

## **Appendix B      Notice of Preparation Responses**

## Appendices

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**DEPARTMENT OF TRANSPORTATION**

DISTRICT 12  
1750 EAST 4<sup>TH</sup> STREET, SUITE 100  
SANTA ANA, CA 92705  
PHONE (657) 328-6000  
FAX (657) 328-6522  
TTY 711  
www.dot.ca.gov/d12



*Serious Drought.  
Making Conservation  
A California Way of Life.*

May 11, 2017

Mr. Gustavo N. Gonzalez  
City of Anaheim  
Planning and Building Department  
200 S. Anaheim Boulevard, MS 162  
Anaheim, CA. 92803

File: IGR/CEQA  
SCH#: 2017041042  
Log #: ORA 2016-00541  
SR 39

Dear Mr. Gonzalez:

Thank you for the opportunity to review and comment on the Beach Boulevard Specific Plan Notice of Preparation (NOP) for EIR No. 350. The City of Anaheim, as the project applicant, proposes to establish the Beach Boulevard Specific Plan (BBSP) to guide future development of approximately 283 acres along a one and a half mile stretch of Beach Boulevard State Route 39 (SR 39) between the cities of Buena Park and Stanton, in the City of Anaheim, Orange County.

Beach Boulevard is an eight-lane divided highway that connects the cities of Huntington Beach, Westminster, Garden Grove, Stanton, Anaheim, Buena Park, Fullerton, La Mirada, and La Habra. Regional access to the Project Area is provided by SR 91 and Interstate 5 (I-5) to the north through the City of Buena Park. To the south, it connects to SR 22 and I-405 through the cities of Stanton and Westminster, the route terminates at Pacific Coast Highway in Huntington Beach.

The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. The Local Development-Intergovernmental Review (LD-IGR) Program reviews land use projects and plans through the lenses of our mission and state planning priorities of infill, conservation, and travel-efficient development. To ensure a safe and efficient transportation system, we encourage early consultation and coordination with local jurisdictions and project proponents on all development projects that utilize the multimodal transportation network. We provide these comments consistent with the State's smart mobility goals that support a vibrant economy, and build communities, not sprawl.

The California Department of Transportation (Caltrans) is a responsible agency on this project and has the following comments for your consideration:

**Planning and Electrical Systems:**

1. Caltrans has submitted an application to conduct a corridor study for the SR 39.
2. Caltrans is currently partnering with the City of Anaheim to evaluate the potential relinquishment of SR 39 to the City within its jurisdictional boundaries. Discussion includes relinquishment of consecutive signals within the City of Anaheim on Beach Blvd., full relinquishment of operations and maintenance (including all liability) of the Traffic Signals.
3. The proposed land use changes would result in a net increase of 3,496 units and 990,619 sf. of non-residential, the project would result in potentially significant impacts toward vehicular and non-vehicular modes. Please consider mitigation measures such as the following to reduce impacts:
  - a. The formation of a Transportation Management Association (TMA) in partnership with developments within the project area. A TMA is an organized group, comprised of public and private representatives, which facilitates businesses to pool their resources in support goods movement and commuter transportation strategies. Strategies may include, but are not limited to: compiling ridesharing databases, providing shuttles, and parking management.
  - b. Fund proposed bicycle facilities that would provide access to the project area identified the Draft Anaheim Bicycle Master Plan.
4. Consider incorporating Complete Streets improvements within the project site. Caltrans' Draft SR 39 Transportation Concept Report (TCR) identifies multimodal improvements within the project area that include, but are not limited to continuing sidewalk, reducing setbacks, expanding sidewalks, reducing the number of commercial driveways, providing greater distance separation between driveways, and providing a safe refuge for pedestrian crossings with raised medians, and signaling midblock crossings where feasible.
5. The NOP states, "The Southern California Association of Governments (SCAG) has designated Beach Boulevard as a High Quality Transit Area (HQTA). A HQTA is generally a walkable transit village or corridor that is within a half mile of a well-served transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours. The 2016 SCAG Regional Transportation Plan/Strategic Communities Strategy projects that HQTA's should accommodate over 40 percent of the region's future household growth and over 50 percent of the future employment growth (SCAG 2016)" (Page 17).

6. The Specific Plan should consider improvements to existing or planned transit stops that make multimodal connections to transit easier, improve access to transit stops, and encourage use of transit. Please consider transit access improvements for potential opportunities for a direct transit link to either Fullerton Transportation Center or the Anaheim Regional Transportation Intermodal Center (ARTIC) where Metrolink and Amtrak rail services are available as a means to promote interregional rail travel and reduce regional vehicle miles traveled and traffic impacts on the State highway system.
7. City of Anaheim should ensure the proposed Class I bikeway across Beach Boulevard (between Orange and Lincoln, as shown in 2004 General Plan) is accommodated by Beach Boulevard improvements. City should also consider intersection design at Beach/Lincoln and Beach/Ball which follows the Caltrans Highway Design Manual and improves access for bicyclists and pedestrians.
8. It is suggested that the project's transportation analysis include the following:
  - a. Specify specific land-use types with its corresponding square footage and trip generation rates. Ingress and egress for all project components should be clearly identified. Clearly identify the State Right-of-Way (R/W). Project driveways, the State Highway System and local roads, intersections and interchanges, pedestrian and bicycle routes, car/bike parking, and transit routes and facilities should be mapped. Schematic illustrations of walking, biking and auto traffic conditions at the project site and study area roadways, trip distribution percentages and volumes as well as intersection geometrics, i.e., lane configurations, for AM and PM peak periods.
  - b. Project related Vehicle Miles Traveled (VMT) should be calculated factoring in per capita use of transit, rideshare or active transportation modes and VMT reduction factors. The assumptions and methodologies used to develop this information should be detailed in the study, should utilize the latest place based research, and should be supported with appropriate documentation. Operational concerns for all road users that may increase the potential for future collisions should be identified and fully mitigated in a manner that does not further raise VMT.

**Permits and Maintenance:**

9. Any project work (including, but not limited to street widening, emergency access improvements, sewer connections, sound walls, storm-drain construction, street improvements, lighting, signage, etc.) proposed within or adjacent to Caltrans R/W, would require coordination with Caltrans and an encroachment permit. All associated environmental concerns must be adequately addressed per Caltrans requirements and standards. Applicant must submit the Standard Encroachment Permit application form TR-0100 along with a deposit of \$ (TBD) payable to Caltrans. For specific details on

Caltrans Encroachment Permits procedure, please refer to Caltrans Encroachment Permits Manual. Chapter 600 for Utility Permits. The latest edition of the Manual is available on the web site: <http://www.dot.ca.gov/hq/traffops/developserv/permits/>

**Outdoor Advertising:**

10. Per FHWA all relinquished routes are still subject to State Outdoor Advertising Control per our Federal State Agreement, furthermore MAP-21 and the FAST ACT have expanded the NHS to include all Principal Arterials. Which means that all currently permitted displays are still required to maintain their State Outdoor Advertising permits and continue to pay permit fees. Any new proposed off-premise commercial displays will have to apply for a permit with the Office of Outdoor Advertising and comply with the Outdoor Advertising Act. If the City of Anaheim has any further questions related to relinquishment or advertising on bus shelters please feel free to give George Anzo a call at (213) 897-4208 or visit <http://www.dot.ca.gov/trafficops/oda/>.

**Project Management:**

11. Below are projects Caltrans has or is anticipating in the near future.
  - a. Project 0Q030 - Project Manager: Bob Bazagan  
Install new Bus Pads; Construction Starts 06-2017 and Ends 01/2018
  - b. Project OJ400 - Project Manager: Mike Khammash  
Place Asphalt on Beach Blvd, including the City of Anaheim and replace ADA ramps; Construction Starts 01/2018 and Ends on 08-2019
  - c. Project ON590- Project Manager: George Saker  
Install traffic Signal and ADA ramps; Currently in construction and Ends 03/2018.

Mr. Gustavo N. Gonzalez  
May 11, 2017  
Page 5

Please continue to keep us informed of this project and any future developments that could potentially impact State transportation facilities. If you have any questions or need to contact us, please do not hesitate to call Aileen Kennedy at (657) 328-6276.

Sincerely,



MAUREEN EL HARAQUE  
Branch Chief, Regional-Community-Transit Planning  
District 12

c: Alyssa Begley, Caltrans Headquarters Transportation Planning  
Yatman Kwan, System Planning  
Fedrico Hormozi, P.E., Electrical Systems Branch  
Raj Gohil, Encroachment Permits  
Nazila Moghaddam, Maintenance  
George Saker, Project Management  
Smita Deshpande, Environmental Planning  
OPR, State Clearinghouse

May 11, 2017

Mr. Gustavo Gonzalez, Senior Planner  
City of Anaheim – Planning & Building Department  
200 South Anaheim Boulevard  
1<sup>st</sup> Floor, Suite 162  
Anaheim, CA 92805  
[ggonzalez@anaheim.net](mailto:ggonzalez@anaheim.net)

Dear Mr. Gonzalez:

**NOP – NOTICE OF PREPARATION  
BEACH BOULEVARD SPECIFIC PLAN  
SCH: 2017041042**

The Department of Conservation's Division of Oil, Gas, and Geothermal Resources (Division) has reviewed the above referenced project for impacts with Division jurisdictional authority. The Division supervises the drilling, maintenance, and plugging and abandonment of oil, gas, and geothermal wells in California. The Division offers the following comments for your consideration.

The project area is located in Orange County and is not within an administrative oil and gas field boundary. Division records indicate that there is at least one known oil and gas well located within the project boundary as identified in the application.

The scope and content of information that is germane to Division's responsibility are contained in Section 3000 et seq. of the Public Resources Code, and administrative regulations under Title 14, Division 2, Chapters 2, 3 and 4 of the California Code of Regulations.

If any wells, including any plugged, abandoned or unrecorded wells, are damaged or uncovered during excavation or grading, remedial plugging operations may be required. If such damage or discovery occurs, the Division's district office must be contacted to obtain information on the requirements and approval to perform remedial operations.

The possibility for future problems from oil and gas wells that have been plugged and abandoned, or reabandoned, to the Division's current specifications are remote. However, the Division recommends that a diligent effort be made to avoid building over any plugged and abandoned well.

To ensure proper review of this project, please contact our Construction Well Site Review Program for a well consultation. The Division has available an informational packet entitled, "Construction-Site Plan Review Program". This document is available on the Division's website at [http://www.conservation.ca.gov/dog/for\\_operators/Pages/construction\\_site\\_review.aspx](http://www.conservation.ca.gov/dog/for_operators/Pages/construction_site_review.aspx).



If you have any questions, please contact me at (714) 816-6847 or via email at [Grace.Brandt@conservation.ca.gov](mailto:Grace.Brandt@conservation.ca.gov).

Sincerely,



Grace P. Brandt  
Associate Oil and Gas Engineer

cc: The State Clearinghouse - Office of Planning and Research, [state.clearinghouse@opr.ca.gov](mailto:state.clearinghouse@opr.ca.gov)  
Tim Shular, DOC OGER, [tim.shular@conservation.ca.gov](mailto:tim.shular@conservation.ca.gov)  
Crina Chan, DOC OGER, [crina.chan@conservation.ca.gov](mailto:crina.chan@conservation.ca.gov)  
Jan Perez, DOGGR CEQA Unit, [jan.perez@conservation.ca.gov](mailto:jan.perez@conservation.ca.gov)  
Chris McCullough, Facilities and Environmental Supervisor,  
[chris.mccullough@conservation.ca.gov](mailto:chris.mccullough@conservation.ca.gov)  
Environmental CEQA File

SENT VIA USPS AND E-MAIL:

May 5, 2017

[ggonzalez@anaheim.net](mailto:ggonzalez@anaheim.net)

Gustavo N. Gonzalez, AICP, Senior Planner  
City of Anaheim – Planning and Building Department  
200 S. Anaheim Boulevard, MS 162  
Anaheim, CA 92803

**Notice of Preparation of a Draft Environmental Impact Report for the Beach  
Boulevard Specific Plan EIR No. 350**

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. The SCAQMD staff's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the Draft Environmental Impact Report (EIR). Please send the SCAQMD a copy of the Draft EIR upon its completion. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to SCAQMD. Please forward a copy of the Draft EIR directly to SCAQMD at the address in our letterhead. **In addition, please send with the Draft EIR all appendices or technical documents related to the air quality, health risk, and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files. These include emission calculation spreadsheets and modeling input and output files (not PDF files). Without all files and supporting documentation, SCAQMD staff will be unable to complete our review of the air quality analyses in a timely manner. Any delays in providing all supporting documentation will require additional time for review beyond the end of the comment period.**

**Air Quality Analysis**

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD staff recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analyses. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. More recent guidance developed since this Handbook was published is also available on SCAQMD's website at: [http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-\(1993\)](http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993)). The SCAQMD staff also recommends that the Lead Agency use the CalEEMod land use emissions software. This software has recently been updated to incorporate up-to-date state and locally approved emission factors and methodologies for estimating pollutant emissions from typical land use development. CalEEMod is the only software model maintained by the California Air Pollution Control Officers Association (CAPCOA) and replaces the now outdated URBEMIS. This model is available free of charge at: [www.caleemod.com](http://www.caleemod.com).

Adopted on March 3, 2017, the 2016 Air Quality Management Plan (2016 AQMP) is a regional blueprint for achieving air quality standards and healthful air in the South Coast Air Basin. Built upon the progress in implementing the 2007 and 2012 AQMPs, the 2016 AQMP provides a regional perspective on air quality including the challenge of achieving 45% additional NOx reductions in 2023 and 55% in 2031 that are needed for ozone attainment. The 2016 AQMP is available on SCAQMD's website at: <http://www.aqmd.gov/home/library/clean-air-plans/air-quality-mgt-plan>.

The SCAQMD staff recognizes that there are many factors Lead Agencies must consider when making local planning and land use decisions. To facilitate stronger collaboration between Lead Agencies and the SCAQMD to reduce community exposure to source-specific and cumulative air pollution impacts, the SCAQMD adopted the Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning in 2005. This Guidance Document provides suggested policies that local governments can use in their General Plans or through local planning to prevent or reduce potential air pollution impacts and protect public health. The SCAQMD staff recommends that the Lead Agency review this Guidance Document as a tool when making local planning and land use decisions. This Guidance Document is available on SCAQMD's website at: <http://www.aqmd.gov/home/library/documents-support-material/planning-guidance/guidance-document>. Additional guidance on siting incompatible land uses (such as placing homes near freeways or other polluting sources) can be found in the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Health Perspective*, which can be found at: <http://www.arb.ca.gov/ch/handbook.pdf>. Guidance<sup>1</sup> on strategies to reduce air pollution exposure near high-volume roadways can be found at: [https://www.arb.ca.gov/ch/rd\\_technical\\_advisory\\_final.PDF](https://www.arb.ca.gov/ch/rd_technical_advisory_final.PDF).

The SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD staff requests that the Lead Agency compare the emission results to the recommended regional significance thresholds found here: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf>. In addition to analyzing regional air quality impacts, the SCAQMD staff recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LSTs can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the Lead Agency perform a localized analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>.

When specific development is reasonably foreseeable as result of the goals, policies, and guidelines in the proposed project, the Lead Agency should identify any potential adverse air quality impacts and sources of air pollution that could occur using its best efforts to find out and a good-faith effort at full disclosure in the Draft EIR. The degree of specificity will correspond to the degree of specificity involved in the underlying activity which is described in the Draft EIR (CEQA Guidelines Section 15146). When quantifying air quality emissions, emissions from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, such as sources that generate or attract vehicular trips, should be included in the analysis. Furthermore, for phased projects where there will be an overlap between construction and operation, the air quality impacts from the overlap should be combined and compared to the SCAQMD's regional operational thresholds to determine significance.

<sup>1</sup> In April 2017, ARB published a technical advisory, *Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways: Technical Advisory*, to supplement ARB's *Air Quality and Land Use Handbook: A Community Health Perspective*. This Technical Advisory is intended to provide information on strategies to reduce exposures to traffic emissions near high-volume roadways to assist land use planning and decision-making in order to protect public health and promote equity and environmental justice. Available at: <https://www.arb.ca.gov/ch/landuse.htm>.

In the event that the proposed project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the Lead Agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment (“*Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*”) can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis>. An analysis of all toxic air contaminant impacts due to the use of equipment potentially generating such air pollutants should also be included.

### **Mitigation Measures**

In the event that the proposed project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate these impacts. Pursuant to CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed. Several resources are available to assist the Lead Agency with identifying possible mitigation measures for the proposed project, including:

- Chapter 11 of the SCAQMD *CEQA Air Quality Handbook*
- SCAQMD’s CEQA web pages available here: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies>.
- SCAQMD’s Rule 403 – Fugitive Dust, and the Implementation Handbook for controlling construction-related emissions and Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities
- CAPCOA’s *Quantifying Greenhouse Gas Mitigation Measures* available here: <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>.

### **Alternatives**

In the event that the proposed project generates significant adverse air quality and health risks impacts, CEQA requires the consideration and discussion of alternatives to the project or its location which are capable of avoiding or substantially lessening any of the significant effects of the project. The discussion of a reasonable range of potentially feasible alternatives, including a “no project” alternative, is intended to foster informed decision-making and public participation. Pursuant to CEQA Guidelines §15126.6 (d), the Draft EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project.

### **Permits**

In the event that the proposed project requires a permit from SCAQMD, SCAQMD should be identified as a responsible agency for the proposed project. For more information on permits, please visit the SCAQMD webpage at: <http://www.aqmd.gov/home/permits>. Questions on permits can be directed to the SCAQMD’s Engineering and Permitting staff at (909) 396-3385.

### **Data Sources**

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD’s Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD’s webpage (<http://www.aqmd.gov>).

SCAQMD staff is available to work with the Lead Agency to ensure that project air quality and health risk impacts are accurately evaluated and mitigated where feasible. If you have any questions regarding this letter, please contact me at [lsun@aqmd.gov](mailto:lsun@aqmd.gov) or call me at (909) 396-3308.

Sincerely,

*Lijin Sun*

Lijin Sun, J.D.

Program Supervisor, CEQA IGR

Planning, Rule Development & Area Sources

LS

ORC170414-02

Control Number



SOUTHERN CALIFORNIA  
ASSOCIATION OF GOVERNMENTS  
1111 West 21st Street, 12th Floor  
Los Angeles, CA 90017  
T: (213) 236-1800  
F: (213) 236-1825  
www.scag.ca.gov

May 12, 2017

Mr. Gustavo N. Gonzalez, AICP, Senior Planner  
City of Anaheim, Planning and Building Department  
200 South Anaheim Boulevard, MS 162  
Anaheim, California 92803  
Phone: (714) 765-4671  
E-mail: ggonzalez@anaheim.net

**RE: SCAG Comments on the Notice of Preparation of a Draft Environmental Impact Report for the Beach Boulevard Specific Plan [SCAG NO. IGR9224]**

Dear Mr. Gonzalez,

Thank you for submitting the Notice of Preparation of a Draft Environmental Impact Report for the Beach Boulevard Specific Plan ("proposed project") to the Southern California Association of Governments (SCAG) for review and comment. SCAG is the authorized regional agency for Inter-Governmental Review (IGR) of programs proposed for Federal financial assistance and direct Federal development activities, pursuant to Presidential Executive Order 12372. Additionally, SCAG reviews the Environmental Impact Reports of projects of regional significance for consistency with regional plans pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.

SCAG is also the designated Regional Transportation Planning Agency under state law, and is responsible for preparation of the Regional Transportation Plan (RTP) including the Sustainable Communities Strategy (SCS) pursuant to Senate Bill (SB) 375. As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans.<sup>1</sup> Guidance provided by these reviews is intended to assist local agencies such as local jurisdictions and project proponents to take actions that help contribute to the attainment of the regional goals and policies in the RTP/SCS.

SCAG staff has reviewed the Notice of Preparation of a Draft Environmental Impact Report for the Beach Boulevard Specific Plan in Orange County. The proposed project includes a Specific Plan to guide future development of approximately 4,973 multi-family dwelling units, 54.3 acres of commercial/retail use, 2.2 acres of office use, and 27.9 acres of parks and open space on a 282.8 acre project site.

**When available, please send environmental documentation to SCAG's office in Los Angeles or by email to [au@scag.ca.gov](mailto:au@scag.ca.gov) providing, at a minimum, the full public comment period for review.** If you have any questions regarding the attached comments, please contact the Inter-Governmental Review (IGR) Program, attn.: Anita Au, Assistant Regional Planner, at (213) 236-1874 or [au@scag.ca.gov](mailto:au@scag.ca.gov). Thank you.

Sincerely,

Ping Chang  
Acting Manager, Compliance and Performance Monitoring

<sup>1</sup> Lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with the 2016 RTP/SCS for the purpose of determining consistency for CEQA. Any "consistency" finding by SCAG pursuant to the IGR process should not be construed as a determination of consistency with the 2016 RTP/SCS for CEQA.

**COMMENTS ON THE NOTICE OF PREPARATION OF A  
DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE  
BEACH BOULEVARD SPECIFIC PLAN [SCAG NO. IGR9224]**

**CONSISTENCY WITH RTP/SCS**

SCAG reviews environmental documents for regionally significant projects for their consistency with the adopted RTP/SCS. For the purpose of determining consistency with CEQA, lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with the RTP/SCS.

**2016 RTP/SCS GOALS**

The SCAG Regional Council adopted the 2016 RTP/SCS in April 2016. The 2016 RTP/SCS seeks to improve mobility, promote sustainability, facilitate economic development and preserve the quality of life for the residents in the region. The long-range visioning plan balances future mobility and housing needs with goals for the environment, the regional economy, social equity and environmental justice, and public health (see <http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx>). The goals included in the 2016 RTP/SCS may be pertinent to the proposed project. These goals are meant to provide guidance for considering the proposed project within the context of regional goals and policies. Among the relevant goals of the 2016 RTP/SCS are the following:

<b>SCAG 2016 RTP/SCS GOALS</b>	
RTP/SCS G1:	<i>Align the plan investments and policies with improving regional economic development and competitiveness</i>
RTP/SCS G2:	<i>Maximize mobility and accessibility for all people and goods in the region</i>
RTP/SCS G3:	<i>Ensure travel safety and reliability for all people and goods in the region</i>
RTP/SCS G4:	<i>Preserve and ensure a sustainable regional transportation system</i>
RTP/SCS G5:	<i>Maximize the productivity of our transportation system</i>
RTP/SCS G6:	<i>Protect the environment and health for our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking)</i>
RTP/SCS G7:	<i>Actively encourage and create incentives for energy efficiency, where possible</i>
RTP/SCS G8:	<i>Encourage land use and growth patterns that facilitate transit and active transportation</i>
RTP/SCS G9:	<i>Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies*</i>

\*SCAG does not yet have an agreed-upon security performance measure.

For ease of review, we encourage the use of a side-by-side comparison of SCAG goals with discussions of the consistency, non-consistency or non-applicability of the goals and supportive analysis in a table format. Suggested format is as follows:

SCAG 2016 RTP/SCS GOALS	
Goal	Analysis
RTP/SCS G1: <i>Align the plan investments and policies with improving regional economic development and competitiveness</i>	<i>Consistent: Statement as to why; Not-Consistent: Statement as to why; Or Not Applicable: Statement as to why; DEIR page number reference</i>
RTP/SCS G2: <i>Maximize mobility and accessibility for all people and goods in the region</i>	<i>Consistent: Statement as to why; Not-Consistent: Statement as to why; Or Not Applicable: Statement as to why; DEIR page number reference</i>
etc.	etc.

### 2016 RTP/SCS STRATEGIES

To achieve the goals of the 2016 RTP/SCS, a wide range of land use and transportation strategies are included in the 2016 RTP/SCS. Technical appendances of the 2016 RTP/SCS provide additional supporting information in detail. To view the 2016 RTP/SCS, please visit: <http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx>. The 2016 RTP/SCS builds upon the progress from the 2012 RTP/SCS and continues to focus on integrated, coordinated, and balanced planning for land use and transportation that the SCAG region strives toward a more sustainable region, while the region meets and exceeds in meeting all of applicable statutory requirements pertinent to the 2016 RTP/SCS. These strategies within the regional context are provided as guidance for lead agencies such as local jurisdictions when the proposed project is under consideration.

### DEMOGRAPHICS AND GROWTH FORECASTS

Local input plays an important role in developing a reasonable growth forecast for the 2016 RTP/SCS. SCAG used a bottom-up local review and input process and engaged local jurisdictions in establishing the base geographic and socioeconomic projections including population, household and employment. At the time of this letter, the most recently adopted SCAG jurisdictional-level growth forecasts that were developed in accordance with the bottom-up local review and input process consist of the 2020, 2035, and 2040 population, households and employment forecasts. To view them, please visit <http://www.scag.ca.gov/Documents/2016GrowthForecastByJurisdiction.pdf>. The growth forecasts for the region and applicable jurisdictions are below.

	Adopted SCAG Region Wide Forecasts			Adopted City of Anaheim Forecasts		
	Year 2020	Year 2035	Year 2040	Year 2020	Year 2035	Year 2040
Population	19,663,000	22,091,000	22,138,800	358,600	382,000	403,400
Households	6,458,000	7,325,000	7,412,300	104,600	114,100	122,600
Employment	8,414,000	9,441,000	9,871,500	207,000	236,000	245,600

### MITIGATION MEASURES

SCAG staff recommends that you review the Final Program Environmental Impact Report (Final PEIR) for the 2016 RTP/SCS for guidance, as appropriate. SCAG's Regional Council certified the Final PEIR and adopted the associated Findings of Fact and a Statement of Overriding Considerations (FOF/SOC) and Mitigation Monitoring and Reporting Program (MMRP) on April 7, 2016 (please see: <http://scagrtpscs.net/Pages/FINAL2016PEIR.aspx>). The Final PEIR includes a list of project-level performance standards-based mitigation measures that may be considered for adoption and implementation by lead, responsible, or trustee agencies in the region, as applicable and feasible. Project-level mitigation measures are within responsibility, authority, and/or jurisdiction of project-implementing agency or other public agency serving as lead agency under CEQA in subsequent project- and site- specific design, CEQA review, and decision-making processes, to meet the performance standards for each of the CEQA resource categories.





*AFFILIATED AGENCIES*

*Orange County  
Transit District*

*Local Transportation  
Authority*

*Service Authority for  
Freeway Emergencies*

*Consolidated Transportation  
Service Agency*

*Congestion Management  
Agency*

*Service Authority for  
Abandoned Vehicles*

May 11, 2017

Mr. Gustavo N. Gonzalez  
AICP, Senior Planner  
City of Anaheim  
200 S. Anaheim Blvd., MS 162  
Anaheim, CA 92803

**Subject: Notice of Preparation of Draft Environmental Impact Report  
No. 350 for the Beach Boulevard Specific Plan**

Dear Mr. Gonzalez:

Thank you for providing the Orange County Transportation Authority (OCTA) with the Initial Study for the Beach Boulevard Specific Plan (Project). The following comments are provided for your consideration:

- OCTA coordinated with local jurisdictions and community members to develop regional bikeway corridors as shown in the Fourth District Bikeways Strategy (February 2012). The Fourth District Bikeways Strategy identified the Orange-La Palma Corridor along Carbon Creek in the proposed Project vicinity. As the route alignment is determined by local agency staff based on local constraints and opportunities, we encourage the City of Anaheim to consider opportunities to improve east-west regional bikeways connectivity in the Project area across Beach Boulevard as part of the plan.
  - Fourth District Bikeways Strategy (February 2012)  
<http://www.octa.net/pdf/4thDistrictBikewaysReport.pdf>
- Please note that the segment of Lincoln Avenue from Western Avenue to Dale Avenue is currently a major arterial highway that is planned for six lanes per its Master Plan of Arterial Highways (MPAH) classification. The proposed Beach Boulevard Specific Plan should consider the planned buildout of this segment of Lincoln Avenue, as it relates to potential future right-of-way needs. If there is a desire to amend the MPAH, please contact OCTA staff.

Mr. Gustavo N. Gonzalez

May 11, 2017

Page 2

Throughout the development of this project, we encourage communication with OCTA on any matters discussed herein. If you have any questions or comments, please contact me at (714) 560-5907 or at [dphu@octa.net](mailto:dphu@octa.net).

Sincerely,

A handwritten signature in blue ink, appearing to read 'Dan Phu', followed by a horizontal flourish.

Dan Phu

Manager, Environmental Programs

April 21, 2017

NCL-17-029

Gustavo Gonzales  
City of Anaheim Planning and Building Department  
200 S. Anaheim Boulevard, MS 162  
Anaheim, CA 92803

Subject: Notice of Preparation of DEIR 350 for Beach Blvd Specific Plan

Dear Mr. Gonzales:

Thank you for the opportunity to comment on the Notice of Preparation of DEIR 350 for Beach Blvd Specific Plan. The County of Orange has reviewed the report and offers the following comments for your consideration from the OC Infrastructure Programs/Flood Program Support Division:

1. The Project Area is tributary to the Orange County Flood Control District's (OCFCD) Carbon Creek Channel (Facility No. B01). The DEIR should identify and indicate on a map/exhibit this regional flood control facility that will likely be impacted by the proposed project.
2. Increases in runoff are likely to result from the increase in the amount of impervious surfaces within the Project Area and has the potential to cause adverse impacts to B01. The DEIR should identify impacts (if any) to B01 and propose mitigation measures in consultation with OC Public Works/Infrastructure Programs/Flood Program Support.
3. The segment of B01 that runs through the Project Area was built in the late 1950's and does not meet OCFCD's current design standards. Therefore, the existing flood control facility is deficient and does not provide adjacent properties sufficient protection from flooding during the 100-year storm event. While project associated planned local drainage improvements might improve conditions within the Project Area, if downstream facilities remain deficient, the flooding potential might be shifted elsewhere or be worsened in areas outside the Project Area. Improvements to local drainage facilities which have the potential to deliver more flows and affect B01 will require appropriate analyses and mitigation (if required) of potential impacts in consultation with the Manager, OCPW/Infrastructure Programs.
4. Since the City is responsible for land use planning and development within City limits, the City should review and approve all local hydrology and hydraulic analyses including the needed 100-year flood protection for proposed developments within the Project Area. Proposed flood protection measures should not worsen existing conditions or shift flooding problems downstream or upstream of proposed developments.
5. Hydrology and hydraulic analyses should be performed based on the criteria of the Orange County Hydrology Manual (OCHM), Addendum No. 1 to the OCHM, and the Orange County Flood Control Design Manual.

6. The City, as floodplain administrator, should ensure that floodplains are properly identified and structures within the flood hazard areas will be located outside the 100-year floodplain in conformance with Federal Management Agency (FEMA) regulations. The City also needs to require a FEMA Letter of Map Revision (LOMR) when grading or development will impact floodplains to ensure that changes to the floodplains are documented and reflected in FEMA's floodplain maps.
7. Any work within OCFCD's right-of-way will require encroachment permits from the County's Public Property Permit Section. In addition, all work within OCFCD right-of-way should be performed in a manner that will not adversely impact OCFCD facilities.
8. Pages 14 and 15, Introduction: The total acreage of the land use Flood Control Channel is shown equal to 6.9 acres in Table 1 (Existing Uses in the Project Area) while in Table 2 (Beach Boulevard Specific Plan Buildout Statistical Summary), the acreage for the same land use is reported 4.2 acres. Please explain the reduction in area from existing to buildout project condition.

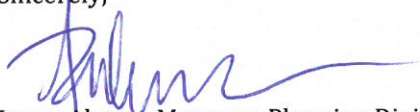
9. Page 24, Introduction: The table shows the following:

<u>Responsible Agencies</u>	<u>Action</u>
Orange County Flood Control District (OC Flood)	Provide necessary infrastructure improvements

It is the goal of the Orange County Flood Control District (OCFCD) to provide 100-year flood protection. To provide for this goal, OCFCD attempts to design facilities to convey 100-year flows where feasible. Many of OCFCD's facilities are a mixture of segments built at different times. Improvements of deficient OCFCD facilities are programmed through the OCFCD's Seven-Year Flood Control Projects Plan. OCFCD's Seven-Year Flood Control Projects Plan is reviewed annually and revised based upon Countywide prioritization; it is possible that the design and construction of channel improvements might be postponed or delayed and not constructed for many years. Hence, mitigation of any adverse impacts resulting from the project should not rely solely on a potential OCFCD improvement project.

If you have any questions regarding these comments, please contact Editha Llanes at (714) 647-3985 or Robert McLean at (714) 647-3951 in Flood Programs, or Linda Smith at (714) 667-8848. in OC Development Services.

Sincerely,



Laree Alonso, Manager, Planning Division  
 OC Public Works Service Area/OC Development Services  
 300 North Flower Street  
 Santa Ana, California 92702-4048  
 Laree.alonso@ocpw.ocgov.com

cc: Editha Llanes, OC Flood Programs  
 Robert McLean, OC Flood Programs