

November 2018 | Final Environmental Impact Report
State Clearinghouse No. 2017041042

BEACH BOULEVARD SPECIFIC PLAN

City of Anaheim

Prepared for:

City of Anaheim

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1. Introduction

1.1 INTRODUCTION

This Final Environmental Impact Report (FEIR) has been prepared in accordance with the California Environmental Quality Act (CEQA) as amended (Public Resources Code §§ 21000 et seq.) and CEQA Guidelines (California Code of Regulations §§ 15000 et seq.).

According to the CEQA Guidelines, Section 15132, the FEIR shall consist of:

- (a) The Draft Environmental Impact Report (DEIR) or a revision of the Draft;
- (b) Comments and recommendations received on the DEIR either verbatim or in summary;
- (c) A list of persons, organizations, and public agencies comments on the DEIR;
- (d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process; and
- (e) Any other information added by the Lead Agency.

This document contains responses to comments received on the DEIR for the Beach Boulevard Specific Plan during the public review period, which began August 23, 2018, and closed October 8, 2018. This document has been prepared in accordance with CEQA and the CEQA Guidelines and represents the independent judgment of the Lead Agency. This document and the circulated DEIR comprise the FEIR, in accordance with CEQA Guidelines, Section 15132.

1.2 FORMAT OF THE FEIR

This document is organized as follows:

Section 1, Introduction. This section describes CEQA requirements and content of this FEIR.

Section 2, Response to Comments. This section provides a list of agencies and interested persons commenting on the DEIR; copies of comment letters received during the public review period, and individual responses to written comments. This section also includes responses to written responses received at a public hearing held by the City of Anaheim on September 4, 2018 regarding the DEIR. To facilitate review of the responses, each comment letter has been reproduced and assigned a number (A-1 through A-5 for letters received from agencies and organizations, and R-1 through R-6 for letters received from residents). Individual comments have been numbered for each letter and the letter is followed by responses with references to the corresponding comment number.

1. Introduction

Section 3. Revisions to the Draft EIR. This section contains revisions to the DEIR text as a result of the comments received by agencies and interested persons as described in Section 2, and/or errors and omissions discovered subsequent to release of the DEIR for public review.

The responses to comments contain material and revisions that will be added to the text of the FEIR. City of Anaheim staff has reviewed this material and determined that none of this material constitutes the type of significant new information that requires recirculation of the DEIR for further public comment under CEQA Guidelines Section 15088.5. None of this new material indicates that the project will result in a significant new environmental impact not previously disclosed in the DEIR. Additionally, none of this material indicates that there would be a substantial increase in the severity of a previously identified environmental impact that will not be mitigated, or that there would be any of the other circumstances requiring recirculation described in Section 15088.5.

1.3 CEQA REQUIREMENTS REGARDING COMMENTS AND RESPONSES

CEQA Guidelines Section 15204 (a) outlines parameters for submitting comments, and reminds persons and public agencies that the focus of review and comment of DEIRs should be “on the sufficiency of the document in identifying and analyzing possible impacts on the environment and ways in which significant effects of the project might be avoided or mitigated. Comments are most helpful when they suggest additional specific alternatives or mitigation measures that would provide better ways to avoid or mitigate the significant environmental effects. At the same time, reviewers should be aware that the adequacy of an EIR is determined in terms of what is reasonably feasible. ...CEQA does not require a lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commenters. When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR.”

CEQA Guidelines Section 15204 (c) further advises, “Reviewers should explain the basis for their comments, and should submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to Section 15064, an effect shall not be considered significant in the absence of substantial evidence.” Section 15204 (d) also states, “Each responsible agency and trustee agency shall focus its comments on environmental information germane to that agency’s statutory responsibility.” Section 15204 (e) states, “This section shall not be used to restrict the ability of reviewers to comment on the general adequacy of a document or of the lead agency to reject comments not focused as recommended by this section.”

In accordance with CEQA, Public Resources Code Section 21092.5, copies of the written responses to public agencies will be forwarded to those agencies at least 10 days prior to certifying the environmental impact report. The responses will be forwarded with copies of this FEIR, as permitted by CEQA, and will conform to the legal standards established for response to comments on DEIRs.

2. Response to Comments

Section 15088 of the CEQA Guidelines requires the Lead Agency (City of Anaheim) to evaluate comments on environmental issues received from public agencies and interested parties who reviewed the DEIR and prepare written responses.

This section provides all written responses received on the DEIR and the City of Anaheim's responses to each comment. Comment letters and specific comments are given letters and numbers for reference purposes. Where sections of the DEIR are excerpted in this document, the sections are shown indented. Changes to the DEIR text are shown in underlined text for additions and ~~strikeout~~ for deletions.

The following is a list of agencies and persons that submitted comments on the DEIR during the public review period.

Number Reference	Commenting Person/Agency	Date of Comment	Page No.
Agencies & Organizations			
A1	Airport Land Use Commission (ALUC) for Orange County	October 5, 2018	2-3
A2	California Department of Transportation (Caltrans), District 12	October 8, 2018	2-7
A3	Metropolitan Water District of California	October 4, 2018	2-13
A4	Orange County Public Works	October 2, 2018	2-17
A5	Orange County Transportation Authority (OCTA)	October 2, 2018	2-21
A6	Orange County Health Care Agency (late)	October 12, 2018	2-25
Residents			
R1	Joseph Garcia (comment card)	September 4, 2018	2-29
R2	Ed and June Hamze (comment card)	September 4, 2018	2-33
R3	John Keyser	September 5, 2018	2-37
R4	Daniel Kim, et al. (comment card)	September 4, 2018	2-41
R5	Salila Limolansuksakul	September 4, 2018	2-45
R6	Mayra Mageno (comment card)	September 4, 2018	2-49
R7	Jodie Mosley	August 23, 2018 August 24, 2018	2-53
R8	Cornell Pintilie	September 10, 2018	2-59
R9	Kathy Tran	October 8, 2018	2-632-41
R10	Unknown author	October 4, 2018	2-67
R11	Roy and Betty Wilkison	August 23, 2018 August 24, 2018 August 27, 2018	2-71
R12	Ryan Balius (late)	October 12, 2018	2-77

2. Response to Comments

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2. Response to Comments

LETTER A1 – Airport Land Use Commission (ALUC) for Orange County (2 pages)



AIRPORT LAND USE COMMISSION

FOR ORANGE COUNTY

3160 Airway Avenue • Costa Mesa, California 92626 • 949.252.5170 fax: 949.252.6012

October 5, 2018

Gustavo Gonzalez, Senior Planner
City of Anaheim Planning Department
200 S. Anaheim Boulevard
Anaheim, CA 92805

Subject: DEIR for Beach Boulevard Specific Plan

Dear Mr. Gonzalez:

Thank you for the opportunity to review the Draft Environmental Impact Report (DEIR) for the Beach Boulevard Specific Plan in the context of the *Airport Environs Land Use Plan (AELUP) for Joint Forces Training Base (JFTB), Los Alamitos*. The proposed specific plan will guide future development of 283 acres along the Beach Boulevard corridor in the City of Anaheim.

The specific plan area is located within the Federal Aviation Regulation (FAR) Part 77 Notification Area for JFTB Los Alamitos. The DEIR and specific plan should address height restrictions and imaginary surfaces by discussing Federal Aviation Administration (FAA) FAR Part 77 as the criteria for determining height restrictions for projects located within the airport planning area. To ensure the safe operation of aircraft activity at JFTB, Los Alamitos structures anywhere in the airport planning area should not exceed the applicable elevations defined in FAR Part 77 (Objects Affecting Navigable Air Space). We recommend that the specific plan include height policy language and a mitigation measure in the EIR that states that no new buildings will be allowed to penetrate the FAR Part 77 imaginary surfaces for JFTB, Los Alamitos to ensure the protection of its airspace.

A1-1

Also, with respect to building heights, development proposals within the proposed specific plan, which include the construction or alteration of structures more than 200 feet above ground level, require filing with the FAA and Airport Land Use Commission (ALUC) notification. Projects meeting this threshold must comply with procedures provided by Federal and State law, and with all conditions of approval imposed or recommended by FAA and ALUC including filing a Notice of Proposed Construction or Alteration (FAA Form 7460-1). Depending on the maximum building heights that will be allowed within the specific, the City may wish to consider a mitigation and condition of approval specifying this 200 feet above ground level height threshold. In addition, any project that penetrates the Notification Surface for JFTB, Los Alamitos is required to file FAA Form 7460-1.

A1-2

2. Response to Comments

The proposed project does not include the development of heliports or helistops. For your information, should the development of heliports occur within your jurisdiction, proposals to develop new heliports must be submitted through the City to the ALUC for review and action pursuant to Public Utilities Code Section 21661.5. Proposed heliport projects must comply fully with the state permit procedure provided by law and with all conditions of approval imposed or recommended by FAA, by the ALUC for Orange County and by Caltrans/Division of Aeronautics.

A1-3

As was noted in the DEIR, because this project falls within the *AELUP* planning area for JFTB Los Alamitos and requires a General Plan Amendment, it is recommended that the project be referred to the Airport Land Use Commission (ALUC) for a Consistency determination with the *AELUP for JFTB Los Alamitos*. In this regard, the Commission suggests such referrals be submitted to the ALUC for a determination between the Local Agency's expected Planning Commission and City Council hearings. Since the ALUC meets on the third Thursday afternoon of each month, submittals must be received in the ALUC office by the first of the month to ensure sufficient time for review, analysis, and agendaing.

A1-4

Thank you again for the opportunity to comment on the DEIR. Please contact Lea Choum at (949) 252-5123 or via email at lchoum@ocair.com should you have any questions related to the future referral of your project.

Sincerely,



Kari A. Rigoni
Executive Officer

2. Response to Comments

A1. Response to Comments from Airport Land Use Commission for Orange County, dated October 5, 2018.


- A1-1 As discussed on Page 5.6-12 of the DEIR, the Project Area does not overlap the JFTB's safety zones and it is two miles from the base. However, the Project Area is within the planning area of the base's AELUP and would need to comply with safety, height, and noise restrictions in the AELUP. With respect to building heights, development proposals in the Project Area that include the construction or alteration of structures more than 200 feet above mean sea level require filing with the Federal Aviation Administration (FAA) and notification of the Airport Land Use Commission, including filing of a Notice of Proposed Construction or Alteration (FAA Form 7460-1). Any development project that would penetrate the Federal Aviation Regulation (FAR) Part 77 Notification Surface for the JFTB (notification area) would also be required to file FAA Form 7460-1. The maximum height allowed in the Project Area under the Proposed Project is 55 feet in the Mixed-Use High development area. With administrative adjustments allowed per Chapter 18.62.040 of the Anaheim Municipal Code, the maximum height is 60.5 feet. Since allowable building heights are far below 200 feet associated with Part 77, filing with the Federal Aviation Administration aircraft-related safety hazards would not be required and implementation of the Proposed Project would not result in a safety hazard.
- A1-2 See Response A1-1.
- A1-3 Comment noted. No response required.
- A1-4 Comment noted. The project is scheduled to go to ALUC on November 15.

2. Response to Comments

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2. Response to Comments

LETTER A2 – Caltrans (3 pages)

<p>STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY</p> <p>DEPARTMENT OF TRANSPORTATION DISTRICT 12 1750 EAST FOURTH STREET, SUITE 100 SANTA ANA, CA 92705 PHONE (657) 328-6267 FAX (657) 328-6510 TTY 711 www.dot.ca.gov</p>	<p>EDMUND G. BROWN Jr., Governor</p>  <p><i>Making Conservation a California Way of Life.</i></p>
<p>October 8, 2018</p>	
<p>Mr. Gustavo Gonzalez City of Anaheim 200 Anaheim Boulevard Anaheim, CA 92805</p>	<p>File: IGR/CEQA SCH#: 2017041042 DOC#: 12-ORA-2018-00961 SR 39 11.673-12.902</p>
<p>Dear Mr. Gonzalez,</p> <p>Thank you for including the California Department of Transportation (Caltrans) in the review of the Draft Environmental Impact Report (DEIR) for the proposed Beach Boulevard Specific Plan (BBSP). The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.</p> <p>The BBSP will guide the development of the 283-acre corridor along Beach Boulevard. The specific plan is located on the entire State Route 39 (SR 39) Beach Boulevard corridor within the Anaheim city limits. Caltrans is a responsible agency and has the following comments:</p>	
<p><u>Transportation Planning:</u></p>	
<p>1. Caltrans is currently coordinating with the City of Anaheim to relinquish a portion of Beach Boulevard between postmile 12.901 (Stanton Avenue) and 11.538 (south of Ball Road). To expedite the relinquishment process, the City should consider taking the roadway in its existing condition and future improvements with the transportation impact fee program referenced in Mitigation Measures T-3, T-4, T-5, T-6, and T-7. It is not expected that Caltrans would be able to relinquish the facility within the one-year timeline, which is referenced on page 4-2.</p>	<p>A2-1</p>
<p>2. Caltrans has relinquished a portion of Beach Boulevard between postmile 12.901 (Stanton Avenue) and 15.011 (9th Street) to the City of Buena Park.</p>	<p>A2-2</p>
<p>3. In alignment with Mitigation Measures T-1 and T-2, Caltrans encourages the City to develop Travel Demand Management (TDM) policies to encourage smart mobility to reduce regional vehicle miles traveled (VMT) and traffic impacts to the State Highway System. Please consider the TDM options listed below:</p> <p style="margin-left: 20px;">a. The City of Anaheim is designing Beach Boulevard to be a high speed, high volume arterial road. Consider placing pedestrian and bicycle facilities on corridors parallel to Beach Boulevard to provide non-vehicular access;</p> <p style="margin-left: 20px;">b. Encourage the use of Orange County Transit Route 29, as well as to consider coordinating the OCTA to develop a Transit Corridor Report (TCR) for a Bus Rapid Transit (BRT) or other high-quality transit on Beach Boulevard;</p>	<p>A2-3</p>
<p><i>"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"</i></p>	

2. Response to Comments

City of Anaheim
October 8, 2018
Page 2

- | | |
|---|----------------|
| <ul style="list-style-type: none">c. Provide sufficient infrastructure for TDM policies such as reserved carpool/vanpooling parking spaces, dedicated rideshare zones, and bicycle parking and storage;d. Form of a Transportation Management Association (TMA) in partnership with other developments in the area;e. Adopt an aggressive trip reduction target with Lead Agency monitoring and enforcement;f. Provide subsidized transit passes to employees and/or residents on a continuing basis. | A2-3
Cont'd |
| <p>4. We recommend that a portion of the transportation impact fees, referenced in Mitigation Measures T-3, T-4, T-5, T-6, and T-7, are allocated toward funding infrastructure that would enhance modes of active transportation. A fee program of such would support the management of vehicular trip demand.</p> | A2-4 |
| <p>5. We appreciate the City's efforts to complete the pedestrian and bicycle networks in the Project area; however, we also recommend that other Complete Streets elements be incorporated into the Project, as SR 39 is a major corridor for multi-modal users. Complete Streets strategies promote connectivity, safety, accessibility, and mobility for all users, and measures include bicycle, pedestrian, transit, and ADA facilities. Examples of additional elements may include improving crossings for pedestrians, adding pedestrian-level lighting, and highlighting conflict areas between bicyclists and vehicles. An example of an intersection that may benefit from Complete Streets measures would be at the intersection of SR 39 and Lincoln Avenue. Please refer to Caltrans' Complete Streets Elements Toolbox (2018) for further guidance. Link to the Complete Streets Elements Toolbox: http://www.dot.ca.gov/transplanning/ocp/docs/Complete-Streets-Elements-Toolbox.pdf</p> | A2-5 |
| <p>6. We recommend incorporating Main Street elements into the Project as well. These strategies promote livability, a sense of community, and sustainability. Examples of Main Street elements may include way-finding signage, bicycle racks, and transit shelters. Main Street and Complete Streets elements complement each other and create a friendlier environment for multi-modal forms of transportation. Please refer to Caltrans' Main Street, California document (2013) for further guidance. Link to the Main Street, California document: http://www.dot.ca.gov/hq/LandArch/mainstreet/main_street_3rd_edition.pdf</p> | A2-6 |
| <p>7. Please ensure that appropriate measures are taken to increase safety for pedestrians, as the document notes that there have been pedestrian and vehicle collisions along SR 39.</p> | A2-7 |
| <p>8. Future development documents that fall within the specific plan area should be circulated to Caltrans for review and concurrence.</p> | A2-8 |

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*

2. Response to Comments

City of Anaheim
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Page 3

Traffic Operations:

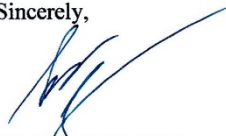
- | | |
|--|-------|
| 9. Several intersections outside of the BBSP will be affected with a degraded LOS but are not under Caltrans Jurisdiction. The transportation impacts of the BBSP should be directed to the City of Buena Park for further review. | A2-9 |
| 10. The intersections and stretches of highway that are under Caltrans Jurisdiction that are going to be impacted by this project where LOS will be going from LOS D to E or F and the report calls "significant and unavoidable" is not acceptable. | A2-10 |
| 11. Any changes that will rely on signal timing modifications of intersections that would require retiming of the "Entire Corridor" should be forwarded to Caltrans Traffic Signal Group for review. | A2-11 |
| 12. Elimination of left turns along the corridor should be considered between signalized intersections using raised medians. | A2-12 |
| 13. Right and Left turn pockets should be considered for intersection improvements. | A2-13 |

Permits:

- | | |
|--|-------|
| 14. Any project work proposed in the vicinity of the State ROW would require an encroachment permit and all environmental concerns must be adequately addressed. If the environmental documentation for the project does not meet Caltrans's requirements for work done within State ROW, additional documentation would be required before approval of the encroachment permit. Please coordinate with Caltrans to meet requirements for any work within or near State ROW. For specific details for Encroachment Permits procedure, please refer to the Caltrans's Encroachment Permits Manual at: http://www.dot.ca.gov/hq/traffops/developserv/permits/ | A2-14 |
|--|-------|

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 contact Jude Miranda at (657) 328-6229 or Jude.Miranda@dot.ca.gov.

Sincerely,



SCOTT SHELLEY
Branch Chief, Regional-IGR-Transit Planning
District 12

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*

2. Response to Comments

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2. Response to Comments

A2. Response to Comments Caltrans, dated October 8, 2018.

- A2-1 Comment noted. The City looks forward to continued cooperation with Caltrans regarding relinquishment of Beach Boulevard in the City of Anaheim.
- A2-2 Comment noted. No response required.
- A2-3 Comment noted. The City's Transportation Demand Management (TDM) program allows for the options described by the commenter.
- A2-4 Comment noted. The City cannot use transportation impact fees for alternative modes of transportation; these fees are required to be used toward buildout of the roadway network established in the General Plan.
- A2-5 Comment noted.
- A2-6 Comment noted. The City will incorporate Main Street elements along the corridor as appropriate.
- A2-7 Section 4.6 of the specific plan addresses mobility throughout the Project Area. Pedestrian safety is a key component of the specific plan. Figure 4-16, *Crosswalk Improvements*, shows the location of recently completed and proposed sidewalk enhancements (completed by Caltrans) that will help pedestrian mobility along the corridor.
- A2-8 Comment noted. The City looks forward to continued cooperation with Caltrans as the specific plan gets implemented.
- A2-9 The Draft EIR was sent to the City of Buena Park during the 45-day public review period. No comments were received from City of Buena Park.
- A2-10 As shown on Table 5.13-14 in the Draft EIR, the only intersection at General Plan buildout that goes from LOS D to E or F where the Proposed Project has a significant impact is #7 Beach Boulevard & Orange Avenue. However, signal timing improvements have been identified that mitigate the impact. The only reason it is listed as a significant and unavoidable impact is because it is within Caltrans jurisdiction and the City cannot guarantee implementation of the identified mitigation measure.
- A2-11 Comment noted. The City will submit signal timing modification requests to the Caltrans Traffic Signal Group.
- A2-12 Comment noted. The City will consider elimination of left turns between signalized intersections to improve traffic flow.
- A2-13 As discussed in Section 5.13 of the Draft EIR, right and left turn lanes have been considered as mitigation for project impacts.

2. Response to Comments

- A2-14 Comment noted. The City acknowledges that any work performed within Caltrans right-of-way will require discretionary review and approval by Caltrans, as well as issuance of an encroachment permit by Caltrans prior to construction.

2. Response to Comments

LETTER A3– Metropolitan Water District of Southern California (2 pages)



THE METROPOLITAN WATER DISTRICT
OF SOUTHERN CALIFORNIA

Office of the General Manager

October 4, 2018

VIA EMAIL AND USPS

Mr. Gustavo Gonzalez
Senior Planner
City of Anaheim Planning and Building Department
200 S. Anaheim Blvd., MS 162
Anaheim, CA 92805

Dear Mr. Gonzalez:

Review of the Beach Boulevard Specific Plan
Notice of Availability and Draft Environmental Impact Report

The Metropolitan Water District of Southern California (Metropolitan) has reviewed the Notice of Availability and Draft Environmental Impact Report for the Beach Boulevard Specific Plan in the City of Anaheim, California. The proposed project consists of the adoption and implementation of a specific plan for the Beach Boulevard corridor in the City of Anaheim, and would guide future development within 283 acres along the corridor. The project would allow for the development of vacant parcels and is expected to result in the construction of 5,128 dwellings and 2,189,445 square feet of nonresidential development. The Specific Plan proposes other improvements within the public realm including urban amenities and improvements to public rights-of-way, including key intersections, streets, alleys and drives, parks, plazas, and gateways. The Specific Plan identifies public street design elements, landscaping, intersection enhancements, entry treatments, public open space, right-of-way detail, and other unique public realm features within the proposed Development Areas. Other improvements include the undergrounding of utilities and removal of utility poles. The City of Anaheim is acting as the CEQA Lead Agency. This letter contains Metropolitan's comments to the potentially affected public agency.

A3-1

Metropolitan is a public agency and regional water wholesaler. It is comprised of 26 member public agencies, including the City of Anaheim, serving approximately 19 million people in portions of six counties in Southern California. Metropolitan's mission is to provide its 5,200 square mile service area with adequate and reliable supplies of high-quality water to meet present and future needs in an environmentally and economically responsible way.

Metropolitan owns and operates the 78-inch-inside-diameter Second Lower Feeder Pipeline (SLF) within the proposed project area. The SLF originates at Metropolitan's Robert B. Diemer Treatment Plant in the City of Yorba Linda and transports treated water to the Palos Verdes

A3-2

700 N. Alameda Street, Los Angeles, California 90012 • Mailing Address: Box 54153, Los Angeles, California 90054-0153 • Telephone (213) 217-6000

2. Response to Comments

THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

Mr. Gustavo Gonzalez
Page 2
October 4, 2018

Reservoir in the City of Rolling Hills Estates. The SLF within the proposed project area is located under Ball Road in the public right-of-way.

A3-2
Cont'd

In January 2017, Metropolitan's Board of Directors certified a Final Programmatic Environmental Impact Report for the Prestressed Concrete Cylinder Pipe Rehabilitation Program (PCCP). The PCCP Rehabilitation Program is a comprehensive effort to manage Metropolitan's PCCP feeders. The scope of the program includes: aggressively inspecting and monitoring the condition of all PCCP lines; installing cathodic protection as a proactive and cost-effective measure to prevent corrosion; repairing individual distressed PCCP segments, as necessary; and rehabilitating five priority PCCP feeders in a planned, systematic fashion. The SLF is the first of the five feeders under the PCCP program to undergo repair, and construction for the relining of the SLF is currently underway in Los Angeles County. Inspection and repairs to the SLF under the PCCP Program may coincide with street repair utility work, and development of the Beach Boulevard corridor.

A3-3

Detailed prints of drawings of Metropolitan's pipelines and rights-of-way may be obtained by calling Metropolitan's Substructures Information Line at (213) 217-7663. To assist the applicant in preparing plans that are compatible with Metropolitan's facilities and easements, we have a link to the "Guidelines for Improvements and Construction Projects Proposed in the Area of Metropolitan's Facilities and Rights-of-Way" at http://www.mwdh2o.com/PDF_Doing_Your_Business/4.7.1_Guidelines_development.pdf Please note that all submitted designs or plans must clearly identify Metropolitan's facilities and rights-of-way.

A3-4

We appreciate the opportunity to provide input to your planning process and we look forward to receiving future documentation and plans for this project. For further assistance, please contact Ms. Michelle Morrison at (213) 217-7906.

Very truly yours,



Sean Carlson
Interim Team Manager, Environmental Planning Section

MM:mm
SharePoint/City of Anaheim Beach Boulevard Specific Plan DIER

2. Response to Comments

A3. Response to Comments from Metropolitan Water District of Southern California, dated October 4, 2018.

A3-1 Comment noted. No response required.

A3-2 Comment noted. No response required.

A3-3 Comment noted. No response required.

A3-4 Comment noted. No response required.

2. Response to Comments

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2. Response to Comments

LETTER A4 – Orange County Public Works (2 pages)



October 2, 2018

NCL-18-049

Gustavo Gonzalez
Senior Planner
City Hall of Anaheim, Community Development Department
200 S. Anaheim Blvd, MS 162
Anaheim, CA 92805

Subject: Notice of Availability - Beach Boulevard Specific Plan Draft Environmental Impact Report

Dear Mr. Gonzalez:

Thank you for the opportunity to comment on the Notice of Availability - Beach Boulevard Specific Plan Draft Environmental Impact Report. The County of Orange offers the following comments for your consideration.

OC Infrastructure Programs /Flood Programs/Hydrology

1. Figure 5.7-4 of EIR and Figure 6 of Infrastructure Technical Report: The map shows that the Carbon Creek Channel (B01) has an Orange County Flood Control District (OCFCD) Planned Project for FY 2019-2020 (Western to Dale) and 2021-2022 (Gilbert to Euclid). It is the goal of OCFCD to provide 100-year flood protection in these areas. To provide for this goal, OCFCD plans to convey 100-year flows where feasible. Many existing OCFCD facilities are a mixture of segments built at different times and therefore for different frequencies. Improvements of deficient OCFCD facilities are programmed through the OCFCD Flood Control Capital Improvement Program (CIP). The CIP is reviewed annually and revised based upon countywide prioritization; therefore 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.
2. The EIR states that B01 is deficient and in a Special Flood Hazard Area (Zone A) according to FEMA's Flood Insurance Rate Maps. While improvements to the drainage system might improve conditions within the Project Area, if downstream facilities remain deficient, the flooding potential might continue to remain or be worsened in areas outside the Project Area. The City of Anaheim should ensure the flooding will not be shifted elsewhere and all FEMA regulations are satisfied.
3. Any work related to the proposed project within OCFCD right-of-way or easement will require an encroachment permit from the County Property Permits Section. In addition, all work within OCFCD right-of-way should be performed in a manner that will not adversely impact the hydraulic flow conditions, access and/or maintenance requirements

A4-1

A4-2

A4-3

300 N. Flower Street, Santa Ana, CA 92703
P.O. Box 4048, Santa Ana, CA 92702-4048

www.ocpublicworks.com

714.667.8800 | Info@OCPW.ocgov.com

2. Response to Comments

of OCFCD facilities. Information regarding permit application is available on our website at <http://www.ocpublicworks.com/ds>.

A4-3
Cont'd

If you have any questions regarding these comments, please Penny Lew (714) 647-3990 or Anna Brzezicki at (714) 647-3989 in OC Infrastructure and Flood Programs.

Sincerely,



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

cc: Penny Lew, OC Infrastructure Programs
Anna Brzezicki, OC Infrastructure Programs

2. Response to Comments

A4. Response to Comments from Orange County Public Works, dated October 2, 2018.


- A4-1 Comment noted. No response required.
- A4-2 Comment noted. The City of Anaheim Department of Public Works will review all future development applications for the potential to impact downstream facilities and require facility upgrades when necessary to ensure compliance with FEMA regulations.
- A4-3 Comment noted. The City of Anaheim will obtain all necessary encroachment permits, when necessary.

2. Response to Comments

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2. Response to Comments

LETTER A5 – Orange County Transportation Authority (2 pages)



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Chief Executive Officer

October 2, 2018

Mr. Gustavo Gonzalez
AICP, Senior Planner
City of Anaheim
200 S. Anaheim Blvd., MS 162
Anaheim, CA 92805

Subject: Beach Boulevard Specific Plan Draft Environmental Impact Report (SCH# 201741042)

Dear Mr. Gonzalez:

Thank you for providing the Orange County Transportation Authority (OCTA) with the Draft Environmental Impact Report (DEIR) for the Beach Boulevard Specific Plan (Project). The following comments are provided for your consideration:

- OCTA requests that the applicant works with OCTA regarding any bus stop reconstruction or relocation proposed for the Project. OCTA staff is available to review plans to ensure that relocations and bus stop construction plans are suitable for bus service. Please contact OCTA Stops and Zones at (714) 265-4318 or by email at stopsandzones@octa.net. A5-1
- OCTA is in the process of implementing the Bravo! 529 Rapid Bus Service that will provide additional service on Beach Boulevard from the Fullerton Park-and-Ride to the Goldenwest Transportation Center. The service will run weekdays from 6:00 a.m. to 6:00 p.m. During peak (6:00 a.m. to 9:00 a.m. and 3:00 p.m. to 6:00 p.m.) and off-peak (9:00 a.m. to 3:00 p.m.) hours, service will run with a frequency of 12 and 18 minutes, respectively. OCTA will initiate the new service in conjunction with the February 2019 service change. A5-2
- Chapter 4, Section 6.6 of the DEIR states that there are plans in the 2017 OCTA Master Plan for the possible implementation of a streetcar or a Bus Rapid Transit (BRT) line. Please note the OCTA Transit Master Plan states that implementation of additional mode of transit service could include enhanced bus service or BRT, however, a streetcar was not considered an option. A5-3

Orange County Transportation Authority
550 South Main Street / P.O. Box 14184 / Orange / California 92863-1584 / (714) 560-OCTA (6282)

2. Response to Comments

Mr. Gustavo Gonzalez
October 2, 2018
Page 2

- OCTA and Caltrans District 12 will be initiating a multimodal transportation study for the entire length of the Beach Boulevard corridor in Orange County. Please note the OCTA study will integrate other planning efforts along Beach Boulevard where it complements the goal of the study to improve transportation. A5-4

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.

Sincerely,



Dan Phu
Manager, Environmental Programs

2. Response to Comments

A5. Response to Comments from Orange County Transportation Authority (OCTA), dated October 2, 2018.

A5-1 Comment noted. The City of Anaheim looks forward to continued cooperation with OCTA to implement the Beach Boulevard Specific Plan.

A5-2 Comment noted. No response is necessary.

A5-3 Comment noted. No response is necessary.

A5-4 Comment noted. No response is necessary.

2. Response to Comments

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2. Response to Comments

LETTER A6 – Orange County Health Care Agency (2 pages)

Gustavo Gonzalez

From: Abu-Shaban, Ossama <OAbu-Shaban@ochca.com>
Sent: Friday, October 12, 2018 4:30 PM
To: Gustavo Gonzalez
Subject: DEIR for Beach Blvd. Specific Plan

Good day

As a Responsible Agency under CEQA, the Orange County Solid Waste Local Enforcement Agency (LEA) has reviewed DEIR for Beach Blvd. Specific Plan covering 283 acres including former Sparks-Rains disposal site and Anderson Pit disposal site. Please see LEA's feedback below.

General Comments

1. Former sand/gravel pits originally owned by the Sparkes and Rains families were leased by the County of Orange and operated them as one municipal solid waste disposal site between 1958 – 1960.. The County of Orange did not lease/operate Anderson Pit (contains primarily inert construction and demolition waste and is located west/southwest of Sparks-rains disposal site). Therefore, both the LEA and CalRecycle consider Sparks-Rains as one former disposal site and Anderson Pit as another former disposal site. A6-1
2. The LEA understands the City of Anaheim has recently acquired a sizable portion of Rains Pit. The remainder of Rains Pit is still privately owned. A6-2
3. The proposed commercial and residential developments at and immediately adjacent to former Sparks-Rains and Anderson Pit disposal sites are currently known as "39 Commons" – no longer "Westgate". A6-3

Specific Comments

1. Ch. 5.6, Hazards and Hazardous Materials: No analysis in the DEIR of the environmental impacts associated with implementing BBSP at former Sparks-Rains nor Anderson Pit disposal sites. A6-4
2. Ch. 5.6.1.1, Regulatory Setting, State, P. 5.6-4: The LEA recommends inclusion of *Calif. Code of Regulations, Title 27, Environmental Protection – Div. 2, Solid Waste* especially, but not limited to, section 21190 (post-closure land use). A6-5
3. Ch. 5.6.2, Standard Environmental Records Review, CERCLIS, P. 5.6.-6: Davis Dump was never part of the former Sparks-Rains disposal site. Further, the LEA understands Davis Dump contains primarily oil drilling mud – not solid waste. A6-6
4. Ch. 5.6.2, Standard Environmental Records Review, CERCLIS, P. 5.6.-7: The City of Anaheim conducts monthly perimeter probe monitoring for methane from landfill gas. Monitoring results are submitted to the LEA on a monthly basis. A6-7

Please contact me if you have any questions about any of the above LEA feedback.

Best,

2. Response to Comments



Ossama "Sam" Abu-Shaban, RCE, RME, BCEE, CPP, QEP
Senior Civil Engineer
Environmental Health
1241 E. Dyer Rd., Suite 120, Santa Ana, CA 92705
Phone: (714) 433-6271 Fax: (714) 433-6481
[Website](#) | [Facebook](#) | [Twitter](#)

2. Response to Comments

A6. Response to Comments from Orange County Health Care Agency (OCHCA), dated October 12, 2018.

A6-1 Comment noted. No response is necessary.

A6-2 Comment noted. No response is necessary.

A6-3 Comment noted. No response is necessary.

A6-4 Per your request, Page 5.6-12 of the Draft EIR has been revised as follows:

Impact 5.6-2: The Project Area includes facilities that are on hazardous materials sites lists compiled by various government agencies. [Threshold H-4]

Impact Analysis: A Phase 0 was prepared for the Project Area, which included the EDR records search that identified uses and properties that could potentially pose a variety of environmental hazards within the boundaries of the Project Area. The Project Area includes a number of facilities that are listed on the hazardous materials sites list compiled by various government agencies, as described in Section 5.6.2, *Standard Environmental Records Review*. For ~~the~~ the listed facilities, including the Davis Dump and the Sparks-Rains Landfill, would be required to the City of Anaheim has conducted site-specific evaluations in accordance with the mitigation measures listed below. A Phase I and II evaluation has been conducted and appropriate site cleanup measures and land use restrictions have been identified. Future development will need to be in accordance with the approved Post Closure Operations, Monitoring and Maintenance Plan.

A6-5 Per your request, Page 5.6-4 of the Draft EIR has been revised as follows:

California Code of Regulations, Title 27, Division 2

Title 27, Division 2, of the California Code of Regulations (CCR) provides guidance and information to the Solid Waste Local Enforcement Agencies (LEA) on oversight of disposal site postclosure land use pursuant to Title 27, California Code of Regulations (27 CCR), section 21190. Specific topics addressed include regulatory authority, activities subject to the regulatory tiers, site boundary issues, proposal review, local approvals, technical assistance, and site inspections.

A6-6 Per your request, Page 5.6-6 of the Draft EIR has been revised as follows:

CERCLIS

The Department of Toxic Substances Control's (DTSC) Site Mitigation and Brownfields Reused Program EnviroStor database identifies sites that have known contamination or sites for which there may be reason to investigate further. Within the Project Area, one facility was identified: Davis Dump at the northeast corner of Beach Boulevard and




2. Response to Comments

Lincoln Avenue. The Davis Dump, ~~also known as the Sparks Rains Landfill~~, is a closed ~~solid waste~~ oil drilling mud disposal facility. ~~The site had been a quarry then was used for a dump for disposal of rotary drilling mud from oil wells.~~ Adjacent to the Davis Dump, is the Sparks-Rains Landfill, is a closed solid-waste disposal facility. These sites were identified in the California State Water Quality Control Board (RWQCB) data management system, GeoTracker, which identifies sites that impact, or have the potential to impact, water quality in California. These sites ~~was~~ were reassessed in 2008 by ~~DTSC~~ the RWQCB. A mobile home park had been located on top of a portion of the former landfill, and soil gas sampling implemented in response to odor complaints found methane and volatile organic compounds in the late 1980s. ~~The site had been a quarry then was used for a dump for disposal of rotary drilling mud from oil wells. The current status of the former landfill and a more thorough environmental assessment is recommended if land uses change.~~ A Phase I and II evaluation has been conducted and appropriate site cleanup measures and land use restrictions have been identified. Future development will need to be in accordance with the approved Post Closure Operations, Monitoring and Maintenance Plan. The Sparks-Rain Landfill ~~reportedly~~ has a land use restriction required by CalRecycle the DTSC and Regional Water Quality Control Board that was filed in 2008 recorded on May 17, 2017. Notices of Violations were filed for the methane extraction system at the site. The Notice of Order was terminated by the LEA on March 14, 2017. The City of Anaheim reportedly conducts ~~quarterly~~ monthly methane monitoring of the Landfill Gas System northern boundary of for the Sparks and Rains Pit sites and performs postclosure groundwater monitoring ~~and maintenance in accordance with the Post Closure Operations, Monitoring and Maintenance Plan.~~ The monitoring results are submitted to the Orange County Solid Waste Local Enforcement Agency (LEA) on a monthly basis.

A6-7 See Response A6-6 above.

2. Response to Comments

LETTER R1 – Joseph Garcia (1 comment card)

  
Name: <u>Joseph Garcia</u>
E-mail: <u>Joe@vosfinance.com</u>
Comments: <u>This is a great Plan</u> <u>and as a Business owner.</u> <u>I would like to volunteer.</u> <u>(562) 640-0593</u> <u>Business -></u> <u>2940 W. Lincoln Ave Ste. D</u> <u>Anaheim, CA 92801</u>
Community Workshop September 4, 2018 West Anaheim Youth Center

R1-1

2. Response to Comments

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2. Response to Comments

R1. Response to Comments from Joseph Garcia, dated September 4, 2018.



- R1-1 The comment is noted and the commenter's contact information has been added to the City's distribution list for future public correspondence regarding the Beach Boulevard Specific Plan. No revisions to the EIR are necessary.

2. Response to Comments

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2. Response to Comments

LETTER R2 – Ed and June Hamze (2 comment cards)

<p> Name: JUNE Hamze E-mail: Jhamze@TWC.com</p> <p>Comments: NO MESSAGE PARLORS NO PALM READERS NO ADULT VIDEO</p> <p>R2-2</p> <p>PLEASE</p>	<p> Name: Ed Hamze E-mail: EHamze@TWC.com</p> <p>Comments: PLEASE</p> <p>R2-1</p>
<p>Community Workshop September 4, 2018 West Anaheim Youth Center</p>	<p>Community Workshop September 4, 2018 West Anaheim Youth Center</p>

2. Response to Comments

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2. Response to Comments

R2. Response to Comments from Ed and June Hamze, dated September 4, 2018.

- R2-1 The comment is noted and the commenter's contact information has been added to the City's distribution list for future public correspondence regarding the Beach Boulevard Specific Plan.
- R2-2 The City of Anaheim appreciates your input. The Responses to Comments document, including this comment letter, will be provided to the City of Anaheim Planning Commission and City Council so that these concerns will be presented directly to the decision makers prior to consideration of whether or not to approve the Proposed Project.

2. Response to Comments

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2. Response to Comments

LETTER R3 – John Keyser (1 page)

Gustavo Gonzalez

From: John Keyser <jkeyops001@aol.com>
Sent: Wednesday, September 05, 2018 9:46 AM
To: Gustavo Gonzalez
Subject: Tuesday nights neighborhood meeting: .. Ideas, additional.

Dear Sirs,

CURB APPEAL:

One thing that was mentioned during our meeting last night was *pedestrian safety*. It's become a far more important subject than you might think. The very limited curb space between pedestrians and the freeway-speed trucks and cars should be very seriously considered.

Around the world, terrorists are in the news - - running down pedestrians on sidewalks!! Can we ignore this in considering our designs? NO!

Walking along Beach Blvd. as it exists today can be terrifying! We must effectively give the side of the roadway a steeper curb or something that acts like a K-rail barrier. Some ideas that could work: - - something like a series of stylish posts, - - "cut wood" steel rail fence, or - - raised planters, or - - steep planted berms. Perhaps - - a low but strong wall with a wave pattern representing BEACH BLVD (killing 2 birds with one stone!) ! Or, you could raise the sidewalks a couple of feet!

As I said at the meeting, the printed plan shows a lot of thought. The careful addition of pedestrian spaces, porches, and building set-backs are a real improvement to previous designs I've seen. With consideration of the above, I would encourage the adoption of this plan and implement it (with just a little practical flexibility) to allow for good ideas and fast improvements that are long over-due!

Thanks for considering my ideas. I've enjoyed participating in this project!

-John Keyser, 235 S.Beach Blvd, Space 45, Anaheim, CA 92804 jkeyops001@aol.com

Qualifications - on subject:

-CERT, Asst. Chair of the Emergency Preparedness Committee, Cherokee Mobile HOA

-College degrees from Pasadena City College and Art Center College of Design

AA - Art (2yr) BFA - Photography (4yr) AS - Electronics/Digital (2yr)

R3-1

2. Response to Comments

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2. Response to Comments

R3. Response to Comments from John Keyser, dated September 5, 2018.


R3-1 The City of Anaheim appreciates your input. One of the primary objectives of the specific plan is to improve pedestrian connectivity and safety. The Responses to Comments document, including this comment letter, will be provided to the City of Anaheim Planning Commission and City Council so that these concerns will be presented directly to the decision makers prior to consideration of whether or not to approve the Proposed Project.

2. Response to Comments


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2. Response to Comments

LETTER R4 – Daniel Kim, et al. (1 comment card)



ANAHEIM
CALIFORNIA



IMPROVE THE BOULEVARD
Set the Course for Beach Boulevard
and the Surrounding West Anaheim Community

B E A C H
B O U L E V A R D
S P E C I F I C P L A N

Name: DANIEL Kim

E-mail: DANIELESKIM050@gmail.com

Comments: 235 S. Beach BL #129
ANAHEIM CA 92804

R4-1

Alan & Sandy Walker
aswalker789@gmail.com
789 S. Lassen Ct, 92804

Community Workshop | September 4, 2018 | West Anaheim Youth Center

2. Response to Comments

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2. Response to Comments

R4. Response to Comments from Daniel Kim, et al, dated September 4, 2018.

- R4-1 The commenters' contact information has been added to the City's distribution list for future public correspondence regarding the Beach Boulevard Specific Plan. No revisions to the EIR are necessary.

2. Response to Comments

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2. Response to Comments

LETTER R5 – Salila Limolansuksakul (1 page)

Gustavo Gonzalez

From: Salila L. <salilalim@gmail.com>
Sent: Tuesday, September 04, 2018 9:51 AM
To: Gustavo Gonzalez
Subject: Notice of Availability - Beach Blvd Specific Plan - Development Project No 2015-00014

Hello Mr. Gustavo Gonzalez,

My name is Salila Limolansuksakul. I received the notice of availability for Beach Boulevard Specific Plan since we own a property located on Lincoln Ave/Delano St. at 3050 W. Lincoln Ave., #A - #G, Anaheim, CA 92801 which list you as the contact for this project. Please put my email on the list for any development in this area. There is a vacant land right next to the building (to the east) on Lincoln Ave. Do you have any information on that plan? R5-1

We have lots of homeless people hanging out in front and back of the properties and especially on the vacant land right next door.

Sincerely,

Salila Limolansuksakul
714/519-4884 mobile, SalilaLim@gmail.com

1

2. Response to Comments

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2. Response to Comments

R5. Response to Comments from Salila Limolansuksakul, dated September 4, 2018.




- R5-1 The commenters' contact information has been added to the City's distribution list for future public correspondence regarding the Beach Boulevard Specific Plan. No revisions to the EIR are necessary.

2. Response to Comments

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2. Response to Comments

LETTER R6 – Mayra Mageno (1 comment card)

	 IMPROVETHEBOULEVARD Set the Course for Beach Boulevard and the Surrounding West Anaheim Community	
Name: <u>Mayra Mageno</u>		
E-mail: <u>m.mageno@yahoo.com</u>		
Comments:		
<u>This is an amazing project and as a business owner in your city.</u>		
<u>I would like to volunteer</u>		
<u>562) 977 9307</u>		
<u>Business: Business:</u>		
<u>2940 W Lincoln Ave</u>		
<u>W. D</u>		
<u>Anaheim Ca. 92807</u>		
Community Workshop September 4, 2018 West Anaheim Youth Center		

R6-1

2. Response to Comments

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2. Response to Comments

R6. Response to Comments Mayra Mageno, dated September 4, 2018.

R6-1 The City of Anaheim appreciates your input. The Responses to Comments document, including this comment letter, will be provided to the City of Anaheim Planning Commission and City Council so that these concerns will be presented directly to the decision makers prior to consideration of whether or not to approve the Proposed Project.

2. Response to Comments

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2. Response to Comments

LETTER R7 – Jodie Mosley (4 pages)

Gustavo Gonzalez

From: jodie mosley <jodiemosley@yahoo.com>
Sent: Friday, August 24, 2018 12:17 PM
To: Gustavo Gonzalez; Gustavo Gonzalez
Subject: Re: Notice of Availability of Draft Beach Boulevard Specific Plan and Draft Environmental Impact Report

One more thing: DO NOT INCORPORATE ANY STUPID MURALS OR "PLAYFUL ADDITIONS"!!! They look ghetto, and don't in any way improve the neighborhood. R7-1

NO MURALS
NO MURALS
NO MURALS!!!!!!!

[Sent from Yahoo Mail on Android](#)

On Fri, Aug 24, 2018 at 12:11 PM, jodie mosley <jodiemosley@yahoo.com> wrote:

Thank you Gustavo. Very interesting. I hope it turns out as the community wants. R7-2

Thank for all your efforts.

Jodie

[Sent from Yahoo Mail on Android](#)

On Thu, Aug 23, 2018 at 4:19 PM, Gustavo Gonzalez <GGonzalez@anaheim.net> wrote:

The City of Anaheim is pleased to announce the release of the Draft Beach Boulevard Specific Plan (BBSP) and associated Draft Environmental Impact Report (EIR) for public review. The release of these documents is the culmination of over three years of public outreach, information gathering and analysis, with substantial input from the project's Community Advisory Committee (CAC), to arrive at what we believe is a shared vision that represents the values and desires of the West Anaheim community. The Draft EIR analyzes and discloses the environmental impacts of implementing this vision. The Draft BBSP and Draft EIR can be viewed and downloaded by visiting the project's website at www.anaheim.net/improvethetheboulevard.

The attached Notice of Availability (NOA) was mailed to all property owners and residents in the BBSP area and within a 300-foot radius of its boundary announcing the availability of the draft documents and requesting public comments. The NOA also announces several upcoming opportunities for the public to learn more about the project and provide input, including a community meeting, workshops with the Planning Commission and

1

2. Response to Comments

City Council, and a tentative Planning Commission hearing. Please check the attached NOA to learn more about these upcoming opportunities to provide input.

We want to hear from anyone who has comments about the Proposed Project. You may mail comments to Gustavo Gonzalez at City Hall (200 S. Anaheim Blvd, MS 162, Anaheim, CA, 92805) or comment by e-mail to ggonzalez@anaheim.net. **The City is circulating the Draft EIR and Draft BBSP for a 45-day public review period from August 23, 2018 to October 8, 2018.**

This information is also available for viewing in person at the City of Anaheim Planning and Building Department (200 S. Anaheim Boulevard, MS 162 Anaheim, CA 92803), the Haskett Branch Library (650 W Broadway, Anaheim, CA 92804) and Anaheim Central Library (500 W. Broadway, Anaheim, CA 92805).

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2. Response to Comments

Gustavo Gonzalez

From: jodie mosley <jodimosley@yahoo.com>
Sent: Thursday, August 23, 2018 7:56 PM
To: Gustavo Gonzalez
Cc: Amanda Edinger; Kathy Tran; Esther Wallace
Subject: Re: Notice of Availability of Draft Beach Boulevard Specific Plan and Draft Environmental Impact Report

Thank you so much for the informative letter. But, (and no offense to your hard work and dedication), has anything changed on Beach but gotten worse? Is there one action started? The residents are very curious if we've just been led on to believe it will "one day" actually begin. Nothing is really said in the letter.

R7-3

I've always said we need a packing house style place in this area for somewhere to go, but everyone knows the motels just keep profiting from The county money to dump transients in motels. It's very frustrating to watch all this for so many years. And watch Beach get worse.

R7-4

When asked at meetings what the residents wanted, we asked for safe, clean places to dine, walk, live, shop and be entertained. We want breweries, nice restaurants, and decent stores, no more strip malls. We walk "high quality" building and only allow businesses in that will BENEFIT our area. This district does not have a full grocery store or Starbucks. We have too many vape, hookhah, massage, tattoo, liquor stores, and not one place to be proud of. Nothing.

R7-5

Please help us be proud of our district one again, and bring us higher standards for new businesses and listen only to the residents. Not politicians.

R7-6

Thank you.
Jodie

[Sent from Yahoo Mail on Android](#)

On Thu, Aug 23, 2018 at 4:19 PM, Gustavo Gonzalez <GGonzalez@anaheim.net> wrote:

The City of Anaheim is pleased to announce the release of the Draft Beach Boulevard Specific Plan (BBSP) and associated Draft Environmental Impact Report (EIR) for public review. The release of these documents is the culmination of over three years of public outreach, information gathering and analysis, with substantial input from the project's Community Advisory Committee (CAC), to arrive at what we believe is a shared vision that represents the values and desires of the West Anaheim community. The Draft EIR analyzes and discloses the environmental impacts of implementing this vision. The Draft BBSP and Draft EIR can be viewed and downloaded by visiting the project's website at www.anaheim.net/improvetheboulevard.

The attached Notice of Availability (NOA) was mailed to all property owners and residents in the BBSP area and within a 300-foot radius of its boundary announcing the availability of the draft documents and requesting public comments. The NOA also announces several upcoming opportunities for the public to learn more about the project and provide input, including a community meeting, workshops with the Planning Commission and City Council, and a tentative Planning Commission hearing. Please check the attached NOA to learn more about these upcoming opportunities to provide input.

2. Response to Comments

We want to hear from anyone who has comments about the Proposed Project. You may mail comments to Gustavo Gonzalez at City Hall (200 S. Anaheim Blvd, MS 162, Anaheim, CA, 92805) or comment by e-mail to ggonzalez@anaheim.net. **The City is circulating the Draft EIR and Draft BBSP for a 45-day public review period from August 23, 2018 to October 8, 2018.**

This information is also available for viewing in person at the City of Anaheim Planning and Building Department (200 S. Anaheim Boulevard, MS 162 Anaheim, CA 92803), the Haskett Branch Library (650 W Broadway, Anaheim, CA 92804) and Anaheim Central Library (500 W. Broadway, Anaheim, CA 92805).

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2. Response to Comments

R7. Response to Comments from Jodie Mosley, dated August 23 and 24, 2018.

- R7-1 The City of Anaheim appreciates your input. The Responses to Comments document, including this comment letter, will be provided to the City of Anaheim Planning Commission and City Council so that these concerns will be presented directly to the decision makers prior to consideration of whether or not to approve the Proposed Project.
- R7-2 See Response R7-1.
- R7-3 The Proposed Project has not been approved yet so none of the improvements identified in the specific plan have implemented at this time.
- R7-4 See Response R7-3.
- R7-5 The City of Anaheim appreciates your input. The Responses to Comments document, including this comment letter, will be provided to the City of Anaheim Planning Commission and City Council so that these concerns will be presented directly to the decision makers prior to consideration of whether or not to approve the Proposed Project.
- R7-6 The City of Anaheim appreciates your input. The Responses to Comments document, including this comment letter, will be provided to the City of Anaheim Planning Commission and City Council so that these concerns will be presented directly to the decision makers prior to consideration of whether or not to approve the Proposed Project.

2. Response to Comments

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2. Response to Comments

LETTER R8 – Cornell Pintilie (1 page)

Gustavo Gonzalez

From: Cornell Pintilie <cornellpintilie@gmail.com>
Sent: Monday, September 10, 2018 5:13 PM
To: Gustavo Gonzalez
Subject: Beach Boulevard Specific Plan

Hello Anaheim team

I am happy to see some of your projects plans for the Bach blvd future , but at the same time looks like will have lots things are not to good fro our West Anaheim , specific Orange and Beach , building there a apartments , condominium , town homes is not good at all because already we have so much traffic there from hospital and to bring there almost 10.000 more people in the are will devastator with that much traffic also we have only two gas station at Lincoln and beach will be long lines at gas station too, We like to see out west Anaheim improved but not bringing more people in , already my street which is not to far from there have so many cars on and we already pay for parking permits but none one take care , 3 or 4 houses land lord rent to many people at one house and bring like every house there they have 10 to 12 at one house , cars park even on the grass some times so we are tired to see what happen. We did improve our house and looks looks like is not good because Anaheim do not care only to bring more people and get more tax money . I am been involve sometimes with homeless too and see how we can help , but again I saw with my eyes and also another people saw too police from Irvine , Buena Park arrest homeless and drop them in Anaheim Area , The most homeless I saw is in Anaheim and Santa Ana with exclusion of Los Angeles. Also what do you think on that land located Lincoln and Beach to build some High end outlets with restaurants and some like Citadel have or Orange also there you can build a 2 or 3 floor parking lots then you have more revenue coming from that place . Thank you and we appreciate for what you guys doing ,but is long overdue compare with Buena Park , Stanton .

R8-1

--
Cornell Pintilie
Cornell Design
Anaheim , CA 92804
(714) 620-6077
(714) 826-7020 Office
(714) 826-7401 Fax
cornelldesign@yahoo.com
www.cornellsdesign.com

2. Response to Comments

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2. Response to Comments

R8. Response to Comments from Cornel Pintilie, dated September 10, 2018.

R8-1 The commenter's remarks—including those related to public safety and the local homeless population—are noted and will be forwarded to decision-makers.

Future investment and revitalization along the Beach Boulevard corridor requires that property owners be able to redevelop their property with a variety of land uses, including residential land uses, as dictated by the proposed Specific Plan. The distribution of land uses and traffic in the plan area has been carefully considered and has been heavily influenced by input and concerns voiced by members of the community. Lastly, the regionally-focused retail commercial uses mentioned by the commenter (outlet shopping) would be expected to generate considerably more traffic and congestion than the land uses proposed for the area under the proposed project.

2. Response to Comments

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2. Response to Comments

LETTER R9 – Kathy Tran (1 page)

From: kathy tran <mimozat4@yahoo.com>
Date: October 8, 2018 at 4:59:41 PM PDT
To: Gustavo Gonzalez <GGonzalez@anaheim.net>
Cc: Denise Barnes <dbarnes@anaheim.net>, Amanda <aedinger@sbcglobal.net>, Esther Wallace <eswall@msn.com>
Subject: Re: BEACH BOULEVARD SPECIFIC PLAN - PLANNING COMMISSION WORKSHOP - MONDAY, JUNE 13, 2016 @ 5:00 PM

Hello Gustavo,
How are you? Have comments and also request for your help regarding the Beach Blvd Specific Plan. Please provide in the Final EIR an analysis of the potential shade and shadow impact of the proposal project. The Draft EIR does not provide an analysis of potential impact that the development of three story residents structure would have to the single family residents to the West along Hayward street, many of which are single story units that have ground elevation approximately 5 feet below the ground elevation of the existing motel development. The shade and shadow cast by the taller proposal residents development adjacent to the existing residential units could result in a significant impacts that was not identified in the Draft EIR. For the impact identified in the analysis in the Final EIR, please provide mitigation measures that include increased set back (a minimum of 100 feet) from the property line that is common with the existing single family residents units.
Thank you Gus and looking forward to hear from you.

R9-1

Kathy Tran
828 S Hayward St.
Anaheim Ca 92804

Sent from my iPad

On May 27, 2016, at 3:17 PM, Gustavo Gonzalez <GGonzalez@anaheim.net> wrote:

You are invited to attend a Planning Commission Workshop on the Beach Boulevard Specific Plan. At this meeting, staff will provide a presentation to the Planning Commission on the draft land use plan, as well as an overall progress update on the project. The workshop will be held in conjunction with the Planning Commission meeting. The purpose of the workshop is to share information with the public and no formal action will be taken by the Planning Commission.

WHAT: Beach Boulevard Specific Plan – Planning Commission Workshop

WHEN: Monday, June 13, 2016 at 5:00 p.m.

WHERE: Anaheim City Hall, City Council Chambers, 200 S. Anaheim Boulevard, Anaheim, CA 92805

For all the latest information related to this project, please visit www.anaheim.net/improvethetheboulevard. If you have any questions or would like to discuss this project in further detail, please feel free to contact Gustavo Gonzalez, Senior Planner, at (714) 765-4671 or via email at ggonzalez@anaheim.net.

<image003.jpg>

2. Response to Comments

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2. Response to Comments

R9. Response to Comments from Kathy Tran, dated October 8, 2018.

R9-1 The proposed project is a programmatic, long-range planning document and does not entail approval of any specific development project. As such, environmental analysis in the EIR is programmatic; discussion of site-specific aesthetic impacts would be speculative due to the timing and final design of future projects. City review of future development projects along the Beach Boulevard corridor would involve analysis of shade and shadow impacts as appropriate. Furthermore, the design standards included as Appendix A to the proposed Specific Plan include a requirement that new buildings be set back 30 feet from adjacent single-family homes. Additionally, the maximum allowable building height in the specific plan is 60 feet which is not likely to cause any significant shade/shadow impacts. Shade and shadow impacts are typically associated with high-rise buildings exceeding 100 feet in height.

2. Response to Comments

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2. Response to Comments

LETTER R10 – Unknown Commenter (1 page)

Gustavo Gonzalez

From: iandj4oc@aol.com
Sent: Thursday, October 04, 2018 3:33 AM
To: Gustavo Gonzalez
Subject: Bettering Anaheim Beach/Lincoln

Sent from my iPhone Your Presentation was Great ,but you need to get the Big Picture when it come to the State and the Parking situation for the new home in our community and also assisting homeowners on there parking permit on Monroe Av and Monroe Pl !!!! Good Thanks usus

R10-1

2. Response to Comments

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2. Response to Comments

R10. Response to Comments from Unknown Commenter, dated October 4, 2018.

R10-1 The comment does not directly address the analysis or conclusions in the EIR related to the proposed project; no revisions or corrections are necessary. The City of Anaheim appreciates your comments regarding existing parking issues in the plan area. The Responses to Comments document, including this comment letter, will be provided to the City of Anaheim Planning Commission and City Council so that these concerns will be presented directly to the decision makers prior to consideration of whether or not to approve the Proposed Project.

2. Response to Comments

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2. Response to Comments

LETTER R11 – Roy and Betty Wilkison (4 pages)

Gustavo Gonzalez

From: Betty Wilkison <robetaso@yahoo.com>
Sent: Thursday, August 30, 2018 12:08 PM
To: Gustavo Gonzalez
Cc: City Manager; Denise Barnes
Subject: Beach Blvd specific plan project area

The property at 237 S. Beach Blvd is not in the project area on the Beach Blvd Specific Plan map. This property has access through 235 S. Beach as a deeded right. Isn't that a problem? | R11-1

I have not been able to reach you on the phone. Please respond to this email.

Betty Wilkison

2. Response to Comments

Gustavo Gonzalez

From: Betty Wilkison <robetaso@yahoo.com>
Sent: Monday, August 27, 2018 2:08 PM
To: Gustavo Gonzalez
Subject: Re: RE: RE: Beach Blvd project

We received the notice in the mail today. It is postmarked 8-23. I have heard so much about Beach Blvd but we are watching as this entire part of Anaheim goes from a place we were proud to call home and raise a family to close to becoming a slum.

We are now in the twilight of our lives and will not be able to participate in any more of the talk. However, with the crime rate the way it is here it is unlikely we can get any new business that will improve the area. We are losing business left and right. (Stater Bros and Rite Aid are two of the latest casualties). Lincoln is now in decline. The prostitutes are back. I did attend many meetings with the Beach Blvd Concerned Citizens, many, many years ago. Another group took over and things have gotten worse. A lot of studies have been made.. Time for action.

R11-2

Do I sound frustrated and angry? I am.

Until some law and order returns to the area this decline will continue. Law and Order is my only solution. I thought that was the reason for building the police sub-station that is now referred to as the West Anaheim Youth Center. (Apparently even the city is not clear on the use of that building).

R11-3

We will be following the development.

Sincerely,

Roy and Betty Wilkison

On Monday, August 27, 2018, 12:41:58 PM PDT, Gustavo Gonzalez <GGonzalez@anaheim.net> wrote:

Mrs. Wilkison,

I highly recommend that you take some time to read the draft Beach Blvd Specific Plan available at www.anaheim.net/improvetheboulevard. I think it'll become more apparent what the notice is related to.

I'd also be happy to meet with you to go over the project. Let me know.

Gus

Gustavo N. Gonzalez, AICP

Senior Planner

2. Response to Comments

[City of Anaheim](#) | [Planning and Building Department](#) | [Planning Services](#)

200 S. Anaheim Blvd, Anaheim, CA 92805

P. 714.765.4671 | F. 714.765.5280

GGonzalez@anaheim.net

From: Betty Wilkison <robetaso@yahoo.com>
Sent: Friday, August 24, 2018 11:19 AM
To: Gustavo Gonzalez <GGonzalez@anaheim.net>
Subject: Re: RE: Beach Blvd project

Thank you for your prompt reply. Since I do not know what we are being notified of, I am not clear why we are even being sent a notice. I will reserve further comment until we receive the notice in the mail. R11-4

Betty Wilkison

On Friday, August 24, 2018, 9:33:19 AM PDT, Gustavo Gonzalez <GGonzalez@anaheim.net> wrote:

Good morning Mrs. Wilkison,

Thank you for your email. The notices were mailed out yesterday, so you should be receiving it short. It is the same one that was included in the email you received (attached).

Since this is a program-level project that encompasses over 283 acres, we did not post the notice in the project area. The City posts notices on-site for actual development projects, such the construction of a new building that requires approval of the Planning Commission.

Besides sending the notice to property owners and residents within the project area and 300 feet from its boundary, we also published it in the local newspaper and email it to the project's interested parties list.

Please let me know if you have any further questions.

2. Response to Comments

Thank you,

Gustavo N. Gonzalez, AICP

Senior Planner

[City of Anaheim](#) | [Planning and Building Department](#) | [Planning Services](#)

200 S. Anaheim Blvd, Anaheim, CA 92805

P. 714.765.4671 | F. 714.765.5280

GGonzalez@anaheim.net

From: Betty Wilkison <robetaso@yahoo.com>

Sent: Thursday, August 23, 2018 7:37 PM

To: Gustavo Gonzalez <GGonzalez@anaheim.net>

Cc: City Manager <Citymanager@anaheim.net>; Denise Barnes <denisebarnes@sbcglobal.net>; Tom Tait (Mayor) <TTait@anaheim.net>

Subject: Beach Blvd project

I believe our property at 3104 W. Lindacita Lane is within the 300 foot boundary of the proposed Beach Blvd project. We have not received notification. | R11-5

Should notices be posted in our neighborhood?

Thank you.

Betty Wilkison

2. Response to Comments

R11. Response to Comments from Roy and Betty Wilkison, dated August 23, 24, and 27, 2018.

- R11-1 Access to the parcel mentioned by the commenter would be reviewed by the City if and when the mobile home park is redeveloped. It is highly unlikely that access would be feasible through the residential neighborhood to the west since residential streets are not designed to carry heavier traffic loads like those generated by a commercial use. Therefore, the two adjacent landholders (the landlocked parcel and adjacent mobile home park) would likely need to come to an agreement regarding access at the time redevelopment is proposed.
- R11-2 A central premise of the Beach Boulevard Specific Plan is that the plan area is in need of revitalization. The proposed project has been designed to incentivize investment along the Beach Boulevard corridor.
- R11-3 The West Anaheim Youth Center role in the plan area is discussed in the proposed Specific Plan. The proposed project's impact on police services is discussed in Section 5.11 of the EIR. No revisions to the EIR are necessary.
- R11-4 Comment noted. No response required.
- R11-5 The commenter's question about public notification of the proposed project is answered by Gus Gonzalez, Senior Planner in the email chain shown above.

2. Response to Comments

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2. Response to Comments

LETTER R12 – Ryan Balius (2 pages)

<p>I'd like to take the opportunity to address you first as a resident of West Anaheim who lives less than half a block away from this proposed plan. I was not part of the committee who helped put together this plan, however, I did sit in the back of many meetings while this project was being created. I do not believe this is the best plan overall to revitalize Beach Boulevard. A up to 45 foot building by Beach and Ball, and incorporating so many high density options will increase traffic and tax an already limited infrastructure.</p>	<p>R12-1</p>
<p>I also believe that if you are going to do a project you should do it right from the very beginning. If you are going to spend the money and time to underground the utility lines on Beach Boulevard you should underground them all. You state in section 4.3.6 of your draft plan that the 69kv lines will remain overhead due to SCE operating requirements. However as I have come to find out, it is not due to SCE requirement but to the extensive cost of putting the 69kv lines Underground. With that in mind I believe you should attempt to underground all the lines on Beach Boulevard and Ball Road. Also in reference to figure 4-5 on page 63 of the plan draft you really should draw in the power poles that will be remaining and see what that does to your picture.</p>	<p>R12-2</p>
<p>The last comment I wish to make at this point is I continue to hear the planning department staff say this is what the community wanted. I don't remember anyone saying they wanted projects with the high densities that are in this plan. I do recall however planning staff telling us that this was the only option to bring in developers to help revitalize the area. A perfect example of this is after we all agreed on the density for 39 Commons you came back to the community and stated it will not work again and you need to increase the density.</p>	<p>R12-3</p>
<p>Now I would like to change hats and address you as a member of the Parks and Recreation Commission. The following thoughts are my own and do not represent anybody else on the commission.</p>	<p>R12-4</p>
<p>For starters, I do not understand how you can take on a project this big and not include or plan for the addition of additional Green/Park Space. Currently in District 1 the city does not meet its own standard of 2 acres per 1000 residents of park space. Yet somehow in your plan you have identified the Beach Boulevard area as having 4.4 acres per 1000 residents and in by doing so you consider the area to be Park Rich. You then go on to say that at build-out you expect approximately 1.4 acres per 1000 residents again not meeting the city standards. This is a perfect example as to why we do not meet our city standards. If we do not actively plan for more green space in every development we do you will never meet your standards and there will be no more undeveloped locations left.</p>	<p>R12-5</p>
<p>Now I would like to take the opportunity to address some specific areas of your environmental analysis. Starting first with Section 5.12.1.1 under the Anaheim General plan. You acknowledge the fact that local school facilities provide additional Recreation opportunities that offset demand for Park amenities. Maybe 20 years ago this was a true statement however today the schools are now being fenced in and access is not granted to their property. So to indicate that the schools would help alleviate traffic to our Parks is no longer true.</p>	<p>R12-6</p>
<p>Moving on to Section 5.12.1.2 under Twila Reid Park. You indicate that the park is 27.2 Acres however due to the school fencing in its own property the park now has a total acreage of 23.9 with 5.9 of that still belonging to the school district leaving the city with only 18 Acres of green space at Twila Reid. Under the parks amenities you list a lighted Sports field while the park does have that amenity that is</p>	<p>R12-7</p>

2. Response to Comments

not included in your Beach Boulevard site specific plan and I would recommend should not be included in your environmental analysis.

R12-7
Cont'd

Moving now to Switzer Park you have identified the acreage as 11.5 Acres however that park is now listed at 8.5 Acres with 2.9 Acres flood control 1.8 acres belonging to the school and only 3.8 acres belonging to the city.

R12-8

In Section 5.12.3 you indicate that the city would require an additional 23 Acres of park space. Will this number increase after the updating of the park acreages at Twila Reid and Switzer. In addition you make reference to figure 4-3 in the proposed project and I could not identify where that was located. Also I'm sure it is a typo but in the footnote number one at the bottom of page R12-1 4 you indicate the project area contains 2.8 Acres of park space. Under this section is possibly the biggest glaring issue we have. If you are serious about New Park acreage being needed or significant development and Improvement to existing Park you cannot do it with 12 year old park fees. The fees listed in the section are a joke and will be nowhere near what will be required even by today's standards let alone in 10 years. The current fee study the city performed recommends \$24,000 per unit for new development that is a far cry from your existing \$5388 and \$6998 fees. You expect us as resident to put up with higher densities because that's the only way to get developers to develop the property then you have to balance out the other side of the equation and raise the park fees.

R12-9

2. Response to Comments

R12. Response to Comments from Ryan Balius, dated October 12, 2018.

- R12-1 The DEIR analyzed the impacts of the proposed project, including those related to traffic, and has provided the appropriate mitigation and/or justification to address the anticipated impacts. The Responses to Comments document, which includes this comment letter, will be provided to the City of Anaheim Planning Commission and City Council so that these concerns will be presented directly to the decision makers prior to consideration of whether or not to approve the Proposed Project.
- R12-2 The current funding set aside for undergrounding SCE lines includes their distribution lines (12,000 volts and below). Should additional funding become available, the City will review additional roadways where SCE lines pass through. Section 4.3.6 of the Specific Plan document has been updated to reflect this. Figure 4-3 of the Specific Plan document is meant to depict a conceptual development of the southeast corner of Beach Blvd and Ball Road. Adding the overhead utilities to the drawing would detract from conveying the development concept.
- R12-3 Feedback received during the outreach phase of the Proposed Project indicated that changes to the existing conditions is what is most desired by the community. The proposed densities are based on extensive research and market analyses that recommend a certain amount of residential density to effectively incentivize developers to acquire and develop properties in the Project Area. The Responses to Comments document, which includes this comment letter, will be provided to the City of Anaheim Planning Commission and City Council so that these concerns will be presented directly to the decision makers prior to consideration of whether or not to approve the Proposed Project.
- R12-4 There was no official action taken by the City's Parks and Recreation Commission and your comments will be attributed to you as an individual.
- R12-5 The reference to the Project Area having 4.4 acres per 1,000 residents is based on the amount of parkland to the number of residents in the Project Area given that both Twila Reid and Schweitzer Parks are located within the Specific Plan boundary. The statement is intended to underscore the proximity of parkland to current residents in the project vicinity. At buildout of the Proposed Project, the ratio would be reduced; however, this impact is offset with the requirement for new development to provide private open space in addition to a Parks and Recreation fee assessed for new residential units that would be utilized to acquire and develop more parkland in the area.
- R12-6 Local schools in the project vicinity, such as Twila Reid Elementary, continue to provide additional recreational opportunities that enhance adjacent City parks, such as Twila Reid Park. However, even without these additional opportunities, impact to parks as a result of the Proposed Project would be offset with the requirement for new development to

2. Response to Comments

provide private open space in addition to a Parks and Recreation fee assessed for new residential units that would be utilized to acquire and develop more parkland in the area.

- R12-7 Comment noted. The total acreage of Twila Reid Park including the school's property is 23.9 acres and 18 acres without the school's property. The mention of amenities at Twila Reid park serve only to clarify the description of the park, does not factor into the environmental impacts to parkland, and does not require modification to the environmental analysis.
- R12-8 Comment noted. The total acreage of Schweitzer Park including the school and flood control district's properties is 8.5 acres and 4.9 acres without the school and flood control district's properties. This clarification does not factor into the environmental impacts to parkland, and does not require modification to the environmental analysis.
- R12-9 The City of Anaheim appreciates your input. The additional 23 acres of additional parkland as a result of the Proposed Project is independent of the existing parkland and solely based on the ratio of 2 acres per 1,000 residents. Figure 4-3 on page 59 of the Specific Plan document is referenced to show that private development such as 39 Commons will contribute additional open space to the project area. The established Park and Recreation fees, or any changes therefore, are set by City Council, and are beyond the scope of this project.

3. Revisions to the Draft EIR

3.1 INTRODUCTION

This section contains revisions to the DEIR based upon (1) additional or revised information required to prepare a response to a specific comment; (2) applicable updated information that was not available at the time of DEIR publication; and/or (3) typographical errors. This section also includes additional mitigation measures to fully respond to commenter concerns as well as provide additional clarification to mitigation requirements included in the DEIR. The provision of these additional mitigation measures does not alter any impact significance conclusions as disclosed in the DEIR. Changes made to the DEIR are identified here in ~~strikeout text~~ to indicate deletions and in underlined text to signify additions.

3.2 DEIR REVISIONS IN RESPONSE TO WRITTEN COMMENTS

The following text has been revised in response to comments received on the DEIR.

Page 5.6-4, Section 5.6, *Hazards and Hazardous Materials*. The following text is added in response to Comment A6-5, from Orange County Health Care Agency.

California Code of Regulations, Title 27, Division 2

Title 27, Division 2, of the California Code of Regulations (CCR) provides guidance and information to the Solid Waste Local Enforcement Agencies (LEA) on oversight of disposal site postclosure land use pursuant to Title 27, California Code of Regulations (27 CCR), section 21190. Specific topics addressed include regulatory authority, activities subject to the regulatory tiers, site boundary issues, proposal review, local approvals, technical assistance, and site inspections.

Page 5.6-6, Section 5.6, *Hazards and Hazardous Materials*. The following text has been revised in response to Comment A6-6, from Orange County Health Care Agency.

CERCLIS

The Department of Toxic Substances Control's (DTSC) Site Mitigation and Brownfields Reused Program EnviroStor database identifies sites that have known contamination or sites for which there may be reason to investigate further. Within the Project Area, one facility was identified: Davis Dump at the northeast corner of Beach Boulevard and Lincoln Avenue. The Davis Dump, ~~also known as the Sparks-Rains Landfill~~, is a closed ~~solid-waste~~ oil drilling mud disposal facility. The site had been a quarry then was used for a dump for disposal of rotary drilling mud from oil wells. Adjacent to the Davis Dump, is the Sparks-Rains Landfill, is a closed solid-waste disposal facility. These sites were identified in the California State Water Quality Control Board (RWQCB) data management system, GeoTracker, which identifies sites that impact, or have the

3. Revisions to the Draft EIR

~~potential to impact, water quality in California. These sites was were reassessed in 2008 by DTSC the RWQCB. A mobile home park had been located on top of a portion of the former landfill, and soil gas sampling implemented in response to odor complaints found methane and volatile organic compounds in the late 1980s. The site had been a quarry then was used for a dump for disposal of rotary drilling mud from oil wells. The current status of the former landfill and a more thorough environmental assessment is recommended if land uses change. A Phase I and II evaluation has been conducted and appropriate site cleanup measures and land use restrictions have been identified. Future development will need to be in accordance with the approved Post Closure Operations, Monitoring and Maintenance Plan. The Sparks-Rain Landfill reportedly has a land use restriction required by CalRecycle the DTSC and Regional Water Quality Control Board that was filed in 2008, recorded on May 17, 2017. Notices of Violations were filed for the methane extraction system at the site. The Notice of Order was terminated by the LEA on March 14, 2017. The City of Anaheim reportedly conducts quarterly monthly methane monitoring of the Landfill Gas System northern boundary of for the Sparks and Rains Pit sites and performs postclosure groundwater monitoring and maintenance in accordance with the Post Closure Operations, Monitoring and Maintenance Plan. The monitoring results are submitted to the Orange County Solid Waste Local Enforcement Agency (LEA) on a monthly basis.~~

Page 5.6-12, Section 5.6, *Hazards and Hazardous Materials*. The following text has been revised in response to Comment A6-4, from Orange County Health Care Agency.

Impact 5.6-2: The Project Area includes facilities that are on hazardous materials sites lists compiled by various government agencies. [Threshold H-4]

Impact Analysis: A Phase 0 was prepared for the Project Area, which included the EDR records search that identified uses and properties that could potentially pose a variety of environmental hazards within the boundaries of the Project Area. The Project Area includes a number of facilities that are listed on the hazardous materials sites list compiled by various government agencies, as described in Section 5.6.2, *Standard Environmental Records Review*. ~~For the listed facilities, including the Davis Dump and the Sparks-Rains Landfill, would be required to~~ the City of Anaheim has conducted site-specific evaluations in accordance with the mitigation measures listed below. A Phase I and II evaluation has been conducted and appropriate site cleanup measures and land use restrictions have been identified. Future development will need to be in accordance with the approved Post Closure Operations, Monitoring and Maintenance Plan.

3. Revisions to the Draft EIR

3.3 ADDITIONAL DEIR REVISIONS

The following text has been revised in order to correct minor errors or provide additional information or clarification of the DEIR text.

Page 1-14, Chapter 1, *Executive Summary*, Table 1-2 and Page 5.2-32, Section 5.2.7, *Transportation and Traffic, Mitigation Measures*, is hereby modified as follows:

- AQ-8 Prior to issuance of grading, demolition or building permits, whichever occurs first, for projects ~~that~~ subject to the California Environmental Quality Act (i.e., non-exempt projects), the property owner/developer shall submit a dust control plan that implements the following measures during ground-disturbing activities, in addition to the existing requirements for fugitive dust control under South Coast Air Quality Management District Rule 403, to further reduce PM10 and PM2.5 emissions:
- a) Following all grading activities, the construction contractor shall reestablish ground cover on the construction site through seeding and watering.
 - b) During all construction activities, the construction contractor shall sweep streets with Rule 1186-compliant, PM10-efficient vacuum units on a daily basis if silt is carried over to adjacent public thoroughfares or occurs as a result of hauling.
 - c) During all construction activities, the construction contractor shall maintain a minimum 24-inch freeboard on trucks hauling dirt, sand, soil, or other loose materials and tarp materials with a fabric cover or other cover that achieves the same amount of protection.

Page 1-18, Chapter 1, *Executive Summary*, Table 1-2, is hereby modified as follows:

5.5 GREENHOUSE GAS EMISSIONS			
Impact 5.5-1: While the proposed Beach Boulevard Specific Plan at buildout would result in lower emissions on a per service population compared to existing conditions, it would exceed the forecasted year 2035 GHG emissions efficiency metric significance threshold and would have a significant impact on the environment.	Potentially Significant	Mitigation Measures AQ-5 through AQ-8 AQ-7 apply.	Significant and Unavoidable

3. Revisions to the Draft EIR

Page 1-22, Chapter 1, *Executive Summary*, Table 1-2, is hereby modified as follows:

<p>Impact 5.9-1: Construction activities would potentially result in temporary noise increases in the vicinity of the Project Area.</p>	<p>Potentially Significant</p>	<p>N-1</p>	<p>Prior to issuance of demolition, grading and/or building permits, a note shall be provided on plans for ongoing during grading, demolition, and construction activities, indicating that the property owner/developer shall be responsible for requiring contractors to implement the following measures to limit construction-related noise:</p> <ul style="list-style-type: none"> • Construction activity is limited to the daytime hours between 7 AM to 7 PM, as prescribed in the City's Municipal Code (Additional work hours may be permitted if deemed necessary by the Director of Public Works or Building Official). • All internal combustion engines on construction equipment and trucks are fitted with properly maintained mufflers. • Stationary equipment such as generators, air compressors shall be located as far as feasible from nearby noise-sensitive uses. • Stockpiling is located as far as feasible from nearby noise-sensitive receptors • Construction traffic shall be limited to the haul routes established by the City of Anaheim. 	<p>Less Than Significant</p>
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Page 1-26, Chapter 1, *Executive Summary*, Table 1-2, is hereby modified as follows:

- ~~T-2 — Prior to the first final building and zoning inspection for any non-residential project generating 50 or more employees, the property owner/developer shall join and financially participate in a clean fuel shuttle program, if established. The property owner/developer shall record a covenant on the property that requires participation in the program ongoing during project operation. The form of the covenant shall be approved by the City Attorney's Office prior to recordation.~~
- T-2 — Prior to the first final building and zoning inspection for any nonresidential project generating 50 or more employees, the property owner/developer shall participate in the Anaheim Transportation Network (ATN)/Transportation Management Association. The property owner/developer shall record a covenant on the property that requires ongoing participation in the program and designation of an on-site contact who will be responsible for coordinating and representing the project with the ATN. The form of the covenant shall be approved by the City Attorney's Office prior to recordation.

3. Revisions to the Draft EIR

Page 1-31, Chapter 1, *Executive Summary*, Table 1-2, is hereby modified as follows:

<p>Impact 5.15-3: The Proposed Project would not result in the construction of new water treatment facilities or expansion of existing water facilities, which could cause significant environmental effects.</p>	<p><u>Less Than Significant Potentially Significant</u></p>	<p><u>No mitigation measures are necessary- USS-3</u> Prior to issuance of demolition, <u>grading, building or water permits, whichever occurs first, the property owner/developer shall submit plans to the Public Utilities Department for review. The Public Utilities Department shall review the location of each project to determine if it is an area served by potentially deficient water facilities, as identified in the latest updated water study for the BBSP. In such a case, the property owner/developer shall perform a hydraulic analysis for the existing and proposed public water improvements to determine if the project domestic or fire flow demands will increase flows beyond those programmed in the appropriate water master plan study for the area or if the project will create a deficiency in an existing water mains. The hydraulic water analysis for the existing and proposed public water improvements shall incorporate the anticipated flow, pressure, and any other information specific for the project to determine the conditions for final design. With the hydraulic water analysis, the property owner/developer shall submit the results of a field fire flow test and provide a written response from Anaheim Fire Department confirming the fire flow requirements for the project. The property owner/developer shall be required to guarantee mitigation of the impact to adequately serve the area to the satisfaction of the Public Utilities Department and City Attorney's Office per Anaheim's most current Water Rules and Regulations.</u></p>	<p><u>Not applicable Less Than Significant</u></p>
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3. Revisions to the Draft EIR

Page 5.5-31, Section 5.5, *Greenhouse Gas Emissions*, is hereby modified as follows:

~~T-2~~ Prior to the first final building and zoning inspection for any nonresidential project generating 50 or more employees, the property owner/developer shall join and financially participate in a clean fuel shuttle program, if established. The property owner/developer shall record a covenant on the property that requires ongoing participation in the program during project operation. The form of the covenant shall be approved by the City Attorney's Office prior to recordation.

T-32 Prior to the first final building and zoning inspection for any nonresidential project generating 50 or more employees, the property owner/developer shall participate in the Anaheim Transportation Network (ATN)/Transportation Management Association. The property owner/developer shall record a covenant on the property that requires ongoing participation in the program and designation of an on-site contact who will be responsible for coordinating and representing the project with the ATN. The form of the covenant shall be approved by the City Attorney's Office prior to recordation.

Page 5.9-31, Section 5.9, *Noise*, is hereby modified as follows:

N-2 Prior to the issuance of grading permits, each project applicant within the Project Area shall prepare a construction management plan that shall be approved by the City of Anaheim Public Works. The construction management plan shall:

- Establish truck haul routes on the appropriate transportation facilities. Truck routes that avoid congested streets and sensitive land uses shall be considered.
- Provide traffic control plans (for detours and temporary road closures) that meet the minimum City criteria. Traffic control plans shall determine if dedicated turn lanes for movement of construction truck and equipment on- and offsite are available.
- Minimize offsite road closures during the peak hours.
- Keep all construction-related traffic onsite at all times.
- Provide temporary traffic controls, such as a flag person, during all phases of construction to maintain smooth traffic flow.

Page 5.9-32, Section 5.9, *Noise*, is hereby modified as follows:

N-3 Prior to issuance of a building permit, applicants for new residential or subdivision developments within the Project Area involving the construction of two or more dwelling units, or residential subdivisions resulting in two or more parcels, and located within six-hundred feet of any railroad, freeway, expressway, major arterial, primary arterial or

3. Revisions to the Draft EIR

secondary arterial, as designated by the Circulation Element of the General Plan, are required to submit a noise level analysis, which must include mitigation measures that comply with applicable City noise standards, including the following:

- Exterior noise within the private rear yard and/or common recreation areas of any single-family lot and/or within any common recreation areas ~~multiple-family dwelling project~~ shall be attenuated to a maximum of 65 dBA CNEL; interior noise levels shall be attenuated to a maximum of 45 dBA CNEL, or to a level designated by the Uniform Building Code as identified adopted by the City (identified in Section 18.40.090). ~~in the Anaheim Municipal Code Section 18.40.040-050.~~
- Exterior noise within common recreation areas of any single family attached or multiple family dwelling project shall be attenuated to a maximum of 65 dB CNEL; interior noise levels shall be attenuated to a maximum of 45 dB CNEL, or to a level designated by the Uniform Building Code, as adopted by the City (identified in Section 18.40.090).

The Planning Commission may grant a deviation from the requirements ~~for pertaining to~~ exterior noise levels, given that ~~if~~ all of the following conditions exist (Section 18.040.090.060):

- The deviation does not exceed 5 dB above the prescribed levels for exterior noise.¹
- Measures to attenuate noise to the prescribed levels would compromise or conflict with the aesthetic value of the project.

In addition, residential portions of mixed-use projects shall be designed to limit the interior noise caused by the commercial and parking portions of the project to a maximum of 45 dBA CNEL in any habitable room with windows closed. Commercial uses shall be designed and operated, and hours of operation limited so neighboring residents are not exposed to offensive noise, especially from traffic, trash collection, routine deliveries, and/or late-night activities. No use shall produce continual loading or unloading of heavy trucks at the site between the hours of 8:00 p.m. and 6:00 a.m. (Section 18.32.130, Compatibility Standards).

The required exterior noise reduction can be accomplished with sound walls or berms, or by site plan/building layout design. The required interior noise reduction can be accomplished with enhanced construction design or materials such as upgraded dual-glazed windows and/or upgraded exterior wall assemblies. These features shall be shown on all building plans and incorporated into construction of the project. City inspectors shall verify compliance of the building with the acoustic report's recommendations prior to issuance of a Certificate of Occupancy.

¹ The deviation from prescribed levels does not pertain to interior noise levels.

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Page 1-26, Chapter 1, *Executive Summary*, Page 5.5-31, Section 5.5, *Greenhouse Gas Emissions*, and Page 5.13-38, Section 5.13, *Transportation and Traffic*, is hereby modified as follows:

- T-1 Prior to the first final building and zoning inspection for any nonresidential project generating 50 or more employees, the property owners/developer shall complete the following steps below to develop, implement, and administer a comprehensive Transportation Demand Management (TDM) program.
- a) The property owner/developer shall provide to the City of Anaheim Public Works Department, for review and approval, a comprehensive TDM program that includes a menu of TDM program strategies and elements for both existing and future employees' commute options.
 - b) The property owner/developer shall record a covenant on the property that requires ongoing implementation of the approved TDM program and designation of an on-site contact who will be responsible for coordinating the TDM program.
 - c) The form of the covenant shall be approved by the City Attorney's Office prior to recordation.

Page 5.14-7, Section 5.9, *Tribal Cultural Resources*, is hereby modified as follows:

- TCR-1 Prior to the issuance of any permits allowing ground-disturbing activities that cause excavation to depths greater than current foundations, the City of Anaheim shall ensure that the project applicant/developer ~~to~~ retain qualified Native American Monitor(s) during construction-related ground disturbance activities. The monitor(s) shall be approved by the Tribal Representatives of the Gabrieleno Band of Mission Indians - Kizh Nation and be present on-site during construction that involve ground disturbing activities. The Native American Monitor(s) shall be responsible for the following activities during the monitoring, as appropriate:
- Complete monitoring logs on a daily basis, providing descriptions of the daily activities, including construction activities, locations, soil, and any cultural materials identified.
 - If the monitoring site has hazardous materials concerns, the monitor(s) shall possess Hazardous Waste Operations and Emergency Response (HAZWOPER) certification. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the Tribal Representatives and monitor have indicated that the site has a low potential for tribal cultural resources.