

Appendix A

Scoping Summary

The City of Anaheim submitted a Notice of Preparation (NOP) for preparation of an Environmental Impact Report for ARTIC on February 4, 2010 for a 30-day review. The scoping period identified in the NOP was from February 4, 2010 until March 8, 2010. The scoping period allows interested parties to comment on the ARTIC Project before environmental documents were written.

Interested parties were invited to attend a public scoping meeting held on February 24, 2010 at the City offices. The meeting was advertised in the Orange County Register on Friday, February 19 and Saturday, February 20, and in the Anaheim Bulletin and Orange City News on Thursday, February 18. Posters in English and Spanish advertising the meeting were placed around the existing station site and the proposed ARTIC site. In addition, an email distribution was sent to a City-generated email list of interested members of the public.

The meeting format included tables and displays arranged by topical issues for planning and environmental, supported by maps of the project study area. Project staff members and resource specialists were available to answer questions and public participants were invited to fill out comment cards expressing their concerns. A Spanish translator was also available.

There were approximately forty members of the public that attended the scoping meeting and eleven written comments received from the meeting. Two emails were received during the scoping period as well. The main issues identified by the public included: air quality, noise, traffic, and aesthetic impacts to the surrounding area.

In addition to comments received during the scoping meeting, written comments were received from the following four agencies:

City of Orange - Department of Community Development (March 8, 2010)

Potential aesthetic, land use compatibility, and noise issues are of concern to the City of Orange, in addition to traffic impacts. The City of Orange also requested that the EIR address construction and operational traffic impacts, and that the traffic technical report include an analysis of twelve specific intersections.

Orange County Department of Public Works (March 8, 2010)

The Orange County Department of Public Works expressed concern with potential cumulative traffic impacts, as well as water quality, floodplain, and recreational issues. The County requested that the EIR include a description of applicable water quality and floodplain regulations and permits. The Santa Ana River Trail was identified as a recreational resource and the County stated that any proposed impact must be reviewed and approved by Orange County Flood Control District.

Orange County Airport Land Use Commission (March 8, 2010)

Since the ARTIC site is not located within the local airport planning areas, the Orange County Airport Land Use Commission had no comments regarding land use, noise, or safety issues. They did emphasize that the project must be filed with the Federal Aviation Administration (FAA) if the project included the construction of a structure more than 200 feet above ground level.

Caltrans – District 12 (March 8, 2010)

Caltrans requested early coordination to discuss potential traffic impacts, hydrology/hydraulic report and plans, and applicable permits.

In addition, a previous scoping meeting was held in 2009. Letters were received from the City of Orange and Caltrans and no new issue areas were identified. The NOP and all comments are attached.

Notice of Preparation (NOP)

Notice of Preparation

DATE: February 4, 2010

TO: Interested Parties

FROM: City of Anaheim

SUBJECT: **Notice of Preparation of a Draft Environmental Impact Report for the Anaheim Regional Transportation Intermodal Center (ARTIC)**

SCH # **A SCH number will be assigned by the State Clearinghouse.**

The City of Anaheim (City) is the Lead Agency responsible for preparing the Draft Environmental Impact Report (DEIR) for construction and operation of the Anaheim Regional Transportation Intermodal Center (ARTIC). We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

The City is proposing to relocate the existing Metrolink/Amtrak station from the current location south of Katella Avenue and west of State Route (SR) 57. The new station, known as ARTIC, will be located south of Katella Avenue, east of SR 57 and Douglass Road, and west of the Santa Ana River on an approximately 16 acre site. The site is partially, 13.5 acres exclusive of the railroad right-of way (ROW), owned by Orange County Transportation Authority (OCTA). The remaining portion of the project site, 2.2 acres south of railroad ROW, is owned by the City. Access to ARTIC will be via Douglass Road, Katella Avenue, and the Santa Ana River Trail.

ARTIC is proposed to include a three level terminal building of approximately 220,000 square feet that is comprised of approximately 135,000 square feet above grade and approximately 85,000 square feet below the building. The above grade uses will include terminal operations, passenger-oriented retail/restaurants, and civic space/public plaza. The below the building uses will include bus waiting and service areas. The facility will include an underground concourse with access to Metrolink/Amtrak and a parking lot south of the railroad ROW.

The project will also include a new stub end track reaching from the existing station to just west of the Santa Ana River. Two, 1,000 foot long, platforms (varying in width from 21 feet to 38 feet) will be constructed for ARTIC. A replacement rail bridge will be constructed over Douglass Road to accommodate the three track/two platform alignment. Douglass Road will be lowered for the new bridge and widen from the stadium parking lot to Katella Avenue. These roadway improvements will include pedestrian circulation and relocation of utilities to service the project site. ARTIC also includes an exterior civic space/public plaza of approximately 30,000 square feet. Construction is anticipated

to last approximately twenty-six (26) months. A copy of the Initial Study is not attached and will be included in the DEIR. The City has determined that air quality, noise, and traffic are the key issues to be addressed in the DEIR.

Responses: In accordance with the time limits mandated by State law, if you have any comments about the proposed project and the scope and content of the information addressed in the DEIR, please send your written response to the City of Anaheim at the address below at the earliest possible date but not *later than Monday March 8, 2010 at 5:00 pm*. Responses may also be submitted by fax to (714) 765-5225 or by email to JLai@anaheim.net

Jamie Lai, Transit Manager
City of Anaheim, Department of Public Works
200 S. Anaheim Boulevard, Suite 276
Anaheim, CA 92805

Scoping Meeting: The City will hold a public scoping meeting at 4:30 pm to 6:30 pm on Wednesday, February 24, 2010 in the Anaheim West Tower, Gordon Hoyt Conference Center, 201 South Anaheim Boulevard, Anaheim, California 92805, to provide members of the public with an opportunity to learn about the project, ask questions, and provide comments about the scope and content of the information addressed in the DEIR. Parking will be available at the City of Anaheim parking structure located across Anaheim Boulevard at 200 South Anaheim Boulevard.

Questions: Please contact Jamie Lai, Transit Manager, at (714) 765-5049 or JLai@anaheim.net

Project Title: DEIR for the Anaheim Regional Transportation Intermodal Center (ARTIC) project

Project Applicant: City of Anaheim, Department of Public Works

Summary of Comments

Summary of Comments

Issue Raised	Response
2010 Scoping Period	
<i>Scoping Meeting Comments – February 24, 2010</i>	
1. Inquiry regarding the possibility of a trolley service utilizing ARTIC.	The Project Description describes the anticipated uses of the facility.
2. Inquiry regarding the potential for ARTIC to impact the Kimco Staffing office.	The Project Description and Figure 2.2-3 illustrate the ARTIC Project boundaries, which will not encroach on the Kimco Staffing office.
3. Inquiry presenting traffic concerns and public transportation needs to and from ARTIC.	Section 2.3, Statement of Objectives, discusses public transportation needs and how ARTIC meets those needs. Traffic issues are discussed in Section 3.2, Transportation and Traffic.
4. Inquiry presenting two concerns: (1) Moving forward with ARTIC when California High-Speed Rail is not finalized (2) Public and private funding sources for ARTIC.	(1) Section 2.1, Other Relevant Projects, states that California High-Speed Rail is a related but separate and distinct project that is independent from ARTIC. (2) Section 1.5, Project Background, identifies the funding sources.
5. Inquiry presenting concerns regarding traffic, noise, aesthetic, and air quality impacts to the City of Orange.	These issue areas are addressed in the following sections of the EIR, respectively: 3.2, Transportation and Traffic; 3.4, Noise; 3.9, Aesthetics; and 3.3 Air Quality.
6. Inquiry regarding funding sources.	Section 1.5, Project Background, identifies funding sources for the ARTIC Project.
<i>City of Orange Department of Community Development – March 8, 2010</i>	
This letter addresses the following concerns: (1) Traffic – The City requests that specific intersections are analyzed, that the traffic report address construction and operational traffic impacts, and that cumulative projects are considered. Additionally, if there are effects that could impact the City of Orange, the City requests notification and coordination with the City of Anaheim regarding mitigation measures. (2) Aesthetics – the City requests that the EIR address visual and land use compatibility issues in relation to the Katella Avenue corridor in Orange, that a photo simulation is created, and that general aesthetic issues are analyzed.	(1) These concerns are addressed in the Traffic Impact Analysis Report and Section 3.2, Transportation and Traffic, within the EIR. Cumulative impacts are discussed individually under each environmental issue area. Additionally, the City of Anaheim will coordinate with the City of Orange if impacts may occur. (2) These concerns are addressed in Section 3.9, Aesthetics. (3) Noise impacts are addressed in Section 3.4, Noise.

<p>(3) Noise – the City requests that the EIR analyze noise and vibration impacts to the surrounding area.</p>	
<p><i>Orange County Public Works – March 8, 2010</i></p>	
<p>This letter addresses the following concerns:</p> <p>(1) Traffic – The County requests that specific intersections are analyzed, cumulative traffic impacts with existing and proposed uses in the Platinum Triangle are addressed, and a long-term analysis that includes High-Speed Rail and California-Nevada Maglev project is considered.</p> <p>(2) Water Quality – The County discusses requirements regarding a fourth term MS4 permit adopted by the Santa Ana Regional Water Quality Control Board and requests the opportunity to review and comment on the ARTIC Water Quality Management Plan. Additionally, the County states that a Construction General Permit is required as well.</p> <p>(3) Flood Control– The County requests that a project boundary map is included in the EIR, that County and/or OCFCD facilities in the vicinity of ARTIC are identified and discussed, that any impacts to OCFCD right-of-way are analyzed, and that local drainage facilities and floodplain regulations are identified and/or analyzed. Additionally, the County requests that the EIR identify and address impacts to groundwater monitoring wells and groundwater recharge operations.</p> <p>(4) Recreational Trails – The County requests that impacts to the Santa Ana River Trail are addressed and given to the County for review. Additionally, the County states that ARTIC could cause an introduction of new users to the Trail.</p> <p>(5) Greenhouse Gases – The County requests that ARTIC analyzes compliance with AB 32 and SB 375.</p>	<p>(1) The Traffic Impact Analysis Report is in compliance with the Platinum Triangle. The analysis adds onto the base data provided in the Platinum Triangle documents. Both High-Speed Rail and California-Nevada Maglev projects are discussed in Section 2.1, Other Relevant Projects, and are considered in the cumulative analysis presented in each environmental issue area.</p> <p>(2) As discussed in Section 3.8, Hydrology and Water Quality, a fourth term MS4 permit and a Construction General Permit will be obtained. The Water Quality Management Plan is not a CEQA issue, but is a City responsibility and will be complied post construction.</p> <p>(3) No Orange County or OCFCD facilities or right-of-way will be impacted by ARTIC. Figure 2.2-3 illustrates project boundaries. Section 3.6, Utilities and Service Systems, and Section 3.8, Hydrology and Water Quality, address drainage issues and floodplain regulations.</p> <p>(4) As discussed in Section 4.0, Issue Areas Found Not to be Significant, no impacts to the Santa Ana River Trail will occur. As discussed in Section 2.4.8, Surface Parking/Access, there will be no direct access or connection to the Trail.</p> <p>(5) Section 3.12, Greenhouse Gases, addresses this issue area.</p>
<p><i>Airport Land Use Commission – March 8, 2010</i></p>	
<p>This letter addresses the following concerns:</p>	<p>(1) As addressed in Section 2.4.1, Intermodal Terminal, the height of the</p>

<p>(1) Building height – if proposed structures for ARTIC will be more than 200 feet above ground level, it must be filed with the Federal Aviation Administration. Project elevations should be identified using NAVD88 elevations.</p> <p>(2) If the project includes heliports, additional procedures must be followed.</p>	<p>building will be less than 200 feet above ground level.</p> <p>(2) ARTIC does not include the development of heliports.</p>
<p><i>California Department of Transportation (Caltrans) District 12 – March 8, 2010</i></p>	
<p>This letter addresses the following concerns:</p> <p>(1) Traffic - Caltrans requests that the City of Anaheim coordinate with Caltrans, that the traffic analysis is based on Highway Capacity Manual, and that traffic impacts are analyzed.</p> <p>(2) Permits– Caltrans lists several permits that may need to be obtained or requirements that may need to be adhered to.</p> <p>(3) Noise – Caltrans states that attenuation of freeway traffic noise is the responsibility of ARTIC.</p>	<p>(1) The City of Anaheim will continue to coordinate with Caltrans.</p> <p>(2) The project will comply with Caltrans permits.</p> <p>(3) Noise impacts are discussed in Section 3.4, Noise.</p>
<p>2009 Scoping Period</p>	
<p><i>California Department of Transportation (Caltrans) District 12 – August 18, 2009</i></p>	
<p>No additional issues were raised.</p>	
<p><i>City of Orange Department of Community Development– August 14, 2009</i></p>	
<p>No additional issues were raised.</p>	

Public Comments
Received during
February 24, 2010 Scoping
Meeting



COMMENT FORM

Anaheim Regional Transportation Intermodal Center (ARTIC)

Public Scoping Meeting

February 24, 2010

4:30pm to 6:30pm

Anaheim West Tower, Gordon Hoyt Conference Center 2nd floor

Name	Address	Email
Dana Willis	405 South Helena Street Apt. #117 Anaheim, CA 92805	dana.willis151@yahoo.com

Do you wish to be contacted in the future regarding this project (circle one)? Yes No

Comments:

1. Who is or might be the developer of this project?
2. Are there other uses proposed for the Tracks such as a Trolley i.e. San Diego Trolley, which could take people from Downtown Fullerton ^① - Anaheim Sports Complexes (Angels Stadium, Honda Center and possible NFL/NBA) ^② - Downtown Orange ^④ - Santa Ana Zoo ^⑤ - OC Great Park of ~~Orange~~ Irvine.
3. With a Trolley idea you could get more support from possibly Fullerton, Anaheim Residents, Orange and Santa Ana!



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February 24, 2010

4:30pm to 6:30pm

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Name	Address	Email
Leticia Kelch	2118 E Katella Avenue Ste C	lkelch@kimco.com

Do you wish to be contacted in the future regarding this project (circle one)? Yes No

Comments:

Kimco Staffing Branch office is on Katella
 across from the Honda Center, I'd like to know
 if and when the ARTIC project will impact
 our business office.



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4:30pm to 6:30pm

Anaheim West Tower, Gordon Hoyt Conference Center 2nd floor

Name	Address	Email
MANUEL MARRUJO	946 N. WEST ST. Anaheim 92801	MARRUJO@vitro.com

Do you wish to be contacted in the future regarding this project (circle one)? Yes No

Comments:

*Not only a resident of Anaheim, I work for Vitro America
 A Architectural Glass supplier we offer a Architectural Group that would
 like to bid on project once a GC is picked*



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4:30pm to 6:30pm

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Name	Address	Email
CHARLES LANTZ	1619 E. LINCOLN AVE ANAHEIM, CA 92805	CLANTZ@YELLOWCABANAHEIM.COM

Do you wish to be contacted in the future regarding this project (circle one)? Yes No

Comments:

VERY EXCITING PROJECT AND A POTENTIAL BOON TO TRANSPORTATION SERVICE TO THE COMMUNITY. AN OBVIOUS DRAWBACK GENERATOR. LOGISTICALLY, A POTENTIAL BOON FOR A NOT DESIGNED BIG PICTURE AND FROM A DETAILED POINT OF VIEW IN THE MOST ERGONOMICALLY FEASIBLE MANNER, ESPECIALLY AS IT RELATES TO TRAFFIC INGRESS + EGRESS CONCERNS, COUPLED WITH SERVING THE TRANSPORTATION (WALKING) NEEDS OF END USERS UTILIZING PUBLIC TRANSPORTATION TO + FROM THE STATIONS, PARTICULARLY TAXI CABS. THERE MUST BE CONSIDERABLE MEASURES SIMILAR TO THOSE IN PLACE AT JOHN WAYNE AIRPORT, UTILIZING "STARTER" PERSONNEL DIRECTING HUMAN FLOW AND "WAY FINDING" SIGNAGE. CABS IN SPECIFIC SHOULD HAVE VISIBILITY TO THE PUBLIC WITH AMPLE ROOM SIDE ASIDE + INTEGRATED WITHIN THE OVERALL DESIGN TO ALLOW SUFFICIENT NUMBERS OF CABS TO SERVE THE HIGH DEMAND. FURTHER I WOULD SUGGEST A FRAMEWORK AROUND PROCESS, INCLUDING A REQUEST FOR PROPOSAL PROCESS TO FRAME WORKING WITHIN



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4:30pm to 6:30pm

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Name	Address	Email
Cynthia Ward	703 N Lemon Street	CYNTHIA.WARD@SBCGLOBAL.NET

Do you wish to be contacted in the future regarding this project (circle one)? Yes No

Comments:

I AM CONCERNED WITH MOVINGS FORWARD WITH THIS DESIGN WHEN HSR HAS STILL NOT BEEN DETERMINED RE: TUNNEL OR AT GRADE OR SEPARATE FACILITY.

CONCERNED WITH ALL PUBLIC FUNDING WITHN IT WAS ADVERTISED AS ARTIC BEING PUBLIC-PRIVATE. IF PRIVATE DEVELOPERS DO NOT WANT TO INVEST WHY SHOULD TAXPAYERS BE MORE SECURE IN THIS INVESTMENT?



COMMENT FORM

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4:30pm to 6:30pm

Anaheim West Tower, Gordon Hoyt Conference Center 2nd floor

Name	Address	Email
NOIS & HERB BARKER	2022 W. SPRUCE AVE	

Do you wish to be contacted in the future regarding this project (circle one)? Yes No

Comments:

ANAHEIM (AS USUAL) INFERRANCES ON THOSE OF US
THAT LIVE IN ORANGE AND GET THE NEGATIVE
RESULTS OF YOUR INCREASE IN TRAFFIC, NOISE,
AESTHETICS, HEIGHT OF BUDGET VISUAL BLOCKAGE,
ARE YOU TAKING INTO CONSIDERATION (AND HOW)
THE AIR QUALITY, NOISE, TRAFFIC + CONGESTION
FOR THOSE OF US THAT LIVE CLOSE BY IN THE CITY
OF ORANGE. NOW THAT YOU ARE PROPOSING THIS
INTENSE TRANSPORTATION ON THE EAST SIDE OF THE
FREEWAY, IT WILL HAVE A MUCH GREATER IMPACT
ENVIRONMENTALLY ON WEST ORANGE. WE REALIZE
IT IS STILL WEST OF THE RIVERBED BUT IT WILL
BE A MUCH BIGGER IMPROVEMENT ON ORANGE



COMMENT FORM

Anaheim Regional Transportation Intermodal Center (ARTIC)

Public Scoping Meeting

February 24, 2010

4:30pm to 6:30pm

Anaheim West Tower, Gordon Hoyt Conference Center 2nd floor

Name	Address	Email
Hector Perez	929 W. Adams St. Chicago, IL 60607	hperez@walsgroup.com

Do you wish to be contacted in the future regarding this project (circle one)? Yes No

Comments:

Please contact me with info on procurement, ~~and~~ anticipated schedule, and when the RFP will be issued for this project.



COMMENT FORM

Anaheim Regional Transportation Intermodal Center (ARTIC)

Public Scoping Meeting

February 24, 2010

4:30pm to 6:30pm

Anaheim West Tower, Gordon Hoyt Conference Center 2nd floor

Name	Address	Email
Brian Weinsbaum	Walsh Construction 929 W. Adams St. Chicago, IL 60607	bweinsbaum@walshgroup.com

Do you wish to be contacted in the future regarding this project (circle one)? Yes No

Comments:

Please contact me via email with any future information regarding this project. Walsh Construction is very interested in this project especially any opportunities to serve in a Construction Manager (CM) or CMAR role. Walsh Construction is currently working on the LAX Tom Bradley International Terminal project as the CMAR.



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Anaheim Regional Transportation Intermodal Center (ARTIC)

Public Scoping Meeting

February 24, 2010

4:30pm to 6:30pm

Anaheim West Tower, Gordon Hoyt Conference Center 2nd floor

Name	Address	Email
Dana Willis	405 South Helena Street Apt #117 Anaheim, CA 92805	dana.willis.152@yahoo.com

Do you wish to be contacted in the future regarding this project (circle one)? Yes No

Comments:

Under the heading funding sources on your handout "A gateway to the Future" are these funds (\$) dedicated to only Artic or the whole project?



COMMENT FORM

Anaheim Regional Transportation Intermodal Center (ARTIC)

Public Scoping Meeting

February 24, 2010

4:30pm to 6:30pm

Anaheim West Tower, Gordon Hoyt Conference Center 2nd floor

Name	Address	Email
CHARLES GRIFFIN PROFESSIONAL ENGR. *	732 BISON AVE NEWPORT BEACH CA 92660	c-e-griffin@msn.com

Do you wish to be contacted in the future regarding this project (circle one)? Yes No

Comments:

SEE ATTACHMENTS

E.G. ARTIC NEEDS TO BE DESIGNED FOR PROVISIONS TO PROVIDE A TERMINAL TO SERVE ACCESS TO A JAPANESE TECHNOLOGY, SUPER-HI-SPEED, (350+ MPH) MAG-LEV SYSTEM UTILIZING ^{BOB SLEP-RUN TYPE} DEPRESSURIZED TUBES, ELEVATED OR ENTRENCHED BELOW, THE I-5 INTERSTATE RIGHT-OF-WAY TO SACRAMENTO (AND SAN FRANCISCO) TO CONTAIN THE NOISE & ALLOW THE MAG-LEV VEHICLES WITH SELF-CONTAINED - SUPER-CONDUCTING COALS POWERED BY LIQUID HYDROGEN FUEL CELLS.

NUCLEAR
* DESIGN ENGINEERS NIKE AJAX MISSILE, FALCON MISSILE SPARROW MISSILE, HONEST JOHN MISSILE, DC-7, DC-8, DC-9, DC-10, MD-80, KC-10, C-17, B-2 STEALTH BOMBER, F4D SUPERSONIC INTERCEPTOR, A4D NUCLEAR ATTACK BOMBER

Agency Comment Letters



CITY OF ORANGE

DEPARTMENT OF COMMUNITY DEVELOPMENT

www.cityoforange.org

ADMINISTRATION
(714) 744-7240
fax: (714) 744-7222

PLANNING DIVISION
(714) 744-7220
fax: (714) 744-7222

BUILDING DIVISION
(714) 744-7200
fax: (714) 744-7245

CODE ENFORCEMENT DIVISION
(714) 744-7244
fax: (714) 744-7245

March 8, 2010

via email: jlai@anaheim.net

Ms. Jamie Lai
Transit Manager
City of Anaheim
200 South Anaheim Boulevard, Suite 276
Anaheim, California 92805

#05-10

Subject: Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the Anaheim Regional Transportation Intermodal Center (ARTIC) project.

Dear Ms. Lai,

The City of Orange (City) has received the NOP for a DEIR for the ARTIC project, located in the City of Anaheim. City staff also attended the project scoping meeting held on February 24, 2010. The City understands that the project involves the relocation of the existing Metrolink/Amtrak station from its current location (south of Katella Avenue and west of SR-57 in Anaheim) to the ARTIC site (a 16-acre property, bound by SR-57, the Santa Ana River, and Katella Avenue). The project involves construction of a new 220,000 square-foot three-level facility at the ARTIC site, with 135,000 square feet above grade and 85,000 square feet below grade. Above grade, the facility would include terminal operations, passenger-oriented retail and restaurant uses, and civic space/public plaza. Bus waiting and service areas would be below grade, along with an underground concourse area with access to Metrolink/Amtrak. A new stub end track would be constructed along the rail line from the existing Anaheim station to just west of the Santa Ana River. Two platforms (1,000 feet long and 21 to 38 feet wide) would also be constructed. Douglass Road would be lowered and widened and a replacement rail bridge over Douglass Road would be constructed to accommodate the new three track/two platform configuration. A parking lot would be constructed south of the railroad right of way, and access to the facility would be from Katella Avenue, Douglass Road and the Santa Ana River Trail. Construction is expected to last approximately 26 months, and (according to a handout distributed at the scoping meeting) is scheduled to begin in 2011 with project completion in 2013.

The City supports ARTIC as a regional transit facility in Orange County. However, because the ARTIC site is located directly adjacent to our City boundary, the City also has an interest in ensuring that impacts to our community and infrastructure are adequately analyzed and mitigated. In addition, if mitigation measures or other improvements required to support the facility are

proposed within our jurisdiction, City approvals will be necessary in the future, potentially making the City a responsible agency under CEQA. As such, the City would appreciate consideration of the following comments:

Traffic

1. Because the project involves a large regional transportation facility and is located directly adjacent to the Orange City boundary, the City anticipates that the project will generate substantial vehicle trips that may use streets and intersections in Orange to travel to and from the project site. Therefore, the City requests that an a.m. and p.m. intersection analysis be included in the DEIR for the following intersections in Orange:
 - Main Street and Taft Avenue
 - Main Street and Katella Avenue
 - Main Street and Collins Avenue
 - Main Street and Oranewood Avenue
 - Main Street and Chapman Avenue
 - Eckhoff Street and Oranewood Avenue
 - Batavia Street and Taft Avenue
 - Batavia Street and Katella Avenue
 - Struck Avenue and Katella Avenue
 - The City Drive and Chapman Avenue
 - Rampart Street and Chapman Avenue
 - State College and Orange Center Drive
2. The City requests the DEIR address construction and operational traffic impacts. Potential impacts to Orange streets due to construction trips (including commute trips, haul trips, etc.), street closures, and/or detours should be addressed. For operational impacts, the City requests that the traffic analysis include existing conditions, project opening year with- and without-project, and “buildout” (2030) with- and without-project scenarios.
3. The City requests that operational trip estimates for ARTIC consider all proposed and reasonably foreseeable functions of the facility. Specifically, the ARTIC station is proposed to accommodate Metrolink and Amtrak operations (currently accommodated at the existing Anaheim station). In addition, ARTIC will accommodate increased train and user volumes resulting from the Metrolink Service Expansion, California High Speed Train (HST), and the Anaheim Fixed Guideway/Rapid Connection project in the future. Since the HST and Fixed Guideway are currently proposed projects (undergoing concurrent environmental review) and are planned to be accommodated by the proposed ARTIC facility, trip generation from these planned uses of the ARTIC station should be identified in the DEIR.
4. The City requests that the traffic analysis scenarios described above include traffic from cumulative projects as required by CEQA. In particular, the City requests that development on and around the ARTIC site pursuant to Anaheim’s Platinum Triangle Specific Plan Update be included in the cumulative projects analysis. In addition, please contact Amir Farahani, City Traffic Engineer at (714) 744-5536 for a list of relevant cumulative projects in Orange. Specifically, the City anticipates that development pursuant to the 2010 General Plan will be included in the cumulative “buildout” analysis.

For your information, the City is in the final public hearing stages of adopting its 2010 Comprehensive General Plan Update. The General Plan update proposes changes to the land use designations along Katella Avenue and in Uptown Orange, resulting in an increased development potential for the area, compared to current General Plan buildout projections. The Public Review Draft General Plan and EIR were circulated for public review in February and March 2009. The Orange City Council is scheduled to adopt the resolution formally approving the General Plan Update on March 9, 2010. For detailed information regarding the buildout projections for the adopted 2010 General Plan, please contact Anna Pehoushek, Principal Planner at (714) 744-7228 or apehoushek@cityoforange.org. Please also note that traffic impacts were analyzed for many of the intersections listed above as part of the 2010 General Plan EIR. As such, to the extent possible, please feel free to use traffic volumes from the General Plan Final EIR for the analysis of intersections in Orange.

5. The City requests that the discussion of any mitigation measures proposed within the City of Orange include a brief evaluation of feasibility, a calculation of the project's fair share proportion of recommended circulation improvements, and a discussion of the implementation vehicle for the circulation improvements. Also, the City requests notification and coordination at the earliest possible date during the development of the DEIR if any proposed alternatives or mitigation measures include changes to the circulation network in Orange (e.g. roadway or intersection widening).

Aesthetics & Land Use Compatibility

6. It is the City's understanding that the ARTIC structure is envisioned as a regional landmark facility and is proposed at three stories and 220,000 square feet. Considering the scale of the ARTIC facility and the proximity of the ARTIC site to the Santa Ana River Bike Trail and existing and future mixed use/multifamily uses allowed under the 2010 General Plan, the City requests that the DEIR address visual and land use compatibility issues in relation to the Katella Avenue corridor in Orange. Specifically, the City requests a photo simulation of a typical view from the Katella Avenue corridor in Orange, and also an analysis of bulk and mass, building height, shade/shadow, privacy, and lighting/glare effects.

Noise

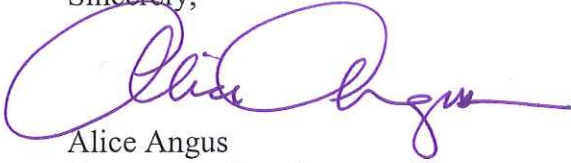
7. The ARTIC site is separated from the City's Katella Avenue corridor only by the width of the Santa Ana River. Considering the proposed use of the facility as a train station and future regional transportation hub for the High Speed Train and Anaheim Fixed Guideway projects, and considering the proximity of the ARTIC site to future mixed use/multifamily uses allowed under the 2010 General Plan, the City requests the DEIR address noise and vibration impacts to the surrounding area from construction and operation of the ARTIC facility. Traffic noise and rail station operations are of particular concern. The City requests projected noise and vibration contours, particularly along the Katella Avenue corridor in Orange.

Thank you for the opportunity to respond to the NOP for the ARTIC project. The City looks forward to reviewing the DEIR as soon as it is available, and to a successful working relationship with Anaheim on this project.

March 8, 2010

Page 4

Sincerely,



Alice Angus
Community Development Director
City of Orange

cc: John Sibley, City Manager
Joe DeFrancesco, Acting Public Works Director
Frank Sun, Deputy Director of Public Works
Amir Farahani, City Traffic Engineer
Anna Pehoushek, Principal Planner
Jennifer (McDonald) Le, Senior Planner/Environmental Review Coordinator

NCL 10-004

March 8, 2010

Ms. Jamie Lai, Transit Manager
City of Anaheim
Department of Public Works
200 S. Anaheim Boulevard, Suite 276
Anaheim, CA 92805

SUBJECT: Anaheim Regional Transportation Intermodal Center (ARTIC)

Dear Ms. Lai:

The County of Orange has reviewed the Notice of Preparation for the Anaheim Regional Transportation Intermodal Center (ARTIC) located in the City of Anaheim and offers the following comments:

Traffic

1. The Traffic study should analyze peak hour intersection conditions on each arterial providing direct access to the project from SR-57, SR 22, SR 55 and I-5.
2. Project traffic study should analyze cumulative traffic with existing and proposed uses in the Platinum Triangle especially during the peak traffic associated with sporting activities at the Anaheim stadium and Honda Center.
3. The traffic study should include near and long term analysis. The long term cumulative analysis should include traffic impacts associated with the proposed High-speed rail to Sacramento and the California-Nevada Maglev project.

Water Quality

1. A fourth term municipal separate storm sewer system (MS4) permit (Order No. R8-2009-0030) for the Santa Ana Region of Orange County was adopted on May 22, 2009 by the Santa Ana Regional Water Quality Control Board. This permit continues the definition of significant redevelopment established in the third term MS4 permits for Orange County (any project which exposes 5,000 square feet or more of soil). A project such as ARTIC, which meets this definition, would therefore be considered a "priority project".

A major change with the fourth term Santa Ana Region MS4 permit for Orange County is the requirement that all "priority projects" address, at a minimum, the volume of runoff generated by the 24 hr. 85th percentile storm event utilizing low impact development (LID) principles (infiltration, evapotranspiration, reuse, or biofiltration). Only by performing an infeasibility study can "treat and discharge" structural BMPs be employed, and even then, payment into a water quality credit or "in lieu" program may still be required. The details of the program are still being developed by the cities, County, and other stakeholders, but the new requirements are likely to take effect in early 2011 and grandfathering provisions are limited.

Given the anticipated timing of this project, and the fact that it will discharge stormwater runoff directly into Orange County Flood Control District Right of Way (Santa Ana River), a project specific Water Quality Management Plan (WQMP) which meets the requirements of the fourth term Santa Ana Region MS4 permit for Orange County will need to be prepared and approved by the City of Anaheim. The County would like to request at this time, the opportunity to review and comment on the ARTIC WQMP prior to its approval, in order to ensure that it meets MS4 permit requirements.

2. Construction projects disturbing one or more acre of soil are required to obtain coverage under the statewide General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ adopted on September 2, 2009).

Flood Control/Santa Ana River/Bikeways/Riding and Hiking Trails

1. The DEIR needs to contain detailed maps of the ARTIC project and clearly indicate any proposed feature that would encroach upon the right-of-way or impact facilities owned by the County of Orange and/or the Orange County Flood Control District (OCFCD), including but not limited to the Santa Ana River.
2. The DEIR needs to identify and show on appropriate plans all County and/or OCFCD facilities in the vicinity of the ARTIC project and describe any impact and propose appropriate mitigation.
3. The ARTIC project site is bordered on the east by the Santa Ana River which is owned and maintained by the OCFCD. Any work related to the ARTIC project that would cause an encroachment or construction within OCFCD's right of way for the Santa Ana River Channel, as well as any other OCFCD facility in the vicinity of the ARTIC project to be identified in the DEIR, or impact any of the river features including but not limited to the levees, access roads, maintenance roads, recreational trails and landscaping would be subject to OCFCD's review and approval under a County Property Permit. Because the Santa Ana River Channel was recently improved by the US Army Corps of Engineers (Corps) as a part of the Santa Ana River Mainstem Project, any proposed construction within the river right-of-way must also receive prior engineering review and approval from the Corps. This engineering review, which is completely separate from the Corps' environmental review and permitting, will be accomplished as a part of the County's permit process.

4. Any proposed construction in the vicinity or within the OCFCD right of way shall be performed in a manner that would not obstruct the existing maintenance roads, accesses to public streets or accesses to the river bottom, nor interfere with or disrupt OCFCD's ability to perform operation and maintenance activities.
5. Because the areas adjacent to the Santa Ana River are protected by the river levees, any construction in the vicinity of the levees that might impact the structural integrity of the levees such as excavations for underground parking facilities need to be identified in the DEIR. Impacts resulting from such construction activities need to be analyzed, mitigated or altogether avoided.
6. As referenced in the comment above, the Santa Ana River incorporates a system of recreational trails (Class I Bicycle as well as a Riding and Hiking Trail). The master-planned bikeway and trail are regional routes serving commuter and recreational cyclists, walkers, runners, joggers and equestrian riders. The County estimates that approximately 500,000 bikeway and trail visitors use these routes annually. In the future the Santa Ana River Bikeway and Trail will connect to other upstream lengths of these same routes in Riverside and San Bernardino Counties eventually reaching the foothills of the San Bernardino Mountains. As the trail and bikeway are extended it is anticipated that the number of bikeway and trail users will increase. The following comments are related to the existing recreational trails:
 - a. Any proposed impact to the existing trail system including any new proposed connections, improvements or encroachments (including temporary construction access) need review and approval by OC Parks as well as OCFCD.
 - b. The DEIR needs to consider and address any potential increase in the pedestrian or bicycle users on the existing Class I Bikeway and the parallel Riding and Hiking Trail resulting from the ARTIC project. The DEIR should consider the potential conflict between bicycle and pedestrian traffic and recommend appropriate design solutions to convey users safely from ARTIC to and from the bikeway or trail. The DEIR should address design issues such as adequate site distances, construction of new or upgraded "T" bikeway and pedestrian intersections to the river trails, new signage, landscaping and other trail amenities. The bicycle trail design criteria shall be in accordance with Chapter 1000 of the Caltrans Highway Design Manual and the applicable criteria established by OC Parks. All proposed new connections to the trail system shall be sized to also accommodate access for emergency vehicles.
 - c. The Santa Ana River Regional Riding and Hiking Trail is deficient from Orangewood to Katella Avenue. Three narrow lengths of non-contiguous trail were installed just below the 57 freeway, between the 57 freeway and the existing railroad bridge undercrossing, and from the railroad bridge undercrossing to Katella Avenue as the County simply lacks the necessary right-of-way to install a full width trail. Currently, trail users must share the bikeway for much of this distance. The potential introduction of new users to the existing trail system, combined with a deficient trail could exacerbate the potential for bikeway and pedestrian accidents. Previously, the City of Anaheim had indicated receptiveness towards providing right of way for the extra width needed in these areas. We hope the City would address this need in the ARTIC project planning and in the DEIR. The ARTIC project could provide an

opportunity to make a significant contribution to user safety and the trails' beneficial uses.

- d. Any temporary closure of the existing Class I Bikeway including the existing Class I Bikeway crossing of the river along the north side of Katella Avenue Bridge would need a Class I detour subject to review and approval by OC Parks.
7. The Orange County Water District operated the GWRS pipeline along and within the west levee of the Santa Ana River as well as a number of groundwater monitoring wells, etc. OCWD also performs groundwater recharge operations within the invert of the Santa Ana River. The DEIR needs to identify and address any impacts resulting from the ARTIC project to these facilities or activities.
8. The DEIR needs to identify and address all local drainage facilities including but not limited to those that enter the Santa Ana River such as the existing drains from SR-57 and the Honda Center.
9. The DEIR needs to identify and address all floodplain regulations applicable to the proposed ARTIC project.

General Comments

Project should analyze compliance with AB 32 and SB 375 provisions.

If you have any questions, please call me at (714) 834-2694 or contact Mary Ann Jones at (714) 834-2646.

Sincerely,



Harry Persaud, AICP, PMP
Manager, OC Planned Communities/OC Planning
Harry.Persaud@ocpw.ocgov.com

HP/maj

cc: Jess Carbajal, Director, OC Public Works
Ignacio Ochoa, Director/Chief Engineer, OC Engineering
Rick LeFeuvre, Interim Director, OC Planning
Rich Adler, Manager, OC Parks



AIRPORT LAND USE COMMISSION

FOR ORANGE COUNTY

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

March 8, 2010

Jamie Lai, Transit Manager
City of Anaheim, Department of Public Works
200 S. Anaheim Boulevard, Suite 276
Anaheim, CA 92805

Subject: Notice of Preparation of a DEIR for Anaheim Regional Transportation Intermodal Center (ARTIC)

Dear Ms. Lai:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) of a Draft Environmental Impact Report for the ARTIC project. The proposed project area is not located within the airport planning areas for Fullerton Municipal Airport (FMA) or Joint Forces Training Base Los Alamitos. Therefore, the Airport Land Use Commission (ALUC) for Orange County has no comment related to land use, noise or safety compatibility with the *Airport Environs Land Use Plan (AELUP) for FMA or Joint Forces Training Base, Los Alamitos*.

Although the project area is located outside of the airport planning areas, please be aware that development proposals which include the construction or alteration of a structure more than 200 feet above ground level, require filing with the Federal Aviation Administration (FAA). Projects meeting this threshold must comply with procedures provided by Federal and State law, with the referral requirements of the ALUC, and with all conditions of approval imposed or recommended by the FAA and ALUC including filing a Notice of Proposed Construction or Alteration (FAA Form 7460-1). In order to accurately identify if the proposed project surpasses the 200 feet above ground level threshold, the project description should include the proposed project elevations using North American Vertical Datum 1988 (NAVD88).

In addition, the DEIR should identify if the project allows for heliports as defined in the *Orange County AELUP for Heliports*. 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.

Thank you again for the opportunity to comment on the Initial Study. Please contact Lea Umnas at (949) 252-5123 or via email at lumnas@ocair.com should you have any questions related to the Orange County Airport Land Use Commission.

Sincerely,



Kari A. Rigoni
Executive Officer

for Kari Rigoni

DEPARTMENT OF TRANSPORTATION

District 12

3337 Michelson Drive, Suite 380

Irvine, CA 92612-8894

Tel: (949) 724-2241

Fax: (949) 724-2592

Post-it® Fax Note	7671	Date	3-8-10	# of pages	3
To	Jamie Lai	From	M. Molavi		
Co./Dept.	Anaheim	Co.	Caltrans D-12		
Phone #	714-765-5049	Phone #	724-2267(949)		
Fax #	714-765-5225	Fax #			



*Flex your power!
Be energy efficient!*

March 8, 2010

Jamie Lai
City of Anaheim
200 South Anaheim Boulevard
Anaheim, California 92805

File: IGR/CEQA
SCH#: 2009071071
IGR Log #: 2324-A
I-5, SR-22, SR-57

Subject: Anaheim Regional Transportation Intermodal Center (ARTIC)

Dear Ms. Lai,

Thank you for the opportunity to review and comment on the Notice of Preparation for Draft Environmental Impact Report for the **Anaheim Regional Transportation Intermodal Center (ARTIC)**. ARTIC would relocate the existing Anaheim Station (Metrolink and Amtrak) to a new location southwest of the existing location on the opposite side of SR-57. Development of the proposed project is necessary due to increasing rail passenger demand, the inability to sustainably expand the existing Metrolink Station parking, limited access to the existing Metrolink site, and the need for connections enabling travelers to transfer from one mode of transit service to another a regional hub. ARTIC's development is an integral element of OCTA's gateway to regional rail program. ARTIC also fits well in the Renewed Measure M project "T" program that will provide funding to convert Metrolink stations to regional gateways that will connect Orange County with high speed rail systems. The proposed ARTIC site is planned to be the only Orange County Metrolink station site designated as a destination stop by the California High Speed Rail Authority. The project site is located in the City of Anaheim and is bounded by SR-57, Katella Avenue, Douglas Street, the Santa Ana River, and the LOSSAN rail corridor.

The California Department of Transportation (Department), District 12 is a commenting agency on this project and has the following comments:

1. The EIR should acknowledge the Departments' standard of maintaining a target Level of Service (LOS) at the transition between LOS C and LOS D on State highway facilities including but not limited to freeway segments, intersections, and on/off ramps (weaving, queuing, merging, and diverging). The Department acknowledges that this may not always be feasible and recommends that the lead agency consult with the Department to determine the appropriate target LOS. If an existing State highway facility is operating at less than the appropriate target LOS, the existing MOE should be maintained.
2. The Department's Traffic Operations Branch requests all traffic analysis be based on the method outlined in the latest version of the Highway Capacity Manual (HCM) when analyzing traffic impacts on State Transportation Facilities including but not limited to freeway segments,

highway segments, intersections, on or off ramps (weaving, queuing, merging and diverging). The use of HCM is preferred by the Department because it is an operational analysis as opposed to the Intersection Capacity Utilization (ICU) method, which is a planning analysis. In the case of projects that have direct impacts on State Facilities, the Department recommends that the traffic impact analysis be based on HCM method. Should the project require an encroachment permit, Traffic Operations may find the Traffic Impact Study based on ICU methodology inadequate resulting in possible delay or denial of a permit by the Department. All input sheets, assumptions and volumes on State Facilities including ramps and intersection analysis should be submitted to the Department for review and approval. All environmental documents should include appropriate mitigation measures to offset any potential impacts. The traffic impact on the state transportation system should be evaluated based on the Department's Guide for the Preparation of Traffic Impact Studies which is available at: <http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>.

3. This project has the potential to significantly impact the I-5, SR-57, and SR-22, freeways mainline and interchanges, ramps and intersections. Impacts of development causing operating conditions to deteriorate to deficient levels of service, or impacts adding to an existing deficient level of service condition require mitigation.
4. The Department has interest in working cooperatively to establish a Traffic Impact Fee (TIF) program to mitigate such impacts on a "fair share" basis. Local development project applicants would pay their "fair share" to an established fund for future transportation improvements on the state highway system. If there is an existing TIF program, it can be amended to include mitigation for the state highway system or a new TIF program may be considered. The Department requests the opportunity to participate in the TIF for state highway improvements development process.
5. The Department has an established methodology standard used to properly calculate equitable project share contribution. This can be found in Appendix B of the Department's Guide for the Preparation of Traffic Impact Studies which is available at <http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>.
6. The project is in close proximity to I-5, SR-57, and SR-22, therefore, the project EIR should include alternatives for commuters to easily access ARTIC by means other than the single occupant vehicle. The Department recognizes that non-motorized travel is a vital element of the transportation system and therefore, encourages communities to make pedestrian and bicycle activity possible, thus expanding transportation options, and creating a streetscape that better serves a range of users: pedestrians, bicyclists, transit riders, rideshare and automobiles.
7. For CEQA purposes, the Department does not consider the Congestion Management Plan (CMP) significance threshold of an increase in v/c more than 1% ramps or 3% for mainline appropriate. For analysis of intersections connecting to State facilities, ramps and freeway mainline, we recommend early coordination occur to discuss level of significance thresholds related to traffic and circulation.
8. Submit final Hydrology/Hydraulic report and plans to the Department for review and comments for any potential impacts to the Department's right of way. In the event of any activity in Department's right-of-way, an encroachment permit will be required. Applicants are

required to plan for sufficient permit processing time, which may include engineering studies and environmental documentation.

9. If any project work (e.g. storage of materials, street widening, emergency access improvements, sewer connections, sound walls, storm drain construction, street connections, etc.) will occur in the vicinity of the Department Right of Way, an encroachment permit is required prior to commencement of work. Please allow 2 to 4 weeks for a complete submittal to be reviewed and for a permit to be issued. When applying for an Encroachment Permit, please incorporate Environmental Documentation, SWPPP/ WPCP, Hydraulic Calculations, Traffic Control Plans, Geotechnical Analysis, Right of Way certification and all relevant design details including design exception approvals. For specific details on the Department Encroachment Permits procedure, please refer to the Department Encroachment Permits Manual. The latest edition of the manual is available on the web site:
<http://www.dot.ca.gov/hq/traffops/developserv/permits/>
10. All work within the State Right of Way must conform to The Department Standard Plans and Standard Specifications for Water Pollution Control, including production of a Water Pollution Control Program (WPCP) or Storm Water Pollution Prevention Plan (SWPPP) as required. Any runoff draining into The Department Right of Way from construction operations, or from the resulting project, cannot be approved by District 12 Environmental Planning. Measures must be incorporated to contain all vehicle loads and avoid any tracking of materials, which may fall or blow onto The Department roadways or facilities. Please note that all projects involving soil disturbance activities should pay extra attention to storm water pollution control during the "Rainy Season" (October 1st - April 30th) and follow the Water Pollution Control BMPs to minimize impact to the receiving waters.
11. If traffic noise impacts are predicted, noise abatement should be considered. Any attenuation of freeway traffic noise is the responsibility of the developers of the project. The Department will not participate in any noise attenuation measures.

Please continue to keep us informed of this project and any future developments that could potentially impact State transportation facilities. If you have any questions or need to contact us, please do not hesitate to call Maryam Molavi at (949) 724-2267.

Sincerely,



Christopher Herre, Branch Chief
Local Development/Intergovernmental Review

C: Terry Roberts, Office of Planning and Research

Comments received via email during 2010 Scoping Period

-----Original Message-----

From: David.H.Sulouff@uscg.mil [mailto:David.H.Sulouff@uscg.mil]

Sent: Thursday, February 18, 2010 10:48 AM

To: myanez-forgash@arellanoassociates.com

Cc: rruiz@anaheim.net

Subject: ARTIC INTERMODAL TRANSPORTATION PROJECT, ANAHEIM, CA

Greetings:

Under the provisions of the Coast Guard Authorization Act of 1982, the Coast Guard has determined this project does not require Coast Guard involvement for bridge permit purposes.

It appears the subject project will not involve bridges, in/over/on navigable waters of the U.S. Therefore, a federal bridge permit under the provisions of the General Bridge Act 1946, as amended will not be required.

David H. Sulouff
Chief, Bridge Section
Eleventh Coast Guard District
50-2 Coast Guard Island
Alameda, CA 94501
(510) 437-3516 Office
(510) 219-4366 cel
(510) 437-5836 fax

-----Original Message-----

From: Sylvia Vega [mailto:sylvia_vega@dot.ca.gov]
Sent: Thursday, February 18, 2010 10:04 AM
To: myanez-forgash@arellanoassociates.com
Subject: Re: ARTIC - Notice of Public Scoping Meeting Feb. 24

I attended a Scoping Meeting last fall. Is this a second scoping meeting?
Or is this a public hearing?

Sylvia Vega, District 12
Deputy District Director
Environmental Division
(949) 724-2018

Note: Starting August 2009, Caltrans will be closed the first, second and third Friday of every month due to the mandated Furlough Program through June 2010. Thank you for your patience and understanding.

The ARTIC Project
<myanez-forgash@arellanoassociates.com>
To: sylvia.vega@dot.ca.gov
cc:
02/17/2010 04:06 PM
Subject: ARTIC - Notice of Public Scoping Meeting Feb. 24
Please respond to myanez-forgash@arellanoassociates.com

Notice of Public Scoping Meeting Feb. 24, 2010

Where:
Anaheim West Tower Gordon Hoyt Conf. Ctr., 2nd Fl.
201 South Anaheim Boulevard
Anaheim, CA 92805

(Embedded image moved to file: pic22702.gif)Driving Directions

When:
February 24, 2010 at 4:30 p.m.
Visit anytime between 4:30 p.m. and 6:30 p.m.

Parking:
Parking for the meeting will be at:
City of Anaheim Parking Structure
200 South Anaheim Boulevard
Anaheim, CA 92805

Notice of Public Scoping Meeting
For the Anaheim Regional Transportation
Intermodal Center (ARTIC) Draft
Environmental Impact Report

The City of Anaheim is responsible for preparing the Draft Environmental Impact Report (DEIR) for construction/ operation of the proposed ARTIC Project. ARTIC will be an intermodal transportation facility that will replace the existing Metrolink/Amtrak

station currently located south of Katella Avenue and west of the Orange Freeway (SR-57). The proposed ARTIC site is located on a 16-acre site south of Katella Avenue, east of SR-57 and Douglass Road, and west of the Santa Ana River.

(Embedded image moved to file: pic04144.jpg)

Anaheim logo ARTIC will be an iconic transportation facility where people will seamlessly move between transit services to reach Southern California activity centers and business districts. The station will accommodate passenger arrivals, departures and transfers with supporting retail, restaurants and passenger services within the building.

Your Input Counts

Interested individuals, organizations, and agencies are invited to participate to learn more about the project and provide comments on what issues you would like to see addressed in the environmental document.

Can't Attend?

Comments may be submitted by March 8, 2010
Contact: Ruth Ruiz, Public Information Specialist,
City of Anaheim
Office: (714) 765-5060 Email: rruiz@anaheim.net
200 South Anaheim Boulevard, Anaheim, CA 92805

[Register Now!](#)

Additional information may be found at:
www.articinfo.com

Haga click aqui para ver este aviso público en español

E-mail: glessner@pbworld.com
Web: www.pbworld.com

From: trigal@aol.com [mailto:trigal@aol.com]
Sent: Thursday, April 15, 2010 9:41 PM
To: Glessner, Robert
Subject: Re: 100415--ARTIC--Question on Bike and Hiking?

I use the bike/multi-use trail through the city on a regular basis. I know that the Platinum Triangle development along with ARTIC will bring a lot of new users to the area. I have a concern and a suggestion. My concern is that bike through traffic in the area will be impacted by the increase in visitors to ARTIC, as people seek a way to get some exercise, perhaps while waiting for a train or bus...and will wander out onto the bike path. Currently the bike path in that area has steep climbs and blind curves. The increased traffic on the path, without a safe alternate for walkers/hikers/strollers, will lead to an increase in bike-pedestrian accidents and possibly more fatalities.

My suggestion is that there is a sort of parallel promenade area designed into the project that connects with the planned regional hiking path that will parallel the bike path from Katella north and the train tracks south. Perhaps the promenade can have seats or viewing areas along the edge, or kiosk retail nearby. It would be a way to showcase the river area while keeping pedestrians (strollers, walkers, etc) safely separate from the bikeway. I would also like to see bike lockers and facilities to encourage people to ride to the train station, utilize the retail area, secure a bike, and then take the train to their destination. We need some green alternatives built into this plan, since all I see is lots of room for parking, taxis, trains, buses, but no pedestrian or bike-friendly references. Thanks so much. Please do forward my suggestions to the design team.

Carolyn Bryant

-----Original Message-----

From: Glessner, Robert <Glessner@pbworld.com>
To: trigal@aol.com
Sent: Thu, Apr 15, 2010 4:25 pm
Subject: 100415--ARTIC--Question on Bike and Hiking?

Greetings Ms. Bryant,,

Laura Muna-Landa forwarded your contact information. I understand that your interest is in biking and hiking. Please forward your comments to me and I will be glad to forward them onto the design team.

Respectfully,

Robert K. Glessner, AICP
Supervising Planner

In order to be more productive I check e-mails at time of arrival (30-minutes), lunch hour, and 30 minutes before I leave at the end of day. Call me if you have an immediate need.

Parsons Brinckerhoff
505 S Main Street, Suite 900
Orange, CA 92868
Direct: 1 - 714 - 973 - 4880 xt 713
Mobile: 1 - 714 - 390 - 9631
E-mail: glessner@pbworld.com
Web: www.pbworld.com

2009 Scoping Period Comments

DEPARTMENT OF TRANSPORTATION

District 12
3337 Michelson Drive, Suite 380
Irvine, CA 92612-8894
Tel: (949) 724-2241
Fax: (949) 724-2592



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Re-sending letter due to typo errors

Post-It [®] Fax Note	7671	Date	8-2-09	# of pages	4
To	Jennifer Bergener		From	M. Molawi	
Co./Dept	OCTA		Co.	Caltrans D-12	
Phone #	714-560-5462		Phone #	949-724-2267	
Fax #	714-560-5734		Fax #		

Attention: Nadia Faehar

August 18, 2009

Jennifer Bergener
Orange County Transportation Authority
600 South Main Street
Orange, California 92863

File: IGR/CEQA
SCH#: 2009071071
IGR Log #: 2324
I-5, SR-22, SR-57

Subject: Anaheim Regional Transportation Intermodal Center (ARTIC)

Dear Ms. Bergener,

Thank you for the opportunity to review and comment on the Notice of Preparation for Draft Environmental Impact Report for the Anaheim Regional Transportation Intermodal Center (ARTIC). ARTIC would relocate the existing Anaheim Station (Metrolink and Amtrak) to a new location southwest of the existing location on the opposite side of SR-57. Development of the proposed project is necessary due to increasing rail passenger demand, the inability to sustainably expand the existing Metrolink Station parking, limited access to the existing Metrolink site, and the need for connections enabling travelers to transfer from one mode of transit service to another a regional hub. ARTIC's development is an integral element of OCTA's gateway to regional rail program. ARTIC also fits well in the Renewed Measure M project "T" program that will provide funding to convert Metrolink stations to regional gateways that will connect Orange County with high speed rail systems. The proposed ARTIC site is planned to be the only Orange County Metrolink station site designated as a destination stop by the California High Speed Rail Authority. The project site is located in the City of Anaheim and is bounded by SR-57, Katella Avenue, Douglas Street, the Santa Ana River, and the LOSSAN rail corridor.

The California Department of Transportation (Department), District 12 is a commenting agency on this project and has the following comments:

1. The EIR should acknowledge the Departments' standard of maintaining a target Level of Service (LOS) at the transition between LOS C and LOS D on State highway facilities including but not limited to freeway segments, intersections, and on/off ramps (weaving, queuing, merging, and diverging). The Department acknowledges that this may not always be feasible and recommends that the lead agency consult with the Department to determine the appropriate target LOS. If an existing State highway facility is operating at less than the appropriate target LOS, the existing MOE should be maintained.

2. The Department's Traffic Operations Branch requests all traffic analysis be based on the method outlined in the latest version of the Highway Capacity Manual (HCM) when analyzing traffic impacts on State Transportation Facilities including but not limited to freeway segments, highway segments, intersections, on or off ramps (weaving, queuing, merging and diverging). The use of HCM is preferred by the Department because it is an operational analysis as opposed to the Intersection Capacity Utilization (ICU) method, which is a planning analysis. In the case of projects that have direct impacts on State Facilities, the Department recommends that the traffic impact analysis be based on HCM method. Should the project require an encroachment permit, Traffic Operations may find the Traffic Impact Study based on ICU methodology inadequate resulting in possible delay or denial of a permit by the Department. All input sheets, assumptions and volumes on State Facilities including ramps and intersection analysis should be submitted to the Department for review and approval. All environmental documents should include appropriate mitigation measures to offset any potential impacts. The traffic impact on the state transportation system should be evaluated based on the Department's Guide for the Preparation of Traffic Impact Studies which is available at: <http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>.
3. This project has the potential to significantly impact the I-5, SR-57, and SR-22, freeways mainline and interchanges, ramps and intersections. Impacts of development causing operating conditions to deteriorate to deficient levels of service, or impacts adding to an existing deficient level of service condition require mitigation.
4. The Department has interest in working cooperatively to establish a Traffic Impact Fee (TIF) program to mitigate such impacts on a "fair share" basis. Local development project applicants would pay their "fair share" to an established fund for future transportation improvements on the state highway system. If there is an existing TIF program, it can be amended to include mitigation for the state highway system or a new TIF program may be considered. The Department requests the opportunity to participate in the TIF for state highway improvements development process.
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8. Submit final Hydrology/Hydraulic report and plans to the Department for review and comments for any potential impacts to the Department's right of way. In the event of any activity in Department's right-of-way, an encroachment permit will be required. Applicants are required to plan for sufficient permit processing time, which may include engineering studies and environmental documentation.

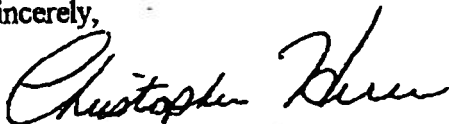
9. If any project work (e.g. storage of materials, street widening, emergency access improvements, sewer connections, sound walls, storm drain construction, street connections, etc.) will occur in the vicinity of the Department Right of Way, an encroachment permit is required prior to commencement of work. Please allow 2 to 4 weeks for a complete submittal to be reviewed and for a permit to be issued. When applying for an Encroachment Permit, please incorporate Environmental Documentation, SWPPP/ WPCP, Hydraulic Calculations, Traffic Control Plans, Geotechnical Analysis, Right of Way certification and all relevant design details including design exception approvals. For specific details on the Department Encroachment Permits procedure, please refer to the Department Encroachment Permits Manual. The latest edition of the manual is available on the web site:
<http://www.dot.ca.gov/hq/traffops/developserv/permits/>

10. All work within the State Right of Way must conform to The Department Standard Plans and Standard Specifications for Water Pollution Control, including production of a Water Pollution Control Program (WPCP) or Storm Water Pollution Prevention Plan (SWPPP) as required. Any runoff draining into The Department Right of Way from construction operations, or from the resulting project, cannot be approved by District 12 Environmental Planning. Measures must be incorporated to contain all vehicle loads and avoid any tracking of materials, which may fall or blow onto The Department roadways or facilities. Please note that all projects involving soil disturbance activities should pay extra attention to storm water pollution control during the "Rainy Season" (October 1st - April 30th) and follow the Water Pollution Control BMPs to minimize impact to the receiving waters.

11. If traffic noise impacts are predicted, noise abatement should be considered. Any attenuation of freeway traffic noise is the responsibility of the developers of the project. The Department will not participate in any noise attenuation measures.

Please continue to keep us informed of this project and any future developments that could potentially impact State transportation facilities. If you have any questions or need to contact us, please do not hesitate to call Maryam Molavi at (949) 724-2267.

Sincerely,



Christopher Herre, Branch Chief
Local Development/Intergovernmental Review

C: Terry Roberts, Office of Planning and Research

ENVIRONMENTAL REVIEW REQUIREMENTS FOR ENCROACHMENT PERMITS

Any Party, outside of Caltrans, that does work on a State Highway or Interstate Highway in California needs to apply for an encroachment permit. To acquire any encroachment permit, environmental concerns must be addressed. Environmental review of encroachment permit applications may take 3 weeks if the application is complete or longer if the application is incomplete. For soil disturbing activities (e.g. geotechnical borings, grading, usage of unpaved roads from which dirt and other materials may be tracked onto the State/Interstate highways, etc.), compliance with Water Quality and Cultural Resources Provisions are emphasized. Surveys may/ may not be soil-disturbing activities, depending on the site and survey method.

A complete application for environmental review includes the following:

1. If an environmental document (CE, EIR/EIS, ND, etc.) has been completed for the project, copy of the final approved document must be submitted with the application.
2. **Water Quality Provision:** All work within the State Right of Way must conform to Caltrans Standard Plans and Standard Specifications for Water Pollution Control including production of a Water Pollution Control Program or Storm Water Pollution Prevention Plan as required. The applicant must provide Encroachments with a copy of the Storm Water Pollution Prevention Plan (SWPPP) including Best Management Practices (BMPs) to be implemented for construction activities impacting Caltrans Right of Way, prepared for this as required by the NPDES Statewide Storm Water Permit for General Construction Activities. If no SWPPP has been prepared for this project, then the applicant must follow the requirements described in the attached Water Pollution Control Provisions (please see attachment).
3. **Cultural Resources Provisions:** If not included in the environmental document, before permit approval and project construction, the encroachment permit applicant must complete a Cultural Resource Assessment pursuant to Caltrans Environmental Handbook, Volume 2, Appendix B-1, and Exhibit 1, as amended. The Cultural Resources Assessment ascertains the presence or absence of cultural resources within a one-mile radius of the project area and evaluates the impact to any historical/cultural resource. Cultural Resources include "those resources significant in American history, architecture, archaeology, and culture, including Native American Resources" (Caltrans Environmental Handbook, Volume 2, Chapter 1, as amended). The Cultural Resource Assessment must include:
 - a) a clear project description and map indicating project work, staging areas, site access, etc.;
 - b) a Record Search conducted at the South Central Coastal Information Center (SCCIC) located at California State University, Fullerton. For information call (714) 278-5395;
 - c) proof of Native American consultation. Consultation involves contacting the Native American Heritage Commission (NAHC), requesting a search of their Sacred Lands File, and following the recommendations provided by the NAHC. For information call (916) 653-4082;
 - d) documentation of any historic properties-(e.g. prehistoric and historic sites, buildings, structures, objects, or districts listed on, eligible for, or potentially eligible for listing on the National Register of Historic Places) within a one mile radius of the project area;
 - e) and a survey by qualified archaeologist for all areas that have not been previously researched.

The SCCIC and NAHC have an approximate turn around time of 2 weeks.

4. **Biological Resources Provisions:** Work conducted within Caltrans Right of Way should have the appropriate plant and wildlife surveys completed by a qualified biologist. If the information is not included in the environmental document, Environmental Planning requests that the applicant submit a copy of the biological study, survey, or technical report by a qualified biologist that provides details on the existing vegetation and wildlife at the project site and any vegetation that is to be removed during project activities. Official lists and databases should also be consulted for sensitive species such as the California Natural Diversity Database and lists provided by the U.S. Fish and Wildlife Service and the California Department of Fish and Game. Any impacts that affect waterways and drainages and/or open space during construction, or that occur indirectly as a result of the project must be coordinated with the appropriate resource agencies. As guidance, we ask that the applicant include:
 - a) clear description of project activities and the project site
 - b) completed environmental significance checklist (not just yes and no answers, but a description should be given as to the reason for the response),
 - c) staging/storage areas noted on project plans,
 - d) proposed time of year for work and duration of activities (with information available),
 - e) any proposed mitigation (if applicable to the project),
 - f) and a record of any prior resource agency correspondence (if applicable to the project).



CITY OF ORANGE

DEPARTMENT OF COMMUNITY DEVELOPMENT

www.cityoforange.org

ADMINISTRATION
(714) 744-7240
fax: (714) 744-7222

PLANNING DIVISION
(714) 744-7220
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BUILDING DIVISION
(714) 744-7200
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CODE ENFORCEMENT DIVISION
(714) 744-7244
fax: (714) 744-7245

August 14, 2009

Ms. Jennifer Bergener
Rail Program Manager
OCTA
600 South Main Street
Orange, California 92868

#22-09

Subject: Notice of Preparation (NOP) of a Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the Anaheim Regional Transportation Intermodal Center (ARTIC) project.

Dear Ms. Bergener,

The City of Orange (City) has received the NOP for an EIR/EIS for the ARTIC project, located in the City of Anaheim. The project site is located on a 15-acre site, bound by SR-57, the Santa Ana River, and Katella Avenue and is adjacent to the Orange City boundary. The project involves phased development of ARTIC, with Phase I completion in 2013 and Phase II and III completion by 2030. Generally, Phase I includes removal of the existing Anaheim station, construction of the ARTIC terminal (including trackwork, platforms, and pedestrian under or overcrossings), street improvements (for example, the widening and lowering of Douglas Avenue), supporting buildings (including a 13,000 square foot terminal, 30,000 square feet of civic space, and 23,000 square feet of retail uses), and 1,255+ parking spaces. The initial ARTIC complex would accommodate existing Metrolink and Amtrak Services including the Metrolink Service Expansion Program, as well as services such as Bus Rapid Transit and other rubber-tire fixed route and shuttle services. Phase II and III include connections to other transportation services such as the Anaheim Fixed Guideway project and the High Speed Train, as well as additional mixed use development (which could include civic space, retail, commercial, office, entertainment, hotel, and/or residential uses) in accordance with the Platinum Triangle Specific Plan. The City understands that the Anaheim Fixed Guideway project, the High Speed Train project (from Los Angeles to Anaheim), and the Platinum Triangle Specific Plan Update are related projects and are undergoing environmental review separately but concurrently with the ARTIC project.

The City supports ARTIC as a regional transit facility. However, because the ARTIC site is located directly adjacent to our jurisdictional boundary, the City also has an interest in ensuring that impacts to our community and infrastructure are adequately analyzed and mitigated. In addition, if mitigation measures or other improvements required to support the facility are proposed within our

jurisdiction, City approvals will be necessary in the future, potentially making the City a responsible agency under CEQA. As such, the City would appreciate consideration of the following comments:

1. The NOP's Initial Study, Questions XV(e) thru XV(g), state that "A detailed traffic and circulation study will be prepared to determine the potential traffic impacts resulting from the implementation of the proposed project...". The City anticipates that the project will generate traffic trips that will use streets and intersections within Orange jurisdiction. Therefore, the City requests an a.m. and p.m. intersection analysis in the Traffic section of the EIR/EIS for the following intersections located in Orange:

- Main Street and Taft Avenue
- Main Street and Katella Avenue
- Main Street and Collins Avenue
- Main Street and Orangewood Avenue
- Main Street and Chapman Avenue
- Eckhoff Street and Orangewood Avenue
- Batavia Street and Taft Avenue
- Batavia Street and Katella Avenue
- Struck Avenue and Katella Avenue
- The City Drive and Chapman Avenue
- Rampart Street and Chapman Avenue
- State College and Orange Center Drive

The City expects that the traffic analysis will include existing conditions and Phase I, Phase II and Phase III opening year analyses, with and without project. If mitigation such as a physical improvement to a roadway or intersection in Orange is required, the City requests a brief evaluation of feasibility, as well as a calculation of the project's fair share proportion of any recommended circulation improvements.

2. The NOP states that Phase I of the project will be studied at a "Project Level", while both Phases II and III are to be analyzed at a "Program Level". This approach is of concern to the City (particularly in the area of traffic impacts) if it means that detailed traffic information (sufficient to identify project impacts and mitigation for Orange intersections) will not be generated for Phase II and III of the ARTIC project. This issue is further complicated by projects such as the Anaheim Fixed Guideway, High Speed Train, and Platinum Triangle Specific Plan Update which involve improvements to the ARTIC site, but are undergoing separate and concurrent environmental review processes. The City is concerned that because there is overlap between the various projects, the ARTIC EIR/EIS may defer analysis to another EIR, such that the City will not reasonably be able to determine impacts of the ARTIC project beyond Phase I.

To address this concern and in order for meaningful environmental review to occur, the City requests that the ARTIC traffic analysis include trip generation, distribution, and ICU/ LOS analysis for each intersection/ roadway segment affected by project trips, for each phase of the project. To the extent that impacts are analyzed in a separate environmental document (for

example, impacts of the High Speed Train component of ARTIC, or impacts resulting from land use allowed pursuant to the updated Platinum Triangle Specific Plan), the City requests the impact information specific to the ARTIC site be incorporated into the ARTIC EIR/EIS's Phase II and Phase III analyses.

3. The City is currently in the public hearing phase of its Comprehensive General Plan update. The Draft EIR was circulated for public review in February and March 2009. The General Plan Update proposes changes in land use designations along Katella Avenue and in Uptown Orange (the City Center area), potentially resulting in higher future traffic volumes on City streets. The proposed land use scenario for the West Katella Corridor incorporates a mixed-use scenario that would accommodate an additional 383 multi-family dwelling units, and an additional 2,751,000 square feet of non-residential (retail and office) development over our current General Plan build out condition. In the case of Uptown Orange, a mixed-use land use scenario is also proposed, which would accommodate 4,110 additional housing units and 2,312,000 square feet of non-residential development. The General Plan Update should be considered as a cumulative project for intersections in Orange for the ARTIC buildout analysis scenario. Traffic impacts were analyzed within our General Plan Update EIR for many of the intersections listed above. As such, to the extent possible please use traffic volumes from the General Plan Update Traffic Analysis and the Response to Comments/Final EIR for intersections in Orange. Doug Keys at (714) 744-5643 may be contacted for more detailed information.
4. Based on the information obtained at the ARTIC scoping meeting, the ARTIC complex is envisioned as a regional landmark and will consist (initially) of a 66,000 square foot structure, with potentially 1.5 million square feet of mixed use development at buildout. The City requests the EIR/EIS address visual and land use compatibility issues particularly in relation to the Katella corridor area in Orange where future mixed use/multifamily residential development is envisioned. Specifically, the City requests a photo simulation of a typical view from Orange's Katella corridor and also an analysis of bulk and mass, building height, shade/shadow effects, etc.
5. The ARTIC site is separated from the City's Katella corridor only by the width of the Santa Ana River. Considering the proximity of ARTIC to future multifamily residential uses along Katella Avenue, the City requests the EIR/EIS address noise and vibration impacts from construction and operation of the ARTIC facility. Traffic noise and rail operations noise are of particular concern. Projected noise contours for each phase of the project along the Katella corridor are of particular interest.
6. The City requests notification and coordination at the earliest possible date during the development of the EIR/EIS if any project design feature, mitigation measure or alternative involves any changes to the circulation network in the City of Orange (for example, roadway widening or extensions).

Thank you for the opportunity to respond to the NOP for the ARTIC project. The City looks forward to a successful working relationship with OCTA and Anaheim on this project.

August 14, 2009

Page 4

Sincerely,

A handwritten signature in black ink, appearing to read "Alice Angus". The signature is fluid and cursive, with the first name "Alice" being more prominent than the last name "Angus".

Alice Angus
Community Development Director
City of Orange

cc: John Sibley, City Manager
Joe Defrancesco, Acting Public Works Director
Frank Sun, City Engineer
Amir Farahani, Traffic Engineer
Doug Keys, Transportation Analyst
Anna Pehoushek, Principal Planner
Jennifer Le, Senior Planner/Environmental Review Coordinator