

VOLUME 2 OF 3

**RESPONSES TO COMMENTS
FOR
FINAL INITIAL STUDY/
MITIGATED NEGATIVE DECLARATION
SCH NO. 2018101071**

**ORANGE COUNTY TRANSPORTATION AUTHORITY
TRANSIT SECURITY AND OPERATIONS CENTER PROJECT
ANAHEIM, CALIFORNIA**

SCH NO. 2018101071

LSA

March 2019

FINAL IS/MND CONTENTS

The Final IS/MND proposed for adoption by the Orange County Transportation Authority (OCTA) Board of Directors includes three volumes. Volume 1 consists of the IS/MND as published for public review on October 30, 2018. Volume 2 consists of the Responses to Comments document, which includes all comments received during the public review period, responses to those comments, as well as other information included as part of the Final IS/MND under consideration. Volume 3 consists of the Appendices to the IS/MND as published for public review on October 30, 2018.

Volume 1: IS/MND (as published on October 30, 2018)

Volume 2: Responses to Comments

Volume 3: IS/MND Appendices (as published on October 30, 2018)

- A: UTILITY INVESTIGATION REPORT
- B: CEQA INITIAL STUDY CHECKLIST
- C: MITIGATION MONITORING AND REPORTING PROGRAM
- D: AIR QUALITY MEMORANDUM
- E: BIOLOGICAL RESOURCES DATABASE SEARCH
- F: CULTURAL RESOURCES REPORT
- G: GEOTECHNICAL EVALUATION
- H: HAZARDOUS MATERIALS REPORTS PHASE 1 AND PHASE 2, AND HAZARDOUS BUILDING MATERIAL SURVEY
- I: CONCEPTUAL DRAINAGE STUDY
- J: TRAFFIC MEMORANDUM
- K: AB 52 TRIBAL CONSULTATION

VOLUME 2 OF 3

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FOR
FINAL INITIAL STUDY/
MITIGATED NEGATIVE DECLARATION
SCH NO. 2018101071**

**ORANGE COUNTY TRANSPORTATION AUTHORITY
TRANSIT SECURITY AND OPERATIONS CENTER PROJECT
ANAHEIM, CALIFORNIA
SCH NO. 2018101071**

Submitted to:

OCTA
550 South Main Street
Orange, California 92868

Prepared by:

LSA
20 Executive Park, Suite 200
Irvine, California 92614
(949) 553-0666

Project No. ST11701



March 2019

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1.0 INTRODUCTION

1.1 PURPOSE OF THE RESPONSES TO COMMENTS DOCUMENT

This Responses to Comments document completes the Final Initial Study/Mitigated Negative Declaration (IS/MND) which analyzed the potential environmental effects associated with the proposed Transit Security and Operations Center (Project). Orange County Transportation Authority (OCTA), acting as the Lead Agency under the California Environmental Quality Act (CEQA), proposes to design and construct a new operations center for its transit and emergency security functions. The proposed Transit Security and Operations Center (TSOC) (proposed project) is planned to include a two-story facility that is approximately 30,000 square feet (sf), a roof-mounted microwave tower (not to exceed 60 feet (ft) from ground elevation), a fueling station, electric vehicle charging stations, and dedicated parking for employees, patrol vehicles and visitors. The project site is approximately 3 acres and is located at the intersection of Lincoln Avenue and Manchester Avenue in the City of Anaheim, adjacent to the Interstate 5 (I-5)/Lincoln Avenue interchange.

OCTA published a Draft IS/MND on the proposed Project on October 30, 2018. The public comment period ended on November 30, 2018. Thus, the Draft IS/MND review met the CEQA 30-day minimum public review period (CEQA Guidelines §15105). This Responses to Comments document provides written responses to comments received during the public review period.

The circulated IS/MND together with this Responses to Comments document constitutes the Final IS/MND for the Project in fulfillment of CEQA requirements as consistent with CEQA Guidelines Section 15074. This Responses to Comments document contains the following: (1) a list of persons, organizations, and public agencies commenting on the Draft IS/MND; (2) copies of comments received on the Draft IS/MND; (3) OCTA's responses to those comments; and (4) revisions to the Draft IS/MND to clarify or correct information. Notification and distribution of the IS/MND and the transmittal of this Responses to Comments document to commenting agencies are included in Appendices A and B, respectively.

The IS/MND has been prepared pursuant to the requirements of CEQA (Pub. Res. Code §21000 et seq.), and the CEQA Guidelines (14 Cal. Code Regs. §§15000 to 15387). The IS/MND is an informational document for use by (1) governmental agencies (in addition to OCTA) and the public to aid in the planning and decision-making process by disclosing the physical environmental effects of the Project and identifying possible ways of reducing or avoiding the potentially significant impacts; and (2) OCTA prior to their decision to approve, disapprove, or modify the proposed Project. See Section 1.2, below, for further description of the environmental review process.

In accordance with CEQA, the responses to comments address environmental issues raised in public comments that concern the adequacy or accuracy of the IS/MND. These issues include physical impacts or changes attributable to the Project rather than any social or financial implications of the Project. Therefore, this document provides limited responses to comments received during the public review period that do not relate to the adequacy or accuracy of the IS/MND.

1.2 ENVIRONMENTAL REVIEW PROCESS UNDER CEQA

1.2.1 IS/MND Public Review

The IS/MND for the Project was published on October 30, 2018, and notification was posted at the County Clerk Recorder's Office and mailed to federal, state, and local agencies and to interested organizations and individuals for a 30-day public review period that ended on November 30, 2018. In addition, the notice was published in the Orange County Register on October 31, 2018 and mailed to surrounding properties ranging from within 600 to 2800 feet of the project site, totaling 587 recipients. OCTA made the IS/MND available for download on their website, the address for which was included in the OCTA's public notice of availability of the IS/MND. Paper copies of the Draft IS/MND were made available for public review at OCTA's headquarters at 550 South Main Street Orange, California 92868. OCTA also made paper copies available at the two closest local libraries in the City of Anaheim whose addresses were also included in the public notice. The notice, distribution lists and distribution area map for the IS/MND are included in Appendix A.

During the IS/MND 30-day public review period, OCTA received five written comment letters from agencies and groups, and two procedural letters verifying distribution of the IS/MND and posting of the notice. No comment letters were received from individuals. Three phone calls from individuals inquiring about the location and the type of project were received. However, no comments were provided by any individuals.

1.2.2 Responses to Comments and Final IS/MND

Following completion of the Final IS/MND, OCTA will consider adoption of the Final IS/MND, and will make a decision on whether or not to proceed with the proposed Project. CEQA also requires the adoption of a Mitigation Monitoring and Reporting Program (§15074(d)). OCTA is required to adopt the IS/MND and the Mitigation Monitoring and Reporting Program prior to approving the proposed Project.

1.2.3 Document Organization

This Responses to Comments document consists of four chapters, plus supplemental attachments, as follows:

- Chapter 1, Introduction. This chapter summarizes the purpose of the Responses to Comments and the ongoing and environmental review process to date.
- Chapter 2, List of Entities/Persons Commenting. This chapter summarizes the individuals that commented on the IS/MND.
- Chapter 3, Comments and Responses. This chapter presents the comment letters received during the IS/MND comment period, summarizes the substantive comments, and responds to those comments.
- Chapter 4, IS/MND Revisions. This chapter displays the staff-initiated changes made to the text of the IS/MND in response to comments on the IS/MND or included to clarify the IS/MND text.

2.0 LIST OF ENTITIES/PERSONS COMMENTING

This Responses to Comments document is organized to respond to all oral and written comments received on the Initial Study/Mitigated Negative Declaration (IS/MND). This section lists all organizations and individuals that submitted comments on the IS/MND. Commenters are generally grouped according to whether they commented as individuals or represented a public agency or non-governmental organization. OCTA received seven letters regarding the IS/MND. Two were standard letters stating that the distribution and posting of the IS/MND had met requirements. Three letters were from agencies, one State and two local agencies. Two letters were received from Native American Tribes. Table A lists the comment letters received separated by State agencies, local agencies and Tribes. No comment letters were received after the close of the public comment period.

Table A: Comments Received

Commenting Entity/Person	Date Received	Letter Code
State Agencies		
Public Utilities Commission	November 29, 2018	S1
Office of Planning and Research State Clearinghouse ¹	December 10, 2018	S2
Local Agencies		
South Coast Air Quality Management District	November 28, 2018	L1
City of Anaheim, Planning and Building Department	November 30, 2018	L2
County of Orange, Office of the Clerk – Recorder ¹	December 17, 2018	L3
Native American Tribes		
Viejas Band of Kumeyaay Indians	November 8, 2018	T1
Gabrieleno Band of Mission Indians – Kizh Nation	November 5, 2018	T2

1. Procedural letter stating that distribution and posting of the IS/MND had met requirements.

Phone calls inquiring about the project, but providing no comments, were received from the following individuals:

- Gerald Schubert
- Wally Courtney
- Gerald Schumer

3.0 COMMENTS AND RESPONSES

This section presents the comment letters received during the Initial Study/Mitigated Negative Declaration (IS/MND) comment period, summarizes the substantive comments, and responses to those comments. The comments and responses are organized as listed in Chapter 2. Responses have been numbered corresponding to bracketed numbers printed on the comment letters. Responses are provided to address issues raised in the comment concerning the adequacy or accuracy of the IS/MND, and to clarify or augment information in the IS/MND as appropriate. Where responses refer to changes to the text of the Initial Study/Mitigated Negative Declaration (IS/MND) made as a staff-initiated text change, in response to comments on the IS/MND, or to clarify the Draft IS/MND text, new language is double underlined, while deleted text is shown in ~~striethrough~~. The text revisions are also included in Chapter 4, IS/MND Revisions.

PUBLIC UTILITIES COMMISSION

320 WEST 4TH STREET, SUITE 500
LOS ANGELES, CA 90013



November 29, 2018

George Olivo
Orange County Transportation Authority
550 South Main Street
Orange, CA 92863

S1

Sent by email to: TSOC_IS_MND_Comments@octa.net

Re: Orange County Transit Authority Transit Security and Operations Center
SCH 2018101071 — Mitigated Negative Declaration

Dear Mr. Olivo:

The California Public Utilities Commission (Commission/CPUC) has jurisdiction over rail crossings (crossings) in California. CPUC ensures that crossings are safely designed, constructed, and maintained. The Commission’s Rail Crossings Engineering Branch (RCEB) is in receipt of the *Mitigated Negative Declaration (MND)* for the proposed Orange County Transit Authority Transit Security and Operations Center. Orange County Transit Authority (OCTA) is the lead agency.

S1-1

OCTA proposes to construct a new operations center for its transit and emergency security functions. The proposed Transit Security and Operations Center (TSOC) is to be located on approximately 3 acres at the intersection of Lincoln Avenue and Manchester Avenue in the City of Anaheim, south of the Interstate-5 (I-5)/Lincoln Avenue interchange.

The project site is bordered by the Union Pacific Railroad (UPRR) Los Nietos Subdivision track to the south. The track forms two skewed rail crossings near the intersection of Lincoln Ave and Loara Street. The northwest corner of the project site is adjacent to the Lincoln Avenue crossing (CPUC No. 001BK-508.50, DOT No 761126G). The crossing is equipped with three Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices, and one Commission Standard 8 (flashing light signal assembly) warning device. The nearby Loara Street crossing (CPUC No. 001BK-508.40, DOT No 761125A) is northwest of the project site. The crossing is equipped with one Commission Standard 9 warning device and one Commission Standard 9-A (Commission Standard 9 with additional flashing light signals over the roadway on a cantilevered arm) warning device.

S1-2

Any development adjacent to or near the railroad or light rail transit right-of-way (ROW) should be planned with the safety of the rail corridor in mind. New developments may increase pedestrian or vehicular traffic volumes not only on streets and at intersections, but also at nearby rail crossings. Traffic impact studies, such as those provided in Appendix J, should analyze rail crossing safety and potential mitigation measures. Safety improvement measures may include improvements to existing at-grade crossings. Examples of improvements may include, but are not limited to: addition or upgrade of crossing warning devices, railroad preemption and traffic signal operations, Americans with Disabilities Act compliant sidewalks, and pedestrian channelization. Pedestrian and bicycle routes should be designed to clearly prohibit and discourage unauthorized access (trespassing) onto the tracks.

S1-3

George Olivo
SCH 2018101071
November 29, 2018

S1-4

In addition, construction or modification of public crossings requires authorization from the Commission. RCEB representatives are available to discuss any potential safety impacts or concerns at crossings. Please continue to keep RCEB informed of the project's development. More information can be found at: <http://www.cpuc.ca.gov/crossings>.

If you have any questions, please contact Matt Cervantes at (213) 266-4716, or mci@cpuc.ca.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Matt Cervantes". The signature is fluid and cursive, with the first name "Matt" and last name "Cervantes" clearly distinguishable.

Matt Cervantes
Utilities Engineer
Rail Crossings Engineering Branch
Safety and Enforcement Division

CC: State Clearinghouse, state.clearinghouse@opr.ca.gov
Carlos Castellanos, City of Anaheim, CCastellanos@anaheim.net
Peggy Ygbuhay, pygbuhay@up.com

3.1.1 Responses to Comments in Letter S1

Response to Comment S1-1

This comment clarifies the role of the California Public Utilities Commission (CPUC) Rail Crossings and Engineering Branch (RCEB) and summarizes the project. The reason for comments is the proximity of the project site to an active rail line operated by Union Pacific. No response is necessary.

Response to Comment S1-2

This comment discusses/clarifies the equipment that is present at the rail line and at grade crossing at Lincoln Avenue. The presence of the rail line near the project site was noted in the IS/MND in the text and figures in Chapter 1. No response is necessary.

Response to Comment S1-3

This comment provides a general statement about new developments that could increase both traffic and pedestrian traffic such that a new safety issues could arise at the crossing. For the proposed Transit Security and Operations Center (TSOC), the use is so specialized that the additional traffic that will occur at the site is very low (882 total trips per day as noted in Section 2.16 of the IS/MND) and does not have a function that would increase access to the site by members of the general public. All of the occupants of the building would be associated with the transportation and security functions of OCTA. Therefore, the project would not function as a typical new development, nor would it generate enough new vehicular or pedestrian traffic to introduce a new safety hazard at the existing rail crossings necessitating additional mitigation.

It should also be noted that the project does not require any encroachment onto right-of-way owned by the Union Pacific Railroad.

Response to Comment S1-4

This comment provides contacts at RCEB for further coordination in the event that any changes to the at-grade crossing are proposed. As noted in the Response to Comment S1-3, no modifications to the existing at grade crossing and its safety features would be required due to the limited public access to the project site. Responses to comments raised by CPUC RCEB divisions will be provided to the agency prior to approval of the IS/MND and all required notifications during final design and construction will be implemented during their respective phases.



EDMUND G. BROWN JR.
GOVERNOR

S2

STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH



KEN ALEX
DIRECTOR

RECEIVED
DEC 1 2018

RECEIVED
NOV 10 2018

RECEIVED
DEC 10 2018

November 30, 2018

George Olivo
Orange County Transportation Authority
550 South Main Street
Orange, CA 92863-5716

Subject: Orange County Transportation Authority Transit Security and Operations Center
SCH#: 2018101071

Dear George Olivo:

The enclosed comment (s) on your Mitigated Negative Declaration was (were) received by the State Clearinghouse after the end of the state review period, which closed on November 28, 2018. We are forwarding these comments to you because they provide information or raise issues that should be addressed in your final environmental document.

The California Environmental Quality Act does not require Lead Agencies to respond to late comments. However, we encourage you to incorporate these additional comments into your final environmental document and to consider them prior to taking final action on the proposed project.

Please contact the State Clearinghouse at (916) 445-0613 if you have any questions concerning the environmental review process. If you have a question regarding the above-named project, please refer to the ten-digit State Clearinghouse number (2018101071) when contacting this office.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

S2-1

**Document Details Report
State Clearinghouse Data Base**

SCH# 2018101071
Project Title Orange County Transportation Authority Transit Security and Operations Center
Lead Agency Orange County Transportation Authority

Type MND Mitigated Negative Declaration
Description The OCTA is proposing to construct a new operations center for its transit and emergency security functions. The proposed Transit Security and Operations Center is planned to include a two-story facility that is approx 30,000 sf, a roof-mounted microwave tower (not to exceed 60 ft in from ground elevation), a fueling station, electric vehicle charging stations, and dedicated parking for employees, patrol vehicles and visitors. The project site is approx 3 acres and is located at the intersection of Lincoln Ave and Manchester Ave in the city of Anaheim, adjacent to the I-15/Lincoln Ave interchange.

Lead Agency Contact

Name George Olivo
Agency Orange County Transportation Authority
Phone (714) 560-5872 **Fax**
email
Address 550 South Main Street
City Orange **State** CA **Zip** 92863-5716

Project Location

County Orange
City Anaheim
Region
Lat / Long 33° .83' .1856" N / 117° .93' .3447" W
Cross Streets Lincoln Ave and Manchester Ave
Parcel No. multiple
Township **Range** **Section** **Base**

S2-1

Proximity to:

Highways I-5
Airports
Railways UPRR
Waterways
Schools Falmont Private School
Land Use GP: Commercial, Z: Commercial and industrial

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Cumulative Effects; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Growth Inducing; Landuse; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Septic System; Sewer Capacity; Soil Erosion/Compaction/Grading; Toxic/Hazardous; Traffic/Circulation; Water Quality; Water Supply; Wetland/Riparian

Reviewing Agencies Resources Agency; Department of Fish and Wildlife, Region 5; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 12; Regional Water Quality Control Board, Region 8; Air Resources Board, Transportation Projects; Air Resources Board, Major Industrial Projects; State Water Resources Control Board, Division of Water Quality; Department of Toxic Substances Control; Native American Heritage Commission; California Energy Commission; Public Utilities Commission

Date Received 10/30/2018 **Start of Review** 10/30/2018 **End of Review** 11/28/2018

PUBLIC UTILITIES COMMISSION

320 WEST 4TH STREET, SUITE 500
LOS ANGELES, CA 90013

November 29, 2018

George Olivo
Orange County Transportation Authority
550 South Main Street
Orange, CA 92863

late
11/28/18
E



Governor's Office of Planning & Research

NOV 29 2018

Sent by email to: TSOC_IS_MND_Comments@octa.net

STATE CLEARINGHOUSE

**Re: Orange County Transit Authority Transit Security and Operations Center
SCH 2018101071 — Mitigated Negative Declaration**

Dear Mr. Olivo:

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OCTA proposes to construct a new operations center for its transit and emergency security functions. The proposed Transit Security and Operations Center (TSOC) is to be located on approximately 3 acres at the intersection of Lincoln Avenue and Manchester Avenue in the City of Anaheim, south of the Interstate-5 (I-5)/Lincoln Avenue interchange.

The project site is bordered by the Union Pacific Railroad (UPRR) Los Nietos Subdivision track to the south. The track forms two skewed rail crossings near the intersection of Lincoln Ave and Loara Street. The northwest corner of the project site is adjacent to the Lincoln Avenue crossing (CPUC No. 001BK-508.50, DOT No 761126G). The crossing is equipped with three Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices, and one Commission Standard 8 (flashing light signal assembly) warning device. The nearby Loara Street crossing (CPUC No. 001BK-508.40, DOT No 761125A) is northwest of the project site. The crossing is equipped with one Commission Standard 9 warning device and one Commission Standard 9-A (Commission Standard 9 with additional flashing light signals over the roadway on a cantilevered arm) warning device.

Any development adjacent to or near the railroad or light rail transit right-of-way (ROW) should be planned with the safety of the rail corridor in mind. New developments may increase pedestrian or vehicular traffic volumes not only on streets and at intersections, but also at nearby rail crossings. Traffic impact studies, such as those provided in Appendix J, should analyze rail crossing safety and potential mitigation measures. Safety improvement measures may include improvements to existing at-grade crossings. Examples of improvements may include, but are not limited to: addition or upgrade of crossing warning devices, railroad preemption and traffic signal operations, Americans with Disabilities Act compliant sidewalks, and pedestrian channelization. Pedestrian and bicycle routes should be designed to clearly prohibit and discourage unauthorized access (trespassing) onto the tracks.

S2-2

George Olivo
SCH 2018101071
November 29, 2018

In addition, construction or modification of public crossings requires authorization from the Commission. RCEB representatives are available to discuss any potential safety impacts or concerns at crossings. Please continue to keep RCEB informed of the project's development. More information can be found at: <http://www.cpuc.ca.gov/crossings>.

S2-2

If you have any questions, please contact Matt Cervantes at (213) 266-4716, or mci@cpuc.ca.gov.

Sincerely,



Matt Cervantes
Utilities Engineer
Rail Crossings Engineering Branch
Safety and Enforcement Division

CC: State Clearinghouse, state.clearinghouse@opr.ca.gov
Carlos Castellanos, City of Anaheim, CCastellanos@anaheim.net
Peggy Ygbuhay, pygbuhay@up.com



Edmund G. Brown Jr.
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Ken Alex
Director

November 26, 2018

RECEIVED

NOV 10 2018

TO: CEQA LEAD AND REVIEWING AGENCIES

RE: ANNOUNCEMENT OF CHANGE, NEW CEQA DATABASE

The **Office of Planning and Research, State Clearinghouse (SCH)** is preparing the transition to a new CEQA database. We would like to inform you that our office will be transitioning from providing hard copies of certain letters and notices to an electronic mail system. Copies of environmental documents, notices and comment letters from state agencies will also be available for view and download.

CEQA lead and reviewing agencies should include an e-mail address (at least one (1)) to receive electronic notifications.

The letters and notifications from the SCH that will now be e-mailed include: acknowledgement of receipt and close of environmental documents, comments received from state reviewing agencies on environmental documents, as well as notices of determinations and exemptions.

Updates on when the database will be accessible for lead agencies to upload and submit environmental documents and notices, along with the ability for state agencies to review and comment on environmental documents through the database, will be provided as those functions become available.

For this transition process, please send your e-mail address to:

State.clearinghouse@opr.ca.gov

Should you have any questions, please do not hesitate in contacting the State Clearinghouse at (916) 445-0613 or state.clearinghouse@opr.ca.gov

S2-3

3.2.1 Responses to Comments in Letter S2

Response to comment S2-1

This comment advises the California Environmental Quality Act (CEQA) Lead Agency, in this case OCTA, that the State Clearinghouse logged the IS/MND into the State system, assigned it a case number (SCH No. 2018101071), and that one State agency provided comments (CPUC) that was attached to the letter. No response is necessary.

Response to comment S2-2

This is the attached comment letter that CPUC sent on the project and copied to the State Clearinghouse. This letter was received directly by OCTA and is addressed in Responses to Comments S1-1 through S1-4. Please see the responses to letter S1 for the applicable responses.

Response to comment S2-3

This comment is an advisory letter regarding forthcoming changes to the documentation processing at the State Clearinghouse. It does not raise any environmental issues regarding the proposed project or the IS/MND. No response is required.



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

L1

SENT VIA E-MAIL AND USPS:

November 28, 2018

TSOC_IS_MND_Comments@octa.net

Attn: George Olivo, OCTA Program Manager
OCTA – Capital Programs - Facilities Engineering
550 South Main Street
Orange, CA 92863-1584

Mitigated Negative Declaration (MND) for the Proposed Transit Security and Operations (TSOC) Project

South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. The following comments are meant as guidance for the Lead Agency and should be incorporated into the Final MND.

SCAQMD Staff's Summary of Project Description

The Lead Agency proposes to construct a 30,000-square-foot operations center with a 2,000 gallon aboveground storage tank and associated fueling station (Proposed Project). The Proposed Project is located on the northwest corner of Manchester Avenue and Lincoln Avenue in the City of Anaheim.

L1-1

SCAQMD Staff's Summary of Air Quality Analysis

In the Air Quality Analysis section, the Lead Agency quantified the Proposed Project's construction and operational emissions and compared those emissions to SCAQMD's recommended regional and localized air quality CEQA significance thresholds. Based on the analyses, the Lead Agency found that the Proposed Project's construction and operational air quality impacts would be less than significant¹. Upon review of the MND, SCAQMD staff found that there are some discrepancies between the CalEEMod run and the information presented in the main body of the MND. Additionally, the Proposed Project will need to obtain a SCAQMD permit for operation. Please see SCAQMD's staffs detailed comments below.

L1-2

SCAQMD Staff's Comments

Upon review of the CalEEMod output file, SCAQMD staff found that the inputs used for the Proposed Project in CalEEMod include a 27,000-square-foot general office building and 176 parking spaces². However, in the main body of the MND, the Lead Agency described that the Proposed Project would consist of a 30,000-square-foot office building with 190 parking spaces³. This discrepancy may have led to an under-estimation of the Proposed Project's construction and operational emissions. Therefore, SCAQMD staff recommends that the Lead Agency correct this discrepancy to ensure that the emissions from the Proposed Project are accurately accounted for and used to determine the Proposed Project's air quality impacts significance levels in the Final MND.

L1-3

SCAQMD Permits & Rules

The Proposed Project will include the operation of a 2,000 gallon aboveground storage tank. Pursuant to SCAQMD's Rule 461 – Gasoline Transfer and Dispensing⁴ and Rule 463 – Organic Liquid Storage⁵, a

L1-4

¹ MND, Chapter 1, page 6.

² MND, Appendix D Air Quality, CalEEMod Annual, Summer and Winter runs, pages 1 of 32 and 1 of 27.

³ MND, Chapter 1, page 6.

⁴ SCAQMD's Rule 461 – Gasoline Transfer and Dispensing. Accessed at: <http://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-461.pdf>.

permit from SCAQMD would be required for the operation, and SCAQMD should be identified as Responsible Agency under CEQA for the Proposed Project in the Final MND. Additionally, since the operation of gasoline transfer and dispensing emits toxics air contaminants, a Health Risk Assessment (HRA) analysis is required as part of the SCAQMD permitting requirements under SCAQMD's Rule 1401 – New Source Review of Toxic Air Contaminants⁶. Any assumptions used in the air quality and HRA analysis in the final CEQA document will be used as the basis for permit conditions and limits. The Final MND should also demonstrate compliance with applicable SCAQMD Rules, including, but not limited to, Rule 201 – Permit to Construct⁷ and Rule 203 – Permit to Operate⁸.

L1-4

Should there be any questions on permits, please contact the SCAQMD's Engineering and Permitting staff at (909) 396-3385. For more general information on permits, please visit SCAQMD's webpage at <http://www.aqmd.gov/home/permits>.

L1-5

Conclusion

Pursuant to CEQA Guidelines Section 15074, prior to approving the Proposed Project, the Lead Agency shall consider the MND for adoption together with any comments received during the public review process. Please provide SCAQMD with written responses to all comments contained herein prior to the adoption of the Final MND. When responding to issues raised in the comments, response should provide sufficient details giving reasons why specific comments and suggestions are not accepted. There should be good faith, reasoned analysis in response. Conclusory statements unsupported by factual information do not facilitate the purpose and goal of CEQA on public disclosure and are not meaningful or useful to decision makers and the public who are interested in the Proposed Project.

L1-6

SCAQMD staff is available to work with the lead agency to address any air quality questions that may arise from this comment letter. Please contact Alina Mullins, Assistant Air Quality Specialist, at amullins@aqmd.gov or (909) 396-2402, should you have any questions.

L1-7

Sincerely,

Lijin Sun

Lijin Sun, J.D.

Program Supervisor, CEQA IGR

Planning, Rule Development & Area Sources

LS:AM

ORC181030-16

Control Number

⁵ SCAQMD's Rule 463 – Organic Liquid Storage. Accessed at: <http://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-463.pdf>.

⁶ SCAQMD's Rule 1401 – New Source Review of Toxic Air Contaminants. Accessed at: <http://www.aqmd.gov/docs/default-source/rule-book/reg-xiv/rule-1401.pdf>.

⁷ SCAQMD's Rule 202 – Permit to Construct. Accessed at: SCAQMD's <http://www.aqmd.gov/docs/default-source/rule-book/reg-ii/rule-201.pdf>.

⁸ Rule 203 – Permit to Operate. Accessed at: <http://www.aqmd.gov/docs/default-source/rule-book/reg-ii/rule-203.pdf>.

3.3.1 Responses to Comments in Letter L1

Response to Comment L1-1

This comment is an introductory paragraph advising the CEQA Lead Agency that the SCAQMD has comments. This comment also includes a summary of the project description. It does not raise any environmental issues regarding the proposed project or the IS/MND. No response is required.

Response to Comment L1-2

This paragraph is an overview of the comments that SCAQMD is providing. Refer to Responses L1-3 through L7 below for the detailed responses to each comment.

Response to Comment L1-3

This comment points out a discrepancy between the building square footage noted in the Air Quality Memorandum, Appendix D of the IS/MND, and the square footage in the Project Description in Chapter 1 of the IS/MND. The Air Quality Memorandum analyzed a building size of 27,000 square feet in the analysis and the project description in the IS/MND identified a 30,000 square feet building, a difference of 3,000 square feet or an 11.1 percent increase in square footage. Due to the small size of the building, both the short term and long term air quality impacts reflected in the Memorandum and IS/MND were fairly minimal and did not approach the thresholds of significance for short term and long term emissions.

A review of Tables C, D and F of the IS/MND and corresponding tables in the Air Quality Memorandum, an 11.1 percent increase in any of the emissions would not result in additional impacts and the conclusions remain the same. The 11.1 percent increase is too small an increase to exceed any of the significance thresholds. However, the 11.1% increase was calculated in the peak totals for air quality calculation and will be reflected in the corrections provided in Chapter 4 of this Response To Comments document.

Response to Comment L1-4

This comment identifies that the fueling tank will require a permit from SCAQMD. This was discussed in detail on page 34 of the Air Quality Memorandum Appendix D, but not specifically highlighted in the discussion in the IS/MND. In addition, the volatile organic compounds associated with the fuel tank operations were included in the long-term operational air quality analysis. The need for a permit and compliance with SCAQMD permit regulations for a fueling tank is included in the revisions to the IS/MND. The text from the Air Quality Memorandum, as shown below, will be included in the as discussed in Appendix D. Refer to Chapter 4 for the text revisions.

Stationary Source

The project would operate one 2,000-gallon aboveground fuel tank. For the purpose of the air quality analysis, it would take approximately 12 fuel delivery truck trips per year (i.e., by a 9,000-gallon, two-axle fuel truck) to deliver an estimated annual maximum of 24,000 gallons of fuel to the project site. The gasoline dispensing facility would generate criteria

pollutant emissions directly and indirectly, specifically by the fuel delivery trucks, VOC losses from the storage tank and dispensing system, and combustion of fuel in the vehicles.

SCAQMD Rule 461 - Gasoline Transfer and Dispensing, requires the installation of enhanced vapor recovery systems that would reduce the amount of vapor that would be emitted into the atmosphere by 95 to 98 percent from levels without such systems. All gasoline-dispensing facilities under SCAQMD jurisdiction have Phase I and II vapor recovery systems to control gasoline emissions. Phase I vapor recovery refers to the collection of gasoline vapors displaced from storage tanks when cargo tank trucks make gasoline deliveries. Phase II vapor recovery systems control the vapors displaced from vehicle fuel tanks during refueling. In addition, all gasoline would be stored in an aboveground storage tank with fill tubes equipped with vapor-tight seals and caps to further control gasoline emissions. Emissions from gasoline transfer and dispensing mainly occur during loading, breathing, refueling, and spillage.

According to the SCAQMD Annual Emission Reporting (AER) Program, the default organic emission factor for gasoline fuel dispensing pump station with fuel storage and dispensing system is 0.396 pounds of VOC per 1,000 gallons of fuel dispensed (SCAQMD 2017b). For purposes of the analysis of this project, it is assumed that the 2,000-gallon aboveground storage tank would contain gasoline and be filled 12 times throughout the year, resulting in an estimated annual VOC emission of 9.5 pounds per year (i.e., 24,000 gallons × 0.396 lb VOC per 1,000 gallons).

Toxic Air Contaminant Emissions

Dispensing gasoline products has the potential to introduce air toxics (primarily benzene emissions) into the local environment. The SCAQMD regulates these air toxics emissions through a permitting process (and its corresponding Health Risk Assessment) that applies to all gasoline dispensing stations within the Basin. As part of its permitting process, SCAQMD performs an analysis of potential cancer risk associated with anticipated benzene emissions from individual gasoline dispensing pumps.

The SCAQMD has established thresholds of significance that account for site-specific factors such as gasoline throughput and the locations of nearby receptors. If the analysis indicates that the cancer risk at a nearby receptor location (i.e., an area where persons reside, work, or attend school—not including streets or sidewalks) is less than one case per million persons, the risk is considered less than significant and no mitigation is required. If the analysis results indicate that the lifetime cancer risk is between 1 and 10 cases per million, the impact is considered less than significant with the application of Toxics Best Available Control Technology (TBACT). Under existing SCAQMD regulations, a permit cannot be issued for a gasoline-dispensing pump with an identified cancer risk between 1 and 10 unless TBACT is made a part of the project. CARB must certify all vapor recovery equipment that is used at gasoline-dispensing pumps, which would satisfy the TBACT requirement. If the analysis indicates that the cancer risk is greater than 10 cases per million, the impact is considered significant and SCAQMD would further constrain the gasoline dispensing service station's operations to stay below a cancer risk of 10 cases per million.

SCAQMD staff has indicated on previous gas station projects that only a very high throughput service station in close proximity to a school or other sensitive receptor would be likely to exceed the 10 cases per million threshold. At present, SCAQMD staff runs individual cancer risk assessments on all new service stations or projects where a school is within 1,000 feet of the project site and there is an increase in emissions. There is a school located approximately 675 feet of the project. The nearest sensitive receptor to the project site is a residential area approximately 675 feet to the west and 700 feet to the south. Compliance with existing SCAQMD rules and regulations would ensure potential impacts associated with air toxics would be less than significant.

As indicated in Table D, project operational emissions of criteria pollutants would be below SCAQMD significance thresholds; thus, they are not likely to have a significant impact on these residences given the distance and the dispersion that would occur. Exposure by individuals pumping gasoline would be limited in time, so the dose level for employees would be low. In addition, SCAQMD Rule 461 requires the installation of enhanced vapor recovery systems. This would further limit doses and exposures, reducing potential health risks related to gasoline vapors to a less than significant level. Overall, project impacts related to exposure of sensitive receptors to stationary source emissions would be considered less than significant.

Because the additional text only serves to clarify additional permitting and statutory requirements that were included in the Air Quality Memorandum which was available as Appendix D; and based on the operational air quality calculations, no new impacts or mitigation have been identified. Therefore, this additional information would not trigger the recirculation of the IS/MND pursuant to section CEQA Guidelines Section 15073.5 (c)(2) which states that recirculation is not required in the case where: "New information is added to the negative declaration which merely clarifies, amplifies, or makes insignificant modifications to the negative declaration."

Response to Comment L1-5

This comment provides contact information for the SCAQMD Engineering and Permit staff and online informational resources regarding SCAQMD permitting. No response is necessary.

Response to Comment L1-6

This comment quotes CEQA Guidelines Section 15074 regarding CEQA Lead Agency procedures with regard to comments received on an IS/MND. The comment is noted and no response is required. The substantive comments submitted by SCAQMD were responded to and are included as part of the IS/MND and will be transmitted to SCAQMD prior to approval of the IS/MND.

Response to Comment L1-7

This comment provides contact information regarding the comments provided by SCAQMD. No response is necessary.

L2

From: Ignacio Rincon <IRincon@anaheim.net>
Sent: Friday, November 30, 2018 3:16 PM
To: TSOC_IS_MND_Comments <[TSOC IS MND Comments@octa.net](mailto:TSOC_IS_MND_Comments@octa.net)>
Subject: FW: Initial Study with Proposed Mitigated Negative Declaration for the Transit Security Operations Center (TSOC) Project
Importance: High

Mr. Olivo,

After review of the Trip Generation Memo, and the projects is anticipated to generate only 21 AM Pek Hour Trips and only 25 PM Peak Hour trips, therefore the Trip Generation Memo provided is sufficient.

L2-1

Also, it is recommended that you take access off the existing freeway signal. You have two driveways on Lincoln, and the City of Anaheim will never be able to provide you with WBL access into the site, only EBR into the site off Lincoln.

L2-2

Best,

Ignacio Rincon
Associate Planner – *CEQA Compliance*
[Anaheim Planning and Building Department](#)
200 South Anaheim Boulevard | Suite 162
Anaheim, CA 92805
Direct: 714.765.5238
Fax: 714.765.5280
Email: irincon@anaheim.net



City of Anaheim
PLANNING AND BUILDING DEPARTMENT

November 29, 2018

George Olivo
Program Manager
Capital Programs – Facilities Engineering
550 South Main Street
Orange, CA 92863

by email to:
TSOC IS MND Comments@octa.net

Subject: Initial Study with Proposed Mitigated Negative Declaration for the Transit Security Operations Center (TSOC) Project

Dear Mr. Olivo:

Thank you for the opportunity to review and comment on the above-referenced document. The City of Anaheim staff offers the following comments:

Conceptual drawings and documents were submitted to the City of Anaheim on April 18, 2018, for the request to construct and operate a Transit Security Operations Center. The proposed public service use is permitted by right in the City's General Commercial and General Industrial zoning districts. No discretionary review is required. Attached is the comment letter that was sent to Steve Fierce, Architect/Senior Project Manager from STV Incorporated, with information and memoranda, which include requirements/comments, received from the various departments in response to the proposed project, for your review.

L2-3

If you have any questions regarding this response, please do not hesitate to contact me at (714) 765-5238 or irincon@anaheim.net.

Sincerely,

Ignacio Rincon
Associate Planner – CEQA Compliance



City of Anaheim
DEPARTMENT OF PLANNING AND BUILDING

May 30, 2018

via email

Steve Fierce
10055 W. 7th Street, Suite 3150
Los Angeles, CA 90017
steven.fierce@stvinc.com

**Re: PRE2018-00007DEV2018-00025 (OCTA Transit Security Operations Center)
1512-1530 W. Lincoln Avenue**

Dear Mr. Fierce:

Planning Department staff and the Interdepartmental Development Committee (IDC) have reviewed the conceptual drawings and documents submitted on April 18, 2018 for a request to construct and operate a Transit Security Operations Center at the above referenced address. The proposed public service use is permitted by right in the City's General Commercial and General Industrial zoning districts. No discretionary review is required. However, the following information and attached memoranda include requirements/comments received from the various departments in response to your proposal.

1. A General Plan Conformance shall be completed by the City determining the project is in conformance with the Anaheim General Plan.
2. Have you explored designing vehicular access from the existing signalized intersection off Lincoln Avenue? See attached comments from the Department of Development Services and Traffic Engineering Division.

Please address the requirements identified in the attached memoranda. When submitting for plan check (grading permit, building permit, etc.), include staff comments and written responses to each comment. If you have any specific questions on information in their memos, feel free to contact the staff members directly.

L2-4

PRE2018-00007/DEV2018-00025
May 30, 2018
Page 2 of 2

If you have any further questions, please feel free to contact me at (714) 765-4949 or wcarvalho@anaheim.net.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Wayne', with a large, stylized flourish at the end.

Wayne Carvalho
Contract Planner

Attachments

MEMORANDUM

CITY OF ANAHEIM

DATE: May 30, 2018

TO: Wayne G. Carvalho, Planning Services

FROM: Esperanza Rios, Development Services, (714)765-5100, Ext. 5886
Rafael Cobian, Traffic Engineering, (714)765-4991

SUBJECT: DEV2018-00025, PRE2018-00007, 1st Review
1512-1530 W. Lincoln Ave
Conceptual Development Review for OCTA Transit Security and Operations Center

The Public Works Department, Engineering Division has reviewed the proposed development for issues related to land subdivision, grading, street right-of-way and easement dedications, traffic engineering, street improvements, sewer improvements and site drainage. Public Works Procedures, Standard Details and Fee Schedule are available on the Department of Public Works, Development Services' website at <http://www.anaheim.net/229/Public-Works>

THE SITE PLAN IS NOT RECOMMENDED FOR APPROVAL UNTIL THE FOLLOWING PLAN CORRECTIONS ARE ADDRESSED:

Plan Corrections/ Additional Information Required from Traffic Engineering

1. **A traffic study may be required.** The applicant shall provide a Trip Generation Memo summarizing the trips associated with the existing land use on the site, the trips associated with the proposed development, and a summary of the net increase of trips associated with the proposed project. Based on the Trip Generation Memo, a determination will be made as to whether a Traffic Study is required. The developer and consultant shall meet with the Traffic Engineering Staff to determine the format of the Trip Generation Memo, and Traffic Study, if required. Please note that all traffic impact studies that are not completed by one of the City of Anaheim on-call traffic engineering consultants through the City's on-call agreement shall be peer-reviewed by one of the City's on-call consultants prior to being reviewed by City staff, at the applicant's expense.
2. As mentioned previously by the City, the City recommends taking access at the existing signalized intersection, which is maintained by Caltrans. Has Caltrans been approached? Has this access been considered?
3. Access off Manchester is currently restricted to right-in, right-out, and would continue to be restricted in that manner. A sign and legend indicating right-turn only would be required in addition to the stop sign.
4. Please provide a letter of operations for the site which will identify the proposed use of the site and operations.
5. Plans shall indicate and label existing driveways to be removed and future driveways to be constructed.
6. Plans shall label and dimension all proposed driveways and demonstrate conformance with City of Anaheim Engineering Standards.
7. Plans shall show conformance with the current version of Engineering Standard Detail 473 pertaining to driveway spacing and distance from public ROW to nearest parking space, subject to the approval of the City Engineer. Subject property shall thereupon be developed and maintained in conformance with said plans.
8. Plans shall indicate driveways within Caltrans access control per Highway Design Manual. Right in/right out access may be permitted beyond 200' from the ramp intersection. The applicant shall coordinate with Caltrans and the City for proposed driveway access points along Lincoln Avenue.
9. Plans shall show conformance with the current version of Engineering Standard Details 470 pertaining to parking standards, parking end stall clearances, turnaround stalls at the end of drive aisles, and providing backup space of 24' behind parking stalls. Subject property shall thereupon be developed and maintained in conformance with said plans.

L2-4

10. Label and dimension parking stalls and aisle widths to demonstrate conformance with City of Anaheim Engineering Standard Detail 470. All parking stalls shall be double striped per City of Anaheim Engineering Standard Detail 470. plans shall show conformance with the current version of Engineering Standard Details 470 pertaining to parking standards, parking end stall clearances, turnaround stalls at the end of drive aisles, and providing backup space of 24' behind parking stalls.
11. Parking areas 1 and 2 are proposed to have dead end drive aisles, and turnaround stalls are required when dead end drive aisles are proposed. One stall will need to be striped no parking and identified as a turnaround stall
12. Every accessible parking space and adjacent loading area shall be dimensioned to demonstrate conformance with Caltrans Standard A90A.
13. Stop signs, stop bars, and stop legends shall be placed at all driveway exits per City of Anaheim Engineering Standards
14. Label and dimension driveways to show conformance with City of Anaheim Engineering Standard Detail 115-B pertaining to driveway design, sight distance visibility for signs, landscaping, and fence/wall locations and pertaining to commercial driveway radii, subject to the approval of the City Engineer. A 7 foot by 50 foot triangular clear zone from the right of way line is required, per Engineering Standard Detail 115-B.
15. There are two signs required at each entrance, the R100B(CA) sign which indicates tow away for disabled parking, and the private property sign consistent with Anaheim Municipal Code section 4.75.090 for the purposes of tow-away outside of disabled parking stalls.
16. It appears vehicle gates are proposed. Plans shall demonstrate conformance with City of Anaheim Engineering Standard 475 related to gates. The minimum gate setback must be provided and gate operations/access will need to be provided. Vehicle gates shall not be installed across the project driveways or access roads without providing a vehicle turnaround area to the satisfaction of the City Engineer. Plans shall demonstrate conformance with City of Anaheim Engineering Standing Detail 475.
17. Coordinate with Leticia Mercado, Sanitation Contract Specialist, at 714-765- 6836 to ensure trash collection route(s) conform to City standards.
18. Depending on the proposed driveway locations, one-way signs may be required to be installed in the existing medians to remind motorists of the direction of travel.

L2-4

Plan Corrections/ Additional Information Required from Development Services

1. All plans including the site plan and landscape plan shall clearly label and dimension the existing and ultimate right-of-way for Lincoln Ave. Plans shall show dimensioning including, but not limited to, half-widths, lane widths, parkway width, sidewalk width, and curb radii.
2. Show all existing street lights, catch basins, meters and all other utilities within the frontage of the property. Call out their disposition; to be relocated, protected in place, removed, constructed, etc.
3. Parkway landscape per the Lincoln Ave Corridor Master plan: The proposed treatment of the project parkway areas is the alternating planting of Washington palms (hybridized species of *W. filifera* and *W. robusta*) and Tipuana Tipu trees with flowering evergreen shrubs at the base. These shall be planted at 30' O.C. with the palms situated in planter areas at the back of the curb face and the Tipuana trees planted at along the right-of-way edge, at the back of the pedestrian sidewalk area.
4. Plans shall show all existing and proposed utilities serving the site and show proposed points of connection.
5. Plans shall show cross sections at property lines.
6. Plans shall show the existing and proposed structure's footprint and square footage.
7. Additionally, show existing and proposed drainage structures where surface water will being and will be diverted to and captured for treatment.
8. Please show all existing and proposed easements with easement notes within the site and include a copy of a Title Report. Any proposed encroachments within existing easements shall be permitted by the easement holder.

THE FOLLOWING PRELIMINARY STUDIES AND PLAN CHECK DEPOSITS NOTED BELOW SHALL BE SUBMITTED DIRECTLY TO PUBLIC WORKS FOR REVIEW FOR APPROVAL OF THIS PROJECT.

- **Preliminary Drainage:**
The applicant shall submit a Preliminary Drainage Study and hydrology map prepared by a registered professional Civil Engineer in the State of California to the Public Works Department for review and approval. The Study shall be based upon and reference the latest edition of the Orange County Hydrology Manual the applicable City of Anaheim Master Plan of Drainage for the project area. All drainage sub-area

boundaries per the Master Plan for Drainage shall be maintained. The Study shall include: an analysis of 10-, 25- and 100-year storm frequencies; an analysis of all drainage impacts to the existing storm drain system based upon the ultimate project build-out condition; and address whether on-site drainage improvements (such as detention/ retention basins or surface runoff reduction) will be required to prevent downstream properties from becoming flooded and to verify that the developed site condition does not increase flows. The drainage report shall address the drainage velocity on the new on-site improvements and potential impacts to the existing drainage system. Also, the report shall show that all concentrated flow shall be contained within an approved drainage device and preserve the existing flows and manner drainage is conveyed downstream. Please submit two copies of the Preliminary Drainage Study and a \$1,900 plan checking deposit to the Public Works/Development Services for review and approval.

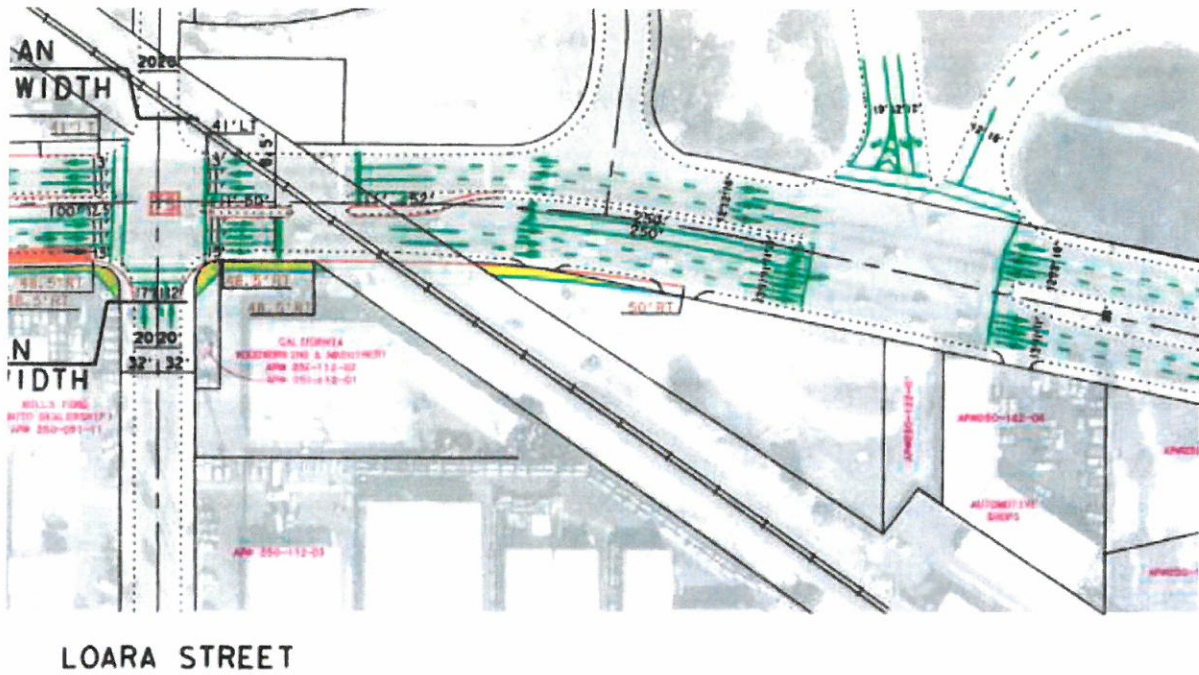
- **Preliminary WQMP:**
 A Preliminary Water Quality Management Plan (WQMP) will be required for this project in order to comply with the requirements of the State Water Resources Control Board. The applicant shall submit to the Department of Public Works a Preliminary Water Quality Management Plan (WQMP) prepared by a registered professional Civil Engineer in the State of California consistent with the latest requirements of the Orange County Drainage Area Management Plan (DAMP). Please submit three copies of the Preliminary WQMP and an electronic copy in PDF extracted from the original file in a CD and a \$1,900 plan checking deposit to the Public Works/Development Services for review and approval.
- **Preliminary Geotechnical:**
 Please submit three copies of the Preliminary Geotechnical Report and a \$1,900 plan checking deposit to Public Works/Development Services for review and approval.
- **Preliminary Grading Plan:**
 Applicant shall submit three copies of the Preliminary Grading Plan prepared by a registered Civil Engineer that shows all existing and proposed BMPs and a \$1,900 plan checking deposit to Public Works/Development Services for review and approval.
- **Preliminary Sewer:**
 The applicant shall demonstrate that the proposed sewer discharge usage will be less than or equal to the existing sewer discharge usage and identify if the existing sewer point of connection will be reused. Otherwise, the applicant shall identify any new sewer points of connection that will be used and work with Public Works staff to determine if a sewer study will be required for the redevelopment of the site. The applicant shall coordinate with Keith Linker, Principal Civil Engineer, at (714)765-4141 or at KLinker@anaheim.net to determine the Sewer Study requirements and deposit amount, if a sewer study will be required. If required, **the Sewer Study shall be approved prior to filing for Planning Commission public hearing.** Plans shall identify the existing sewer lateral that currently serve the property.

L2-4

Street:

Label and dimension the street right of way, ultimate right of way, distance from centerline to curb, sidewalk width and location of parkway & street trees on Lincoln Ave.

Lincoln Ave (E/W) – Primary, six lanes	Lincoln Ave Corridor Master Plan	REQUIREMENTS:
Existing Condition:	Ultimate Right of Way:	
57' ½ R/W	57.5' ½ R/W	Additional 2.5' right-of-way dedication is required per the Lincoln Ave Corridor Master Plan limits. See exhibit below.
48' Curb from Centerline	48.5' Curb from Centerline	Curb widening required per the Lincoln Ave Corridor Master Plan limits.
9' Sidewalk	4' Sidewalk	Construct 4-ft. sidewalk per the Lincoln Avenue Corridor Master Plan and per City Standard 110-B.
No Parkway	9' Parkway	Construct alternating 4'x8' planters spaced 30' on center. Planting shall be per the Lincoln Ave Corridor Master Plan, Figure 25.



L2-4

Manchester Ave (N/S) – Secondary Arterial	City of Anaheim Std. 160-A with Class II bike lane	REQUIREMENTS:
Existing Condition:	Ultimate Right of Way:	
46' ½ R/W	45' ½ R/W	No additional dedication is required.
37' Curb from Centerline	35' Curb from Centerline	No curb widening required.
9' Sidewalk with planters	4' Sidewalk	No off-site improvements to required on Manchester Ave.
9' Sidewalk with planters	6' Parkway	

The developer shall construct all improvements along the project's frontage on Lincoln Avenue. The improvements shall include but not limited to, curb and gutter, pavement, driveway, parkway drains, power pole relocations, water meters removals, sewer improvements, parkway landscaping etc. The developer's engineer shall submit to the City for review and approval an engineering cost estimate for the cost of the required improvements.

Development Standards and Fees

The applicable Citywide Traffic Impact Fee for both the difference of the fees for the proposed and existing square footage and the change/intensification in land use as determined by a Trip Generation Memo or Traffic Study shall be paid to the City of Anaheim, in an amount established by the City Council Ordinance/Resolution at the issuance of a building permit. Additionally, this fee will be used to fund traffic and transportation improvements within the area impacted by this project. Said fee shall be subject to adjustment by the City Council.

That prior to issuance of building permits, applicant shall coordinate with Union Pacific Railroad and California Public Utilities Commission to ensure project construction and project operation will not interfere with the existing Union Pacific Railroad line immediately adjacent to the project site and the adjacent active at-grade railroad crossing on Lincoln Avenue. Any relocation or modification of facilities related to the railroad line and/or the active railroad crossing shall be performed prior to final building and zoning inspection at the expense of the property owner.

The applicable Citywide Sewer Impact Fee shall be paid to the City of Anaheim, in an amount established by the City Council Ordinance/Resolution, prior to the issuance of a building permit. This fee will be used to fund sewer improvements within the area impacted by this project. Said fee shall be subject to adjustment by the City Council.

The following standard development requirements are listed to assist the developer with project planning for final engineering:

Grading, soils, and drainage report shall conform to requirements of Chapter 17.04 of the Anaheim Municipal Code and City of Anaheim Grading Plan and Permit Procedures. Submit the final grading plan along with soils and drainage reports and Final WQMP to the Department of Public Works/Development Services Division for review and approval. Flatland Grading Plan Procedures and submittal requirements are available on the Department of Public Works, Development Services' website at <http://www.anaheim.net/506/Subdivisions-Development-Services>. Please be aware that all flatwork demolition shall be submitted as part of the grading plans, and the demolition of the existing buildings (vertical structures only) shall be per separate Building Permit from the Building Department. On-site pavement shall be as per the recommendations of the project's soils report.

The developer shall submit street improvement plans, obtain a right of way construction permit, and post a security (Performance and Labor & Materials Bonds) in an amount approved by the City Engineer and in a form approved by the City Attorney for the construction of all required off-site and public improvements within the City street right of way of Lincoln Avenue. Improvements shall conform to the General Specific Plan requirements and as approved by the City Engineer. The street improvement plans shall include all traffic related improvements adjacent to the project site including all driveways, utility installations, signing and striping, and all other offsite work.

Developer shall be responsible for any utility relocations and any utility relocation shall be in conformance with the pertinent Public Utility requirements, standards, and permits.

Recommended Conditions of Approval

Conditions of approval are typically not provided for conceptual development review. As a result, conditions of approval from Development Services will be provided for future submittals for discretionary approval. Please note that subsequent plan checks are subject to additional comments.

Cc: Raul Garcia, Development Services Manager
Mike Eskander, Principal Civil Engineer

L2-4

City of Anaheim
INTERDEPARTMENTAL REVIEW COMMITTEE

Planner: Wayne G. Carvalho

Case No.: DEV2018-00025 PRE2018-00007

Date: May 9, 2018

Address: 1512-1530 W. Lincoln Ave.
(Conceptual Review: OCTA Transit Security and Operations Center)

Department: Public Utilities Department, Water Engineering Division

Contact: *CE for* Philip Bogdanoff, Water Planning & Resources Manager
(714) 765-4420
pbogdanoff@anaheim.net

I have reviewed the above case. Please see the following comments and conditions for more details:

COMMENTS:

Recommended Plan Corrections/Additional Information Required:

1. All existing water services shall conform to current Water Division standards. If the existing 2-inch domestic water service, meter, or meter box are found to not meet current City standards, are not adequately sized, or are otherwise no longer needed, the service shall be cut and capped at the main and new services shall be installed per current City standards.
2. If the total new or modified landscaping area exceeds 1,000 square feet, a separate water service lateral, meter, and backflow prevention device shall be installed for irrigation.
3. If the new building will have fire sprinklers, a separate water service line for fire protection shall be installed. Refer to the Water Services Standard Specifications (WSSS) Standard Drawings No. W-220 and W-222 for typical concrete pad sizes for fire line backflow prevention devices.
4. All water services for this property (domestic, irrigation, and fire protection) shall require a backflow prevention device to be installed above ground and behind the building setback line as determined by the Planning Department.
5. The following minimum clearances shall be provided around all new and existing public water facilities (e.g. fire hydrants, service laterals, meters, meter boxes, backflow devices, etc.):
 - a. 10 feet from structures, footings, walls, stormwater BMPs, power poles, street lights, and trees.

L2-4

- b. 5 feet from driveways, BCR/ECR of curb returns, and all other utilities (e.g. storm drain, gas, electric, etc.) or above ground facilities.
6. Prior to presenting the site plan to Planning Commission, the location of all proposed water services, meters, and backflow prevention assemblies (domestic, irrigation, and firelines) shall be approved by Water Engineering and the Planning Department and shown on the proposed site plan.

General Development Requirements (the following standard development requirements are being provided to assist with project planning):

1. All new water mains, services, meters, backflow devices, laterals, fire hydrants, and appurtenances shall be designed and installed in accordance with the Public Utilities Department Water Engineering *Administrative Procedures and Design Guidelines* and the *Water Services Standard Specifications*, both of which are available on the Public Utilities Department's website at: <http://www.anaheim.net/710/Custom-er-Manual>.
2. Water throughout southern California, including Anaheim, is naturally very high in total hardness and in overall mineral content. These constituent levels do not cause any adverse health effects, however you may need to consider this in your selection of a pre-treatment system (i.e., water softener to reduce hardness), plumbing fixtures, landscape plantings, etc. Please feel free to refer to Anaheim's latest Water Quality Report for a detailed report of constituent levels, at: <http://www.anaheim.net/657/Water-Quality>.
3. If this is a new project with a landscaping area (including pools or other water features) exceeding 500 square feet, or a rehabilitated project with an aggregate landscape area equal to or greater than 2,500 square feet, a Landscape Documentation Package and a Certification of Completion are required for compliance with Chapter 10.19 of the Anaheim Municipal Code, Ordinance No. 6355 relating to landscape water efficiency, and the Guidelines for Implementation of the Landscape Water Efficiency Ordinance. Compliance with these code requirements is required at the time of issuance of building permits.
4. If this is a non-residential project with a landscaping area (including pools or other water features) exceeding 1,000 square feet, or a residential project with a landscaping area (including pools or other water features) exceeding 2,500 square feet, a separate irrigation meter shall be installed in compliance with Chapter 10.19 of the Anaheim Municipal Code, Ordinance No. 6355 relating to landscape water efficiency, and the Guidelines for Implementation of the Landscape Water Efficiency Ordinance. Compliance with these code requirements is required at the time of issuance of building permits.
5. If this project is located within the Anaheim Resort Area, installation of large water meters and fire service assemblies must comply with the screening requirements of Ordinance No. 5156 and Chapter 18.46 of the Anaheim Municipal Code. Compliance with this code requirement is required prior to issuance of building permits.
6. All above ground equipment (including large water meters and backflow prevention assemblies) must be installed behind the building setback line and screened in accordance with Anaheim Municipal Code Section 18.38.160.

L2-4

Estimate of Special Assessment/Impact Fees: None.

RECOMMENDED CONDITIONS OF APPROVAL:

NO.	CONDITIONS OF APPROVAL	RESPONSIBLE DEPARTMENT
<i>PRIOR TO ISSUANCE OF GRADING PERMITS</i>		
431.	The Owner/Developer shall submit a set of improvement plans for Public Utilities Water Engineering review and approval in determining the conditions necessary for providing water service to the project.	Public Utilities Water Engineering
<i>PRIOR TO ISSUANCE OF BUILDING PERMITS</i>		
420.	A private water system with separate water service for fire protection, domestic water, and irrigation shall be provided and shown on plans submitted to the Water Engineering Division of the Anaheim Public Utilities Department.	Public Utilities Water Engineering
421.	All backflow equipment shall be located above ground outside of the street setback area in a manner fully screened from all public streets and alleys. Any backflow assemblies currently installed in a vault will have to be brought up to current standards. Any other large water system equipment shall be installed to the satisfaction of the Water Engineering Division outside of the street setback area in a manner fully screened from all public streets and alleys. Said information shall be specifically shown on plans and approved by Water Engineering and Cross Connection Control Inspector.	Public Utilities Water Engineering
422.	All requests for new water services, backflow equipment, or fire lines, as well as any modifications, relocations, or abandonments of existing water services, backflow equipment, and fire lines, shall be coordinated and permitted through Water Engineering Division of the Anaheim Public Utilities Department.	Public Utilities Water Engineering
426.	All existing water services and fire services shall conform to current Water Services Standards Specifications. Any water service and/or fire line that does not meet current standards shall be upgraded if continued use is necessary or abandoned if the existing service is no longer needed. The Owner/Developer shall be responsible for the costs to upgrade or to abandon any water service or fire line.	Public Utilities Water Engineering
430.	The Owner/Developer shall submit to the Public Utilities Department Water Engineering Division an estimate of the maximum fire flow rate and maximum day and peak hour water demands for the project. This information will be used to determine the adequacy of the existing water system to provide the estimated water demands. Any off-site water system improvements required to serve the project shall be done in accordance with Rule No.	Public Utilities Water Engineering

L2-4

NO.	CONDITIONS OF APPROVAL	RESPONSIBLE DEPARTMENT
	15A.1 of the Water Utility Rates, Rules, and Regulations.	
<i>PRIOR TO FINAL BUILDING AND ZONING INSPECTION</i>		
443.	Owner/Developer shall install an approved backflow prevention assembly on the water service connection(s) serving the property, behind property line and building setback in accordance with Public Utilities Department Water Engineering Division requirements.	Public Utilities Water Engineering
<i>GENERAL CONDITIONS</i>		
439.	<p>The following minimum clearances shall be provided around all new and existing public water facilities (e.g. fire hydrants, service laterals, meters, meter boxes, backflow devices, etc.):</p> <ul style="list-style-type: none"> • 10 feet from structures, footings, walls, stormwater BMPs, power poles, street lights, and trees. • 5 feet from driveways, BCR/ECR of curb returns, and all other utilities (e.g. storm drain, gas, electric, etc.) or above ground facilities. 	Public Utilities Water Engineering
441.	No public water mains or laterals allowed under driveways, parking stalls or parking lots.	Public Utilities Water Engineering
442.	All fire services 2-inch and smaller shall be metered with a UL listed meter, Hersey Residential Fire Meter with Translator Register, no equals.	Public Utilities Water Engineering

L2-4

3.4.1 Responses to Comments in Letter L2

Response to Comment L2-1

This comment provides feedback from the City of Anaheim (City) that the Trip Generation Memorandum, Appendix J to the IS/MND, is sufficient. This email transmitted comment from the City included an attached formal comment letter that included previously provided comments during the Conceptual Development Review Process that OCTA completed with the City. Refer to Responses to Comments L2-3 and L2-4 which discuss these comments.

Response to Comment L2-2

This comment recommends a reconfiguration of the access to the project site due to driveway limitations. This configuration was discussed with the City. It is acknowledged that no direct westbound lane (WBL) access from Lincoln Avenue will be provided or requested. The project assumes that access from westbound Lincoln Avenue will be accommodated via a U-turn at Loara Street onto eastbound Lincoln Avenue and then a right turn into the site as stated in the comment. This access configuration is discussed on page 10 of the Trip Generation Memo that was found to be sufficient in the previous comment.

Response to Comment L2-3

This comment provides both General Plan/Zoning consistency information, and the comments that were provided by the City during the Conceptual Development Review process that was undertaken with the City. It also provides the City's determination that no discretionary action would be required by the City, i.e., the City would not require a development or any other kind of discretionary permit for the proposed project. The comment is noted and no response is required.

Response to Comment L2-4

These comments pertain to the Site Plan and City coordination processes and do not pertain to the IS/MND, specifically. No response is required. OCTA understands that future coordination with the City will be required prior to and during the construction phase of the project.



L3

Hugh Nguyen
Orange County Clerk - Recorder
P.O. Box 238 Santa Ana, CA 92702
12 Civic Center Plaza, Room 106 Santa Ana, CA 92701
Phone: (714) 834-2500
www.ocrecorder.com

RECEIVED

DEC 17 2018

OCTA
550 SOUTH MAIN ST.
ORANGE, CA 92863

Office of the Orange County Clerk-Recorder
Memorandum

SUBJECT: NOTICE OF INTENT

The attached notice was received, filed and a copy was posted on 10/30/2018

It remained posted for 30 (thirty) days.

Hugh Nguyen
Clerk - Recorder
In and for the County of Orange

L3-1

By: Al Obaidi Nadia Deputy

Public Resource Code 21092.3

The notice required pursuant to Sections 21080.4 and 21092 for an environmental impact report shall be posted in the office of the County Clerk of each county *** in which the project will be located and shall remain posted for a period of 30 days. The notice required pursuant to Section 21092 for a negative declaration shall be so posted for a period of 20 days, unless otherwise required by law to be posted for 30 days. The County Clerk shall post notices within 24 hours of receipt.

Public Resource Code 21152

All notices filed pursuant to this section shall be available for public inspection, and shall be posted ***** within 24 hours of receipt** in the office of the County Clerk. Each notice shall remain posted for a period of 30 days.

*** Thereafter, the clerk shall return the notice to the local lead agency *** within a notation of the period it was posted. The local lead agency shall retain the notice for not less than nine months.

Additions or changes by underline; deletions by ***

**NOTICE OF INTENT
TO ADOPT A MITIGATED NEGATIVE DECLARATION
FOR THE TRANSIT SECURITY AND OPERATIONS CENTER PROJECT**

In accordance with Section 15072 of the California Environmental Quality Act Guidelines, NOTICE IS HEREBY GIVEN that the Orange County Transportation Authority (OCTA) has prepared a Mitigated Negative Declaration for the **Transit Security and Operations Center (TSOC) Project**.

OCTA is proposing to construct a new operations center for its transit and emergency security functions. The proposed Transit Security and Operations Center (TSOC) (proposed project) is planned to include a two-story facility that is approximately 30,000 square feet (sf), a roof-mounted microwave tower (not to exceed 60 feet (ft) in from ground elevation), a fueling station, electric vehicle charging stations, and dedicated parking for employees, patrol vehicles and visitors. The project site is approximately 3 acres and is located at the intersection of Lincoln Avenue and Manchester Avenue in the City of Anaheim, adjacent to the Interstate 5 (I-5)/Lincoln Avenue interchange.

The project site is not listed on any lists enumerated under Section 65962.5 of the California Government Code.

Public Review Period: October 30, 2018 through November 30, 2018 (must be submitted by 5:00 pm)

COPIES of the Mitigated Negative Declaration (MND), accompanying Initial Study (IS) and selective supporting documents are on file and may be reviewed at the OCTA's Reception counter located at 550 South Main Street, Orange, California and OCTA's website at the web address below:

L3-2

www.octa.net/tsoc (Click on the Documents Tab)

The document is also available for review at the two libraries listed below and at the OCTA offices located at 550 South Main Street in Orange, California.

Anaheim Central Library
500 W. Broadway
Anaheim, CA 92804
Phone: 714-765-1880

Anaheim Haskett Branch Library
2650 W. Broadway
Anaheim, CA 92804
Phone: 714-765-5075

"MITIGATED NEGATIVE DECLARATION" means that OCTA has tentatively concluded that although the proposed project could have a significant effect on the environment, there will not be a significant effect because mitigation measures have been identified and incorporated into this project and agreed to by OCTA.

Therefore, the project would not have a significant effect on the environment. NOTE: This project has not been approved or denied. It is being reviewed for environmental impacts only.

All comments regarding the MND must be made in writing and received in the Capital Programs office no later than 5:00 P.M. on the last day of the public review period. Please address comments to: Mr. George Olivo, Program Manager, Capital Programs - Facilities Engineering, 550 South Main Street, Orange, CA 92863 - 1584. Please reference OCTA TSOC in any correspondence. Comments may also be sent by e-mail to: TSOC_IS_MND_Comments@octa.net

The OCTA Board of Directors will consider the approval of the project at a future date that has yet to be determined. If you would like to be notified of future approval action on the proposed TSOC project, please provide your name and mailing address at the postal mail or email address listed above and indicate your desire to receive future notification.

¿Necesita ayuda? Contacte a Kathy Ortiz-Cobian al (909) 627-2974 o kortiz-cobian@arellanoassociates.com

POSTED

OCT 30 2018

ORANGE COUNTY CLERK-RECORDER DEPARTMENT

BY:  DEPUTY

3.5.1 Responses to Comments in Letter L3

Response to Comment L3-1

This comment advises the California Environmental Quality Act (CEQA) Lead Agency, in this case OCTA, that the County Clerk-Recorder posted the Notice of Intent to Adopt an IS/MND (NOI) for a period of 30 days starting October 30, 2018, as required. No response is necessary.

Response to Comment L3-2

The Clerk-Recorder provided the proof that the NOI was stamped and posted. No response is required.

VIEJAS

TRIBAL GOVERNMENT

T1

P.O. Box 908
Alpine, CA 91903
#1 Viejas Grade Road
Alpine, CA 91901

Phone: 6194453810
Fax: 6194453337
viejas.com

November 8, 2018

George Olivo
Program Manager
Capital Programs- Facilities Engineering
550 South Main Street
Orange, CA 92863

Re: OCTA TSOC

Dear Mr. Olivo,

The Viejas Band of Kurneyaay Indians ("Viejas") has reviewed the proposed project and at this time we have determined that the project site has little cultural significance or ties to Viejas. We further recommend that you contact the tribe(s) closest to the cultural resources. We, however, request to be informed of any new developments such as inadvertent discovery of cultural artifacts, cremation sites, or human remains in order for us to reevaluate our participation in the government-to-government consultation process.

Please do not hesitate to contact me if you have further questions. Please call Ernest Pingleton at 619-659-2314 or me at 619-659-2312, or email, epingleton@viejas-nsn.gov or rteran@viejas-nsn.gov. Thank you.

Sincerely,



Ray Teran, Resource Management
VIEJAS BAND OF KUMEYAAY INDIANS

T1-1

VIEJAS

TRIBAL GOVERNMENT

RECEIVED

AUG 03 2018

P.O. Box 908
Alpine, CA 91903
#1 Viejas Grade Road
Alpine, CA 91901

Phone: 6194453810
Fax: 6194455337
viejas.com

July 31, 2018

George Olivo
Program Manager
OCTA P.O. Box 14184
Orange, CA 92863

Re: New Operations Center

Dear Mr. Olivo,

The Viejas Band of Kumeyaay Indians ("Viejas") has reviewed the proposed project and at this time we have determined that the project site has little cultural significance or ties to Viejas. We further recommend that you contact the tribe(s) closest to the cultural resources. We, however, request to be informed of any new developments such as inadvertent discovery of cultural artifacts, cremation sites, or human remains in order for us to reevaluate our participation in the government-to-government consultation process.

T1-1

Please do not hesitate to contact me if you have further questions. Please call Ernest Pingleton at 619-659-2314 or me at 619-659-2312, or email, epingleton@viejas-nsn.gov or rteran@viejas-nsn.gov. Thank you.

Sincerely,



Ray Teran, Resource Management
VIEJAS BAND OF KUMEYAAY INDIANS

3.6.1 Responses to Comments in Letter T1

Response to Comment T1-1

This comment indicates that the Viejas Band of Kumeyaay Indians have determined the site has little cultural significance or ties to the Tribe. They request to notification, if any Native American resources are subsequently discovered on the site. Notification would take place as part of compliance with the required notification processes, enumerated in Measures SC-1 and SC-3 of the IS/MND.

Response to Comment T1-2

This letter was originally sent as part of the AB-52 consultation for the project and included in Appendix K of the IS/MND. The letter was resent as an attachment to the response to the IS/MND.

T2



GABRIELENO BAND OF MISSION INDIANS - KIZH NATION

Historically known as The San Gabriel Band of Mission Indians
recognized by the State of California as the aboriginal tribe of the Los Angeles basin

Notice of Intent to Adopt An Initial Study/ Mitigated Negative Declaration

November 5, 2018

City of Anaheim
550 South Main Street,
Orange, CA 92863

Good Afternoon George Olivo,

We have received your Notice of Intent to adopt a Negative Declaration for this project the Transit Security and Operations Center Project in the location of the County of Orange County. Our Tribal Government would like to be consulted if any ground disturbance will be conducted for this project.

T2-1

Sincerely,
Gabrieleno Band of Mission Indians/Kizh Nation
(1844) 390-0787 Office

Andrew Salas, Chairman

Albert Perez, treasurer I

Nadine Salas, Vice-Chairman

Martha Gonzalez Lemos, treasurer II

Dr. Christina Swindall Martinez, secretary

Richard Gradias, Chairman of the council of Elders

PO Box 393 Covina, CA 91723

www.gabrielenoindians@yahoo.com

gabrielenoindians@yahoo.com

3.7.1 Responses to Comments in Letter T2

Response to Comment T2-1

This comment requests consultation with the Gabrieleno Band of Mission Indians-Kizh Nation if any ground disturbance will be conducted for the project and does not provide comments on the analysis or conclusions of the IS/MND. The Gabrieleno Band of Mission Indians-Kizh Nation received a letter on July 28, 2018 from OCTA, as required by AB52, apprising the Band of the project and providing the opportunity to consult. No response was provided to OCTA within the 30 day statutory requirement of ABA52. The comment letter does not raise any concerns regarding the analysis provided in the IS/MND and no further response is necessary.

4.0 IS/MND REVISIONS

The following changes to the text of the Initial Study/Mitigated Negative Declaration (IS/MND) are made as a staff-initiated text change, in response to comments on the Draft IS/MND, or are included to clarify the IS/MND text. For each change, new language is double underlined, while deleted text is shown in ~~strikethrough~~.

4.1 ADDITIONS TO THE IS/MND

Page 1-23, Section 1.9 Agreements, Permits, and Approvals, the following text is added:

- South Coast Air Quality Management District
 - Permit for fueling tank and back-up generators

Page 2-8, Section 2.3.1, response to Air Quality questions (a) and (b), the following text is added after the first paragraph:

Stationary Source

The project would operate one 2,000-gallon aboveground fuel tank. For the purpose of the air quality analysis, it would take approximately 12 fuel delivery truck trips per year (i.e., by a 9,000-gallon, two-axle fuel truck) to deliver an estimated annual maximum of 24,000 gallons of fuel to the project site. The gasoline dispensing facility would generate criteria pollutant emissions directly and indirectly, specifically by the fuel delivery trucks, VOC losses from the storage tank and dispensing system, and combustion of fuel in the vehicles.

SCAQMD Rule 461 - Gasoline Transfer and Dispensing, requires the installation of enhanced vapor recovery systems that would reduce the amount of vapor that would be emitted into the atmosphere by 95 to 98 percent from levels without such systems. All gasoline-dispensing facilities under SCAQMD jurisdiction have Phase I and II vapor recovery systems to control gasoline emissions. Phase I vapor recovery refers to the collection of gasoline vapors displaced from storage tanks when cargo tank trucks make gasoline deliveries. Phase II vapor recovery systems control the vapors displaced from vehicle fuel tanks during refueling. In addition, all gasoline would be stored in an aboveground storage tank with fill tubes equipped with vapor-tight seals and caps to further control gasoline emissions. Emissions from gasoline transfer and dispensing mainly occur during loading, breathing, refueling, and spillage.

According to the SCAQMD Annual Emission Reporting (AER) Program, the default organic emission factor for gasoline fuel dispensing pump station with fuel storage and dispensing system is 0.396 pounds of VOC per 1,000 gallons of fuel dispensed (SCAQMD 2017b). For purposes of the analysis of this project, it is assumed that the 2,000-gallon aboveground storage tank would contain gasoline and be filled 12 times throughout the year, resulting in an estimated annual VOC emission of 9.5 pounds per year (i.e., 24,000 gallons × 0.396 lb VOC per 1,000 gallons).

Toxic Air Contaminant Emissions

Dispensing gasoline products has the potential to introduce air toxics (primarily benzene emissions) into the local environment. The SCAQMD regulates these air toxics emissions through a permitting process (and its corresponding Health Risk Assessment) that applies to all gasoline dispensing stations within the Basin. As part of its permitting process, SCAQMD performs an analysis of potential cancer risk associated with anticipated benzene emissions from individual gasoline dispensing pumps.

The SCAQMD has established thresholds of significance that account for site-specific factors such as gasoline throughput and the locations of nearby receptors. If the analysis indicates that the cancer risk at a nearby receptor location (i.e., an area where persons reside, work, or attend school—not including streets or sidewalks) is less than one case per million persons, the risk is considered less than significant and no mitigation is required. If the analysis results indicate that the lifetime cancer risk is between 1 and 10 cases per million, the impact is considered less than significant with the application of Toxics Best Available Control Technology (TBACT). Under existing SCAQMD regulations, a permit cannot be issued for a gasoline-dispensing pump with an identified cancer risk between 1 and 10 unless TBACT is made a part of the project. CARB must certify all vapor recovery equipment that is used at gasoline-dispensing pumps, which would satisfy the TBACT requirement. If the analysis indicates that the cancer risk is greater than 10 cases per million, the impact is considered significant and SCAQMD would further constrain the gasoline dispensing service station's operations to stay below a cancer risk of 10 cases per million.

SCAQMD staff has indicated on previous gas station projects that only a very high throughput service station in close proximity to a school or other sensitive receptor would be likely to exceed the 10 cases per million threshold. At present, SCAQMD staff runs individual cancer risk assessments on all new service stations or projects where a school is within 1,000 feet of the project site and there is an increase in emissions. There is a school located approximately 675 feet of the project. The nearest sensitive receptor to the project site is a residential area approximately 675 feet to the west and 700 feet to the south. Compliance with existing SCAQMD rules and regulations would ensure potential impacts associated with air toxics would be less than significant.

As indicated in Table D, project operational emissions of criteria pollutants would be below SCAQMD significance thresholds; thus, they are not likely to have a significant impact on these residences given the distance and the dispersion that would occur. Exposure by individuals pumping gasoline would be limited in time, so the dose level for employees would be low. In addition, SCAQMD Rule 461 requires the installation of enhanced vapor recovery systems. This would further limit doses and exposures, reducing potential health risks related to gasoline vapors to a less than significant level. Overall, project impacts related to exposure of sensitive receptors to stationary source emissions would be considered less than significant.

4.2 CORRECTIONS TO THE IS/MND

Page 1-1 first paragraph and second paragraph of the Notice of Intent, the following deletion is made:

The proposed Transit Security and Operations Center (TSOC) (proposed project) is planned to include a two-story facility that is approximately 30,000 square feet (sf), a roof-mounted microwave tower (not to exceed 60 feet (ft) ~~in~~ from ground elevation), a fueling station, electric vehicle charging stations, and dedicated parking for employees, patrol vehicles and visitors.

The following tables in the Air Quality analysis are updated to reflect the 11.1 percent increase in building size from 27,000 square feet to 30,000 square feet.

Page 2-6

Table C: Short-Term Regional Construction Emissions

Construction Phase	Total Regional Pollutant Emissions (lbs/day)							
	VOC	NO _x	CO	SO _x	Fugitive PM ₁₀	Exhaust PM ₁₀	Fugitive PM _{2.5}	Exhaust PM _{2.5}
Demolition	4	37	23	<1	<1	2	<1	2
Site Preparation	4	46	23	<1	8	3	5	2
Grading	4	69	27	<1	6	2	2	1
Building Construction	3	23	19	<1	1	1	<1	1
Architectural Coatings	14	2	2	<1	<1	<1	<1	<1
Paving	2	13	13	<1	<1	1	<1	1
Peak Daily	14	69	27	<1	11		7	
Adjusted Peak Daily (plus 11 %)	15	76	31	1	13		8	
SCAQMD Suggested Thresholds	75	100	550	150	150		55	
Significant Emissions?	No	No	No	No	No		No	

Source: Compiled by LSA (July 2018).

Assumes the Building Construction and Architectural Coating phases overlap. PM₁₀ and PM_{2.5} fugitive emissions are from the Mitigated results - the only "mitigation" applied in this modeling is required dust control measures per SCAQMD Rule 403. Numbers may not appear to add correctly due to rounding. These values were computed assuming a one-year construction phase.

CO = carbon monoxide

lbs/day = pounds per day

NO_x = nitrogen oxides

PM₁₀ = particulate matter less than 10 microns in size

PM_{2.5} = particulate matter less than 2.5 microns in size

SCAQMD = South Coast Air Quality Management District

SO_x = sulfur oxides

VOC = volatile organic compounds

Table D: Project Regional Operational Emissions

Source	Pollutant Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area	<1	<1	<1	0	<1	<1
Energy	<1	<1	<1	<1	<1	<1
Mobile	2	6	20	<1	6	2
Stationary	10	0	0	0	0	0
Total Project Emissions	12	6	20	0	6	2
Adjusted Project Emissions (plus 11 percent)	13	7	22	0	7	2
SCAQMD Thresholds	55	55	550	150	150	55
Significant?	No	No	No	No	No	No

Source: Compiled by LSA (July 2018).

CO = carbon monoxide

lbs/day = pounds per day

NO_x = nitrogen oxides

PM_{2.5} = particulate matter less than 2.5 microns in size

PM₁₀ = particulate matter less than 10 microns in size

SCAQMD = South Coast Air Quality Management District

SO_x = sulfur oxides

VOC = volatile organic compounds

Table F: Construction Localized Impacts Analysis

Emissions Sources	Pollutant Emissions (lbs/day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
On-Site Emissions	46	22	11	7
Adjusted On-Site Emissions (plus 11 percent)	51	24	12	8
LST Thresholds	176	3,453	80	30
Significant Emissions?	No	No	No	No

Source: Compiled by LSA (July 2018).

Note: Source Receptor Area – Central Orange County, 3.5 acres, receptors at 675 feet

CO = carbon monoxide

NO_x = nitrogen oxides

lbs/day = pounds per day

PM_{2.5} = particulate matter less than 2.5 microns in size

LST = local significance threshold

PM₁₀ = particulate matter less than 10 microns in size

Appendix B, CEQA Environmental Checklist Page 1 Project Description Summary, the following correction to the text is made:

The proposed Transit Security and Operations Center (TSOC) is planned to be a two-story facility that is approximately ~~30,000~~ 27,000 square feet (sf), with a roof-mounted microwave tower, a fueling station, electric vehicle charging stations, and dedicated parking for employees, patrol vehicles, and visitors.

APPENDIX A

IS/MND NOTICES AND DISTRIBUTION

**NOTICE OF INTENT
TO ADOPT A MITIGATED NEGATIVE DECLARATION
FOR THE TRANSIT SECURITY AND OPERATIONS CENTER PROJECT**

In accordance with Section 15072 of the California Environmental Quality Act Guidelines, NOTICE IS HEREBY GIVEN that the Orange County Transportation Authority (OCTA) has prepared a Mitigated Negative Declaration for the **Transit Security and Operations Center (TSOC) Project**.

OCTA is proposing to construct a new operations center for its transit and emergency security functions. The proposed Transit Security and Operations Center (TSOC) (proposed project) is planned to include a two-story facility that is approximately 30,000 square feet (sf), a roof-mounted microwave tower (not to exceed 60 feet (ft) in from ground elevation), a fueling station, electric vehicle charging stations, and dedicated parking for employees, patrol vehicles and visitors. The project site is approximately 3 acres and is located at the intersection of Lincoln Avenue and Manchester Avenue in the City of Anaheim, adjacent to the Interstate 5 (I-5)/Lincoln Avenue interchange.

The project site is not listed on any lists enumerated under Section 65962.5 of the California Government Code.

Public Review Period: October 30, 2018 through November 30, 2018 (must be submitted by 5:00 pm)

COPIES of the Mitigated Negative Declaration (MND), accompanying Initial Study (IS) and selective supporting documents are on file and may be reviewed at the OCTA's Reception counter located at 550 South Main Street, Orange, California and OCTA's website at the web address below:

www.octa.net/tsoc (Click on the Documents Tab)

The document is also available for review at the two libraries listed below and at the OCTA offices located at 550 South Main Street in Orange, California.

Anaheim Central Library
500 W. Broadway
Anaheim, CA 92804
Phone: 714-765-1880

Anaheim Haskett Branch Library
2650 W. Broadway
Anaheim, CA 92804
Phone: 714-765-5075

"MITIGATED NEGATIVE DECLARATION" means that OCTA has tentatively concluded that although the proposed project could have a significant effect on the environment, there will not be a significant effect because mitigation measures have been identified and incorporated into this project and agreed to by OCTA.

Therefore, the project would not have a significant effect on the environment. NOTE: This project has not been approved or denied. It is being reviewed for environmental impacts only.

All comments regarding the MND must be made in writing and received in the Capital Programs office no later than 5:00 P.M. on the last day of the public review period. Please address comments to: Mr. George Olivo, Program Manager, Capital Programs - Facilities Engineering, 550 South Main Street, Orange, CA 92863 - 1584. Please reference OCTA TSOC in any correspondence. Comments may also be sent by e-mail to: TSOC_IS_MND_Comments@octa.net

The OCTA Board of Directors will consider the approval of the project at a future date that has yet to be determined. If you would like to be notified of future approval action on the proposed TSOC project, please provide your name and mailing address at the postal mail or email address listed above and indicate your desire to receive future notification.

¿Necesita ayuda? Contacte a Kathy Ortiz-Cobian al (909) 627-2974 o kortiz-cobian@arellanoassociates.com

POSTED

OCT 30 2018

ORANGE COUNTY CLERK-RECORDER DEPARTMENT

BY: DEPUTY

OCTA MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY CHECKLIST

Project Name: Transit Security and Operations (TSOC) Project

Project Location: The Project is located at the intersection of Lincoln Avenue and Manchester Avenue in the City of Anaheim, adjacent to the Interstate 5 (I-5)/Lincoln Avenue interchange.

Lead Agency: OCTA

Approval Body: OCTA Board of Directors

Lead Agency Address: 550 South Main Street, Orange, CA 92863

Project Applicant: OCTA

Applicant Address: 550 South Main Street, Orange, CA 92863

Proposal: The Orange County Transportation Authority (OCTA) is proposing to construct a new operations center for its transit and emergency security functions. The proposed Transit Security and Operations Center (TSOC) (proposed project) is planned to include a two-story facility that is approximately 30,000 square feet (sf), a roof-mounted microwave tower (not to exceed 60 feet (ft) from ground elevation), a fueling station, electric vehicle charging stations, and dedicated parking for employees, patrol vehicles and visitors. The project site is approximately 3 acres in size.

Contact Name: George Olivo, OCTA Program Manager, Capital Programs - Facilities Engineering

Telephone: (714) 560-5872 **Email:** TSOC_IS_MND_Comments@octa.net

Public Review Period: October 30-November 30, 2018 (closes at 5:00 pm)

NOTICE: This Mitigated Negative Declaration/Initial Study has been prepared pursuant to the California Environmental Quality Act (CEQA) (Public Resources Code, Section 21000, et seq.) and the State CEQA Guidelines (California Code of Regulations, Section 15000, et seq.). It is available for a 30-day public review period as shown above.

The Mitigated Negative Declaration may become final unless written comment(s) is/are received by the office listed above by **5:00 p.m. on November 30, 2018**.

Comments regarding this Mitigated Negative Declaration and Initial Study must be made in writing and received in the Capital Programs office no later than 5:00 P.M. on the last day of the public review period. Please address comments to: Mr. George Olivo, Program Manager, Capital Programs - Facilities Engineering, 550 South Main Street, Orange, CA 92863 - 1584. Please reference OCTA TSOC in any correspondence. Comments may also be sent by e-mail to: TSOC_IS_MND_Comments@octa.net

COPIES of the Mitigated Negative Declaration (MND), accompanying Initial Study Checklist (IS) and selective supporting documents are on file and may be reviewed at the OCTA's Reception counter located at 550 South Main Street, Orange, California and OCTA's website at the following url:

www.octa.net/tsoc

Employment Opportunities. Software Engineer sought by Data Trace Information Services, LLC in Santa Ana, CA to design, code, unit test, debug & document programs.

Merchandise. Moving Sale - All Furniture Must Go! New GE side-by-side refrigerator, Samsung Plasma TV, Asian style dining room set.

Sporting Goods. #1 Firearms Dealer in OC Buy and Sell your guns legally. Individual guns or collections!

Transportation. 2015 Nissan Sentra xint cond. take over pyrrants, fin or cash. 7PLC592:40k mi.

Public Notice. NOTICE OF PETITION TO ADMINISTER ESTATE OF: JEFFREY D. SORENSON. CASE # 30-2018-01027741-PR-PW-CJC

Garage Sales. Buena Park Moving Sale! Great Bargains! All kinds of Merchandise! 11/3, 7:00 am to Noon.

Merchandise. Auctons. NOVEMBER TO REMEMBER ARCADE GAME & PINBALL AUCTION.

Financial. Tax Firm Wanted. Seeking to buy Tax practice from tax preparer looking to retire.

Transportation. 1973 Bubble Top VW Surf Van, cream white, newer paint, new floor.

Public Notice. NOTICE OF PETITION TO ADMINISTER ESTATE OF: TERRIE LEE MCGOWN. CASE NO. 30-2018-01013990-PR-LA-CJC

Pets. Kittens ginger/white males FREE. KITTENS all shots and neutered. Clean of fleas and any other parasites.

Garage Sales. COMMUNITY GARAGE SALE. DEBBIE BREWINGTON. 949-212-0733

Real Estate. Anaheim Beaut. Blg. W/rl. Crtyr. 1811 W. Katella. \$400+, Suite, 1st flr.

Public Notices. Welcome to the Golden State of Cannabis. the Cannifornian.

Public Notice. NOTICE OF AMENDED PETITION TO ADMINISTER ESTATE OF: JOHN FRANKLIN WILLIAM GECKLER.

IF YOU'RE BUYING OR SELLING A CAR IN ORANGE COUNTY, CLICK HERE. OCREGISTER.COM/CARS. All the Local Dealer Specials.

Public Notices. FICTITIOUS BUSINESS NAME STATEMENT. 2018624011

Public Notices. FICTITIOUS BUSINESS NAME STATEMENT. 2018652195

Public Notice. NOTICE OF PETITION TO ADMINISTER ESTATE OF: MARY ANN STEWART.

Public Notice. NOTICE OF PETITION TO ADMINISTER ESTATE OF: JOHN FRANKLIN WILLIAM GECKLER.

Public Notices. FICTITIOUS BUSINESS NAME STATEMENT. 2018622125

Public Notices. FICTITIOUS BUSINESS NAME STATEMENT. 2018652195

Public Notice. NOTICE OF PETITION TO ADMINISTER ESTATE OF: MARY ANN STEWART.

Public Notice. NOTICE OF PETITION TO ADMINISTER ESTATE OF: JOHN FRANKLIN WILLIAM GECKLER.

Public Notices. NOTICE INVITING BIDS. BID NO. 2019-11-FAC-GC, DOB - BUILDING B RESTORATION

Public Notices. NOTICE INVITING BIDS. BID NO. 2019-11-FAC-GC, DOB - BUILDING B RESTORATION

Public Notice. NOTICE OF PETITION TO ADMINISTER ESTATE OF: MARY ANN STEWART.

Public Notice. NOTICE OF PETITION TO ADMINISTER ESTATE OF: JOHN FRANKLIN WILLIAM GECKLER.

REGISTER REWARDS. 7-DAY SUBSCRIBERS GET FREE TICKETS and chances to WIN EXCLUSIVE CONTESTS! Take advantage of your FREE rewards today!

REGISTER REWARDS. The successful bidder must have a State of California Contractor's A or B license current and active at the time of the bid opening and throughout the duration of the contract for the above named Project.

Public Notice. NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION FOR THE TRANSIT SECURITY AND OPERATIONS CENTER PROJECT.

TSOC IS/MND
 Notice of Intent to Adopt
 Distribution

	A	B	C	D	E	F	G	H
	OWNERNAME	OWNER2	M_ADDRESS	M_CITY	M_STATE	M_ZIP	M_ZIP4	Type
2	SPLINTER INVESTMENTS	OR OCCUPANT	428 S ESPLANADE ST	ORANGE	CA	92869		1-Property Owner
3	RICHARD A KATNIK	OR OCCUPANT	1348 N SANTIAGO ST	SANTA AN/CA		92701		1-Property Owner
4	LARRY P HENRY	OR OCCUPANT	7672 HALDOR PL	BUENA PAF CA		90620	3915	1-Property Owner
5	REDEVELOPMENT AGENCY ANAHEIM	OR OCCUPANT	201 S ANAHEIM BLVD 1003	ANAHEIM CA		92805		3861 1-Property Owner
6	CAMERA & AUDIO VISUAL REDFOX	OR OCCUPANT	158 S FRANCISCO ST	ANAHEIM CA		92807	3917	1-Property Owner
7	ROBERT K WONG & MAY L WONG FAMILY LTD	OR OCCUPANT	1080 N BATAVIA ST K	ORANGE CA		92867		1-Property Owner
8	ORANGE COUNTY TRANSPORTATION AUTHORITY	OR OCCUPANT	PO BOX 14184	ORANGE CA		92863	1584	1-Property Owner
9	REDEVELOPMENT AGENCY ANAHEIM	OR OCCUPANT	PO BOX 3222	ANAHEIM CA		92803	3222	1-Property Owner
10	SAMUEL C LU	OR OCCUPANT	P O BOX 7394	NEWPORT CA		92658	7394	1-Property Owner
11	OAKTREE INVESTMENTS	OR OCCUPANT	92 LEGACY WAY	IRVINE CA		92602		1-Property Owner
12	RUBEN & LAARNI DAVID	OR OCCUPANT	219 S WALNUT ST	ANAHEIM CA		92805	3553	1-Property Owner
13	BOBBY LEVELL & TONI LAISNE GILBERT	OR OCCUPANT	17602 17TH ST 102	TUSTIN CA		92780	7915	1-Property Owner
14	LASSITER HARLANE M TRUST	OR OCCUPANT	6507 E SAINT GERMAIN CIR	ORANGE CA		92869		1-Property Owner
15	BLECKERT LYLE P & ZHIXIAN	OR OCCUPANT	766 N HIGHLAND AVE	FULLERTON CA		92832		1-Property Owner
16	CITY OF ANAHEIM	OR OCCUPANT	P O BOX 3222	ANAHEIM CA		92803	3222	1-Property Owner
17	EXTRA SPACE PROPERTIES 105	OR OCCUPANT	PO BOX 320099	ALEXANDR VA		22320		1-Property Owner
18	KENNETH W HOLT	OR OCCUPANT	1557 W MABLE ST	ANAHEIM CA		92802	1021	1-Property Owner
19	ALEMI PROPERTIES	OR OCCUPANT	22 VIA BURRONE	NEWPORT CA		92657	1407	1-Property Owner
20	RONDEUX INVESTMENTS	OR OCCUPANT	1515 W MAPLE	ANAHEIM CA		92802	1021	1-Property Owner
21	THDT INVESTMENT	OR OCCUPANT	1307 W 6TH ST 202	CORONA CA		92882		1-Property Owner
22	JORGE LUIS & MARTHA E ULLOA	OR OCCUPANT	5254 VISTA DEL SOL	CYPRESS CA		90630		1-Property Owner
23	JORGE & MARTHA ULLOA	OR OCCUPANT	1725 W LINCOLN AVE	ANAHEIM CA		92801	6715	1-Property Owner
24	EUCLID WAY WOHL	OR OCCUPANT	14 CORPORATE PLAZA DR 110	NEWPORT CA		92660		1-Property Owner
25	EUCLID LINCOLN INC CW	OR OCCUPANT	1307 W 6TH ST #202	CORONA CA		92882		1-Property Owner
26	JORGE & MARTHA ULLOA	OR OCCUPANT	219 N EUCLID WAY	ANAHEIM CA		92801	6736	1-Property Owner
27	JORGE & MARTHA ULLOA	OR OCCUPANT	225 N EUCLID WAY	ANAHEIM CA		92801		1-Property Owner
28	STATE OF CALIFORNIA	OR OCCUPANT	3337 MICHELSON DR CN380	IRVINE CA		92612	1699	1-Property Owner
29	ANASTASI DEVELOPMENT CO	OR OCCUPANT	511 TORRANCE BLVD 200	REDONDO CA		90277		1-Property Owner
30	GLEN R NELSON	OR OCCUPANT	PO BOX 1	ORANGE CA		92856		1-Property Owner
31	NICOLA CHRISTINE TRUST	OR OCCUPANT	353 DALKEITH AVE	LOS ANGECA		90049		1-Property Owner
32	KURT G FAHLMAN	OR OCCUPANT	550 POOLVILLE CUT-OUT RD	POOLVILLE TX		76487	3634	1-Property Owner
33	DANIEL ROSENBERG	OR OCCUPANT	255 S EUCLID ST	ANAHEIM CA		92802		1-Property Owner
34	KAREN D DAFESH	OR OCCUPANT	4830 CORSO CIR	CYPRESS CA		90630		1-Property Owner
35	JOSEPH & ANN K FERNANDO	OR OCCUPANT	405 S EUCLID ST	ANAHEIM CA		92802	1229	1-Property Owner
36	WALTER T COURTNEY & HELEN W CO TRUST	OR OCCUPANT	18331 JOCOTAL AVE	VILLA PARK CA		92861		1-Property Owner
37	OLIMPIA GABRIELA BUZDUGA	OR OCCUPANT	418 S FALCON ST	ANAHEIM CA		92804	2612	1-Property Owner
38	JAY BEHNKE	OR OCCUPANT	414 FALCON ST	ANAHEIM CA		92804	2612	1-Property Owner
39	VUSCHARA TROY & SIRIMA NIMNUAL	OR OCCUPANT	412 S FALCON ST	ANAHEIM CA		92804	2612	1-Property Owner
40	NGUYEN TINA FAMILY TRUST	OR OCCUPANT	6939 INDIANA AVE C	RIVERSIDE CA		92506		1-Property Owner
41	ROBERT A KELLY	OR OCCUPANT	25245 CALLE UVA	TEMECULA CA		92590	3383	1-Property Owner
42	BRISENO PASCUAL	OR OCCUPANT	1726 W BROADWAY	ANAHEIM CA		92804		1-Property Owner
43	TRUONG HAI DOAN NGO	OR OCCUPANT	1722 W BROADWAY	ANAHEIM CA		92804		1-Property Owner
44	ELIAS & MARISELA GABRIEL	OR OCCUPANT	1718 W BROADWAY	ANAHEIM CA		92804		1-Property Owner
45	MINH DUC TRINH	OR OCCUPANT	15682 BUTTERFIELD	WESTMINS CA		92683	6929	1-Property Owner
46	MYONG KUN KIL	OR OCCUPANT	4952 QUAIL DR	LA PALMA CA		90623		1-Property Owner
47	RICHMOND T & YOUNG S SOHN	OR OCCUPANT	696 AVENIDA SEVILLA B	LAGUNA W CA		92637		1-Property Owner
48	ROBERT QUOC NGUYEN	OR OCCUPANT	370 S LOARA ST	ANAHEIM CA		92802		1-Property Owner
49	JOSE A & SUZETTE E OPOSA	OR OCCUPANT	390 S LOARA ST	ANAHEIM CA		92802		1-Property Owner
50	JANICE A AUDISS	OR OCCUPANT	391 SONYA ST	ANAHEIM CA		92802	1337	1-Property Owner
51	DANIEL DAYTON	OR OCCUPANT	371 S SONYA ST	ANAHEIM CA		92802		1-Property Owner
52	MARY ANN ERICKSON	OR OCCUPANT	351 S SONYA	ANAHEIM CA		92802	1337	1-Property Owner
53	MARIA RAFAELA ARVIZU	OR OCCUPANT	1580 W ELM AVE	ANAHEIM CA		92802		1-Property Owner
54	PERCIVAL T & ELIZA DE HONOR	OR OCCUPANT	1586 W ELM AVE	ANAHEIM CA		92802		1-Property Owner
55	CARLOS & CARMEN DE ANDA	OR OCCUPANT	1592 W ELM AVE	ANAHEIM CA		92802	1348	1-Property Owner
56	ANDRES & LORENA RUVALCABA	OR OCCUPANT	1591 W ELM AVE	ANAHEIM CA		92802	1350	1-Property Owner
57	CHUONG VAN TRUST	OR OCCUPANT	1585 W ELM AVE	ANAHEIM CA		92802		1-Property Owner
58	KAREIM & SAHAR ALI	OR OCCUPANT	32 CHOATE	IRVINE CA		92620	3321	1-Property Owner
59	ROBERT J HERMAN	OR OCCUPANT	1575 W ELM AVE	ANAHEIM CA		92802	1350	1-Property Owner
60	PEGGY L TIMANUS	OR OCCUPANT	1571 W ELM AVE	ANAHEIM CA		92802	1350	1-Property Owner
61	MATTHEW D & ANN QUAN	OR OCCUPANT	1565 W ELM AVE	ANAHEIM CA		90802		1-Property Owner
62	MARONDI PROPERTIES	OR OCCUPANT	1922 FAIRWEATHER RD	SANTA AN/CA		92705	3316	1-Property Owner
63	NOEL & MELINDA GURAN	OR OCCUPANT	1555 W ELM AVE	ANAHEIM CA		92802	1350	1-Property Owner
64	PHONG DUONG	OR OCCUPANT	1551 W ELM AVE	ANAHEIM CA		92802	1350	1-Property Owner
65	NHANH HO	OR OCCUPANT	715 W PEPPER TREE LN	SANTA AN/CA		92706		1-Property Owner
66	LENNY CHANG	OR OCCUPANT	1541 W ELM AVE	ANAHEIM CA		92802		1-Property Owner
67	GARY V SPIELMAN	OR OCCUPANT	1535 W ELM AVE	ANAHEIM CA		92802	1350	1-Property Owner
68	DENNIS DUNG ANH DO	OR OCCUPANT	1531 W ELM AVE	ANAHEIM CA		92802		1-Property Owner
69	ASAM REYNOSO	OR OCCUPANT	1525 W ELM AVE	ANAHEIM CA		92802	1350	1-Property Owner
70	JUDY L C USI	OR OCCUPANT	1570 W ELM AVE	ANAHEIM CA		92802	1349	1-Property Owner
71	DAVID T NGUYEN	OR OCCUPANT	1564 W ELM AVE	ANAHEIM CA		92802		1-Property Owner
72	DA RUNGONT	OR OCCUPANT	1558 W ELM AVE	ANAHEIM CA		92802	1349	1-Property Owner
73	PHI G NGO	OR OCCUPANT	1554 W ELM AVE	ANAHEIM CA		92802		1-Property Owner
74	LIEN NGUYEN	OR OCCUPANT	1546 W ELM AVE	ANAHEIM CA		92802	1349	1-Property Owner
75	GERALD W SCHUBERT	OR OCCUPANT	1542 W ELM AVE	ANAHEIM CA		92802	1349	1-Property Owner
76	CANH VAN & QUYEN THI NGUYEN	OR OCCUPANT	1536 W ELM AVE	ANAHEIM CA		92802	1349	1-Property Owner
77	WILLIAMS CHARLES & KATHLEEN TRUST	OR OCCUPANT	17171 HARDING CANYON RD	SILVERADO CA		92676		1-Property Owner
78	SEAN D VU	OR OCCUPANT	331 S GILMAR ST	ANAHEIM CA		92802	1334	1-Property Owner
79	MICHAEL LAWRENCE COLEMAN	OR OCCUPANT	11 MAUI WAY	NAPA CA		94501		1-Property Owner
80	TU C V NGUYEN	OR OCCUPANT	340 S GILMAR ST	ANAHEIM CA		92802	1334	1-Property Owner
81	GUNTER & GISELA E RUDIES	OR OCCUPANT	330 S GILMAR ST	ANAHEIM CA		92802	1334	1-Property Owner
82	THANG C NGUYEN	OR OCCUPANT	320 S GILMAR ST	ANAHEIM CA		92802		1-Property Owner
83	MICHAEL C & SANGWON J PARK	OR OCCUPANT	1500 W ELM AVE	ANAHEIM CA		92802	1329	1-Property Owner
84	ARMY SALVATION	OR OCCUPANT	PO BOX 93002	LONG BEAC CA		90809	3002	1-Property Owner
85	LIESELOTTE A EWING	OR OCCUPANT	371 S GILBUCK DR	ANAHEIM CA		92802		1-Property Owner
86	DONALD RAYMOND & ELIZABETH D HICKS	OR OCCUPANT	1501 W ALEXIS AVE	ANAHEIM CA		92802		1-Property Owner
87	PAMELA C BLEDSOE	OR OCCUPANT	700 N VALLEY ST B-1697	ANAHEIM CA		92801		1-Property Owner
88	KY YONG & SHEEN DO LEE	OR OCCUPANT	1511 W ALEXIS AVE	ANAHEIM CA		92802	1325	1-Property Owner
89	IN SUNG & DONG S CHUNG	OR OCCUPANT	1517 W ALEXIS AVE	ANAHEIM CA		92802	1325	1-Property Owner
90	MARIA C MOHR	OR OCCUPANT	1563 ALEXIS AVE	ANAHEIM CA		92802		1-Property Owner

TSOC IS/MND
Notice of Intent to Adopt
Distribution

	A	B	C	D	E	F	G	H
1	OWNERNAME	OWNER2	M_ADDRESS	M_CITY	M_STATE	M_ZIP	M_ZIP4	Type
91	KEVIN HUNGSHU TAI	OR OCCUPANT	501 HIGHLAND AVE	SANTA CRUZ CA		95060		1-Property Owner
92	MIKE MC NALLY	OR OCCUPANT	1533 W ALEXIS AVE	ANAHEIM CA		92802	1325	1-Property Owner
93	CHRISTOPHER & HUONG T VO	OR OCCUPANT	9545 NORMANDY WAY	CYPRESS CA		90630	3518	1-Property Owner
94	BRENTT MARK SPORN	OR OCCUPANT	370 S WILDE ST	ANAHEIM CA		92802	1342	1-Property Owner
95	MONCHEL & MARGOT GARCIA	OR OCCUPANT	350 S WILDE ST	ANAHEIM CA		92802	1342	1-Property Owner
96	FRANK A ANN	OR OCCUPANT	351 S WILDE ST	ANAHEIM CA		92802		1-Property Owner
97	PETER MOHR	OR OCCUPANT	371 S WILDE ST	ANAHEIM CA		92802	1342	1-Property Owner
98	HAROLD E BISH	OR OCCUPANT	391 S WILDE ST	ANAHEIM CA		92802	1342	1-Property Owner
99	BRIAN QUANGHO LY	OR OCCUPANT	1565 W ALEXIS AVE	ANAHEIM CA		92802	1347	1-Property Owner
100	SANG MAN SHIN	OR OCCUPANT	1571 W ALEXIS AVE	ANAHEIM CA		92802		1-Property Owner
101	IOSIF & VIOLA VEGH	OR OCCUPANT	366 S SONYA ST	ANAHEIM CA		92802	1338	1-Property Owner
102	EDWARD M & IRENE E KRAMER	OR OCCUPANT	350 S SONYA ST	ANAHEIM CA		92802	1338	1-Property Owner
103	THOMAS BUREAU	OR OCCUPANT	33131 MARINA VISTA DR	DANA POINT CA		92629		1-Property Owner
104	LOUIE & OLGA RUIZ	OR OCCUPANT	1511 W ELM AVE	ANAHEIM CA		92802	1328	1-Property Owner
105	LEE & JEANNIE NGUYEN	OR OCCUPANT	1505 W ELM AVE	ANAHEIM CA		92802	1328	1-Property Owner
106	EDWARD H KURZAWA	OR OCCUPANT	8085 ACACIA CIR	CYPRESS CA		90630		1-Property Owner
107	LEONARDO MORA	OR OCCUPANT	360 S GILBUCK DR	ANAHEIM CA		92802	1331	1-Property Owner
108	GAY RANDY THOMPSON	OR OCCUPANT	370 S GILBUCK DR	ANAHEIM CA		92802		1-Property Owner
109	DANIEL J CAMPION	OR OCCUPANT	31022 VIA SOLANA	SAN JUAN CA		92675		1-Property Owner
110	QUANG VU	OR OCCUPANT	20620 VIA SUSANNAH	YORBA LINDA CA		92887		1-Property Owner
111	PARCEL HOLD	OR OCCUPANT						1-Property Owner
112	RETAIL BROADWAY	OR OCCUPANT	1680 W BROADWAY	ANAHEIM CA		92802		1-Property Owner
113	KB HOME COASTAL INC	OR OCCUPANT	36310 INLAND VALLEY DR	WILDOMA CA		92595		1-Property Owner
114	TUNG XUAN BUI	OR OCCUPANT	855 IKENA DR	HONOLULU HI		96821		1-Property Owner
115	ALEXANDER MENDIVIL	OR OCCUPANT	1658 W BROADWAY	ANAHEIM CA		92802	1108	1-Property Owner
116	HEALTHCARE ROYAL	OR OCCUPANT	11 SUTTON	IRVINE CA		92618		1-Property Owner
117	CHURCH CHRIST UNITY OF ORANGE COUNTY	OR OCCUPANT	1648 W BROADWAY	ANAHEIM CA		92802	1108	1-Property Owner
118	1600 W BROADWAY	OR OCCUPANT	2030 ROSECRANS AVE	GARDENA CA		90249		1-Property Owner
119	BELAGE PRESERVATION LIMITED	OR OCCUPANT	21515 HAWTHORNE BLVD 390	TORRANCE CA		90503	6514	1-Property Owner
120	CHATEAU LE	OR OCCUPANT	2828 W LINCOLN AVE	ANAHEIM CA		92801	6277	1-Property Owner
121	CHALEK COMPANY	OR OCCUPANT	5845 ABERNATHY DR	LOS ANGELES CA		90045		1-Property Owner
122	DONG S KIM	OR OCCUPANT	15917 ALTA VISTA DR A	LA MIRADA CA		90638		1-Property Owner
123	HELENE KATHLEEN EMARD	OR OCCUPANT	5495 E ESTATE RIDGE RD	ANAHEIM CA		92807	4664	1-Property Owner
124	TIMOTHY MICHAEL WALLACE	OR OCCUPANT	116 S MC CADDEN PL	LOS ANGELES CA		90004		1-Property Owner
125	KUVE LTD	OR OCCUPANT	11 ROSEMARY CT	SEDONA AZ		86336	6873	1-Property Owner
126	S & N MANAGEMENT SERVICES LLC	OR OCCUPANT	340 VIA LIDO NORD	NEWPORT CA		92663	4653	1-Property Owner
127	RAY FAMILY PT	OR OCCUPANT	2827 N KINGSGATE DR	ORANGE CA		92867	2140	1-Property Owner
128	COLLEEN A SCULLY	OR OCCUPANT	4615 FAIRFIELD DR	CORONA D CA		92625	3110	1-Property Owner
129	CESAR PENNA	OR OCCUPANT	16614 EUREKA AVE	PARAMOUNT CA		90723	5416	1-Property Owner
130	MORRIS HAROLD SANDS	OR OCCUPANT	1505 4TH ST 219	SANTA MONICA CA		90401	2381	1-Property Owner
131	ALIREZA DOGMETCHI	OR OCCUPANT	2312 PORTABERDEEN	NEWPORT CA		92660		1-Property Owner
132	1680 W LINCOLN	OR OCCUPANT	18345 VENTURA BLVD 216	TARZANA CA		91356		1-Property Owner
133	ANDREA SHERMAN	OR OCCUPANT	1337 CASIANO RD	LOS ANGELES CA		90049		1-Property Owner
134	HANSON PAO-SANG WONG	OR OCCUPANT	2288 N SAN MIGUEL DR	ORANGE CA		92867		1-Property Owner
135	EUCLID BROADWAY MANAGEMENT CO	OR OCCUPANT	PO BOX 9213	FOUNTAIN CA		92728		1-Property Owner
136	TAREK M BERRI	OR OCCUPANT	260 S EUCLID ST	ANAHEIM CA		92802	1047	1-Property Owner
137	LEAST PEOPLES CHURCH THE	OR OCCUPANT	1681 W BROADWAY	ANAHEIM CA		92802	1107	1-Property Owner
138	BEST WESTERN SUMMIT INN	OR OCCUPANT	12823 MOORSHIRE DR	CERRITOS CA		90703	7259	1-Property Owner
139	PEBLEY FAMILY APTS II	OR OCCUPANT	1200 NEWPORT CENTER DR 260	NEWPORT CA		92660		1-Property Owner
140	BEHRENS PROPERTIES	OR OCCUPANT	28682 AVENIDA PLACIDA	SAN JUAN CA		92675	6311	1-Property Owner
141	PASSION INTERNATIONAL CHRISTIAN CHURCH	OR OCCUPANT	1655 W BROADWAY	ANAHEIM CA		92802	1107	1-Property Owner
142	SCHOOL, LOARA	OR OCCUPANT	1001 S EAST ST	ANAHEIM CA		92805	5749	1-Property Owner
143	SCHOOL, ANAHEIM	OR OCCUPANT	1000 S EAST ST	ANAHEIM CA		92805		1-Property Owner
144	LOARA STREET PARTNERS-2014	OR OCCUPANT	PO BOX 92487	LONG BEACH CA		90809		1-Property Owner
145	REDEVELOPMENT AGENCY ANAHEIM	OR OCCUPANT	201 S ANAHEIM BLVD 10TH FLOOR	ANAHEIM CA		92805	3826	1-Property Owner
146	YOUNG MENS CHRISTIAN ASSOCIATION OF ANAHEIM	OR OCCUPANT	240 S EUCLID ST	ANAHEIM CA		92802		1-Property Owner
147	WILLIAM W MALOY	OR OCCUPANT	241 S LOARA	ANAHEIM CA		92802		1-Property Owner
148	JIMMY E COPELAND	OR OCCUPANT	502 VIA CISCO	SAN CLEMENCE CA		92672		1-Property Owner
149	ORANGE COUNTY TRANSPORTATION AUTHORITY	OR OCCUPANT	3337 MICHELSON DR 380	IRVINE CA		92612	8894	1-Property Owner
150	COLONY ASSET MANAGEMENT L	OR OCCUPANT	PO BOX 820	ANAHEIM CA		92815		1-Property Owner
151	DANIEL GRAY MAC LEITH	OR OCCUPANT	12102 LE ANN DR	GARDEN GLEN CA		92840	3410	1-Property Owner
152	1559 W EMBASSY LLC	OR OCCUPANT	1541 W EMBASSY ST	ANAHEIM CA		92802		1-Property Owner
153	KENNETH W HOLT	OR OCCUPANT	1557 W MABLE ST	ANAHEIM CA		92802	1021	1-Property Owner
154	KENNETH W HOLT	OR OCCUPANT	1565 MABLE ST	ANAHEIM CA		92802	1021	1-Property Owner
155	DAVID R JACKSON	OR OCCUPANT	1575 W MABLE ST	ANAHEIM CA		92802	1021	1-Property Owner
156	CURREY CHARLES D	OR OCCUPANT	2725 JEFFERSON ST 1	CARLSBAD CA		92008		1-Property Owner
157	STK-1 PROPERTY MANAGEMENT	OR OCCUPANT	240 S LOARA ST	ANAHEIM CA		92802	1020	1-Property Owner
158	CAROL A JACKSON	OR OCCUPANT	P O BOX 4002	IRVINE CA		92616	4002	1-Property Owner
159	LAZARE F BERNHARD	OR OCCUPANT	4910 CAMPUS DR	NEWPORT CA		92660	2119	1-Property Owner
160	LAUNCHPOINT PROPERTIES	OR OCCUPANT	PO BOX 6283	SANTA ANA CA		92706		1-Property Owner
161	CAROL A JACKSON	OR OCCUPANT	PO BOX 4002	IRVINE CA		92616	4002	1-Property Owner
162	JOAN HEUER	OR OCCUPANT	2510 ROCKWAY LN EAST	BROOKFIELD WI		53005	4567	1-Property Owner
163	LORI KARCHER	OR OCCUPANT	700 E LAKE DR 28	ORANGE CA		92866		1-Property Owner
164	ORANGE COUNTY TRANSPORTATION AUTHORITY	OR OCCUPANT	550 S MAIN ST	ORANGE CA		92868	4506	1-Property Owner
165	JOHN F MUSICO	OR OCCUPANT	2001 IVY HILL LN	ORANGE CA		92867	1701	1-Property Owner
166	HAMPTON VENTURES BROADWAY LLC	OR OCCUPANT	1524 W MABLE ST	ANAHEIM CA		92802	1022	1-Property Owner
167	1531 W BROADWAY	OR OCCUPANT	11037 WARNER AVE 190	FOUNTAIN CA		92708		1-Property Owner
168	RICHARD J WOLFENSTEIN	OR OCCUPANT	1506 W CENTER ST	ANAHEIM CA		92802		1-Property Owner
169	HENRY ULLOA	OR OCCUPANT	1628 E OAK PL	ANAHEIM CA		92805	4350	1-Property Owner
170	SAL LLC	OR OCCUPANT	1739 E BELMONT AVE	ANAHEIM CA		92805		1-Property Owner
171	ARAM TERLESSIAN	OR OCCUPANT	119 S ADAMS ST	ANAHEIM CA		92802	1001	1-Property Owner
172	PAUL TERRENCE KOTT	OR OCCUPANT	1225 W LINCOLN AVE	ANAHEIM CA		92805		1-Property Owner
173	RONALD E BROWN	OR OCCUPANT	1231 LA COLINA DR	TUSTIN CA		92780	2822	1-Property Owner
174	LORRAINE SACKHEIM	OR OCCUPANT	1125 DANIELS DR	LOS ANGELES CA		90035		1-Property Owner
175	WPC DEVELOPMENT	OR OCCUPANT	1249 E IMPERIAL HWY A	PLACENTIA CA		92870	1745	1-Property Owner
176	KATHY D COLE	OR OCCUPANT	1538 W BROADWAY	ANAHEIM CA		92802	1355	1-Property Owner
177	PETER P NGUYEN	OR OCCUPANT	1534 W BROADWAY	ANAHEIM CA		92802		1-Property Owner
178	BICH N PHAM	OR OCCUPANT	20 SUTHERLAND DR	LADERA RACA CA		92694	745	1-Property Owner
179	VIT LE	OR OCCUPANT	1548 W BROADWAY	ANAHEIM CA		92802	1356	1-Property Owner

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	A	B	C	D	E	F	G	H
1	OWNERNAME	OWNER2	M_ADDRESS	M_CITY	M_STATE	M_ZIP	M_ZIP4	Type
180	FAROOQ A KHAN	OR OCCUPANT	24515 PASEO DE TORONTO	YORBA LINICA		92887	4942	1-Property Owner
181	REZA BLOURCHIAN	OR OCCUPANT	PO BOX 8000	LONG BEAC CA		90808	15	1-Property Owner
182	MARVIN Q & HUONG THI XUAN LE	OR OCCUPANT	1540 W BROADWAY	ANAHEIM CA		92802		1-Property Owner
183	ANDREW QUOC LAI	OR OCCUPANT	1528 W BROADWAY ST	ANAHEIM CA		92802		1-Property Owner
184	JANUSZ C KRAKOWIAK	OR OCCUPANT	1526 W BROADWAY	ANAHEIM CA		92802	1354	1-Property Owner
185	THUC KIEN NGUYEN	OR OCCUPANT	1524 BROADWAY ST	ANAHEIM CA		92802		1-Property Owner
186	MICHELLE D KULICK	OR OCCUPANT	1520 W BROADWAY	ANAHEIM CA		92802		1-Property Owner
187	ARCHIE L FRANCISCO	OR OCCUPANT	7 TORTOISE SHELL	IRVINE CA		92604		1-Property Owner
188	VAHID TOOSI	OR OCCUPANT	9 ARBORGLN	IRVINE CA		92604	3207	1-Property Owner
189	HIEU TRUNG & QUYNH XUAN NGUYEN	OR OCCUPANT	1560 W BROADWAY	ANAHEIM CA		92802	1356	1-Property Owner
190	CURRENT OCCUPANT		214 N LOARA ST					2-Situs
191	CURRENT OCCUPANT		303 N MANCHESTER AVE	ANAHEIM CA		92801	5504	2-Situs
192	CURRENT OCCUPANT		309 N MANCHESTER AVE	ANAHEIM CA		92801	5504	2-Situs
193	CURRENT OCCUPANT		329 N MANCHESTER AVE	ANAHEIM CA		92801	5504	2-Situs
194	CURRENT OCCUPANT		301 N MANCHESTER AVE	ANAHEIM CA		92801	5504	2-Situs
195	CURRENT OCCUPANT		275 N MANCHESTER AVE	ANAHEIM CA				2-Situs
196	CURRENT OCCUPANT		273 N MANCHESTER AVE	ANAHEIM CA				2-Situs
197	CURRENT OCCUPANT		1617 W LINCOLN AVE	ANAHEIM CA		92801	5502	2-Situs
198	CURRENT OCCUPANT		1615 W LINCOLN AVE	ANAHEIM CA		92801	5502	2-Situs
199	CURRENT OCCUPANT		213 S WALNUT ST	ANAHEIM CA		92805	3500	2-Situs
200	CURRENT OCCUPANT		201 S WALNUT ST	ANAHEIM CA		92805	3553	2-Situs
201	CURRENT OCCUPANT		318 HESSEL AVE	ANAHEIM CA		92802		2-Situs
202	CURRENT OCCUPANT		1514 W BROADWAY					2-Situs
203	CURRENT OCCUPANT		1436 W SANTA ANA ST	ANAHEIM CA		92802	1446	2-Situs
204	CURRENT OCCUPANT		1430 W BROADWAY	ANAHEIM CA		92802	1400	2-Situs
205	CURRENT OCCUPANT		1414 W BROADWAY	ANAHEIM CA		92802	1414	2-Situs
206	CURRENT OCCUPANT		155 S ADAMS ST	ANAHEIM CA		92802	1001	2-Situs
207	CURRENT OCCUPANT		155 S ADAMS ST 101	ANAHEIM CA		92802	1001	2-Situs
208	CURRENT OCCUPANT		1500 W EMBASSY ST	ANAHEIM CA		92802	1016	2-Situs
209	CURRENT OCCUPANT		1515 W MABLE ST	ANAHEIM CA		92802	1021	2-Situs
210	CURRENT OCCUPANT		1731 W LINCOLN AVE	ANAHEIM CA		92801	6715	2-Situs
211	CURRENT OCCUPANT		231 N EUCLID WAY	ANAHEIM CA		92801	6773	2-Situs
212	CURRENT OCCUPANT		1727 W LINCOLN AVE	ANAHEIM CA		92801	6715	2-Situs
213	CURRENT OCCUPANT		219 N EUCLID ST	ANAHEIM CA		92801		2-Situs
214	CURRENT OCCUPANT		225 N EUCLID	ANAHEIM CA				2-Situs
215	CURRENT OCCUPANT		1621 W LINCOLN AVE	ANAHEIM CA		92801	5502	2-Situs
216	CURRENT OCCUPANT		1631 W LINCOLN AVE	ANAHEIM CA		92801	5502	2-Situs
217	CURRENT OCCUPANT		1659 W LINCOLN AVE	ANAHEIM CA		92801	5502	2-Situs
218	CURRENT OCCUPANT		1687 W LINCOLN AVE	ANAHEIM CA		92801	5502	2-Situs
219	CURRENT OCCUPANT		1695 W LINCOLN AVE	ANAHEIM CA		92801	5502	2-Situs
220	CURRENT OCCUPANT		1681 W LINCOLN AVE	ANAHEIM CA		92801	5502	2-Situs
221	CURRENT OCCUPANT		299 S EUCLID ST					2-Situs
222	CURRENT OCCUPANT		275 S EUCLID ST					2-Situs
223	CURRENT OCCUPANT		401 S EUCLID ST	ANAHEIM CA		92802	1229	2-Situs
224	CURRENT OCCUPANT		409 S EUCLID ST	ANAHEIM CA		92802	1229	2-Situs
225	CURRENT OCCUPANT		414 S FALCON ST	ANAHEIM CA		92804	2612	2-Situs
226	CURRENT OCCUPANT		410 S FALCON ST	ANAHEIM CA		92804	2612	2-Situs
227	CURRENT OCCUPANT		406 S FALCON ST	ANAHEIM CA		92804	2612	2-Situs
228	CURRENT OCCUPANT		301 S EUCLID ST	ANAHEIM CA		92802	1227	2-Situs
229	CURRENT OCCUPANT		333 S EUCLID ST	ANAHEIM CA		92802	1227	2-Situs
230	CURRENT OCCUPANT		350 S LOARA ST	ANAHEIM CA		92802	1218	2-Situs
231	CURRENT OCCUPANT		391 S SONYA ST	ANAHEIM CA		92802	1337	2-Situs
232	CURRENT OCCUPANT		351 S SONYA ST	ANAHEIM CA		92802	1337	2-Situs
233	CURRENT OCCUPANT		1581 W ELM AVE	ANAHEIM CA		92802	1350	2-Situs
234	CURRENT OCCUPANT		1561 W ELM AVE	ANAHEIM CA		92802	1350	2-Situs
235	CURRENT OCCUPANT		1545 W ELM AVE	ANAHEIM CA		92802	1350	2-Situs
236	CURRENT OCCUPANT		321 S GILMAR ST	ANAHEIM CA		92802	1334	2-Situs
237	CURRENT OCCUPANT		341 S GILMAR ST	ANAHEIM CA		92802	1334	2-Situs
238	CURRENT OCCUPANT		1506 W ELM AVE	ANAHEIM CA		92802	1329	2-Situs
239	CURRENT OCCUPANT		361 S GILBUCK DR	ANAHEIM CA		92802	1330	2-Situs
240	CURRENT OCCUPANT		1505 W ALEXIS AVE	ANAHEIM CA		92802	1325	2-Situs
241	CURRENT OCCUPANT		1523 W ALEXIS AVE	ANAHEIM CA		92802	1325	2-Situs
242	CURRENT OCCUPANT		1527 W ALEXIS AVE	ANAHEIM CA		92802	1325	2-Situs
243	CURRENT OCCUPANT		390 S WILDE ST	ANAHEIM CA		92802	1342	2-Situs
244	CURRENT OCCUPANT		1515 W ELM AVE	ANAHEIM CA		92802	1328	2-Situs
245	CURRENT OCCUPANT		1501 W ELM AVE	ANAHEIM CA		92802	1328	2-Situs
246	CURRENT OCCUPANT		380 S GILBUCK DR	ANAHEIM CA		92802	1331	2-Situs
247	CURRENT OCCUPANT		390 S GILBUCK DR	ANAHEIM CA		92802	1331	2-Situs
248	CURRENT OCCUPANT		312 S EUCLID ST	ANAHEIM CA		92802	1228	2-Situs
249	CURRENT OCCUPANT		400 S EUCLID ST	ANAHEIM CA		92802	1230	2-Situs
250	CURRENT OCCUPANT		410 S EUCLID ST	ANAHEIM CA		92802	1245	2-Situs
251	CURRENT OCCUPANT		1652 W BROADWAY	ANAHEIM CA		92802	1108	2-Situs
252	CURRENT OCCUPANT		1600 W BROADWAY	ANAHEIM CA		92802	1114	2-Situs
253	CURRENT OCCUPANT		1660 W BROADWAY	ANAHEIM CA		92802	1132	2-Situs
254	CURRENT OCCUPANT		1670 W BROADWAY	ANAHEIM CA		92802	1115	2-Situs
255	CURRENT OCCUPANT		1672 W LINCOLN AVE	ANAHEIM CA		92801	5501	2-Situs
256	CURRENT OCCUPANT		1652 W LINCOLN AVE	ANAHEIM CA		92801	5501	2-Situs
257	CURRENT OCCUPANT		1640 W LINCOLN AVE	ANAHEIM CA		92801	5501	2-Situs
258	CURRENT OCCUPANT		1600 LINCOLN AVE	ANAHEIM CA				2-Situs
259	CURRENT OCCUPANT		1600 W LINCOLN AVE	ANAHEIM CA		92801	5501	2-Situs
260	CURRENT OCCUPANT		1631 W PAMPAS LN	ANAHEIM CA		92802	1005	2-Situs
261	CURRENT OCCUPANT		1651 W PAMPAS LN	ANAHEIM CA		92802	1049	2-Situs
262	CURRENT OCCUPANT		1655 W PAMPAS LN	ANAHEIM CA		92802	1050	2-Situs
263	CURRENT OCCUPANT		1675 W PAMPAS LN	ANAHEIM CA		92802	1052	2-Situs
264	CURRENT OCCUPANT		216 S EUCLID ST	ANAHEIM CA		92802	1014	2-Situs
265	CURRENT OCCUPANT		210 S EUCLID ST	ANAHEIM CA		92802	1014	2-Situs
266	CURRENT OCCUPANT		1676 W LINCOLN AVE	ANAHEIM CA		92801	5501	2-Situs
267	CURRENT OCCUPANT		1680 W LINCOLN					2-Situs
268	CURRENT OCCUPANT		222 S EUCLID ST	ANAHEIM CA		92802	1047	2-Situs

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	A	B	C	D	E	F	G	H
1	OWNERNAME	OWNER2	M_ADDRESS	M_CITY	M_STATE	M_ZIP	M_ZIP4	Type
269	CURRENT OCCUPANT		224 S EUCLID ST	ANAHEIM	CA	92802	1047	2-Situs
270	CURRENT OCCUPANT		230 S EUCLID ST	ANAHEIM	CA	92802	1047	2-Situs
271	CURRENT OCCUPANT		242 S EUCLID ST	ANAHEIM	CA	92802	1047	2-Situs
272	CURRENT OCCUPANT		1673 W BROADWAY	ANAHEIM	CA	92802	1109	2-Situs
273	CURRENT OCCUPANT		1661 W BROADWAY	ANAHEIM	CA	92802	1110	2-Situs
274	CURRENT OCCUPANT		1666 W PAMPAS LN	ANAHEIM	CA	92802	1051	2-Situs
275	CURRENT OCCUPANT		1650 W PAMPAS LN	ANAHEIM	CA	92802	1006	2-Situs
276	CURRENT OCCUPANT		213 S LOARA ST	ANAHEIM	CA	92802	1019	2-Situs
277	CURRENT OCCUPANT		1601 W BROADWAY	ANAHEIM	CA	92802	1107	2-Situs
278	CURRENT OCCUPANT		229 S LOARA ST	ANAHEIM	CA	92802	1019	2-Situs
279	CURRENT OCCUPANT		241 S LOARA ST	ANAHEIM	CA	92802	1019	2-Situs
280	CURRENT OCCUPANT		235 S LOARA ST	ANAHEIM	CA	92802	1019	2-Situs
281	CURRENT OCCUPANT		104 S LOARA ST	ANAHEIM	CA	92802	1018	2-Situs
282	CURRENT OCCUPANT		1566 W LINCOLN AVE	ANAHEIM	CA	92801	5850	2-Situs
283	CURRENT OCCUPANT		1563 W EMBASSY ST	ANAHEIM	CA	92802	1016	2-Situs
284	CURRENT OCCUPANT		1559 W EMBASSY ST	ANAHEIM	CA	92802	1016	2-Situs
285	CURRENT OCCUPANT		1545 W EMBASSY ST	ANAHEIM	CA	92802	1016	2-Situs
286	CURRENT OCCUPANT		1537 W EMBASSY ST	ANAHEIM	CA	92802	1016	2-Situs
287	CURRENT OCCUPANT		1562 W EMBASSY ST	ANAHEIM	CA	92802	1016	2-Situs
288	CURRENT OCCUPANT		1552 W EMBASSY ST	ANAHEIM	CA	92802	1016	2-Situs
289	CURRENT OCCUPANT		1544 W EMBASSY ST	ANAHEIM	CA	92802	1016	2-Situs
290	CURRENT OCCUPANT		1532 W EMBASSY ST	ANAHEIM	CA	92802	1016	2-Situs
291	CURRENT OCCUPANT		1522 W EMBASSY ST	ANAHEIM	CA	92802	1016	2-Situs
292	CURRENT OCCUPANT		1565 W MABLE ST	ANAHEIM	CA	92802	1021	2-Situs
293	CURRENT OCCUPANT		220 S LOARA ST	ANAHEIM	CA	92802	1020	2-Situs
294	CURRENT OCCUPANT		1550 W MABEL ST	ANAHEIM	CA	92802	1022	2-Situs
295	CURRENT OCCUPANT		1555 W BROADWAY	ANAHEIM	CA	92802	1327	2-Situs
296	CURRENT OCCUPANT		1565 W BROADWAY ST	ANAHEIM	CA	92802	1327	2-Situs
297	CURRENT OCCUPANT		250 LOARA ST	ANAHEIM	CA			2-Situs
298	CURRENT OCCUPANT		1585 W BROADWAY	ANAHEIM	CA	92802	1358	2-Situs
299	CURRENT OCCUPANT		1575 W BROADWAY	ANAHEIM	CA	92802	1327	2-Situs
300	CURRENT OCCUPANT		139 MANCHESTER AVE	ANAHEIM	CA			2-Situs
301	CURRENT OCCUPANT		101 N MANCHESTER AVE	ANAHEIM	CA	92802	1007	2-Situs
302	CURRENT OCCUPANT		1501 W BROADWAY	ANAHEIM	CA	92802	1327	2-Situs
303	CURRENT OCCUPANT		1521 W BROADWAY	ANAHEIM	CA	92802	1327	2-Situs
304	CURRENT OCCUPANT		1523 W BROADWAY ST	ANAHEIM	CA	92802	1327	2-Situs
305	CURRENT OCCUPANT		1531 W BROADWAY	ANAHEIM	CA	92802	1327	2-Situs
306	CURRENT OCCUPANT		1540 W MABLE ST	ANAHEIM	CA	92802	1022	2-Situs
307	CURRENT OCCUPANT		1541 W BROADWAY	ANAHEIM	CA	92802	1327	2-Situs
308	CURRENT OCCUPANT		1534 W MABLE ST	ANAHEIM	CA	92802	1022	2-Situs
309	CURRENT OCCUPANT		203 MANCHESTER BLVD	ANAHEIM	CA			2-Situs
310	CURRENT OCCUPANT		1500 W CENTER ST	ANAHEIM	CA	92802	1004	2-Situs
311	CURRENT OCCUPANT		107 S ADAMS ST	ANAHEIM	CA	92802	1001	2-Situs
312	CURRENT OCCUPANT		111 MANCHESTER BLVD	ANAHEIM	CA			2-Situs
313	CURRENT OCCUPANT		127 S MANCHESTER AVE	ANAHEIM	CA	92802	1048	2-Situs
314	CURRENT OCCUPANT		225 S MANCHESTER AVE	ANAHEIM	CA	92802	1427	2-Situs
315	CURRENT OCCUPANT		200 N WILSHIRE AVE	ANAHEIM	CA	92801	5802	2-Situs
316	CURRENT OCCUPANT		1530 W BROADWAY	ANAHEIM	CA	92802	1354	2-Situs
317	CURRENT OCCUPANT		1546 W BROADWAY	ANAHEIM	CA	92802	1356	2-Situs
318	CURRENT OCCUPANT		1544 W BROADWAY	ANAHEIM	CA	92802	1355	2-Situs
319	CURRENT OCCUPANT		1542 W BROADWAY	ANAHEIM	CA	92802	1355	2-Situs
320	CURRENT OCCUPANT		1528 W BROADWAY	ANAHEIM	CA	92802	1354	2-Situs
321	CURRENT OCCUPANT		1524 W BROADWAY	ANAHEIM	CA	92802	1354	2-Situs
322	CURRENT OCCUPANT		1550 W BROADWAY	ANAHEIM	CA	92802	1356	2-Situs
323	CURRENT OCCUPANT		1554 W BROADWAY	ANAHEIM	CA	92802	1356	2-Situs
324	BUSINESS OWNER OR OCCUPANT		1680 W LINCOLN AVE	ANAHEIM	CA	92801	5501	3-Occupant
325	BUSINESS OWNER OR OCCUPANT		1674 W LINCOLN AVE	ANAHEIM	CA	92801	5501	3-Occupant
326	BUSINESS OWNER OR OCCUPANT		1670 W LINCOLN AVE	ANAHEIM	CA	92801	5501	3-Occupant
327	BUSINESS OWNER OR OCCUPANT		1660 W LINCOLN AVE	ANAHEIM	CA	92801	5501	3-Occupant
328	BUSINESS OWNER OR OCCUPANT		1658 W LINCOLN AVE	ANAHEIM	CA	92801	5501	3-Occupant
329	BUSINESS OWNER OR OCCUPANT		1650 W LINCOLN AVE	ANAHEIM	CA	92801	5501	3-Occupant
330	BUSINESS OWNER OR OCCUPANT		1648 W LINCOLN AVE	ANAHEIM	CA	92801	5501	3-Occupant
331	BUSINESS OWNER OR OCCUPANT		1646 W LINCOLN AVE	ANAHEIM	CA	92801	5501	3-Occupant
332	BUSINESS OWNER OR OCCUPANT		1644 1/2 W LINCOLN AVE	ANAHEIM	CA	92801	5501	3-Occupant
333	BUSINESS OWNER OR OCCUPANT		1644 W LINCOLN AVE	ANAHEIM	CA	92801	5501	3-Occupant
334	BUSINESS OWNER OR OCCUPANT		135 N MANCHESTER AVE	ANAHEIM	CA	92802	1007	3-Occupant
335	BUSINESS OWNER OR OCCUPANT		1512 W CENTER ST	ANAHEIM	CA	92802	1004	3-Occupant
336	BUSINESS OWNER OR OCCUPANT		200 S ADAMS ST	ANAHEIM	CA	92802	1402	3-Occupant
337	BUSINESS OWNER OR OCCUPANT		1566 W EMBASSY ST	ANAHEIM	CA	92802	1016	3-Occupant
338	BUSINESS OWNER OR OCCUPANT		1556 W EMBASSY ST	ANAHEIM	CA	92802	1016	3-Occupant
339	BUSINESS OWNER OR OCCUPANT		1536 W EMBASSY ST	ANAHEIM	CA	92802	1016	3-Occupant
340	BUSINESS OWNER OR OCCUPANT		1526 W EMBASSY ST	ANAHEIM	CA	92802	1016	3-Occupant
341	BUSINESS OWNER OR OCCUPANT		1549 W EMBASSY ST	ANAHEIM	CA	92802	1016	3-Occupant
342	BUSINESS OWNER OR OCCUPANT		1555 W EMBASSY ST	ANAHEIM	CA	92802	1016	3-Occupant
343	BUSINESS OWNER OR OCCUPANT		1567 W EMBASSY ST	ANAHEIM	CA	92802	1016	3-Occupant
344	BUSINESS OWNER OR OCCUPANT		118 S LOARA ST	ANAHEIM	CA	92802	1018	3-Occupant
345	BUSINESS OWNER OR OCCUPANT		225 S LOARA ST	ANAHEIM	CA	92802	1019	3-Occupant
346	CURRENT RESIDENT		227 S LOARA ST	ANAHEIM	CA	92802	1019	3-Occupant
347	BUSINESS OWNER OR OCCUPANT		1661 W BROADWAY STE 14	ANAHEIM	CA	92802	1110	3-Occupant
348	BUSINESS OWNER OR OCCUPANT		1661 W BROADWAY STE 12	ANAHEIM	CA	92802	1110	3-Occupant
349	BUSINESS OWNER OR OCCUPANT		1661 W BROADWAY STE 11	ANAHEIM	CA	92802	1110	3-Occupant
350	BUSINESS OWNER OR OCCUPANT		1661 W BROADWAY STE 10	ANAHEIM	CA	92802	1110	3-Occupant
351	BUSINESS OWNER OR OCCUPANT		1661 W BROADWAY STE 9	ANAHEIM	CA	92802	1110	3-Occupant
352	BUSINESS OWNER OR OCCUPANT		1661 W BROADWAY STE 8	ANAHEIM	CA	92802	1110	3-Occupant
353	BUSINESS OWNER OR OCCUPANT		254 S EUCLID ST	ANAHEIM	CA	92802	1047	3-Occupant
354	BUSINESS OWNER OR OCCUPANT		252 S EUCLID ST	ANAHEIM	CA	92802	1047	3-Occupant
355	BUSINESS OWNER OR OCCUPANT		250 S EUCLID ST	ANAHEIM	CA	92802	1047	3-Occupant
356	BUSINESS OWNER OR OCCUPANT		246 S EUCLID ST	ANAHEIM	CA	92802	1047	3-Occupant
357	BUSINESS OWNER OR OCCUPANT		226 S EUCLID ST	ANAHEIM	CA	92802	1047	3-Occupant





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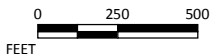
	A	B	C	D	E	F	G	H
1	OWNERNAME	OWNER2	M_ADDRESS	M_CITY	M_STATE	M_ZIP	M_ZIP4	Type
536	CURRENT RESIDENT		1631 W PAMPAS LN APT 32	ANAHEIM	CA	92802	1043	3-Occupant
537	CURRENT RESIDENT		1631 W PAMPAS LN APT 33	ANAHEIM	CA	92802	1043	3-Occupant
538	CURRENT RESIDENT		1631 W PAMPAS LN APT 34	ANAHEIM	CA	92802	1043	3-Occupant
539	CURRENT RESIDENT		1631 W PAMPAS LN APT 35	ANAHEIM	CA	92802	1043	3-Occupant
540	CURRENT RESIDENT		1631 W PAMPAS LN APT 36	ANAHEIM	CA	92802	1043	3-Occupant
541	CURRENT RESIDENT		1631 W PAMPAS LN APT 17	ANAHEIM	CA	92802	1024	3-Occupant
542	CURRENT RESIDENT		1631 W PAMPAS LN APT 18	ANAHEIM	CA	92802	1024	3-Occupant
543	CURRENT RESIDENT		1631 W PAMPAS LN APT 19	ANAHEIM	CA	92802	1024	3-Occupant
544	CURRENT RESIDENT		1631 W PAMPAS LN APT 20	ANAHEIM	CA	92802	1024	3-Occupant
545	CURRENT RESIDENT		1631 W PAMPAS LN APT 21	ANAHEIM	CA	92802	1024	3-Occupant
546	CURRENT RESIDENT		1631 W PAMPAS LN APT 37	ANAHEIM	CA	92802	1054	3-Occupant
547	CURRENT RESIDENT		1631 W PAMPAS LN APT 38	ANAHEIM	CA	92802	1054	3-Occupant
548	CURRENT RESIDENT		1631 W PAMPAS LN APT 39	ANAHEIM	CA	92802	1054	3-Occupant
549	CURRENT RESIDENT		1631 W PAMPAS LN APT 40	ANAHEIM	CA	92802	1054	3-Occupant
550	CURRENT RESIDENT		1631 W PAMPAS LN APT 41	ANAHEIM	CA	92802	1054	3-Occupant
551	CURRENT RESIDENT		1631 W PAMPAS LN APT 42	ANAHEIM	CA	92802	1042	3-Occupant
552	CURRENT RESIDENT		1631 W PAMPAS LN APT 43	ANAHEIM	CA	92802	1042	3-Occupant
553	CURRENT RESIDENT		1631 W PAMPAS LN APT 44	ANAHEIM	CA	92802	1042	3-Occupant
554	CURRENT RESIDENT		1631 W PAMPAS LN APT 45	ANAHEIM	CA	92802	1042	3-Occupant
555	CURRENT RESIDENT		1631 W PAMPAS LN APT 46	ANAHEIM	CA	92802	1042	3-Occupant
556	CURRENT RESIDENT		1631 W PAMPAS LN APT 47	ANAHEIM	CA	92802	1055	3-Occupant
557	CURRENT RESIDENT		1631 W PAMPAS LN APT 48	ANAHEIM	CA	92802	1055	3-Occupant
558	CURRENT RESIDENT		1631 W PAMPAS LN APT 49	ANAHEIM	CA	92802	1055	3-Occupant
559	CURRENT RESIDENT		1631 W PAMPAS LN APT 50	ANAHEIM	CA	92802	1055	3-Occupant
560	CURRENT RESIDENT		1631 W PAMPAS LN APT 51	ANAHEIM	CA	92802	1055	3-Occupant
561	CURRENT RESIDENT		1631 W PAMPAS LN APT 52	ANAHEIM	CA	92802	1041	3-Occupant
562	CURRENT RESIDENT		1631 W PAMPAS LN APT 53	ANAHEIM	CA	92802	1041	3-Occupant
563	CURRENT RESIDENT		1631 W PAMPAS LN APT 54	ANAHEIM	CA	92802	1041	3-Occupant
564	CURRENT RESIDENT		1631 W PAMPAS LN APT 55	ANAHEIM	CA	92802	1041	3-Occupant
565	CURRENT RESIDENT		1631 W PAMPAS LN APT 56	ANAHEIM	CA	92802	1041	3-Occupant
566	CURRENT RESIDENT		1631 W PAMPAS LN APT 57	ANAHEIM	CA	92802	1056	3-Occupant
567	CURRENT RESIDENT		1631 W PAMPAS LN APT 58	ANAHEIM	CA	92802	1056	3-Occupant
568	CURRENT RESIDENT		1631 W PAMPAS LN APT 59	ANAHEIM	CA	92802	1056	3-Occupant
569	CURRENT RESIDENT		1631 W PAMPAS LN APT 60	ANAHEIM	CA	92802	1056	3-Occupant
570	CURRENT RESIDENT		1631 W PAMPAS LN APT 61	ANAHEIM	CA	92802	1056	3-Occupant
571	CURRENT RESIDENT		1631 W PAMPAS LN APT 62	ANAHEIM	CA	92802	1040	3-Occupant
572	CURRENT RESIDENT		1631 W PAMPAS LN APT 63	ANAHEIM	CA	92802	1040	3-Occupant
573	CURRENT RESIDENT		1631 W PAMPAS LN APT 64	ANAHEIM	CA	92802	1040	3-Occupant
574	CURRENT RESIDENT		1631 W PAMPAS LN APT 65	ANAHEIM	CA	92802	1040	3-Occupant
575	CURRENT RESIDENT		1631 W PAMPAS LN APT 70	ANAHEIM	CA	92802	1039	3-Occupant
576	CURRENT RESIDENT		1631 W PAMPAS LN APT 71	ANAHEIM	CA	92802	1039	3-Occupant
577	CURRENT RESIDENT		1631 W PAMPAS LN APT 72	ANAHEIM	CA	92802	1039	3-Occupant
578	CURRENT RESIDENT		1631 W PAMPAS LN APT 73	ANAHEIM	CA	92802	1039	3-Occupant
579	CURRENT RESIDENT		1631 W PAMPAS LN APT 66	ANAHEIM	CA	92802	1057	3-Occupant
580	CURRENT RESIDENT		1631 W PAMPAS LN APT 67	ANAHEIM	CA	92802	1057	3-Occupant
581	CURRENT RESIDENT		1631 W PAMPAS LN APT 68	ANAHEIM	CA	92802	1057	3-Occupant
582	CURRENT RESIDENT		1631 W PAMPAS LN APT 69	ANAHEIM	CA	92802	1057	3-Occupant
583	CURRENT RESIDENT		1631 W PAMPAS LN APT 74	ANAHEIM	CA	92802	1058	3-Occupant
584	CURRENT RESIDENT		1631 W PAMPAS LN APT 75	ANAHEIM	CA	92802	1058	3-Occupant
585	CURRENT RESIDENT		1631 W PAMPAS LN APT 76	ANAHEIM	CA	92802	1058	3-Occupant
586	CURRENT RESIDENT		1631 W PAMPAS LN APT 77	ANAHEIM	CA	92802	1058	3-Occupant
587	BUSINESS OWNER OR OCCUPANT		124 S EUCLID ST	ANAHEIM	CA	92802	1012	3-Occupant



LSA

LEGEND

-  Project Location
-  Notification Area Boundary
-  500-foot Buffer from Project Location
-  Distance from Project Location



SOURCE: Google (2017)

I:\STI1701\GIS\MXD\IS_MND Notification Area.mxd (2/25/2019)

OCTA Transit Security and Operations Center Project
IS/MND Notification Area

APPENDIX B

RESPONSES TO COMMENTS TRANSMITTAL LETTERS



AFFILIATED AGENCIES

Orange County
Transit District

Local Transportation
Authority

Service Authority for
Freeway Emergencies

Consolidated Transportation
Service Agency

Congestion Management
Agency

Service Authority for
Abandoned Vehicles

January 31, 2019

Mr. Matt Cervantes, Utilities Engineer
Rail Crossings Engineering Branch, Safety and Enforcement Division
California Public Utilities Commission
320 West 4th Street, Ste. 500
Los Angeles, CA 90013

RE: Responses to Comments on the Orange County Transportation Authority
Transit Security Operations Center Initial Study/Mitigated Negative
Declaration (SCH 2018101071)

Dear Mr. Cervantes,

The Orange County Transportation Authority (OCTA) received comments from your agency on November 29, 2018, regarding the proposed Transit Security and Operations Center Initial Study/Mitigated Negative Declaration (IS/MND). In response to your comments, we are transmitting your comment letter on the IS/MND along with the responses to those comments. Your comments and the responses to those comments will be transmitted to the OCTA Board of Directors (OCTA Board), as part of the consideration for approving the project.

At the time of this transmittal, the date for OCTA Board consideration of this item is not known. Therefore, when the date of the OCTA Board consideration of this item has been determined, OCTA will you send in writing the time, date, and location of the OCTA Board meeting as required by CEQA Guidelines Section 15073 (e).

I can be reached at (714) 560-5872 or via email at golivo@octa.net, should you have any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "George Olivo".

George Olivo
Program Manager, Capital Programs - Facilities Engineering

Attachments

PUBLIC UTILITIES COMMISSION

320 WEST 4TH STREET, SUITE 500
LOS ANGELES, CA 90013



November 29, 2018

George Olivo
Orange County Transportation Authority
550 South Main Street
Orange, CA 92863

S1

Sent by email to: TSOC_IS_MND_Comments@octa.net

Re: Orange County Transit Authority Transit Security and Operations Center
SCH 2018101071 — Mitigated Negative Declaration

Dear Mr. Olivo:

The California Public Utilities Commission (Commission/CPUC) has jurisdiction over rail crossings (crossings) in California. CPUC ensures that crossings are safely designed, constructed, and maintained. The Commission’s Rail Crossings Engineering Branch (RCEB) is in receipt of the *Mitigated Negative Declaration (MND)* for the proposed Orange County Transit Authority Transit Security and Operations Center. Orange County Transit Authority (OCTA) is the lead agency.

S1-1

OCTA proposes to construct a new operations center for its transit and emergency security functions. The proposed Transit Security and Operations Center (TSOC) is to be located on approximately 3 acres at the intersection of Lincoln Avenue and Manchester Avenue in the City of Anaheim, south of the Interstate-5 (I-5)/Lincoln Avenue interchange.

The project site is bordered by the Union Pacific Railroad (UPRR) Los Nietos Subdivision track to the south. The track forms two skewed rail crossings near the intersection of Lincoln Ave and Loara Street. The northwest corner of the project site is adjacent to the Lincoln Avenue crossing (CPUC No. 001BK-508.50, DOT No 761126G). The crossing is equipped with three Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices, and one Commission Standard 8 (flashing light signal assembly) warning device. The nearby Loara Street crossing (CPUC No. 001BK-508.40, DOT No 761125A) is northwest of the project site. The crossing is equipped with one Commission Standard 9 warning device and one Commission Standard 9-A (Commission Standard 9 with additional flashing light signals over the roadway on a cantilevered arm) warning device.

S1-2

Any development adjacent to or near the railroad or light rail transit right-of-way (ROW) should be planned with the safety of the rail corridor in mind. New developments may increase pedestrian or vehicular traffic volumes not only on streets and at intersections, but also at nearby rail crossings. Traffic impact studies, such as those provided in Appendix J, should analyze rail crossing safety and potential mitigation measures. Safety improvement measures may include improvements to existing at-grade crossings. Examples of improvements may include, but are not limited to: addition or upgrade of crossing warning devices, railroad preemption and traffic signal operations, Americans with Disabilities Act compliant sidewalks, and pedestrian channelization. Pedestrian and bicycle routes should be designed to clearly prohibit and discourage unauthorized access (trespassing) onto the tracks.

S1-3

George Olivo
SCH 2018101071
November 29, 2018

S1-4

In addition, construction or modification of public crossings requires authorization from the Commission. RCEB representatives are available to discuss any potential safety impacts or concerns at crossings. Please continue to keep RCEB informed of the project's development. More information can be found at: <http://www.cpuc.ca.gov/crossings>.

If you have any questions, please contact Matt Cervantes at (213) 266-4716, or mci@cpuc.ca.gov.

Sincerely,



Matt Cervantes
Utilities Engineer
Rail Crossings Engineering Branch
Safety and Enforcement Division

CC: State Clearinghouse, state.clearinghouse@opr.ca.gov
Carlos Castellanos, City of Anaheim, CCastellanos@anaheim.net
Peggy Ygbuhay, pygbuhay@up.com

3.1.1 Responses to Comments in Letter S1

Response to Comment S1-1

This comment clarifies the role of the California Public Utilities Commission (CPUC) Rail Crossings and Engineering Branch (RCEB) and summarizes the project. The reason for comments is the proximity of the project site to an active rail line operated by Union Pacific. No response is necessary.

Response to Comment S1-2

This comment discusses/clarifies the equipment that is present at the rail line and at grade crossing at Lincoln Avenue. The presence of the rail line near the project site was noted in the IS/MND in the text and figures in Chapter 1. No response is necessary.

Response to Comment S1-3

This comment provides a general statement about new developments that could increase both traffic and pedestrian traffic such that a new safety issues could arise at the crossing. For the proposed Transit Security and Operations Center (TSOC), the use is so specialized that the additional traffic that will occur at the site is very low (882 total trips per day as noted in Section 2.16 of the IS/MND) and does not have a function that would increase access to the site by members of the general public. All of the occupants of the building would be associated with the transportation and security functions of OCTA. Therefore, the project would not function as a typical new development, nor would it generate enough new vehicular or pedestrian traffic to introduce a new safety hazard at the existing rail crossings necessitating additional mitigation.

It should also be noted that the project does not require any encroachment onto right-of-way owned by the Union Pacific Railroad.

Response to Comment S1-4

This comment provides contacts at RCEB for further coordination in the event that any changes to the at-grade crossing are proposed. As noted in the Response to Comment S1-3, no modifications to the existing at grade crossing and its safety features would be required due to the limited public access to the project site. Responses to comments raised by CPUC RCEB divisions will be provided to the agency prior to approval of the IS/MND and all required notifications during final design and construction will be implemented during their respective phases.



AFFILIATED AGENCIES

Orange County
Transit District

Local Transportation
Authority

Service Authority for
Freeway Emergencies

Consolidated Transportation
Service Agency

Congestion Management
Agency

Service Authority for
Abandoned Vehicles

January 31, 2019

Ms. Lijin Sun, J.D.
SCAQMD Program Supervisor, CEQA IGR
Planning, Rule Development & Areas Sources
21865 Copley Drive
Diamond Bar, CA 91765-4178

RE: Responses to Comments on the Orange County Transportation Authority
Transit Security Operations Center Initial Study/Mitigated Negative
Declaration (SCH 2018101071)

Dear Ms. Sun,

The Orange County Transportation Authority (OCTA) received comments from your agency on November 28, 2018, regarding the proposed Transit Security and Operations Center Initial Study/Mitigated Negative Declaration (IS/MND). In response to your comments, we are transmitting your comment letter on the IS/MND along with the responses to those comments. Your comments and the responses will be transmitted to the OCTA Board of Directors (OCTA Board), as part of the consideration for approving the project.

At the time of this transmittal, the date for OCTA Board consideration of this item is not known. Therefore, when the date of the OCTA Board consideration of this item has been determined, OCTA will send you in writing the time, date, and location of the OCTA Board meeting as required by CEQA Guidelines Section 15073 (e).

I can be reached at (714) 560-5872 or via email at golivo@octa.net, should you have any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "George Olivo". The signature is stylized and cursive.

George Olivo
Program Manager, Capital Programs - Facilities Engineering

Attachments



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

L1

SENT VIA E-MAIL AND USPS:

November 28, 2018

TSOC_IS_MND_Comments@octa.net

Attn: George Olivo, OCTA Program Manager
OCTA – Capital Programs - Facilities Engineering
550 South Main Street
Orange, CA 92863-1584

Mitigated Negative Declaration (MND) for the Proposed Transit Security and Operations (TSOC) Project

South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. The following comments are meant as guidance for the Lead Agency and should be incorporated into the Final MND.

SCAQMD Staff's Summary of Project Description

The Lead Agency proposes to construct a 30,000-square-foot operations center with a 2,000 gallon aboveground storage tank and associated fueling station (Proposed Project). The Proposed Project is located on the northwest corner of Manchester Avenue and Lincoln Avenue in the City of Anaheim.

L1-1

SCAQMD Staff's Summary of Air Quality Analysis

In the Air Quality Analysis section, the Lead Agency quantified the Proposed Project's construction and operational emissions and compared those emissions to SCAQMD's recommended regional and localized air quality CEQA significance thresholds. Based on the analyses, the Lead Agency found that the Proposed Project's construction and operational air quality impacts would be less than significant¹. Upon review of the MND, SCAQMD staff found that there are some discrepancies between the CalEEMod run and the information presented in the main body of the MND. Additionally, the Proposed Project will need to obtain a SCAQMD permit for operation. Please see SCAQMD's staffs detailed comments below.

L1-2

SCAQMD Staff's Comments

Upon review of the CalEEMod output file, SCAQMD staff found that the inputs used for the Proposed Project in CalEEMod include a 27,000-square-foot general office building and 176 parking spaces². However, in the main body of the MND, the Lead Agency described that the Proposed Project would consist of a 30,000-square-foot office building with 190 parking spaces³. This discrepancy may have led to an under-estimation of the Proposed Project's construction and operational emissions. Therefore, SCAQMD staff recommends that the Lead Agency correct this discrepancy to ensure that the emissions from the Proposed Project are accurately accounted for and used to determine the Proposed Project's air quality impacts significance levels in the Final MND.

L1-3

SCAQMD Permits & Rules

The Proposed Project will include the operation of a 2,000 gallon aboveground storage tank. Pursuant to SCAQMD's Rule 461 – Gasoline Transfer and Dispensing⁴ and Rule 463 – Organic Liquid Storage⁵, a

L1-4

¹ MND, Chapter 1, page 6.

² MND, Appendix D Air Quality, CalEEMod Annual, Summer and Winter runs, pages 1 of 32 and 1 of 27.

³ MND, Chapter 1, page 6.

⁴ SCAQMD's Rule 461 – Gasoline Transfer and Dispensing. Accessed at: <http://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-461.pdf>.

permit from SCAQMD would be required for the operation, and SCAQMD should be identified as Responsible Agency under CEQA for the Proposed Project in the Final MND. Additionally, since the operation of gasoline transfer and dispensing emits toxics air contaminants, a Health Risk Assessment (HRA) analysis is required as part of the SCAQMD permitting requirements under SCAQMD's Rule 1401 – New Source Review of Toxic Air Contaminants⁶. Any assumptions used in the air quality and HRA analysis in the final CEQA document will be used as the basis for permit conditions and limits. The Final MND should also demonstrate compliance with applicable SCAQMD Rules, including, but not limited to, Rule 201 – Permit to Construct⁷ and Rule 203 – Permit to Operate⁸.

L1-4

Should there be any questions on permits, please contact the SCAQMD's Engineering and Permitting staff at (909) 396-3385. For more general information on permits, please visit SCAQMD's webpage at <http://www.aqmd.gov/home/permits>.

L1-5

Conclusion

Pursuant to CEQA Guidelines Section 15074, prior to approving the Proposed Project, the Lead Agency shall consider the MND for adoption together with any comments received during the public review process. Please provide SCAQMD with written responses to all comments contained herein prior to the adoption of the Final MND. When responding to issues raised in the comments, response should provide sufficient details giving reasons why specific comments and suggestions are not accepted. There should be good faith, reasoned analysis in response. Conclusory statements unsupported by factual information do not facilitate the purpose and goal of CEQA on public disclosure and are not meaningful or useful to decision makers and the public who are interested in the Proposed Project.

L1-6

SCAQMD staff is available to work with the lead agency to address any air quality questions that may arise from this comment letter. Please contact Alina Mullins, Assistant Air Quality Specialist, at amullins@aqmd.gov or (909) 396-2402, should you have any questions.

L1-7

Sincerely,

Lijin Sun

Lijin Sun, J.D.

Program Supervisor, CEQA IGR

Planning, Rule Development & Area Sources

LS:AM

ORC181030-16

Control Number

⁵ SCAQMD's Rule 463 – Organic Liquid Storage. Accessed at: <http://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-463.pdf>.

⁶ SCAQMD's Rule 1401 – New Source Review of Toxic Air Contaminants. Accessed at: <http://www.aqmd.gov/docs/default-source/rule-book/reg-xiv/rule-1401.pdf>.

⁷ SCAQMD's Rule 202 – Permit to Construct. Accessed at: SCAQMD's <http://www.aqmd.gov/docs/default-source/rule-book/reg-ii/rule-201.pdf>.

⁸ Rule 203 – Permit to Operate. Accessed at: <http://www.aqmd.gov/docs/default-source/rule-book/reg-ii/rule-203.pdf>.

3.3.1 Responses to Comments in Letter L1

Response to Comment L1-1

This comment is an introductory paragraph advising the CEQA Lead Agency that the SCAQMD has comments. This comment also includes a summary of the project description. It does not raise any environmental issues regarding the proposed project or the IS/MND. No response is required.

Response to Comment L1-2

This paragraph is an overview of the comments that SCAQMD is providing. Refer to Responses L1-3 through L7 below for the detailed responses to each comment.

Response to Comment L1-3

This comment points out a discrepancy between the building square footage noted in the Air Quality Memorandum, Appendix D of the IS/MND, and the square footage in the Project Description in Chapter 1 of the IS/MND. The Air Quality Memorandum analyzed a building size of 27,000 square feet in the analysis and the project description in the IS/MND identified a 30,000 square feet building, a difference of 3,000 square feet or an 11.1 percent increase in square footage. Due to the small size of the building, both the short term and long term air quality impacts reflected in the Memorandum and IS/MND were fairly minimal and did not approach the thresholds of significance for short term and long term emissions.

A review of Tables C, D and F of the IS/MND and corresponding tables in the Air Quality Memorandum, an 11.1 percent increase in any of the emissions would not result in additional impacts and the conclusions remain the same. The 11.1 percent increase is too small an increase to exceed any of the significance thresholds. However, the 11.1% increase was calculated in the peak totals for air quality calculation and will be reflected in the corrections provided in Chapter 4 of this Response To Comments document.

Response to Comment L1-4

This comment identifies that the fueling tank will require a permit from SCAQMD. This was discussed in detail on page 34 of the Air Quality Memorandum Appendix D, but not specifically highlighted in the discussion in the IS/MND. In addition, the volatile organic compounds associated with the fuel tank operations were included in the long-term operational air quality analysis. The need for a permit and compliance with SCAQMD permit regulations for a fueling tank is included in the revisions to the IS/MND. The text from the Air Quality Memorandum, as shown below, will be included in the as discussed in Appendix D. Refer to Chapter 4 for the text revisions.

Stationary Source

The project would operate one 2,000-gallon aboveground fuel tank. For the purpose of the air quality analysis, it would take approximately 12 fuel delivery truck trips per year (i.e., by a 9,000-gallon, two-axle fuel truck) to deliver an estimated annual maximum of 24,000 gallons of fuel to the project site. The gasoline dispensing facility would generate criteria

pollutant emissions directly and indirectly, specifically by the fuel delivery trucks, VOC losses from the storage tank and dispensing system, and combustion of fuel in the vehicles.

SCAQMD Rule 461 - Gasoline Transfer and Dispensing, requires the installation of enhanced vapor recovery systems that would reduce the amount of vapor that would be emitted into the atmosphere by 95 to 98 percent from levels without such systems. All gasoline-dispensing facilities under SCAQMD jurisdiction have Phase I and II vapor recovery systems to control gasoline emissions. Phase I vapor recovery refers to the collection of gasoline vapors displaced from storage tanks when cargo tank trucks make gasoline deliveries. Phase II vapor recovery systems control the vapors displaced from vehicle fuel tanks during refueling. In addition, all gasoline would be stored in an aboveground storage tank with fill tubes equipped with vapor-tight seals and caps to further control gasoline emissions. Emissions from gasoline transfer and dispensing mainly occur during loading, breathing, refueling, and spillage.

According to the SCAQMD Annual Emission Reporting (AER) Program, the default organic emission factor for gasoline fuel dispensing pump station with fuel storage and dispensing system is 0.396 pounds of VOC per 1,000 gallons of fuel dispensed (SCAQMD 2017b). For purposes of the analysis of this project, it is assumed that the 2,000-gallon aboveground storage tank would contain gasoline and be filled 12 times throughout the year, resulting in an estimated annual VOC emission of 9.5 pounds per year (i.e., 24,000 gallons × 0.396 lb VOC per 1,000 gallons).

Toxic Air Contaminant Emissions

Dispensing gasoline products has the potential to introduce air toxics (primarily benzene emissions) into the local environment. The SCAQMD regulates these air toxics emissions through a permitting process (and its corresponding Health Risk Assessment) that applies to all gasoline dispensing stations within the Basin. As part of its permitting process, SCAQMD performs an analysis of potential cancer risk associated with anticipated benzene emissions from individual gasoline dispensing pumps.

The SCAQMD has established thresholds of significance that account for site-specific factors such as gasoline throughput and the locations of nearby receptors. If the analysis indicates that the cancer risk at a nearby receptor location (i.e., an area where persons reside, work, or attend school—not including streets or sidewalks) is less than one case per million persons, the risk is considered less than significant and no mitigation is required. If the analysis results indicate that the lifetime cancer risk is between 1 and 10 cases per million, the impact is considered less than significant with the application of Toxics Best Available Control Technology (TBACT). Under existing SCAQMD regulations, a permit cannot be issued for a gasoline-dispensing pump with an identified cancer risk between 1 and 10 unless TBACT is made a part of the project. CARB must certify all vapor recovery equipment that is used at gasoline-dispensing pumps, which would satisfy the TBACT requirement. If the analysis indicates that the cancer risk is greater than 10 cases per million, the impact is considered significant and SCAQMD would further constrain the gasoline dispensing service station's operations to stay below a cancer risk of 10 cases per million.

SCAQMD staff has indicated on previous gas station projects that only a very high throughput service station in close proximity to a school or other sensitive receptor would be likely to exceed the 10 cases per million threshold. At present, SCAQMD staff runs individual cancer risk assessments on all new service stations or projects where a school is within 1,000 feet of the project site and there is an increase in emissions. There is a school located approximately 675 feet of the project. The nearest sensitive receptor to the project site is a residential area approximately 675 feet to the west and 700 feet to the south. Compliance with existing SCAQMD rules and regulations would ensure potential impacts associated with air toxics would be less than significant.

As indicated in Table D, project operational emissions of criteria pollutants would be below SCAQMD significance thresholds; thus, they are not likely to have a significant impact on these residences given the distance and the dispersion that would occur. Exposure by individuals pumping gasoline would be limited in time, so the dose level for employees would be low. In addition, SCAQMD Rule 461 requires the installation of enhanced vapor recovery systems. This would further limit doses and exposures, reducing potential health risks related to gasoline vapors to a less than significant level. Overall, project impacts related to exposure of sensitive receptors to stationary source emissions would be considered less than significant.

Because the additional text only serves to clarify additional permitting and statutory requirements that were included in the Air Quality Memorandum which was available as Appendix D; and based on the operational air quality calculations, no new impacts or mitigation have been identified. Therefore, this additional information would not trigger the recirculation of the IS/MND pursuant to section CEQA Guidelines Section 15073.5 (c)(2) which states that recirculation is not required in the case where: "New information is added to the negative declaration which merely clarifies, amplifies, or makes insignificant modifications to the negative declaration."

Response to Comment L1-5

This comment provides contact information for the SCAQMD Engineering and Permit staff and online informational resources regarding SCAQMD permitting. No response is necessary.

Response to Comment L1-6

This comment quotes CEQA Guidelines Section 15074 regarding CEQA Lead Agency procedures with regard to comments received on an IS/MND. The comment is noted and no response is required. The substantive comments submitted by SCAQMD were responded to and are included as part of the IS/MND and will be transmitted to SCAQMD prior to approval of the IS/MND.

Response to Comment L1-7

This comment provides contact information regarding the comments provided by SCAQMD. No response is necessary.

3.3.1 Responses to Comments in Letter L1

Response to Comment L1-1

This comment is an introductory paragraph advising the CEQA Lead Agency that the SCAQMD has comments. This comment also includes a summary of the project description. It does not raise any environmental issues regarding the proposed project or the IS/MND. No response is required.

Response to Comment L1-2

This paragraph is an overview of the comments that SCAQMD is providing. Refer to Responses L1-3 through L7 below for the detailed responses to each comment.

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This comment points out a discrepancy between the building square footage noted in the Air Quality Memorandum, Appendix D of the IS/MND, and the square footage in the Project Description in Chapter 1 of the IS/MND. The Air Quality Memorandum analyzed a building size of 27,000 square feet in the analysis and the project description in the IS/MND identified a 30,000 square feet building, a difference of 3,000 square feet or an 11.1 percent increase in square footage. Due to the small size of the building, both the short term and long term air quality impacts reflected in the Memorandum and IS/MND were fairly minimal and did not approach the thresholds of significance for short term and long term emissions.

A review of Tables C, D and F of the IS/MND and corresponding tables in the Air Quality Memorandum, an 11.1 percent increase in any of the emissions would not result in additional impacts and the conclusions remain the same. The 11.1 percent increase is too small an increase to exceed any of the significance thresholds. However, the 11.1% increase was calculated in the peak totals for air quality calculation and will be reflected in the corrections provided in Chapter 4 of this Response To Comments document.

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Stationary Source

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pollutant emissions directly and indirectly, specifically by the fuel delivery trucks, VOC losses from the storage tank and dispensing system, and combustion of fuel in the vehicles.

SCAQMD Rule 461 - Gasoline Transfer and Dispensing, requires the installation of enhanced vapor recovery systems that would reduce the amount of vapor that would be emitted into the atmosphere by 95 to 98 percent from levels without such systems. All gasoline-dispensing facilities under SCAQMD jurisdiction have Phase I and II vapor recovery systems to control gasoline emissions. Phase I vapor recovery refers to the collection of gasoline vapors displaced from storage tanks when cargo tank trucks make gasoline deliveries. Phase II vapor recovery systems control the vapors displaced from vehicle fuel tanks during refueling. In addition, all gasoline would be stored in an aboveground storage tank with fill tubes equipped with vapor-tight seals and caps to further control gasoline emissions. Emissions from gasoline transfer and dispensing mainly occur during loading, breathing, refueling, and spillage.

According to the SCAQMD Annual Emission Reporting (AER) Program, the default organic emission factor for gasoline fuel dispensing pump station with fuel storage and dispensing system is 0.396 pounds of VOC per 1,000 gallons of fuel dispensed (SCAQMD 2017b). For purposes of the analysis of this project, it is assumed that the 2,000-gallon aboveground storage tank would contain gasoline and be filled 12 times throughout the year, resulting in an estimated annual VOC emission of 9.5 pounds per year (i.e., 24,000 gallons × 0.396 lb VOC per 1,000 gallons).

Toxic Air Contaminant Emissions

Dispensing gasoline products has the potential to introduce air toxics (primarily benzene emissions) into the local environment. The SCAQMD regulates these air toxics emissions through a permitting process (and its corresponding Health Risk Assessment) that applies to all gasoline dispensing stations within the Basin. As part of its permitting process, SCAQMD performs an analysis of potential cancer risk associated with anticipated benzene emissions from individual gasoline dispensing pumps.

The SCAQMD has established thresholds of significance that account for site-specific factors such as gasoline throughput and the locations of nearby receptors. If the analysis indicates that the cancer risk at a nearby receptor location (i.e., an area where persons reside, work, or attend school—not including streets or sidewalks) is less than one case per million persons, the risk is considered less than significant and no mitigation is required. If the analysis results indicate that the lifetime cancer risk is between 1 and 10 cases per million, the impact is considered less than significant with the application of Toxics Best Available Control Technology (TBACT). Under existing SCAQMD regulations, a permit cannot be issued for a gasoline-dispensing pump with an identified cancer risk between 1 and 10 unless TBACT is made a part of the project. CARB must certify all vapor recovery equipment that is used at gasoline-dispensing pumps, which would satisfy the TBACT requirement. If the analysis indicates that the cancer risk is greater than 10 cases per million, the impact is considered significant and SCAQMD would further constrain the gasoline dispensing service station's operations to stay below a cancer risk of 10 cases per million.

SCAQMD staff has indicated on previous gas station projects that only a very high throughput service station in close proximity to a school or other sensitive receptor would be likely to exceed the 10 cases per million threshold. At present, SCAQMD staff runs individual cancer risk assessments on all new service stations or projects where a school is within 1,000 feet of the project site and there is an increase in emissions. There is a school located approximately 675 feet of the project. The nearest sensitive receptor to the project site is a residential area approximately 675 feet to the west and 700 feet to the south. Compliance with existing SCAQMD rules and regulations would ensure potential impacts associated with air toxics would be less than significant.

As indicated in Table D, project operational emissions of criteria pollutants would be below SCAQMD significance thresholds; thus, they are not likely to have a significant impact on these residences given the distance and the dispersion that would occur. Exposure by individuals pumping gasoline would be limited in time, so the dose level for employees would be low. In addition, SCAQMD Rule 461 requires the installation of enhanced vapor recovery systems. This would further limit doses and exposures, reducing potential health risks related to gasoline vapors to a less than significant level. Overall, project impacts related to exposure of sensitive receptors to stationary source emissions would be considered less than significant.

Because the additional text only serves to clarify additional permitting and statutory requirements that were included in the Air Quality Memorandum which was available as Appendix D; and based on the operational air quality calculations, no new impacts or mitigation have been identified. Therefore, this additional information would not trigger the recirculation of the IS/MND pursuant to section CEQA Guidelines Section 15073.5 (c)(2) which states that recirculation is not required in the case where: "New information is added to the negative declaration which merely clarifies, amplifies, or makes insignificant modifications to the negative declaration."

Response to Comment L1-5

This comment provides contact information for the SCAQMD Engineering and Permit staff and online informational resources regarding SCAQMD permitting. No response is necessary.

Response to Comment L1-6

This comment quotes CEQA Guidelines Section 15074 regarding CEQA Lead Agency procedures with regard to comments received on an IS/MND. The comment is noted and no response is required. The substantive comments submitted by SCAQMD were responded to and are included as part of the IS/MND and will be transmitted to SCAQMD prior to approval of the IS/MND.

Response to Comment L1-7

This comment provides contact information regarding the comments provided by SCAQMD. No response is necessary.



AFFILIATED AGENCIES

*Orange County
Transit District*

*Local Transportation
Authority*

*Service Authority for
Freeway Emergencies*

*Consolidated Transportation
Service Agency*

*Congestion Management
Agency*

*Service Authority for
Abandoned Vehicles*

January 31, 2019

Mr. Ignacio Rincon
Associate Planner – CEQA Compliance
City of Anaheim Planning and Building Department
200 South Anaheim Boulevard
Anaheim, CA 92805

RE: Responses to Comments on the Orange County Transportation Authority
Transit Security Operations Center Initial Study/Mitigated Negative
Declaration (SCH 2018101071)

Dear Mr. Rincon,

The Orange County Transportation Authority (OCTA) received comments from your agency on November 30, 2018, regarding the proposed Transit Security and Operations Center Initial Study/Mitigated Negative Declaration (IS/MND). In response to your comments, we are transmitting your comment letter on the IS/MND along with the responses to those comments. Your comments and the responses will be transmitted to the OCTA Board of Directors (OCTA Board), as part of the consideration for approving the project. In the event of project approval, it is acknowledged that OCTA will be coordinating with the City on future aspects of the project during the design and/or construction phase(s).

At the time of this transmittal, the date for OCTA Board consideration of this item is not known. Therefore, when the date of the OCTA Board consideration of this item has been determined, OCTA will you send in writing the time, date, and location of the OCTA Board meeting as required by CEQA Guidelines Section 15073 (e).

I can be reached at (714) 560-5872 or via email at golivo@octa.net, should you have any questions.

Sincerely,

George Olivo
Program Manager, Capital Programs - Facilities Engineering

Attachments

L2

From: Ignacio Rincon <IRincon@anaheim.net>
Sent: Friday, November 30, 2018 3:16 PM
To: TSOC_IS_MND_Comments <TSOC_IS_MND_Comments@octa.net>
Subject: FW: Initial Study with Proposed Mitigated Negative Declaration for the Transit Security Operations Center (TSOC) Project
Importance: High

Mr. Olivo,

After review of the Trip Generation Memo, and the projects is anticipated to generate only 21 AM Pek Hour Trips and only 25 PM Peak Hour trips, therefore the Trip Generation Memo provided is sufficient. | L2-1

Also, it is recommended that you take access off the existing freeway signal. You have two driveways on Lincoln, and the City of Anaheim will never be able to provide you with WBL access into the site, only EBR into the site off Lincoln. | L2-2

Best,

Ignacio Rincon
Associate Planner – *CEQA Compliance*
[Anaheim Planning and Building Department](#)
200 South Anaheim Boulevard | Suite 162
Anaheim, CA 92805
Direct: 714.765.5238
Fax: 714.765.5280
Email: irincon@anaheim.net



City of Anaheim
PLANNING AND BUILDING DEPARTMENT

November 29, 2018

George Olivo
Program Manager
Capital Programs – Facilities Engineering
550 South Main Street
Orange, CA 92863

by email to:
TSOC IS MND Comments@octa.net

Subject: Initial Study with Proposed Mitigated Negative Declaration for the Transit Security Operations Center (TSOC) Project

Dear Mr. Olivo:

Thank you for the opportunity to review and comment on the above-referenced document. The City of Anaheim staff offers the following comments:

Conceptual drawings and documents were submitted to the City of Anaheim on April 18, 2018, for the request to construct and operate a Transit Security Operations Center. The proposed public service use is permitted by right in the City's General Commercial and General Industrial zoning districts. No discretionary review is required. Attached is the comment letter that was sent to Steve Fierce, Architect/Senior Project Manager from STV Incorporated, with information and memoranda, which include requirements/comments, received from the various departments in response to the proposed project, for your review.

L2-3

If you have any questions regarding this response, please do not hesitate to contact me at (714) 765-5238 or irincon@anaheim.net.

Sincerely,

Ignacio Rincon
Associate Planner – CEQA Compliance



City of Anaheim
DEPARTMENT OF PLANNING AND BUILDING

May 30, 2018

via email

Steve Fierce
10055 W. 7th Street, Suite 3150
Los Angeles, CA 90017
steven.fierce@stvinc.com

Re: **PRE2018-00007DEV2018-00025 (OCTA Transit Security Operations Center)**
1512-1530 W. Lincoln Avenue

Dear Mr. Fierce:

Planning Department staff and the Interdepartmental Development Committee (IDC) have reviewed the conceptual drawings and documents submitted on April 18, 2018 for a request to construct and operate a Transit Security Operations Center at the above referenced address. The proposed public service use is permitted by right in the City's General Commercial and General Industrial zoning districts. No discretionary review is required. However, the following information and attached memoranda include requirements/comments received from the various departments in response to your proposal.

1. A General Plan Conformance shall be completed by the City determining the project is in conformance with the Anaheim General Plan.
2. Have you explored designing vehicular access from the existing signalized intersection off Lincoln Avenue? See attached comments from the Department of Development Services and Traffic Engineering Division.

Please address the requirements identified in the attached memoranda. When submitting for plan check (grading permit, building permit, etc.), include staff comments and written responses to each comment. If you have any specific questions on information in their memos, feel free to contact the staff members directly.

L2-4

PRE2018-00007/DEV2018-00025
May 30, 2018
Page 2 of 2

If you have any further questions, please feel free to contact me at (714) 765-4949 or wcarvalho@anaheim.net.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Wayne', with a large, stylized flourish at the end.

Wayne Carvalho
Contract Planner

Attachments

MEMORANDUM

CITY OF ANAHEIM

DATE: May 30, 2018

TO: Wayne G. Carvalho, Planning Services

FROM: Esperanza Rios, Development Services, (714)765-5100, Ext. 5886
Rafael Cobian, Traffic Engineering, (714)765-4991

SUBJECT: DEV2018-00025, PRE2018-00007, 1st Review
1512-1530 W. Lincoln Ave
Conceptual Development Review for OCTA Transit Security and Operations Center

The Public Works Department, Engineering Division has reviewed the proposed development for issues related to land subdivision, grading, street right-of-way and easement dedications, traffic engineering, street improvements, sewer improvements and site drainage. Public Works Procedures, Standard Details and Fee Schedule are available on the Department of Public Works, Development Services' website at <http://www.anaheim.net/229/Public-Works>

THE SITE PLAN IS NOT RECOMMENDED FOR APPROVAL UNTIL THE FOLLOWING PLAN CORRECTIONS ARE ADDRESSED:

Plan Corrections/ Additional Information Required from Traffic Engineering

1. **A traffic study may be required.** The applicant shall provide a Trip Generation Memo summarizing the trips associated with the existing land use on the site, the trips associated with the proposed development, and a summary of the net increase of trips associated with the proposed project. Based on the Trip Generation Memo, a determination will be made as to whether a Traffic Study is required. The developer and consultant shall meet with the Traffic Engineering Staff to determine the format of the Trip Generation Memo, and Traffic Study, if required. Please note that all traffic impact studies that are not completed by one of the City of Anaheim on-call traffic engineering consultants through the City's on-call agreement shall be peer-reviewed by one of the City's on-call consultants prior to being reviewed by City staff, at the applicant's expense.
2. As mentioned previously by the City, the City recommends taking access at the existing signalized intersection, which is maintained by Caltrans. Has Caltrans been approached? Has this access been considered?
3. Access off Manchester is currently restricted to right-in, right-out, and would continue to be restricted in that manner. A sign and legend indicating right-turn only would be required in addition to the stop sign.
4. Please provide a letter of operations for the site which will identify the proposed use of the site and operations.
5. Plans shall indicate and label existing driveways to be removed and future driveways to be constructed.
6. Plans shall label and dimension all proposed driveways and demonstrate conformance with City of Anaheim Engineering Standards.
7. Plans shall show conformance with the current version of Engineering Standard Detail 473 pertaining to driveway spacing and distance from public ROW to nearest parking space, subject to the approval of the City Engineer. Subject property shall thereupon be developed and maintained in conformance with said plans.
8. Plans shall indicate driveways within Caltrans access control per Highway Design Manual. Right in/right out access may be permitted beyond 200' from the ramp intersection. The applicant shall coordinate with Caltrans and the City for proposed driveway access points along Lincoln Avenue.
9. Plans shall show conformance with the current version of Engineering Standard Details 470 pertaining to parking standards, parking end stall clearances, turnaround stalls at the end of drive aisles, and providing backup space of 24' behind parking stalls. Subject property shall thereupon be developed and maintained in conformance with said plans.

L2-4

10. Label and dimension parking stalls and aisle widths to demonstrate conformance with City of Anaheim Engineering Standard Detail 470. All parking stalls shall be double striped per City of Anaheim Engineering Standard Detail 470. plans shall show conformance with the current version of Engineering Standard Details 470 pertaining to parking standards, parking end stall clearances, turnaround stalls at the end of drive aisles, and providing backup space of 24' behind parking stalls.
11. Parking areas 1 and 2 are proposed to have dead end drive aisles, and turnaround stalls are required when dead end drive aisles are proposed. One stall will need to be striped no parking and identified as a turnaround stall
12. Every accessible parking space and adjacent loading area shall be dimensioned to demonstrate conformance with Caltrans Standard A90A.
13. Stop signs, stop bars, and stop legends shall be placed at all driveway exits per City of Anaheim Engineering Standards
14. Label and dimension driveways to show conformance with City of Anaheim Engineering Standard Detail 115-B pertaining to driveway design, sight distance visibility for signs, landscaping, and fence/wall locations and pertaining to commercial driveway radii, subject to the approval of the City Engineer. A 7 foot by 50 foot triangular clear zone from the right of way line is required, per Engineering Standard Detail 115-B.
15. There are two signs required at each entrance, the R100B(CA) sign which indicates tow away for disabled parking, and the private property sign consistent with Anaheim Municipal Code section 4.75.090 for the purposes of tow-away outside of disabled parking stalls.
16. It appears vehicle gates are proposed. Plans shall demonstrate conformance with City of Anaheim Engineering Standard 475 related to gates. The minimum gate setback must be provided and gate operations/access will need to be provided. Vehicle gates shall not be installed across the project driveways or access roads without providing a vehicle turnaround area to the satisfaction of the City Engineer. Plans shall demonstrate conformance with City of Anaheim Engineering Standing Detail 475.
17. Coordinate with Leticia Mercado, Sanitation Contract Specialist, at 714-765- 6836 to ensure trash collection route(s) conform to City standards.
18. Depending on the proposed driveway locations, one-way signs may be required to be installed in the existing medians to remind motorists of the direction of travel.

L2-4

Plan Corrections/ Additional Information Required from Development Services

1. All plans including the site plan and landscape plan shall clearly label and dimension the existing and ultimate right-of-way for Lincoln Ave. Plans shall show dimensioning including, but not limited to, half-widths, lane widths, parkway width, sidewalk width, and curb radii.
2. Show all existing street lights, catch basins, meters and all other utilities within the frontage of the property. Call out their disposition; to be relocated, protected in place, removed, constructed, etc.
3. Parkway landscape per the Lincoln Ave Corridor Master plan: The proposed treatment of the project parkway areas is the alternating planting of Washington palms (hybridized species of *W. filifera* and *W. robusta*) and Tipuana Tipu trees with flowering evergreen shrubs at the base. These shall be planted at 30' O.C. with the palms situated in planter areas at the back of the curb face and the Tipuana trees planted at along the right-of-way edge, at the back of the pedestrian sidewalk area.
4. Plans shall show all existing and proposed utilities serving the site and show proposed points of connection.
5. Plans shall show cross sections at property lines.
6. Plans shall show the existing and proposed structure's footprint and square footage.
7. Additionally, show existing and proposed drainage structures where surface water will being and will be diverted to and captured for treatment.
8. Please show all existing and proposed easements with easement notes within the site and include a copy of a Title Report. Any proposed encroachments within existing easements shall be permitted by the easement holder.

THE FOLLOWING PRELIMINARY STUDIES AND PLAN CHECK DEPOSITS NOTED BELOW SHALL BE SUBMITTED DIRECTLY TO PUBLIC WORKS FOR REVIEW FOR APPROVAL OF THIS PROJECT.

- **Preliminary Drainage:**
The applicant shall submit a Preliminary Drainage Study and hydrology map prepared by a registered professional Civil Engineer in the State of California to the Public Works Department for review and approval. The Study shall be based upon and reference the latest edition of the Orange County Hydrology Manual the applicable City of Anaheim Master Plan of Drainage for the project area. All drainage sub-area

boundaries per the Master Plan for Drainage shall be maintained. The Study shall include: an analysis of 10-, 25- and 100-year storm frequencies; an analysis of all drainage impacts to the existing storm drain system based upon the ultimate project build-out condition; and address whether on-site drainage improvements (such as detention/ retention basins or surface runoff reduction) will be required to prevent downstream properties from becoming flooded and to verify that the developed site condition does not increase flows. The drainage report shall address the drainage velocity on the new on-site improvements and potential impacts to the existing drainage system. Also, the report shall show that all concentrated flow shall be contained within an approved drainage device and preserve the existing flows and manner drainage is conveyed downstream. Please submit two copies of the Preliminary Drainage Study and a \$1,900 plan checking deposit to the Public Works/Development Services for review and approval.

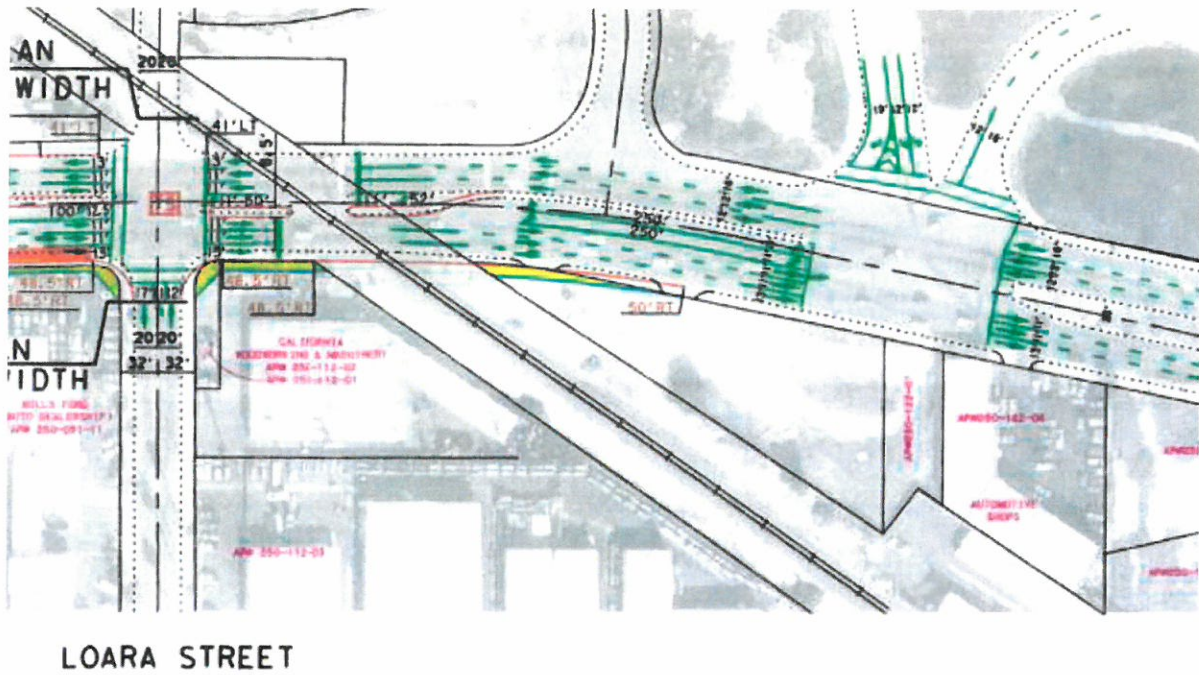
- **Preliminary WQMP:**
 A Preliminary Water Quality Management Plan (WQMP) will be required for this project in order to comply with the requirements of the State Water Resources Control Board. The applicant shall submit to the Department of Public Works a Preliminary Water Quality Management Plan (WQMP) prepared by a registered professional Civil Engineer in the State of California consistent with the latest requirements of the Orange County Drainage Area Management Plan (DAMP). Please submit three copies of the Preliminary WQMP and an electronic copy in PDF extracted from the original file in a CD and a \$1,900 plan checking deposit to the Public Works/Development Services for review and approval.
- **Preliminary Geotechnical:**
 Please submit three copies of the Preliminary Geotechnical Report and a \$1,900 plan checking deposit to Public Works/Development Services for review and approval.
- **Preliminary Grading Plan:**
 Applicant shall submit three copies of the Preliminary Grading Plan prepared by a registered Civil Engineer that shows all existing and proposed BMPs and a \$1,900 plan checking deposit to Public Works/Development Services for review and approval.
- **Preliminary Sewer:**
 The applicant shall demonstrate that the proposed sewer discharge usage will be less than or equal to the existing sewer discharge usage and identify if the existing sewer point of connection will be reused. Otherwise, the applicant shall identify any new sewer points of connection that will be used and work with Public Works staff to determine if a sewer study will be required for the redevelopment of the site. The applicant shall coordinate with Keith Linker, Principal Civil Engineer, at (714)765-4141 or at KLinker@anaheim.net to determine the Sewer Study requirements and deposit amount, if a sewer study will be required. If required, **the Sewer Study shall be approved prior to filing for Planning Commission public hearing.** Plans shall identify the existing sewer lateral that currently serve the property.

L2-4

Street:

Label and dimension the street right of way, ultimate right of way, distance from centerline to curb, sidewalk width and location of parkway & street trees on Lincoln Ave.

Lincoln Ave (E/W) – Primary, six lanes	Lincoln Ave Corridor Master Plan	REQUIREMENTS:
Existing Condition:	Ultimate Right of Way:	
57' ½ R/W	57.5' ½ R/W	Additional 2.5' right-of-way dedication is required per the Lincoln Ave Corridor Master Plan limits. See exhibit below.
48' Curb from Centerline	48.5' Curb from Centerline	Curb widening required per the Lincoln Ave Corridor Master Plan limits.
9' Sidewalk	4' Sidewalk	Construct 4-ft. sidewalk per the Lincoln Avenue Corridor Master Plan and per City Standard 110-B.
No Parkway	9' Parkway	Construct alternating 4'x8' planters spaced 30' on center. Planting shall be per the Lincoln Ave Corridor Master Plan, Figure 25.



L2-4

Manchester Ave (N/S) – Secondary Arterial	City of Anaheim Std. 160-A with Class II bike lane	REQUIREMENTS:
Existing Condition:	Ultimate Right of Way:	
46' ½ R/W	45' ½ R/W	No additional dedication is required.
37' Curb from Centerline	35' Curb from Centerline	No curb widening required.
9' Sidewalk with planters	4' Sidewalk	No off-site improvements to required on Manchester Ave.
9' Sidewalk with planters	6' Parkway	

The developer shall construct all improvements along the project's frontage on Lincoln Avenue. The improvements shall include but not limited to, curb and gutter, pavement, driveway, parkway drains, power pole relocations, water meters removals, sewer improvements, parkway landscaping etc. The developer's engineer shall submit to the City for review and approval an engineering cost estimate for the cost of the required improvements.

Development Standards and Fees

The applicable Citywide Traffic Impact Fee for both the difference of the fees for the proposed and existing square footage and the change/intensification in land use as determined by a Trip Generation Memo or Traffic Study shall be paid to the City of Anaheim, in an amount established by the City Council Ordinance/Resolution at the issuance of a building permit. Additionally, this fee will be used to fund traffic and transportation improvements within the area impacted by this project. Said fee shall be subject to adjustment by the City Council.

That prior to issuance of building permits, applicant shall coordinate with Union Pacific Railroad and California Public Utilities Commission to ensure project construction and project operation will not interfere with the existing Union Pacific Railroad line immediately adjacent to the project site and the adjacent active at-grade railroad crossing on Lincoln Avenue. Any relocation or modification of facilities related to the railroad line and/or the active railroad crossing shall be performed prior to final building and zoning inspection at the expense of the property owner.

The applicable Citywide Sewer Impact Fee shall be paid to the City of Anaheim, in an amount established by the City Council Ordinance/Resolution, prior to the issuance of a building permit. This fee will be used to fund sewer improvements within the area impacted by this project. Said fee shall be subject to adjustment by the City Council.

The following standard development requirements are listed to assist the developer with project planning for final engineering:

Grading, soils, and drainage report shall conform to requirements of Chapter 17.04 of the Anaheim Municipal Code and City of Anaheim Grading Plan and Permit Procedures. Submit the final grading plan along with soils and drainage reports and Final WQMP to the Department of Public Works/Development Services Division for review and approval. Flatland Grading Plan Procedures and submittal requirements are available on the Department of Public Works, Development Services' website at <http://www.anaheim.net/506/Subdivisions-Development-Services>. Please be aware that all flatwork demolition shall be submitted as part of the grading plans, and the demolition of the existing buildings (vertical structures only) shall be per separate Building Permit from the Building Department. On-site pavement shall be as per the recommendations of the project's soils report.

The developer shall submit street improvement plans, obtain a right of way construction permit, and post a security (Performance and Labor & Materials Bonds) in an amount approved by the City Engineer and in a form approved by the City Attorney for the construction of all required off-site and public improvements within the City street right of way of Lincoln Avenue. Improvements shall conform to the General Specific Plan requirements and as approved by the City Engineer. The street improvement plans shall include all traffic related improvements adjacent to the project site including all driveways, utility installations, signing and striping, and all other offsite work.

Developer shall be responsible for any utility relocations and any utility relocation shall be in conformance with the pertinent Public Utility requirements, standards, and permits.

Recommended Conditions of Approval

Conditions of approval are typically not provided for conceptual development review. As a result, conditions of approval from Development Services will be provided for future submittals for discretionary approval. Please note that subsequent plan checks are subject to additional comments.

Cc: Raul Garcia, Development Services Manager
Mike Eskander, Principal Civil Engineer

L2-4

City of Anaheim
INTERDEPARTMENTAL REVIEW COMMITTEE

Planner: Wayne G. Carvalho

Case No.: DEV2018-00025 PRE2018-00007 **Date:** May 9, 2018

Address: 1512-1530 W. Lincoln Ave.
(Conceptual Review: OCTA Transit Security and Operations Center)

Department: Public Utilities Department, Water Engineering Division

Contact: *CE for* Philip Bogdanoff, Water Planning & Resources Manager
(714) 765-4420
pbogdanoff@anaheim.net

I have reviewed the above case. Please see the following comments and conditions for more details:

COMMENTS:

Recommended Plan Corrections/Additional Information Required:

1. All existing water services shall conform to current Water Division standards. If the existing 2-inch domestic water service, meter, or meter box are found to not meet current City standards, are not adequately sized, or are otherwise no longer needed, the service shall be cut and capped at the main and new services shall be installed per current City standards.
2. If the total new or modified landscaping area exceeds 1,000 square feet, a separate water service lateral, meter, and backflow prevention device shall be installed for irrigation.
3. If the new building will have fire sprinklers, a separate water service line for fire protection shall be installed. Refer to the Water Services Standard Specifications (WSSS) Standard Drawings No. W-220 and W-222 for typical concrete pad sizes for fire line backflow prevention devices.
4. All water services for this property (domestic, irrigation, and fire protection) shall require a backflow prevention device to be installed above ground and behind the building setback line as determined by the Planning Department.
5. The following minimum clearances shall be provided around all new and existing public water facilities (e.g. fire hydrants, service laterals, meters, meter boxes, backflow devices, etc.):
 - a. 10 feet from structures, footings, walls, stormwater BMPs, power poles, street lights, and trees.

L2-4

- b. 5 feet from driveways, BCR/ECR of curb returns, and all other utilities (e.g. storm drain, gas, electric, etc.) or above ground facilities.
6. Prior to presenting the site plan to Planning Commission, the location of all proposed water services, meters, and backflow prevention assemblies (domestic, irrigation, and firelines) shall be approved by Water Engineering and the Planning Department and shown on the proposed site plan.

General Development Requirements (the following standard development requirements are being provided to assist with project planning):

1. All new water mains, services, meters, backflow devices, laterals, fire hydrants, and appurtenances shall be designed and installed in accordance with the Public Utilities Department Water Engineering *Administrative Procedures and Design Guidelines* and the *Water Services Standard Specifications*, both of which are available on the Public Utilities Department's website at: <http://www.anaheim.net/710/Custom-er-Manual>.
2. Water throughout southern California, including Anaheim, is naturally very high in total hardness and in overall mineral content. These constituent levels do not cause any adverse health effects, however you may need to consider this in your selection of a pre-treatment system (i.e., water softener to reduce hardness), plumbing fixtures, landscape plantings, etc. Please feel free to refer to Anaheim's latest Water Quality Report for a detailed report of constituent levels, at: <http://www.anaheim.net/657/Water-Quality>.
3. If this is a new project with a landscaping area (including pools or other water features) exceeding 500 square feet, or a rehabilitated project with an aggregate landscape area equal to or greater than 2,500 square feet, a Landscape Documentation Package and a Certification of Completion are required for compliance with Chapter 10.19 of the Anaheim Municipal Code, Ordinance No. 6355 relating to landscape water efficiency, and the Guidelines for Implementation of the Landscape Water Efficiency Ordinance. Compliance with these code requirements is required at the time of issuance of building permits.
4. If this is a non-residential project with a landscaping area (including pools or other water features) exceeding 1,000 square feet, or a residential project with a landscaping area (including pools or other water features) exceeding 2,500 square feet, a separate irrigation meter shall be installed in compliance with Chapter 10.19 of the Anaheim Municipal Code, Ordinance No. 6355 relating to landscape water efficiency, and the Guidelines for Implementation of the Landscape Water Efficiency Ordinance. Compliance with these code requirements is required at the time of issuance of building permits.
5. If this project is located within the Anaheim Resort Area, installation of large water meters and fire service assemblies must comply with the screening requirements of Ordinance No. 5156 and Chapter 18.46 of the Anaheim Municipal Code. Compliance with this code requirement is required prior to issuance of building permits.
6. All above ground equipment (including large water meters and backflow prevention assemblies) must be installed behind the building setback line and screened in accordance with Anaheim Municipal Code Section 18.38.160.

L2-4

Estimate of Special Assessment/Impact Fees: None.

RECOMMENDED CONDITIONS OF APPROVAL:

NO.	CONDITIONS OF APPROVAL	RESPONSIBLE DEPARTMENT
<i>PRIOR TO ISSUANCE OF GRADING PERMITS</i>		
431.	The Owner/Developer shall submit a set of improvement plans for Public Utilities Water Engineering review and approval in determining the conditions necessary for providing water service to the project.	Public Utilities Water Engineering
<i>PRIOR TO ISSUANCE OF BUILDING PERMITS</i>		
420.	A private water system with separate water service for fire protection, domestic water, and irrigation shall be provided and shown on plans submitted to the Water Engineering Division of the Anaheim Public Utilities Department.	Public Utilities Water Engineering
421.	All backflow equipment shall be located above ground outside of the street setback area in a manner fully screened from all public streets and alleys. Any backflow assemblies currently installed in a vault will have to be brought up to current standards. Any other large water system equipment shall be installed to the satisfaction of the Water Engineering Division outside of the street setback area in a manner fully screened from all public streets and alleys. Said information shall be specifically shown on plans and approved by Water Engineering and Cross Connection Control Inspector.	Public Utilities Water Engineering
422.	All requests for new water services, backflow equipment, or fire lines, as well as any modifications, relocations, or abandonments of existing water services, backflow equipment, and fire lines, shall be coordinated and permitted through Water Engineering Division of the Anaheim Public Utilities Department.	Public Utilities Water Engineering
426.	All existing water services and fire services shall conform to current Water Services Standards Specifications. Any water service and/or fire line that does not meet current standards shall be upgraded if continued use is necessary or abandoned if the existing service is no longer needed. The Owner/Developer shall be responsible for the costs to upgrade or to abandon any water service or fire line.	Public Utilities Water Engineering
430.	The Owner/Developer shall submit to the Public Utilities Department Water Engineering Division an estimate of the maximum fire flow rate and maximum day and peak hour water demands for the project. This information will be used to determine the adequacy of the existing water system to provide the estimated water demands. Any off-site water system improvements required to serve the project shall be done in accordance with Rule No.	Public Utilities Water Engineering

L2-4

NO.	CONDITIONS OF APPROVAL	RESPONSIBLE DEPARTMENT
	15A.1 of the Water Utility Rates, Rules, and Regulations.	
<i>PRIOR TO FINAL BUILDING AND ZONING INSPECTION</i>		
443.	Owner/Developer shall install an approved backflow prevention assembly on the water service connection(s) serving the property, behind property line and building setback in accordance with Public Utilities Department Water Engineering Division requirements.	Public Utilities Water Engineering
<i>GENERAL CONDITIONS</i>		
439.	<p>The following minimum clearances shall be provided around all new and existing public water facilities (e.g. fire hydrants, service laterals, meters, meter boxes, backflow devices, etc.):</p> <ul style="list-style-type: none"> • 10 feet from structures, footings, walls, stormwater BMPs, power poles, street lights, and trees. • 5 feet from driveways, BCR/ECR of curb returns, and all other utilities (e.g. storm drain, gas, electric, etc.) or above ground facilities. 	Public Utilities Water Engineering
441.	No public water mains or laterals allowed under driveways, parking stalls or parking lots.	Public Utilities Water Engineering
442.	All fire services 2-inch and smaller shall be metered with a UL listed meter, Hersey Residential Fire Meter with Translator Register, no equals.	Public Utilities Water Engineering

L2-4

3.4.1 Responses to Comments in Letter L2

Response to Comment L2-1

This comment provides feedback from the City of Anaheim (City) that the Trip Generation Memorandum, Appendix J to the IS/MND, is sufficient. This email transmitted comment from the City included an attached formal comment letter that included previously provided comments during the Conceptual Development Review Process that OCTA completed with the City. Refer to Responses to Comments L2-3 and L2-4 which discuss these comments.

Response to Comment L2-2

This comment recommends a reconfiguration of the access to the project site due to driveway limitations. This configuration was discussed with the City. It is acknowledged that no direct westbound lane (WBL) access from Lincoln Avenue will be provided or requested. The project assumes that access from westbound Lincoln Avenue will be accommodated via a U-turn at Loara Street onto eastbound Lincoln Avenue and then a right turn into the site as stated in the comment. This access configuration is discussed on page 10 of the Trip Generation Memo that was found to be sufficient in the previous comment.

Response to Comment L2-3

This comment provides both General Plan/Zoning consistency information, and the comments that were provided by the City during the Conceptual Development Review process that was undertaken with the City. It also provides the City's determination that no discretionary action would be required by the City, i.e., the City would not require a development or any other kind of discretionary permit for the proposed project. The comment is noted and no response is required.

Response to Comment L2-4

These comments pertain to the Site Plan and City coordination processes and do not pertain to the IS/MND, specifically. No response is required. OCTA understands that future coordination with the City will be required prior to and during the construction phase of the project.



AFFILIATED AGENCIES

*Orange County
Transit District*

*Local Transportation
Authority*

*Service Authority for
Freeway Emergencies*

*Consolidated Transportation
Service Agency*

*Congestion Management
Agency*

*Service Authority for
Abandoned Vehicles*

January 31, 2019

Mr. Ray Teran
Viejas Band of Kumeyaay Indians
Resource Management
#1 Viejas Grade Road
Alpine, CA 91901

RE: Responses to Comments on the Orange County Transportation Authority
Transit Security Operations Center Initial Study/Mitigated Negative
Declaration (SCH 2018101071)

Dear Mr. Teran,

The Orange County Transportation Authority (OCTA) received comments from your agency on November 8, 2018, regarding the proposed Transit Security and Operations Center Initial Study/Mitigated Negative Declaration (IS/MND). In response to your comments, we are transmitting your comment letter on the IS/MND along with the responses to those comments. Your comments and the responses to those comments will be transmitted to the OCTA Board of Directors (OCTA Board), as part of the consideration for approving the project.

At the time of this transmittal, the date for OCTA Board consideration of this item is not known. Therefore, when the date of the OCTA Board consideration of this item has been determined, OCTA will you send in writing the time, date and location of the OCTA Board meeting as required by CEQA Guidelines Section 15073 (e).

I can be reached at (714) 560-5872 or via email at golivo@octa.net, should you have any questions.

Sincerely,

George Olivo
Program Manager, Capital Programs - Facilities Engineering

Attachments

VIEJAS

TRIBAL GOVERNMENT

T1

P.O. Box 908
Alpine, CA 91903
#1 Viejas Grade Road
Alpine, CA 91901

Phone: 6194453810
Fax: 6194453337
viejas.com

November 8, 2018

George Olivo
Program Manager
Capital Programs- Facilities Engineering
550 South Main Street
Orange, CA 92863

Re: OCTA TSOC

Dear Mr. Olivo,

The Viejas Band of Kurneyaay Indians ("Viejas") has reviewed the proposed project and at this time we have determined that the project site has little cultural significance or ties to Viejas. We further recommend that you contact the tribe(s) closest to the cultural resources. We, however, request to be informed of any new developments such as inadvertent discovery of cultural artifacts, cremation sites, or human remains in order for us to reevaluate our participation in the government-to-government consultation process.

Please do not hesitate to contact me if you have further questions. Please call Ernest Pingleton at 619-659-2314 or me at 619-659-2312, or email, epingleton@viejas-nsn.gov or rteran@viejas-nsn.gov. Thank you.

Sincerely,



Ray Teran, Resource Management
VIEJAS BAND OF KUMEYAAY INDIANS

T1-1

VIEJAS

TRIBAL GOVERNMENT

RECEIVED

AUG 03 2018

P.O. Box 908
Alpine, CA 91903
#1 Viejas Grade Road
Alpine, CA 91901

Phone: 6194453810
Fax: 6194455337
viejas.com

July 31, 2018

George Olivo
Program Manager
OCTA P.O. Box 14184
Orange, CA 92863

Re: New Operations Center

Dear Mr. Olivo,

The Viejas Band of Kumeyaay Indians ("Viejas") has reviewed the proposed project and at this time we have determined that the project site has little cultural significance or ties to Viejas. We further recommend that you contact the tribe(s) closest to the cultural resources. We, however, request to be informed of any new developments such as inadvertent discovery of cultural artifacts, cremation sites, or human remains in order for us to reevaluate our participation in the government-to-government consultation process.

T1-1

Please do not hesitate to contact me if you have further questions. Please call Ernest Pingleton at 619-659-2314 or me at 619-659-2312, or email, epingleton@viejas-nsn.gov or rteran@viejas-nsn.gov. Thank you.

Sincerely,



Ray Teran, Resource Management
VIEJAS BAND OF KUMEYAAY INDIANS

3.6.1 Responses to Comments in Letter T1

Response to Comment T1-1

This comment indicates that the Viejas Band of Kumeyaay Indians have determined the site has little cultural significance or ties to the Tribe. They request to notification, if any Native American resources are subsequently discovered on the site. Notification would take place as part of compliance with the required notification processes, enumerated in Measures SC-1 and SC-3 of the IS/MND.

Response to Comment T1-2

This letter was originally sent as part of the AB-52 consultation for the project and included in Appendix K of the IS/MND. The letter was resent as an attachment to the response to the IS/MND.



AFFILIATED AGENCIES

*Orange County
Transit District*

*Local Transportation
Authority*

*Service Authority for
Freeway Emergencies*

*Consolidated Transportation
Service Agency*

*Congestion Management
Agency*

*Service Authority for
Abandoned Vehicles*

January 31, 2019

Andrew Salas, Chairperson
Gabrieleño Band of Mission Indians – Kizh Nation
P.O. Box 393
Covina, CA 91723

RE: Responses to Comments on the Orange County Transportation Authority
Transit Security Operations Center Initial Study/Mitigated Negative
Declaration (SCH 2018101071)

Dear Chairperson Salas:

The Orange County Transportation Authority (OCTA) received comments from your agency on November 5, 2018, regarding the proposed Transit Security and Operations Center Initial Study/Mitigated Negative Declaration (IS/MND). In response to your comments, we are transmitting your comment letter on the IS/MND along with the responses to those comments. Your comments and the responses to those comments will be transmitted to the OCTA Board of Directors (OCTA Board), as part of the consideration for approving the project.

At the time of this transmittal, the date for OCTA Board consideration of this item is not known. Therefore, when the date of the OCTA Board consideration of this item has been determined, OCTA will you send in writing the time, date, and location of the OCTA Board meeting as required by CEQA Guidelines Section 15073 (e).

I can be reached at (714) 560-5872 or via email at golivo@octa.net, should you have any questions.

A handwritten signature in blue ink, appearing to read "George Olivo".

George Olivo
Program Manager, Capital Programs - Facilities Engineering

Attachments

T2



GABRIELENO BAND OF MISSION INDIANS - KIZH NATION

Historically known as The San Gabriel Band of Mission Indians
recognized by the State of California as the aboriginal tribe of the Los Angeles basin

Notice of Intent to Adopt An Initial Study/ Mitigated Negative Declaration

November 5, 2018

City of Anaheim
550 South Main Street,
Orange, CA 92863

Good Afternoon George Olivo,

We have received your Notice of Intent to adopt a Negative Declaration for this project the Transit Security and Operations Center Project in the location of the County of Orange County. Our Tribal Government would like to be consulted if any ground disturbance will be conducted for this project.

T2-1

Sincerely,
Gabrieleno Band of Mission Indians/Kizh Nation
(1844) 390-0787 Office

Andrew Salas, Chairman

Albert Perez, treasurer I

Nadine Salas, Vice-Chairman

Martha Gonzalez Lemos, treasurer II

Dr. Christina Swindall Martinez, secretary

Richard Gradias, Chairman of the council of Elders

PO Box 393 Covina, CA 91723

www.gabrielenoindians@yahoo.com

gabrielenoindians@yahoo.com

3.7.1 Responses to Comments in Letter T2

Response to Comment T2-1

This comment requests consultation with the Gabrieleno Band of Mission Indians-Kizh Nation if any ground disturbance will be conducted for the project and does not provide comments on the analysis or conclusions of the IS/MND. The Gabrieleno Band of Mission Indians-Kizh Nation received a letter on July 28, 2018 from OCTA, as required by AB52, apprising the Band of the project and providing the opportunity to consult. No response was provided to OCTA within the 30 day statutory requirement of ABA52. The comment letter does not raise any concerns regarding the analysis provided in the IS/MND and no further response is necessary.