously identified in SEIR No. 339. No new information of substantial importance is available now which was not known and could not have been known with the exercise of reasonable diligence at the time of the certification of SEIR No. 339. No new mitigation measures or alternatives that were previously determined to be infeasible are now feasible. Therefore, no new impacts concerning loss of existing housing resources will occur because of the Projects, and the level of impact will not increase from that identified in SEIR No. 339.

XV. PUBLIC SERVICES

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government 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 objective for any of the following public services:

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | Impacts analyzed in Add. No. 4 No New Impact | No Impact |
|-----------------------------|--------------------------------|--|------------------------------|--|--------------------------|
| a. Fire Protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Police Protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Schools? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Parks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. Other Public Facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Narrative Summary: Impacts analyzed in EIR No. 339/No new impacts.

Fire Protection: SEIR No. 339 determined that the higher-density population and increased population capacity resulting from the PTMLUP will delay Anaheim Fire District's (AFD) response time for first engine response, increase demand for other services of the AFD, and require additional fire facilities. As discussed in Addendum No. 4, no fire stations currently exist within the Revised Platinum Triangle Expansion Project Area, however, the two nearest fire stations are located approximately one-half mile from the Project Area. Stadium Station #7 is located at 2222 East Ball Road, and Resort Station #3 is located at 1717 South Clementine. AFD has a plan to construct three new fire stations to serve the Project Area. Additional property taxes will be collected from the new residential projects in the Platinum Triangle, including the Projects on Development Areas C and D, and these will be used to cover the additional staffing needs. In addition, the Public Safety Impact Fee will be collected at the time of issuance of building permits for development projects

within the Platinum Triangle, which will provide funds for the construction of new fire facilities. SEIR No. 339 found impacts associated with fire protection facilities to be less than significant with the incorporation of Mitigation Measures 7-1 and 7-2, which require installation of fire sprinklers on new buildings and payment of impact fees as identified in the Anaheim Municipal Code (AMC), Chapter 17.36.

Police Protection: SEIR No. 339 determined that the higher-density population and increased population capacity resulting from the PTMLUP will require an increase in police facilities and staffing by APD. The two nearest police facilities are Main Station, located 3.5 miles west of the Platinum Triangle at 425 South Harbor Boulevard and South Station, located 3.6 miles west of the Platinum Triangle at 1520 Disneyland Drive. SEIR No. 339 determined that a Public Safety Impact Fee, which will be applicable to the Projects, will assist with the generation of funds for facilities and equipment for police activities. Additionally, the increase in property taxes collected from the new developments, including Development Areas C and D, will be expected to cover staffing needs for the law enforcement. SEIR No. 339 found impacts associated with police protection facilities to be less than significant with the incorporation of Mitigation Measures 7-3, 7-4, 7-5, 7-6, and 7-7, which require APD to review plans for new developments and for property owners/developers to pay associated police fees.

Schools: SEIR No. 339 concluded that residential development within the Platinum Triangle will create approximately 4,018 additional elementary and middle school students in the Anaheim City School District (ACSD) and approximately 1,549 additional high school students in the Anaheim Union High School District (AUHSD). Development Areas C and D will be within the attendance boundaries of Paul Revere Elementary School, South Junior High School, and Katella High School. As discussed in Addendum No. 4, a demographic consultant for the ACSD conducted a survey of current student generation rates for residential projects in Southern California that are similar to the type of residential development that will occur in the Platinum Triangle, including Development Areas C and D, and found the Revised Platinum Triangle Expansion Project will generate fewer students than the number of students expected to be generated from the traditional housing type. Additionally, the serving elementary school is located outside the boundaries of the Revised Platinum Triangle Expansion Project Area; therefore, Project implementation will create a need for additional buses and supporting services. However, the SEIR No. 339 found that developer payment of school fees levied by ACSD and AUHSD will reduce potential school-related impacts to a less than significant level. SEIR No. 339 found impacts associated with schools to be less than significant with the incorporation of SEIR No. 339 Mitigation Measures 7-8 and 7-9, which require coordination with schools and payment of school fees.

Parks: SEIR No.339 determined that the increase in residential development associated with the PTMLUP will increase demand for parks and other recreational facilities. As mentioned above, Development Area C will be comprised of 253 residential dwelling units and Development Area D will be comprised of 255 dwelling units. Common areas are proposed for Area C, along with landscaped walkways, a first-floor amenity space, leasing office, and parcel room. The Project will also include a shared landscaped residential paseo with Development Area D that includes a dog park and outdoor seating. The second-floor will include a sports club with a trellis patio and seating, an open recreation courtyard with a pool, spa, sun deck, outdoor seating, barbecues, residential dining areas, and a fire pit with seating, and an additional open courtyard with barbecues and residential dining areas. Additionally, common areas are proposed for Development Area D, along with landscaped walkways, a first-floor amenity space, a clubroom, a coworking space, and a parcel room. The Project will also include a shared landscaped residential paseo with Development Area C that includes a dog park and outdoor seating. A recreation courtyard will be located in the center of the structure and will provide a pool, spa, sun deck, outdoor seating, barbecues, residential dining areas, and a fire pit with seating, and an additional open courtyard with barbecues and residential dining areas. Though both Projects will provide open space and recreational facilities at both Sites, it is expected that residents will use local parks. Therefore, implementation of the Projects will increase wear and tear on park facilities and require greater maintenance for park facilities. SEIR No. 339 concluded that compliance with Section 18.20.110.010 of the AMC, establishing recreational space requirements for the Platinum Triangle Mixed Use Overlay Zone, will ensure that adequate recreational space will be provided to support the population growth in the Platinum Triangle area, including Development Areas C and D. With compliance with this regulation and incorporation of SEIR No. 339 Mitigation Measures 8-1, 8-2, and 8-3, which will require the acquisition and construction of park areas in adequate amounts for the development, SEIR No. 339 determined the impacts to be less than significant.

Other Public Facilities: SEIR No. 339 identified that the PTMLUP could potentially affect the library system in the local area. Increased population will increase demand for these facilities and the services they provide. As discussed in Addendum No. 4, the nearest library facility to the Project Area is the Sunkist Branch Library located at 901 South Sunkist Avenue. A joint use library facility with the Anaheim Elementary School District (AESD) is located at 2135 South Mountain View Avenue. The Project Area is also served by virtual Anaheim Library services through the network at the Central Library located at 500 West Broadway. 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 Projects will 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 will need to provide additional physical and virtual resources to the Anaheim library system. Mitigation Measure 7-10 requires the payment of developer fees to assist with providing additional materials and services at the libraries servicing the population within the

Platinum Triangle, which will include Development Areas C and D. SEIR No. 339 found impacts associated with library facilities to be less than significant with the incorporation of SEIR No. 339 Mitigation Measure 7-10.

No changes in circumstances involving the Projects have occurred; therefore, the Projects will not result in new impacts or impacts of greater severity than those previously identified in SEIR No. 339. No new information of substantial importance is available now which was not known and could not have been known with the exercise of reasonable diligence at the time of the certification of SEIR No. 339. No new mitigation measures or alternatives that were previously determined to be infeasible are now feasible. Therefore, no new impacts concerning public services will occur because of the Projects, and the level of impact will not increase from that identified in SEIR No. 339.

XVI. RECREATION – Would the Project:

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | Impacts analyzed in Add. No. 4 No New 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Narrative Summary: Impacts analyzed in EIR No. 339/No new impacts.

SEIR No. 339 determined that the increase in residential development associated with the PTMLUP will increase demand for parks and other recreational facilities. This will increase wear and tear on park facilities and require greater maintenance efforts. However, as discussed in Addendum No. 4, the revised A-Town Metro land use plan will result in the future development of a maximum of 1,746 dwelling units, which is approximately 35 percent fewer units than the original A-Town Metro land use plan. In addition, the A-Town Metro land use plan has been redesigned to relocate and reconfigure the parks/recreational facilities that were approved for the same area. The approved land use plan for the A-Town Metro area includes two parks encompassing 3.0 acres and 0.5 acre. With the reduction in residential density with the A-Town Metro land use plan, these parks will be replaced and reconfigured with a 1.2-acre public park and a 0.6-acre public linear park extending from Meridian Street as an extension of Market Street south to Gene Autry Way. The 1.8 acres of public parks included in the revised A-Town Metro land use plan complies with the mini-park requirement to provide 44 square feet of parkland for each dwelling unit. SEIR No. 339 concluded that compliance with Section 18.20.110.010 of the AMC, establishing recreational space requirements for the Platinum Triangle Mixed Use Overlay Zone, will ensure recreational space in an amount that supports the population growth in the Platinum Triangle. Therefore, with compliance with this regulation along with incorporation of SEIR No. 339 Mitigation Measures 8-1, 8-2, and 8-3, which will require the acquisition and construction of park areas in adequate amounts for each development, SEIR No. 339 determined the impacts to be less than significant.

SEIR No.339 determined that the increase in residential development associated with the PTMLUP will increase demand for parks and other recreational facilities. However, as discussed in Addendum No. 4, the revised A-Town Metro land use plan will result in the development of 1,746 residential dwelling units, which is 935 fewer units than the original A-Town Metro Master Land Use Plan. The reduction in the number of dwelling units, will create a reduced demand for recreation amenities in the City. Furthermore, such facilities included in the revised A-Town Metro Plan are consistent with those previously approved for the area and will not, therefore, result in the expansion of recreational facilities that could adversely affect the environment. The SEIR No. 339 concluded that compliance with Section 18.20.110.010 of the AMC, establishing recreational space requirements for the Platinum Triangle Mixed Use Overlay Zone, will ensure recreational space in an amount that supports the population growth in the Platinum Triangle. With compliance with this regulation along with incorporation of SEIR No. 339 Mitigation Measures 8-1, 8-2, and 8-3, which will require the acquisition and construction of park areas in adequate amounts for each development, SEIR No. 339 determined the impacts to be less than significant.

No changes in circumstances involving the Projects have occurred; therefore, the Projects will not result in new impacts or impacts of greater severity than those previously identified in SEIR No. 339. No new information of substantial importance is available now which was not known and could not have been known with the exercise of reasonable diligence at the time of the certification of SEIR No. 339. No new mitigation measures or alternatives that were previously determined to be infeasible are now feasible. Therefore, no new impacts concerning recreational facilities will occur because of the Projects, and the level of impact will not increase from that identified in SEIR No. 339. No mitigation measures from SEIR No. 339 are applicable.

XVII. TRANSPORTATION – Would the Project:

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | Impacts analyzed in Add. No. 4 No New Impact | No Impact |
|--|--------------------------------|--|------------------------------|--|--------------------------|
| a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

This section utilizes the following technical studies in its analysis:

- Traffic Impact Analysis for A-Town Development Areas C and D (DEV2022-00046), October 26, 2022 (Appendix E.1)
- Transportation Analysis for A-Town Development Area C-D, LSA, January 24, 2023 (Appendix E.2)

Narrative Summary: Impacts analyzed in EIR No. 339/No new impacts.

SEIR No. 339 analyzed transportation and traffic impacts related to the implementation of the PTMLUP. The California Natural Resources Agency adopted revised CEQA Guidelines on December 28, 2018. Among the changes to the guidelines was the removal of vehicle delay and Level of Service (LOS) from consideration for transportation impacts under CEQA. The adopted guidelines, evaluates transportation impacts based on a project’s effect on vehicle miles traveled (VMT). Lead agencies were allowed to continue using their current impact criteria until June 30, 2020, or to opt into the revised transportation guidelines. In late 2019, State courts stated that under section 21099, subdivision (b)(2), existing law is that “automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment” under CEQA, except for roadway capacity projects. SEIR No. 339 determined that the Approved Project will conflict with the LOS for the roadway system within the Platinum Triangle. SEIR No. 339 required Mitigation Measures 9-1, 9-2, 9-3, 9-4, 9-5, 9-6, 9-7, 9-8, 9-9, 9-10, 9-11, 9-12, 9-13, 9-14, and 9-15, which will enhance existing facilities and require the development of alternative forms of transit to minimize the LOS impacts on roadway systems in the Platinum Triangle. Even with the incorporation of these mitigation measures, impacts to the roadway system remained significant and unavoidable and a Statement of Overriding Considerations was adopted by the City Council when SEIR No. 339 was certified.

On June 23, 2020, the City of Anaheim City Council adopted the VMT Thresholds of Significance for purpose of analyzing transportation impacts and also approved the Traffic Impact Analysis (TIA) Guidelines for CEQA Analysis. Per the City’s TIA Guidelines, certain projects that meet specific screening criteria are presumed to have a less than significant impact with respect to CEQA Section 15064.3

absent substantial evidence to the contrary.¹ There are three project-screening types that lead agencies can apply to effectively screen projects from project-level assessment. A project only needs to fulfill one of the screening types below to qualify for screening. These screening types are summarized below:

Type 1: Transit Priority Area Screening. A Transit Priority Area is defined as a half-mile area around an existing major transit stop or an existing stop along a high-quality transit corridor. Projects located within a Transit Priority Area (TPA) may have a less than significant VMT impact absent substantial evidence to the contrary. This presumption may not be appropriate if the project has a total floor area ratio of less than 0.75, includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction, is inconsistent with the applicable Sustainable Communities Strategy, or replaces affordable residential units with a smaller number of moderate- or high-income residential units.

Type 2: Low VMT Area Screening. A low VMT-generating area is an area that has a VMT per service population metric that is 15% below the County average. Residential and office projects located within a low VMT-generating area may have a less than significant impact absent substantial evidence to the contrary. Other employment-related and mixed-use projects within a low VMT-generating area may also be presumed to have a less than significant impact if the project can reasonably be expected to generate a VMT per service population metric similar to the existing land uses in the low VMT area.

Type 3: Project Type Screening. Some project types are presumed to have a less than significant transportation impact absent substantial evidence to the contrary as their uses are local serving in nature. Projects that are presumed to have a less than significant impact due to their local serving nature include local-serving K-12 schools, neighborhood and community parks, day care centers, certain local-serving retail uses less than 50,000 square feet, student housing projects on or adjacent to college campuses, community and religious assembly uses, public services, local-serving community colleges, affordable or supportive housing, convalescent and rest homes, senior housing, and projects generating less than 110 daily vehicle trips.

Areas C and D: Although not stated in the City's Guidelines, the State's Technical Advisory states that "lead agencies can evaluate each component of a mixed-use project independently." This assessment of the Project's potential impacts to VMT evaluates the retail and residential components independently.

Retail: The Development Area C project is constructing 17,277 square feet of retail (with an additional 972 square feet outdoor dining area). All uses will be local serving. Because the retail component of Development Area C development is less than 50,000 square feet and local serving, the retail component of the Area C qualifies for Type 3 screening as defined in the City's Guidelines.

Residential: Development Areas C and D are in a TPA and qualifies for Type 1 screening. The Anaheim Regional Transportation Intermodal Center (ARTIC) is the train station for the Amtrak national train service and Metrolink commuter rail and also serves as a bus transfer station and a link to the Santa Ana River Trail off-street bike path. While ARTIC is more than 0.5 mile from Development Areas C and D, other transit options connect the Project Sites to this major transit stop. The Orange County Transportation Authority (OCTA) operates fixed route bus service in Orange County, including Anaheim. Within the vicinity of Development Areas C and D, two OCTA routes qualify as high-quality transit corridors. Route 50 operates primarily along Katella Avenue and has a stop at ARTIC, while Route 57 operates primarily along State College Boulevard. It should be noted that a pedestrian entrance to the residential component of the Development Area C will be immediately adjacent to a Route 50 bus stop. Therefore, the residential component of the Development Area C will be screened from further analysis unless conditions are present that will make a presumption of less than significant impact inappropriate.

Because the retail portion of the Development Area C Project qualifies for Type 3 screening and the residential portions of both Development Areas C and D qualify for Type 1 screening (and meets the criteria for a less than significant VMT impact under the City's Guidelines), the Projects will result in a less than significant impact, and a project-level VMT quantified analysis is not required under the City's Guidelines.

While the revised CEQA Guidelines prohibit a Lead Agency from using vehicle delay and LOS to evaluate a Project's transportation impact, the following analysis provides the development of Development Areas C and D's consistency with these policies, as well as the City of Anaheim Criteria for Preparation of Traffic Impact Studies for informational purposes.

The Project for Development Area C is a mixed-use building consisting of 253 residential dwelling units and 17,277 square feet of ground floor indoor retail space with accompanying 972 square feet of outdoor dining space. The Project for Development Area D is a residential building consisting of 255 dwelling units. The Trip Generation Memo conducted by LSA determined that the Project will generate approximately 2,916 daily trips, of which 160 trips will occur in the a.m. peak hour and 206 trips will occur in the p.m. peak hour. Addendum No. 4 analyzed the impacts to 15 intersections and five roadway segments in the vicinity of A-Town Metro Master Site Plan, and the proposed development was found to have a less than significant impact on all the facilities except for the intersection of Lewis

¹ City of Anaheim Traffic Impact Analysis Guidelines for California Environmental Quality Act Analysis, June 2020.

Street/Katella Avenue. The trip distribution for the Master Site Plan traffic analysis showed 15 percent of traffic destined northbound on I-5 and 10 percent of traffic destined westbound on Katella Avenue. Since 25 percent of Project traffic is distributed toward the CMP intersections of the I-5 ramps with Katella Avenue, a maximum of 10 trips (25 percent x 41 p.m. peak-hour trips) could potentially travel through these intersections. The trip distribution for the Master Site Plan traffic analysis showed 15 percent of traffic destined northbound on SR-57 and 5 percent of traffic destined eastbound on Katella Avenue. Since 20 percent of Project traffic is distributed toward the CMP intersections of the SR-57 ramps with Katella Avenue, a maximum of 8 trips (20 percent x 41 p.m. peak-hour trips) could potentially travel through these intersections. Because development of Development Areas C and D is anticipated to generate fewer than 100 peak-hour trips and contribute fewer than 51 trips to any CMP intersection, the Project trip generation is below the threshold established for analysis by the City's traffic study guidelines. As explained in Addendum No. 4, the buildout of A-Town Metro, based on the proposed modified land use plan, will result in an overall decrease in the number of vehicles and vehicle miles traveled. Furthermore, the Projects will not result in any impacts beyond those identified in the previously certified EIR No. 339.

SEIR No. 339 determined that buildout of the PTMLUP will not create sharp curves, dangerous intersections, or any other hazardous design features. Future projects within the Platinum Triangle, including developments on Development Areas C and D, will be required to dedicate land, including construction easements, for the ultimate arterial highway rights-of-way to maintain LOS and access to the Platinum Triangle area (Mitigation Measure 9-14). Therefore, SEIR No. 339 found the impacts related to the design of hazardous project features to be less than significant with implementation of Mitigation Measures 9-14 and 9-15.

SEIR No. 339 determined that the property owner/ developer and/or the City will design and improve vehicle access within the Platinum Triangle in accordance with the requirements of the City to reduce any emergency access impacts from buildout of the Platinum Triangle, which includes Development Areas C and D. Development projects, including the Projects for Development Areas C and D, will be reviewed and approved by the AFD prior to issuance of building permits to ensure that sufficient accessibility for emergency vehicles is provided during all phases of construction. SEIR No. 339 found impacts associated with emergency access to be less than significant with implementation of existing regulatory requirements and standard conditions of approval, and no mitigation was required.

No changes in circumstances involving the Projects have occurred; therefore, the Projects will not result in new impacts or impacts of greater severity than those previously identified in SEIR No. 339. No new information of substantial importance is available now which was not known and could not have been known with the exercise of reasonable diligence at the time of the certification of SEIR No. 339. No new mitigation measures or alternatives that were previously determined to be infeasible are now feasible. Therefore, no new impacts concerning transportation will occur because of the Projects, and the level of impact will not increase from that identified in SEIR No. 339.

XVIII. TRIBAL CULTURAL RESOURCES

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as 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:

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | Impacts analyzed in Add. No. 4 No New Impact | No Impact |
|--|--------------------------------|--|------------------------------|---|--------------------------|
| a. Would the project 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: | | | | | |
| i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

| | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| historical resources as defined in Public Resources Code section 5020.1 (k)? | | | | | |
| ii. 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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Narrative Summary: Impacts analyzed in EIR No. 339/No new impacts.

According to the initial study prepared for the Revised Platinum Triangle Expansion Project that was analyzed in SEIR No. 339, no cultural resources are known to exist on the proposed Platinum Triangle area, which includes Development Areas C and D. During the preparation of SEIR No. 339, a letter requesting consultation with Native American representatives was sent out by the City of Anaheim on March 27, 2014. No responses from any of the Native American representatives contacted were received. No potentially significant impacts are anticipated to occur, due to the nature and extent of surface and subsurface alteration that has occurred as a result of development that has occurred on the Sites and in the Project Area. Furthermore, the A-Town Metro property, which includes Development Areas C and D, is not known to be utilized by any Native Americans for religious or other culturally important rites and no important cultural resource sites have been identified within the Project Area. Additionally, no formal cemeteries are located on the A-Town Metro property or in the Project environs and no human remains are known to exist in the Project Area. Although Project implementation will require grading and excavation to implement the proposed improvements (i.e., mixed use and residential development), the discovery of human remains is not anticipated.

Nonetheless, the Projects must comply with applicable laws when human remains are encountered during grading and construction to ensure that no significant impacts to tribal cultural resources, including human remains. In the event that human remains are discovered, construction activities must be halted or diverted until the provisions of §7050.5 of the Health and Safety Code and §5097.98 of the Public Resources Code have been implemented. As a result, Project implementation will not result in any new significant impacts and no additional mitigation measures are required.

No changes in circumstances involving the Projects have occurred; therefore, the Projects will not result in new impacts or impacts of greater severity than those previously identified in SEIR No. 339. No new information of substantial importance is available now which was not known and could not have been known with the exercise of reasonable diligence at the time of the certification of SEIR No. 339. No new mitigation measures or alternatives that were previously determined to be infeasible are now feasible. Therefore, no new impacts on tribal cultural resources will occur because of the Projects, and the level of impact will not increase from that identified in SEIR No. 339.

XIX. UTILITIES AND SERVICE SYSTEMS – Would the Project:

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | Impacts analyzed in Add. No. 4 No New 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 telecommunication facilities, the construction or relocation of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

| | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Generate solid waste in excess of State and local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

This section utilizes the following technical studies in its analysis:

- Trash Management Plan, A-Town Block C & D Anaheim, CA, American Trash Management, May 10, 2022 (Appendix F)

Narrative Summary: Impacts analyzed in EIR No. 339/No new impacts.

Water: SEIR No. 339 determined that buildout of the PTMLUP will require the addition of new water facilities. Rule 15-D of the City of Anaheim's Water Rules, Rates, and Regulations specifies the water facility improvements required to accommodate the projected land use water demands within Anaheim, including within the Platinum Triangle, which includes Development Areas C and D. SEIR No. 339 determined that Water Rule 15-D of the City's Water Rules, Rates and Regulations (Plan No. W2524C) will ensure that adequate water facilities are provided to serve the Platinum Triangle area. Furthermore, as discussed in Addendum No. 4, the demand for the Revised A-Town Master Land Use Plan will be approximately 39 percent lower than the approved plan due to the proposed reduction in development intensity. Finally, based on the water system hydraulic analysis prepared for the A-Town project, domestic water will be provided by the City of Anaheim through an existing 16-inch waterline located in Katella Avenue and an existing 12-inch main located in Gene Autry Way.² The proposed water system consists of 12-inch water mains, which are connected to the City's existing mains. The proposed water system provides pressures greater than 45 pounds per square inch (psi) for all nodes during peak hour demands and pressures greater than 20 psi during maximum day demands as well as 4,000 gallons per minute (gpm) fire flow events as required by the City. The minimum residual pressure experience for the "worst case" 4,000 gpm fire flow event was 27 psi for both Sites. As indicated in the Water System Hydraulic Analysis, all domestic water meters will require individual pressure reduction devices to reduce the pressure to a maximum of 80 psi for each dwelling unit and commercial building with the Project Sites. As a result, water supply and facilities are adequate to serve the future development with the Project Area. SEIR No. 339 found impacts associated with new or expanded water treatment facilities to be less than significant with incorporation of SEIR No. 339 Mitigation Measures 10-1, 10-2, 10-3, 10-4, 10-5, 10-6, 10-7, 10-8, 10-9, 10-10, 10-11, 10-12, 10-13, 10-14, 10-15, and 10-16.

SEIR No. 339 determined that based on the Water Supply Assessment for the PTMLUP, surplus water will be available through the 20-year planning period. SEIR No. 339 impacts associated with water supplies were determined to be less than significant with incorporation of SEIR No. 339 Mitigation Measures 10-7, 10-8, 10-9, 10-10, 10-11, 10-12, 10-13, 10-14, 10-15, and 10-16. Furthermore, the 2020 Urban Water Management Plan provides water supply planning for a 25-year planning period in five (5)-year increments and identifies water supplies needed to meet existing and future demands. The demand analysis must identify supply reliability under three hydrologic conditions: a normal year, a single-year, and multiple dry years. In its most recent UWMP, the City determined that it will have reliable supplies to meet single-and multiple dry-year demands from 2020 through 2045. Demand will be met through diversified supply and water conservation measures. The UWMP also includes a Water Shortage Contingency Plan that describes policies that MWD and the City have in place to respond to catastrophic interruption and reduction in water supply. Moreover, in May 2015, the City adopted Ordinance No. 6332 amending Chapter 10.18 of the Municipal Code in response to the State Water Resources Control Board's emergency

² *Water System Hydraulic Analysis; Hunsaker & Associates Irvine, Inc.; December 2014.*

regulations. The Ordinance specifies voluntary and mandatory water conservation measures that can be implemented depending on the level of water shortage. The Projects will not exceed water supplies or result in a significant increase in water demand. As discussed in Addendum No. 4, implementation of the Projects will result in an overall decrease of water consumed by the residential and commercial development when compared to the Approved A-Town Master Land Use Plan land uses due to a proposed reduction in development intensity. In addition, as previously noted the Project Sites are within the Mixed-Use Overlay Zone of the PTMLUP. This designation allows residential in either a standalone or mixed-use configuration. Therefore, the Projects will not result in any impacts beyond those identified in the previously certified SEIR No. 339.

Wastewater: SEIR No. 339 determined that buildout of the PTMLUP will require sewer improvements. Wastewater from the City sewer system is conveyed to OCSD's trunk and interceptor sewers to regional treatment and disposal facilities. The Project Area is served by the Newhope-Placentia Trunk (State College Avenue), the Olive Subtrunk, the Orangewood Diversion Sewer, and the Santa Ana River Interceptor (SARI) line. With implementation of sewer system improvements, the sewer system, including sewer treatment facilities, was anticipated to be adequate for development associated with the PTMLUP, which includes serving Development Areas C and D. Further, it was determined that the potential for sewer spills during a 10-year storm event will be low and will not create a significant impact. SEIR No. 339 found impacts associated with wastewater treatment requirements to be less than significant with incorporation of SEIR No. 339 Mitigation Measures 10-1, 10-2, 10-3, 10-4, 10-5, and 10-6.

Stormwater: SEIR No. 339 noted that the Master Plan of Storm Drainage for the East Garden Grove Wintersburg Channel Tributary Area identified that the existing storm drainage system was deficient under the existing conditions in the Platinum Triangle at the time the SEIR was prepared. SEIR No. 339 concluded that construction of storm drain facilities will occur in compliance with engineering standards and regulations and will not result in a significant environmental effect. Grading Plans prepared for proposed development must include an approved drainage and erosion control plan to minimize the impacts from erosion and sedimentation during grading. Additionally, development sites that encompass an area of 1.0 acre or greater will be subject to compliance with the NPDES program's General Construction Permit requirements and consequently the development and implementation of an SWPPP as prescribed by the City of Anaheim. In addition, compliance with the City's grading and excavation ordinance will also ensure that potential erosion and loss of topsoil is minimized. Further, on-site grading and drainage improvements proposed in conjunction with the proposed site work on Development Areas C and D will be required to meet the City's and OCFCD flood control criteria including design discharges, design/construction standards and maintenance features. The Projects will result in less imperviousness that will generate a decreased peak runoff volume and flowrate. The Project Sites will be graded to convey stormwater as surface flow towards proposed curb-inlet catch basins, located at relative low points on-site. The catch basins will convey flows to proposed MWS for water quality treatment through a proposed underground storm drain system. Additionally, prior to the issuance of a building permit for the Projects, the Project applicant will have to comply with all applicable regulations and obtain a NPDES stormwater permit to indicate that the Project features BMPs. As such, the Projects will not violate water quality standards, waste discharge requirements, or stormwater NPDES standards, or otherwise substantially degrade water quality. Impacts associated with stormwater drainage facilities were determined to be less than significant with incorporation of Mitigation Measure 10-17 identified in SEIR No. 339.

Electrical Power: SEIR No. 339 concluded that implementation of the PTMLUP will increase the electrical load on existing facilities and will require both upgrades to the existing 12-kilovolt distribution systems and construction of a new electrical substation. In addition, the Projects for Development Areas C and D will be required to comply with the State energy efficiency standards (CCR Title 24), as specified in Mitigation Measures 10-21, 10-22, 10-23, and 10-24. SEIR No. 339 concluded that with implementation of the mitigation measures, impacts on electrical service will be less than significant. With the necessary system upgrades and facility improvements, Anaheim Public Utilities Department will be able to service the Platinum Triangle, which includes Development Areas C and D, with electricity. Therefore, SEIR No. 339 concluded that impacts to natural gas will be less than significant.

Natural Gas: SEIR No. 339 states that implementation of the PTMLUP will increase the natural gas demand in the Project Area and will require an additional 1.5 miles of gas transmission pipelines; placement of at least two additional pressure limiting stations; and alteration of at least three miles of existing gas mains in the area to increase capacity. With necessary system upgrades and facility improvements, SCG will be able to service the PTMLUP, including Development Areas C and D, with natural gas, which will be provided in accordance with SCG's policies and extension rules on file with the Public Utilities Commission when the contractual arrangements are made. Although the PTMLUP was found to create additional demands on natural gas supplies and distribution infrastructure, the increased demands will be within the service capabilities of SCG, provided necessary improvements are made in coordination with SCG. SEIR No. 339 found that implementation of the PTMLUP will not result in any unavoidable adverse impacts to natural gas service or resources.

Telecommunications: AT&T and Time-Warner provide telephone and cable television service to the PTMLUP, respectively. According to SEIR No. 339, no impacts related to telephone service systems or cable television service was identified. Consequently, SEIR No. 339 does not contain any specific analysis related to telephone service systems or cable television service. The Projects are located within an urbanized area within the City of Anaheim, and will be adequately served by telecommunications facilities. The Projects will include

on-site connections to off-site telecommunication services and facilities in the immediate area of the Project Sites. Additionally, facilities and infrastructure for the various telecommunication providers are adequate to serve the needs of the Projects. The Projects will not result in or require the construction of new or expanded telecommunication facilities.

Solid Waste: SEIR No. 339 determined that the Olinda Alpha Landfill is the closest facility to the Platinum Triangle area and will be the solid waste facility most often receiving waste from the Platinum Triangle, including Development Areas C and D. The PTMLUP will increase the service demand for solid waste disposal beyond existing conditions for the Olinda Alpha Landfill. As discussed in Addendum No. 4, implementation of the Projects will result in an overall decrease of solid waste generated by the residential and commercial development when compared to the approved A-Town Master Land Use Plan land uses due to a proposed reduction in development intensity. The SEIR concluded that there will be available landfill capacity in the Orange County landfill system to accommodate the anticipated solid waste stream generated by implementation of the PTMLUP. SEIR No. 339 found impacts associated with landfill capacity to be less than significant with the incorporation of SEIR No. 339 Mitigation Measures 10-18, 10-19, and 10-20.

SEIR No. 339 concluded that implementation of the PTMLUP will generate increased construction and operational solid waste in the area. Each development project in the Platinum Triangle, including the projects proposed for Development Areas C and D, will be required to submit project plans to the Streets and Sanitation Division of the Public Works Department for review and approval to ensure that the plans comply with AB 939, the Solid Waste Act of 1989, and the County of Orange and the City of Anaheim Integrated Waste Management Program, as administered by the City of Anaheim. Development Areas C and D Trash Management Plans show compliance with AB 939 (1989) requiring 50 percent diversion levels, AB 341 (2008) requiring all business generating four cubic yards of waste per week to actively implement and participate in recycling programs, AB 1826 (2014) mandating businesses divert organics, and SB 1383 (September 2016) mandating food waste diversion from all residential, multiple family, and commercial businesses by 2022 (refer to Appendix F for details). SEIR No. 339 found impacts associated with solid waste statutes and regulations to be less than significant with incorporation of SEIR No. 339 Mitigation Measures 10-18, 10-19, and 10-20.

No changes in circumstances involving the Projects have occurred; therefore, the Projects will not result in new impacts or impacts of greater severity than those previously identified in SEIR No. 339. No new information of substantial importance is available now which was not known and could not have been known with the exercise of reasonable diligence at the time of the certification of SEIR No. 339. No new mitigation measures or alternatives that were previously determined to be infeasible are now feasible. Therefore, no new impacts associated with solid waste will occur because of the Projects, and the level of impact will not increase from that identified in SEIR No. 339.

XX. 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 | Impacts analyzed in Add. No. 4 No New Impact | No Impact |
|---|--------------------------------|--|------------------------------|--|--------------------------|
| a. Substantially impair an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Due to the slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risks or that may result in temporary or ongoing impacts to the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

| | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope stability, or drainage changes? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|

Narrative Summary: Impacts analyzed in EIR No. 339/No new impacts.

SEIR No 339 did not analyze Wildfire as it was previously approved before the 2019 updated CEQA checklist became the new standard.

According to the CAL FIRE Hazard Severity Zone Map for the City of Anaheim, the Project Sites are not within a State Responsibility Area. The Project Sites are in a Non-Very High Fire Hazard Severity Zone (VHFHSZ) zone within a local responsibility area. The Project Sites are flat and does not have a slope or other features that could exacerbate wildfire risks. The Projects will tie into existing infrastructure that currently serves the Project Sites. Project implementation will not result in the new construction, installation, or maintenance of new infrastructure that will exacerbate fire risk. The Projects' construction will not require the complete closure of any public or private streets or roadways during construction. Temporary construction activities will not impede use of the road for emergencies or access for emergency response vehicles. The Projects will not result in inadequate emergency access. Therefore, no impact will occur, and no mitigation measures are required.

The Projects are in a developed, urbanized area, and surrounded primarily by commercial and residential uses. There are no slopes or hills near the Project Sites that will have the potentially expose people or structures to significant risks as a result of runoff, post-fire slope instability, or drainage changes. Therefore, no impacts will occur, and no mitigation measures are required.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

| Environmental Issues | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | Impacts analyzed in Add. No. 4 No New Impact | No Impact |
|--|---------------------------------------|---|-------------------------------------|---|--------------------------|
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Narrative Summary: Impacts analyzed in EIR No. 339/No new impacts.

SEIR No. 339 found that the PTMLUP will not degrade the quality of the environment related to biological and cultural resources because the Platinum Triangle is already developed and approved for redevelopment. In addition, the resulting increase in development intensities will not further degrade the quality of the environment. No impact related to degradation of the quality of the environment will occur and no mitigation was required. As discussed, and analyzed in this document, the Projects for Development Areas C and D will not degrade the quality of the environment. As discussed in Section 3.4, Biological Resources, the Projects for Development Areas C and D will not 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, or reduce the number or restrict the range of a rare or endangered plant or animal. Further, as discussed in Section 3.5, Cultural Resources, the Project Area does not contain any important examples of the major periods of California history or prehistory, and no impacts to such resources will occur. Therefore, the Projects for Development Areas C and D will not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in SEIR No. 339.

SEIR No. 339 found that the PTMLUP will result in cumulatively considerable air quality, GHG, noise, and traffic impacts. As a result of these findings, a Statement of Overriding Considerations was adopted by the City Council. As discussed, and analyzed in this document, the Projects for Development Areas C and D will not increase the severity or result in new impacts identified in SEIR No. 339. Therefore, the Projects for Development Areas C and D will not increase the severity of a previous cumulative impact or result in any new cumulative impacts not already analyzed in SEIR No. 339.

SEIR No. 339 found that the PTMLUP will result in significant unavoidable air quality, land use, noise, traffic, and GHG impacts. As a result of these findings, a Statement of Overriding Considerations was adopted by the City Council.

No changes in circumstances involving the Projects have occurred; therefore, the Projects will not result in new impacts or impacts of greater severity than those previously identified in SEIR No. 339. No new information of substantial importance is available now which was not known and could not have been known with the exercise of reasonable diligence at the time of the certification of SEIR No. 339. No new mitigation measures or alternatives that were previously determined to be infeasible are now feasible. Therefore, no new impacts on human beings will occur because of the Projects, and the level of impact will not increase from that identified in SEIR No. 339.

APPENDICES

Appendices accessible online with this link: <https://anaheim.net/876/Environmental-Documents>

- Appendix A.1 Soil Report Area C
- Appendix A.2 Soil Report Area D
- Appendix B Hydrology Report Areas C and D
- Appendix C Preliminary Water Quality Management Plan Areas C and D
- Appendix D Noise Report Areas C and D
- Appendix E.1 Traffic Impact Analysis Areas C and D
- Appendix E.2 Transportation Analysis Areas C and D
- Appendix F Solid Waste Plan

