

June 2017 | Final Supplemental Environmental Impact Report  
State Clearinghouse No. 1994071005

# TUSTIN LEGACY SPECIFIC PLAN AMENDMENT

for City of Tustin

*Prepared for:*

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*Prepared by:*

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Table of Contents

<b>Section</b>	<b>Page</b>
<b>1. INTRODUCTION.....</b>	<b>1-1</b>
1.1 INTRODUCTION.....	1-1
1.2 FORMAT OF THE FSEIR.....	1-1
1.3 CEQA REQUIREMENTS REGARDING COMMENTS AND RESPONSES .....	1-2
<b>2. RESPONSE TO COMMENTS .....</b>	<b>2-1</b>
<b>3. REVISIONS TO THE DRAFT EIR .....</b>	<b>3-1</b>
3.1 INTRODUCTION.....	3-1
3.2 DSEIR REVISIONS IN RESPONSE TO WRITTEN COMMENTS.....	3-1

**APPENDICES**

- Appendix A. MWD Comment Letter Attachment
- Appendix B. Southern California Gas Company Comment Letter Attachment
- Appendix C. OPR Comment Letter

## Table of Contents

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# 1. Introduction

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## 1.1 INTRODUCTION

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

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

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

This document contains responses to comments received on the Draft Supplemental Environmental Impact Report (DSEIR) for the Tustin Legacy Specific Plan Amendment during the public review period, which began March 17, 2017, and closed May 1, 2017. This document has been prepared in accordance with CEQA and the CEQA Guidelines and represents the independent judgment of the Lead Agency. This document and the circulated DSEIR comprise the FSEIR, in accordance with CEQA Guidelines, Section 15132.

## 1.2 FORMAT OF THE FSEIR

This document is organized as follows:

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

***Section 2, Response to Comments.*** This section provides a list of agencies and interested persons commenting on the DSEIR; copies of comment letters received during the public review period, and individual responses to written comments. To facilitate review of the responses, each comment letter has been reproduced and assigned a number (A-1 through A-10 for letters received from agencies and organizations; no letters were received from residents). Individual comments have been numbered for each letter and the letter is followed by responses with references to the corresponding comment number.

## 1. Introduction

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

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

### 1.3 CEQA REQUIREMENTS REGARDING COMMENTS AND RESPONSES

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

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

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

## 2. Response to Comments

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

This section provides all written responses received on the DSEIR and the City's responses to each comment.

Comment letters and specific comments are given letters and numbers for reference purposes. Where sections of the DSEIR are excerpted in this document, the sections are shown indented. Changes to the DSEIR text are shown in underlined text for additions and ~~strikeout~~ for deletions.

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

Number Reference	Commenting Person/Agency	Date of Comment	Page No.
<b>Agencies &amp; Organizations</b>			
A1	Airport Land Use Commission for Orange County	May 1, 2017	2-3
A2	California Department of Transportation District 12	May 1, 2017	2-7
A3	City of Irvine	April 19, 2017	2-13
A4	Irvine Ranch Water District	May 1, 2017	2-21
A5	Metropolitan Water District of Southern California	April 18, 2017	2-25
A6	Orange County Fire Authority	April 3, 2017	2-29
A7	OC Public Works	April 27, 2017	2-33
A8	Orange County Transportation Authority	May 1, 2017	2-39
A9	South Orange County Community College District	May 1, 2017	2-43
A10	Southern California Gas Company	April 4, 2017	2-47

Note: Comment letter attachments are provided in the Appendices of this FSEIR. A comment letter from the State Office of Planning and Research (OPR) is provided as Appendix C, of this FSEIR; the letter attaches a letter from Caltrans which was responded to in Responses to Comments A2.

## 2. Response to Comments

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## 2. Response to Comments

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



### AIRPORT LAND USE COMMISSION

FOR ORANGE COUNTY

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

May 1, 2017

Justina Willkom  
Assistant Director of Planning  
City of Tustin  
300 Centennial Way  
Tustin, CA 92780

Subject: NOA of Draft Supplemental EIR for Tustin Legacy SP and GP Amendment

Dear Ms. Wilkom:

Thank you for the opportunity to review the Draft Supplemental Environmental Impact Report (DSEIR) for the proposed Tustin Legacy Specific Plan Amendment and General Plan Amendment in the context of the Commission's *Airport Environs Land Use Plan for John Wayne Airport (AELUP for JWA)*. The Specific Plan Amendment would change the mix and layout of land uses to be constructed in the project area. The Amendment would allow 2,212 additional homes and 1,755,306 fewer square feet of nonresidential building space.

A1-1

As noted in the DSEIR, portions of the proposed project area fall within the Federal Aviation Regulation (FAR) Part 77 Obstruction Imaginary surfaces for JWA, specifically the conical and transitional surfaces for JWA. The DSEIR does state that any structures in the Specific Plan that exceed the height restrictions in the *AELUP for JWA* would also be subject to an obstruction evaluation by the Federal Aviation Administration (FAA) and Airport Land Use Commission (ALUC) for Orange County to determine whether safety hazards would result. The DSEIR states that height restrictions applicable to the Specific Plan area have not changed. We continue to recommend that language be added to the proposed specific plan amendment and the DSEIR stating buildings and structures within the Tustin Legacy Specific Plan Area shall not penetrate FAR Part 77 Imaginary Obstruction Surfaces for JWA.

A1-2

We also suggest that the DSEIR identify if the project allows for heliports as defined in the *AELUP for Heliports*. Should the development of heliports occur within your jurisdiction, proposals to develop new heliports must be submitted through the City to the ALUC for review and action pursuant to Public Utilities Code Section 21661.5. Proposed heliport projects must comply fully with the state permit procedure provided by law and with all conditions of approval imposed or recommended by FAA, by the ALUC for Orange County and by Caltrans/Division of Aeronautics.

A1-3

## 2. Response to Comments

DSEIR for Tustin Legacy SP & GP Amendment  
5/1/17  
Page 2

Thank you for the opportunity to comment on this DSEIR. Please contact Lea Choum at (949) 252-5123 or via email at [lchoum@ocair.com](mailto:lchoum@ocair.com) if you need any additional details or information regarding the ALUC for Orange County.

Sincerely,



Kari A. Rigoni  
Executive Officer

## 2. Response to Comments

### A1. Response to Comments from Airport Land Use Commission for Orange County, dated May 1, 2017.

A1-1 The comment is introductory, including a description of the project. The comment does not address the adequacy of the DSEIR and no response is needed.

A1-2 The comment addresses Federal Aviation Administration (FAA) Federal Aviation Regulations Part 77 imaginary surfaces overlying the project site, and requests that a requirement be added to the Specific Plan and to the DSEIR that buildings and structures onsite shall not penetrate such imaginary surfaces. DSEIR Section 5.3, Land Use and Planning, Page 5.3-14, is hereby revised as follows: added text is shown underlined and deleted text in ~~strikeout~~.

However, the Specific Plan area is within the AELUP-designated notification area and is subject to Federal Aviation Administration (FAA) notification and height restrictions pursuant to Federal Aviation Regulations Part 77 (FAR Part 77). ~~As under the Approved Specific Plan, structures that exceed height restrictions outlined in the AELUP would require an obstruction evaluation by FAA and the airport land use commission to determine whether hazards to airport operations would result. As determined in the Initial Study for this DSEIR, height restrictions applicable to the Specific Plan area have not changed.~~ Buildings and structures in the Specific Plan area shall not penetrate FAR Part 77 imaginary surfaces. Therefore, impacts related to the Modified Project's AELUP consistency remain less than significant.

A1-3 The comment asks whether the project would permit development of heliports; states that any such proposal must be submitted to the ALUC for review and must comply with several regulations. The project would permit development of heliport or helipad, as noted on Specific Plan Page 3-34.<sup>1</sup> Any proposal for development of a heliport or helipad would be submitted by the City to the ALUC for review. The City acknowledges that any heliport must comply with State permitting procedure and with all conditions of approval set forth by the FAA, the ALUC, and Caltrans. The comment does not assert an inadequacy of the DSEIR and no EIR revision is needed.

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<sup>1</sup> A heliport is an airport for helicopter use, with appurtenant buildings and facilities. A helipad is a helicopter landing and/or parking area on an airport.

## 2. Response to Comments

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## 2. Response to Comments

LETTER A2 – California Department of Transportation District 12 (2 pages)

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY EDMUND G. BROWN Jr., Governor

**DEPARTMENT OF TRANSPORTATION**  
 DISTRICT 12  
 1750 EAST FOURTH STREET, SUITE 100  
 SANTA ANA, CA 92705  
 PHONE (657) 328-6267  
 FAX (657) 328-6510  
 TTY 711  
[www.dot.ca.gov](http://www.dot.ca.gov)



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

May 01, 2017

Ms. Justina Willkom  
 City of Tustin  
 300 Centennial Way  
 Tustin, CA 92780

File: IGR/CEQA  
 SCH#: 1994071005  
 12-ORA-2017-00510  
 SR-55; SR-261;I-5; I-405

Dear Ms. Willkom,

Thank you for including the California Department of Transportation (Caltrans) in the review of the Draft Environmental Impact Report (DEIR) for the proposed Tustin Legacy Specific Plan (SCH #1994071005). The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. The Local Development-Intergovernmental Review (LD-IGR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities of infill, conservation, and efficient development. The project proposes the development of a 1,600 acre site to include over 6,800 dwelling units and almost 10,000,000 square feet of non-residential facilities. The project is located in proximity of Caltrans Right-of-Way (ROW) on State Route 55 (SR-55), 261 (SR-266), Interstate 405 (I-405) and 605 (I-605). Caltrans is a commenting agency on this project, and has the following comments on the DEIR:

**Traffic Operations:**

1. Traffic Operations has found a discrepancy and is requesting additional supporting documents for clarification.

For travelers along Interstate 5 (I-5), the most direct route to the new development would be through Tustin Ranch Road. Figure 5.7-1 shows that the Traffic Area Study indicates that of the projected 12% or 28,775 vehicles would be utilizing Tustin Ranch Rd towards the I-5. However, Table 7.5-8 shows the LOS of the Tustin Ranch SB I-5 Off-Ramp has a volume increase of only 1 vehicle for the peak hour traffic in a comparison of no-project vs with-project traffic volumes.

Traffic Operations is questioning how a development of 6,813 residential units and businesses and a total anticipated ADT for the area of 239,797 vehicles per day would have a future impact of only one vehicle exiting the SB I-5 during peak hours at the Tustin Ranch Rd SB off-ramp. Please show the same supporting documents for all the I-5 on and off-ramps at Tustin Ranch Rd and Jamboree Rd.

**Transportation Planning:**

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

A2-1

A2-2

## 2. Response to Comments

Ms. Willkom, City of Tustin  
May 01, 2017  
Page 2

1. The document did not provide enough information regarding future transit circulation system. There are two existing bus services in the vicinity of the project area, which are: the "OC Bus" by OCTA and the "iShuttle" by the City of Irvine. A2-3

Should there be any increase in demand, especially to the Tustin Metrolink Station, please make sure to coordinate with OCTA and the City of Irvine about expanding transit services in the area. A2-4

2. Part of Caltrans' mission is to expand alternative and sustainable forms of transportation. As such, Caltrans commends the city providing bikeways throughout the development and connecting to existing facilities. Caltrans would also like to recommend additional bicycle supporting facilities such as bike storage, bike signals, bike crossings, and dedicated bike delineation throughout the development. A2-5

Please continue to keep us informed of this project and any future developments that could potentially impact State transportation facilities. If you have any questions or need to contact us, please do not hesitate to contact Jude Miranda at (657) 328-6229 or [Jude.Miranda@dot.ca.gov](mailto:Jude.Miranda@dot.ca.gov).

Sincerely,



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

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

## 2. Response to Comments

### A2. Response to Comments California Department of Transportation District 12, dated May 1, 2017.

A2-1 The comment is introductory, including a description of the project. The comment does not address the adequacy of the DSEIR and no response is needed. Please note the reference to the 261 is SR-261 and reference to the 605 is not relevant since it is not near the project.

A2-2 The commenter questions the traffic impacts to the ramps to and from the Interstate 5 (I-5) freeway at two streets. Specifically, the commenter questions whether development of 6,813 residential units and 239,797 average daily trips could only result in one vehicle existing the SB 1-5 during peak hours at the Tustin Ranch Road SB off-ramp. This DSEIR is a “Supplemental” EIR. As required pursuant to CEQA Guidelines Sections 15162 and 15163, the DSEIR focuses on Modified Project impacts determined to be potentially significant as compared to the previously adopted MCAS Tustin Specific Plan (Adopted Specific Plan), which was analyzed by the FEIS/EIR. For a further explanation of the approach and type of EIR, please refer to DSEIR Sections 1.1, *Introduction*, 1.2.2, *Type and Purpose of this SEIR*, 2.1, *Purpose of the Environmental Impact Report*, 2.3.3, *Unavoidable Significant Adverse Impacts*, and 3.3, *Project Background*.

The project trip distribution of 12 percent on Tustin Ranch Road south of Walnut Avenue as derived from the traffic model represents the distribution of the entirety of the trips to and from the Project area and does not translate into project trips being added to the baseline/no-project (i.e., Adopted Specific Plan) results. The traffic model takes into account the proposed Project land use changes which affect the traffic patterns, both project-related and non-project related, on the roadway system. Also both uses have opposite distribution patterns. For example, due to employment, residential trips are mostly outbound in the morning whereas non-residential trips are inbound. The change in traffic patterns due to the land use differences between the Adopted and Proposed Specific Plan is the main reason that the reduction of non-residential and increase in residential uses show only incremental volume changes.

Also note that the ITAM model run assignments reflect how a roadway that is at or approaching capacity and becoming more congested, will result in trips distributing to other lower volume roadways in the network. Because of this, not all roadways in the study area would show similar increases due to the Project.

A2-3 As detailed starting on Page A-107 of the Initial Study (Appendix A of the DSEIR), the Modified Project would not result in changes that would conflict with policies, plans or programs related to transit. The following transit bus services pass through or alongside the project site:

## 2. Response to Comments

### **Orange County Transit Authority (OCTA; “OCBus”) Routes:**

- 59: north-south from City of Anaheim to City of Irvine; operates on Barranca Parkway and Red Hill Avenue next to project site.
- 70: east-west from City of Tustin to the Community of Sunset Beach; operates on Edinger Avenue in and next to the project site.
- 71: north-south from City of Yorba Linda to City of Newport Beach; operates on Red Hill Avenue next to the project site.
- 72: east-west from City of Tustin to the Community of Sunset Beach; operates on Warner Avenue, Barranca Parkway, Tustin Ranch Road, and Red Hill Avenue in and next to the project site.
- 90: northwest-southeast from City of Tustin to City of Dana Point; operates on Edinger Avenue in the project site.
- 472: north-south from City of Tustin to City of Newport Beach; operates on Edinger Avenue and Red Hill Avenue next to the project site.
- 473: north-south from City of Tustin to City of Irvine; operates on Edinger Avenue and Harvard Avenue in and next to the project site.<sup>2</sup>

### **Irvine iShuttle Route:**

- 401B: north-south from City of Tustin to City of Irvine; operates on Edinger Avenue and Jamboree Road in the project site.<sup>3</sup>

A2-4 Please refer to Response to Comment A2-3. The need for future transit is largely based on factors that are determined by OCTA. Any increase in usage to the Tustin train station or demand for transit not realized by OCTA will be a local effort or collaboration with neighboring agencies depending on the need.

A2-5 The comment recommends provision of additional bicycle support facilities including bike storage and bike signals. As part of the City’s General Plan, the City has a Bicycle and Pedestrian Plan that guides future development to include all users by providing bike lanes and bike detection wherever feasible. The City also conditions large employers to encourage non-vehicular modes of transportation by participating in Transportation

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<sup>2</sup> All routes from Orange County Transportation Authority, “OCBus System Map,” February 12, 2017, <http://www.octa.net/ebusbook/RoutePdf/SystemMap.pdf>.

<sup>3</sup> Orange County Transportation Authority, “iShuttle Route 400A & 401B,” February 12, 2017, [http://www.octa.net/ebusbook/RoutePDF/Route\\_A\\_Timetable.pdf](http://www.octa.net/ebusbook/RoutePDF/Route_A_Timetable.pdf).

## 2. Response to Comments

Demand Management (TDM) measures that include providing on-site amenities such as bike storage, locker facilities, and showers (City of Tustin Municipal Code Article 9, Chapter 9, Transportation Demand Management). Future development within the Specific Plan would be required to comply with the City's TDM measures.

## 2. Response to Comments

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## 2. Response to Comments

LETTER A3– City of Irvine (3 pages)



Community Development

1 Civic Center Plaza, Irvine, CA 92606-5208

cityofirvine.org

949.724.6000

April 19, 2017

Ms. Justina Willkom  
Assistant Director-Planning  
Community Development Department  
City of Tustin  
300 Centennial Way  
Tustin, CA 92780

**Subject: Environmental Impact Report Tustin Legacy Specific Plan Amendment 2015-001 and General Plan Amendment 2015-002**

Dear Ms. Willkom:

Thank you for the opportunity to comment on the above-noted projects ("Project"). The Adopted Specific Plan established a non-residential ADT cap of 182,851 ADT for trip budget and monitoring purposes based on trip rates established at the time (i.e., 2001 Final EIS/EIR). Residential unit trips are not included in that ADT cap. The Amendments to the Specific Plan proposes conversion and relocation of uses and the addition of 2,818 residential units beyond those in the Adopted Specific Plan such that the Project now proposes a total of 7,354 DUs. The Project also revises the non-residential trip rates used to calculate the non-residential ADT cap based on updated ITE rates. With the overall decrease in ITE trip rates between 2001 and current 2017 rates, particularly the significant decrease in ADT rate for "Community Commercial" (i.e., old rate of 68.17 ADT/TSF now decreased to 42.7 ADT/TSF), the Project proposes conversion of significant quantities of office/office park uses to community commercial uses in Neighborhood D, while staying within the non-residential ADT cap. Although within the non-residential ADT Cap, the Project as a whole including residential units, results in a net increase of 12,322 ADT. This DSEIR and related traffic study analyzes the net ADT increase as well as the AM and PM Peak Hour periods to identify potential significant impacts resulting from the proposed uses, using the City's ITAM model (Version 12.4).

The City of Irvine has reviewed the proposed amendments and has the following comments:

1. The Initial Study/Notice of Preparation (IS/NOP) for the Tustin Specific Plan Amendment reviewed by the City in 2015 discussed the Project's analysis of various roadway circulation alternatives including the extension of Moffett Drive to Tustin Ranch Road and to Carnegie, as well as a potential roadway through Tustin's PA8

A3-1

A3-2

## 2. Response to Comments

Ms. Justina Willkom  
April 19, 2017  
Page 2

to Bell Avenue near Red Hill Avenue. However, the DSEIR (and related traffic analysis) appears to assume only the extension of Moffett to Tustin Ranch Road, with no roadway connection to Carnegie or connection to Red Hill via Bell Avenue. Please explain why the IS/NOP discusses alternative roadway scenarios to be studied, yet the DSEIR seems to have eliminated these alternative roadway scenarios. Also, on Page 5.7-11 of the DSEIR, the study states: "Victory Road is proposed to be extended from Bell Avenue at Red Hill Avenue to Armstrong Avenue..." According to Figure 5.7-1, Victory Road is only defined as the street connecting Tustin Ranch on the west to Park Avenue to the east. Discuss whether the planned circulation system includes a Victory Road connection west from Tustin Ranch Road to Armstrong via Bell.

A3-2  
CONT'D

2. Please provide the Post-2035 with Project model runs so that we may correctly reflect Tustin's proposed land use assumptions and roadway network in the current version of the City's traffic model (ITAM 15). It is unclear how Neighborhood G takes access between South Loop and Tustin Ranch Road and how Neighborhood D takes access between Tustin Ranch Road and Warner. The With Project runs will help us better understand and accurately reflect these assumptions in ITAM. Please contact Peter Anderson, Senior Transportation Analyst, at 949-724-7370, for assistance with ITAM model runs.

A3-3

3. According to Figure 2-3 of the Traffic Study, 10 percent of the total number of Project trips are assumed to stay internal to the site. Discuss how this internal trip percentage was determined.

A3-4

4. Table 5.7-4 of the DSEIR (and Table 2-1 of the traffic study) identifies a net increase of 12,322 ADT with the Project when compared with the prior Adopted Specific Plan. According to Figure 5.7-1 of the DSEIR (and Figure 2-3 of the traffic study), 11 percent of project traffic distributes along Warner west of Red Hill, 12 percent along Tustin Ranch north of Edinger, and 7 percent along Von Karman south of Barranca. Based on Figures 5-1 and 5-2 (e.g., 2035 No Project and 2035 With Project) it appears that a majority of the additional 12,322 ADT proposed with the Project travel on Warner west of Red Hill (approximately 5,400 ADT) and on Tustin Ranch north of Edinger (approximately 5,100 ADT), with few traveling on roadways east and south of the Project. For example, it appears that there is only a 400 ADT increase on Von Karman south of Barranca and actually a 300 ADT decrease on Barranca between Millikan and Von Karman). Please explain why there appears to be inconsistency between the project's distribution of trips and the resulting net trip differences between No Project and With Project conditions.

A3-5

5. Revise the study to include the analysis of roadway links within Irvine city limits in accordance with the City of Irvine's Traffic Impact Analysis Guidelines Performance Criteria (adopted August 2004). This roadway link analysis (including Peak Hour

A3-6

## 2. Response to Comments

Ms. Justina Willkom  
April 19, 2017  
Page 3

Link Analysis, if applicable) is missing from both the Existing and Year 2035 analyses.

A3-6

6. Identify whether a phasing schedule has been established for implementation of the proposed Specific Plan Amendment? If this information is available, please coordinate with Peter Anderson, Senior Transportation Analyst, to provide that schedule so that the City's ITAM interim-year scenario can reflect the expected implementation phasing.

A3-7

7. City staff questions the sustainability of maintaining and monitoring the non-residential trip budget of 182,851 ADT that was originally established in 2001 if: 1) those non-residential rates used to establish the trip cap are constantly updated allowing for more intensification with each Amendment "within the cap"; and 2) the increase in the number of residential units proposed with each Specific Plan Amendment has no effect on the non-residential trip budget. City staff recommends that as part of this Modification to the Specific Plan, City of Tustin should: 1) re-establish the original trip rates applied for each proposed non-residential land use to determine if the original 182,851 ADT cap is exceeded; and 2) establish a new trip cap/budget for monitoring purposes that is based on both residential and non-residential uses, and define those trip rates such that they remain unchanged in order to effectively monitor development.

A3-8

If you have any questions, please contact me at 949-724-6521 or by email at [bjacobs@cityofirvine.org](mailto:bjacobs@cityofirvine.org).

Sincerely,



Bill Jacobs, AICP  
Principal Planner

ec: Tim Gehrich, Deputy Director of Community Development  
Barry Curtis, Manager of Planning Services  
Bill Jacobs, Principal Planner  
Kerwin Lau, Project Development Administrator  
Sun-Sun Murillo, Supervising Transportation Analyst  
Ali Banava, Senior Transportation Analyst  
Peter Anderson, Senior Transportation Analyst  
Martin Mares-Perez, Program Assistant

## 2. Response to Comments

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## 2. Response to Comments

### A3. Response to Comments from City of Irvine, dated April 19, 2017.

A3-1 The comment is introductory, including the trip rates used for the Adopted Project and the Modified Project, and part of the traffic analysis conducted for the Modified Project. Please note that the Nonresidential Land Use Trip Budget tracking system is separate from the average daily trips used to analyze traffic impacts in the DSEIR. As described in Section 3.4.1.3, *Nonresidential Land Use/Trip Budget*, the tracking system was developed as a mechanism for managing the forecast vehicular trips generated by the nonresidential land use mix in the Specific Plan area. In order to manage the availability of roadway capacity for the remaining, undeveloped land, the trip budget tracking system would continue to be monitored with the Modified Project. Although all land uses are accounted for in the total average daily trips (ADT) for the Modified Project, the trip budget applies only to nonresidential uses. The tracking system establishes a maximum limit on the ADT from nonresidential uses for each neighborhood. That limit is identified in the trip budget, which summarizes the square footage of nonresidential uses in each neighborhood by planning area and the corresponding ADT. Implementation and administration of the trip budget is provided in Section 4.1.5, “Non-residential Land Use/Trip Budget,” of the Specific Plan. Note that the commenter is correct that the City uses the most recent ITE trip generation rate to determine vehicle trips.

As demonstrated on Table 5.7-4 of the DSEIR, the trip generation used to analyze traffic impacts associated with the Modified Project as compared to the Adopted Specific Plan incorporates all land uses and would result in an overall net increase of 12,322 average daily trips.

A3-2 The traffic analysis included an extension of Bell Avenue from Red Hill Avenue to Armstrong Avenue as a secondary arterial which is now referred to as Victory Road. As mentioned in the IS/NOP if needed, direct connection of this road between Armstrong Avenue and Tustin Ranch Road would be analyzed, but it was deemed not necessary. Also mentioned in the IS/NOP is Carnegie Avenue, as a discontinuous roadway, which in the analysis serves as a local collector roadway intersecting with Red Hill Avenue and Barranca Parkway.

A3-3 Peter Anderson was contacted and the traffic modeling files utilized for the traffic analysis were forwarded by Stantec to his attention.

A3-4 The internal trip capture percentage was based on the results of the ITAM Year 2035 Cumulative Conditions With Tustin Legacy Specific Plan Amendment using a special traffic modeling procedure referred to as a select-zone run in which project trips are isolated. In the select zone run using the traffic model, only the vehicular trips generated from the project zones are distributed onto the circulation system. Trips not distributed onto the circulation system are considered the project internal trip capture which are

## 2. Response to Comments

trips that begin and end within the project site. The select-zone run showed that 10 percent of the project trips remain internal to the Specific Plan area.

A3-5 The 2035 No Project and 2035 With Project ADT are based on separate ITAM Year 2035 Cumulative Conditions model run assignments. The trip distribution for the Project was developed based on the results of the ITAM Year 2035 Cumulative select zone run under the With Project conditions. The trip distribution shown in Figure 2-3 of the Traffic Study represents the distribution of the entirety of the trips to and from the Project site, which differs from the incremental increases due to the Project as seen by a comparison of Figures 5-1 and 5-2. The ITAM model run assignments reflect how a roadway that is at or approaching capacity and becoming more congested, will result in trips distributing to other lower volume roadways in the network. Because of this, not all roadways in the study area would show similar increases due to the Project.

A3-6 The analysis of the arterial road system is based on intersection capacity since this is the defining capacity limitation on an arterial highway system. There can be exceptions in cases where certain facilities have long distances between signalized intersections, however, that is not the case for this study area. Therefore, peak hour intersection performance is the most representative measure for evaluating the study area arterial road system. Furthermore, the Irvine Link Analysis defers to peak hour data and the results of the impact analysis show that there are no project impacts at the Irvine intersections on a peak hour basis. As a result, the traffic study has not been revised to incorporate a roadway link analysis for roadways in the City of Irvine.

A3-7 The commenter requests a phasing schedule and interim year scenario for the Modified Project in order to update ITAM. As stated in DSEIR Section 3.4.1.8, *Phasing*, Modified Project buildout is expected by 2035. The timing of specific developments under the Modified Project depends on market demand for planned land uses, the timing of environmental cleanup work, and is currently unknown. Therefore, no DSEIR revision is required. However, assumptions on future approved project that should be included in the ITAM interim year modeling conditions were forwarded to Peter Anderson. These assumptions are as follows:

- TAZ 619 900 Students Heritage Elementary School (Buildout Enrollment)
- TAZ 620 32,500 SF Learning Center/Institutional (ATEP Phase 1)
- TAZ 624 892 Students High School (1/2 of buildout)
- TAZ 643 390,000 SF Office (The Flight Phase 1 Development)
- Victory Road (formerly Bell Avenue extension) between Red Hill Avenue and Armstrong Avenue as four-lane secondary arterial.

## 2. Response to Comments

- Moffett Drive from Park Avenue to the current terminus just west of Meridian Way/Sonora Street as a two-lane local roadway.
- Park Avenue northerly extension to Moffett Drive as a four-lane secondary arterial.
- Access to TUSD (i.e., TAZ 624 centroids) on the southwest corner of Tustin Ranch Road/Valencia Avenue.

A3-8 Refer to Response to Comment A3-1. The purpose of the trip budget is largely an administrative process for tracking non-residential trips. However, the analysis includes all proposed land uses, both residential and non-residential, to determine traffic impacts.

## 2. Response to Comments

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## 2. Response to Comments

### LETTER A4 – Irvine Ranch Water District (2 pages)



May 1, 2017

Ms. Justina Willkom  
Assistant Director – Planning  
City of Tustin  
Community Development Department  
300 Centennial Way  
Tustin, CA 92780

Re: NOA – Tustin Legacy Specific Plan Amendment Draft Supplemental EIR

Dear Ms. Willkom:

Irvine Ranch Water District (IRWD) has received the City of Tustin’s Notice of Availability (NOA) for the Tustin Legacy Specific Plan Amendment Draft Supplemental Environmental Impact Report (SEIR). IRWD has reviewed the Draft SEIR and offers the following comments.

The Tustin Legacy Specific Plan Amendment (Modified Project) was analyzed as part of the March 2017 Tustin Legacy Sub-Area Master Plan (SAMP) Update. As more detailed planning area information is identified, the developer will be required to consult with IRWD for possible updates to the SAMP. For questions regarding the Tustin Legacy SAMP, please contact Eric Akiyoshi at (949) 453-5552. A4-1

In Table 5.8-3 on page 5.8-13, the source is unclear as it is simply listed as "IRWD 2015"; "IRWD 2016". IRWD requests that this source be clearly identified so IRWD understands what the reference source is for this information. A4-2

Information listed on pages 5.8-13 through 5.8-17 is inconsistent with other known IRWD data. For example, on page 5.8-14 under the Groundwater section, there is no mention of IRWD’s Dyer Road Wellfield from which most of the District’s local groundwater supply is supplied. Additionally, within this same section, it is implied that groundwater from the former Marine Corps Air Station-El Toro, which is contaminated with volatile organic compounds, is used for recycled water. This treated water is part of the District’s non-potable supply. On page 5.8-15, under the Non-potable Water section, this should be revised to the following: “Non-potable water sources include recycled water, raw imported water, groundwater treated at the Shallow Groundwater Unit Treatment Plant and the Principal Aquifer Treatment Plant.” Within the Recycled Water section on page 5.8-15, the last sentence in this paragraph should be revised to the following: “Some of the groundwater at the Shallow Groundwater Unit Plant is used for irrigation purposes.” A4-3

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Irvine Ranch Water District • 15600 Sand Canyon Ave., Irvine, CA 92618 • Mailing Address: P.O. Box 57000, Irvine, CA 92619-7000 • 949-453-5300 • www.irwd.com

## 2. Response to Comments

Ms. Justina Willkom  
IRWD Comment Letter re: Tustin Legacy Specific Plan Draft SEIR  
Page 2

Some of the information in pages 5.8-13 through 5.8-17 is not consistent with information provided in the Tustin Legacy Water Supply Assessment (WSA) approved by the IRWD Board of Directors on July 13, 2015. The information provided in the Tustin Legacy WSA should be used exactly as it is indicated in the WSA. For questions regarding the Tustin Legacy WSA, please contact Kellie Welch at (949) 453-5604. A4-4

IRWD appreciates the opportunity to review and comment on the Draft SEIR. If you have any questions or require additional information, please contact the undersigned at (949) 453-5325 or Jo Ann Corey, Engineering Technician III at (949) 453-5326.

Sincerely,



Fiona M. Sanchez  
Director of Water Resources

cc: Eric Akiyoshi, IRWD  
Kellie Welch, IRWD

## 2. Response to Comments

### A4. Response to Comments from Irvine Ranch Water District, dated May 1, 2017.

- A4-1 The comment includes a notification that as developments under the Specific Plan are proposed, developers will be required to consult with IRWD for possible updates to the March 2017 Tustin Legacy Sub-Area Master Plan (SAMP) Amendment. The City concurs that notification will be forwarded to developers as needed.
- A4-2 The commenter asks about a source cited as IRWD 2016 on DSEIR Page 5.8-13. The source is IRWD's 2015 Urban Water Management Plan issued in 2016, as stated on Page 5.8-27.
- A4-3 The comment asserts that some of the statements on pages 5.8-13 through 5.8-17 are incorrect. The commenter states that Page 5.8-14 under the Groundwater section, has no mention of IRWD's Dyer Road Wellfield from which most of the District's local groundwater supply is supplied. However, the sources of IRWD groundwater are accurately identified in the DSEIR as the Main Orange County Groundwater Basin, Irvine Subbasin, and Lake Forest Subbasin. IRWD wells and wellfields are not identified in detail in the DSEIR, and such identification is not needed for understanding water sources. No DSEIR revision is required.

The commenter also states that the DSEIR implies that groundwater from the former Marine Corps Air Station-El Toro, which is contaminated with volatile organic compounds, is used for recycled water. Pursuant to the commenter's request, DSEIR Section 5.8, *Utilities and Service Systems*, Page 5.8-14, is hereby revised as follows; added text is shown underlined and deleted text in ~~strikeout~~.

IRWD operates two treatment plants that clean up contaminated groundwater and have combined capacity of about 3.7 mgd; the treated water is used as ~~recycled water~~ part of IRWD's non-potable supply (IRWD 2015).

Pursuant to the commenter's request, DSEIR Section 5.8, *Utilities and Service Systems*, Page 5.8-15, is revised as follows; added text is shown underlined and deleted text in ~~strikeout~~.

Nonpotable water sources include recycled water, raw imported water, ~~groundwater treated at the Irvine Desalter, and surface water from Irvine Lake.~~ and groundwater treated at the Shallow Groundwater Unit Treatment Plant and the Principal Aquifer Treatment Plant.

Pursuant to the commenter's request, DSEIR Section 5.8, *Utilities and Service Systems*, Page 5.8-15, is revised as follows; added text is shown underlined and deleted text in ~~strikeout~~.

## 2. Response to Comments

IRWD obtains raw imported water from the Municipal Water District of Orange County. Some of the groundwater treated at the ~~Irvine Desalter~~ Shallow Groundwater Unit Plant is used for irrigation.

- A4-4 The comment asserts that some of the information in pages 5.8-13 through 5.8-17 is not consistent with information provided in the Tustin Legacy Water Supply Assessment (WSA) approved by the IRWD Board of Directors on July 13, 2015. In response to this comment letter, IRWD was contacted to determine the specific inconsistencies referenced.

Pursuant to the commenter's request, DSEIR Section 5.8, Utilities and Service Systems, Page 5.8-14, is revised as follows; added text is shown underlined and deleted text in ~~strikeout~~.

### *Groundwater*

Over half of IRWD's water is groundwater from the Main Orange County Groundwater Basin (Basin), the Irvine Subbasin, and the Lake Forest Subbasin. The Basin and the Irvine Subbasin are managed by the Orange County Water District. The primary groundwater source is the Dyer Road Wellfield in the Basin. Groundwater from the Irvine Subbasin is generally higher in total dissolved solids, color, and nitrates than groundwater from the Basin. IRWD operates the Irvine Desalter, which treats some of the groundwater from the Irvine Subbasin for potable use; has 5 mgd capacity; and produces about 4.6 mgd treated water. ~~Some groundwater from near the former Marine Corps Air Station El Toro is contaminated with volatile organic compounds. IRWD operates two treatment plants that clean up contaminated groundwater and have combined capacity of about 3.7 mgd; the treated water is used as recycled water (IRWD 2015).~~

Pursuant to the commenter's request, DSEIR Section 5.8, Utilities and Service Systems, Page 5.8-14, is revised as follows; added text is shown underlined and deleted text in ~~strikeout~~.

IRWD has drilled seven groundwater wells in the west Irvine, Tustin Legacy, and Tustin Ranch portions of the Basin, ~~and~~; four of the wells previously produced groundwater but none of the wells are currently used as production wells. IRWD has acquired a site for another well and treatment facility in addition to the seven aforementioned wells.

## 2. Response to Comments

LETTER A5 – Metropolitan Water District of Southern California (2 pages; see Appendix A)



THE METROPOLITAN WATER DISTRICT  
OF SOUTHERN CALIFORNIA

Office of the General Manager

April 18, 2017

Via E-Mail

Justina Willkom, Assistant Director  
Community Development Department  
300 Centennial Way  
Tustin, California 92780

Dear Ms. Willkom:

Review of the Draft Supplemental Environmental Impact Report for the  
Tustin Legacy Specific Plan Amendment and General Plan Amendment

The Metropolitan Water District of Southern California (Metropolitan) has reviewed the Draft Supplemental Environmental Impact Report for the Tustin Legacy Specific Plan Amendment and General Plan Amendment in the City of Tustin, California. The proposed project consists of the zoning for the 1,606-acre project area with a mixture of residential, commercial, commercial/business, entertainment/recreation, and park land uses. The City of Tustin is acting as the CEQA Lead Agency. This letter contains Metropolitan's comments to the potentially affected public agency.

A5-1

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

Metropolitan owns and operates the 79-inch-inside-diameter East Orange County Feeder No. 2 within the proposed project area. The East Orange County Feeder No. 2 originates at Metropolitan's Robert B. Diemer Treatment Plant in the City of Yorba Linda and transports treated water to the San Joaquin Reservoir in the City of Newport Beach. The East Orange County Feeder No. 2 within the proposed project area is located within public right-of-way of Red Hill Avenue and Barranca Parkway.

Based on a review of the proposed project, the project has potential to impact Metropolitan's East Orange County Feeder No. 2. Metropolitan must be allowed to maintain its rights-of-way and requires unobstructed access to its facilities in order to maintain and repair its system. In order to avoid potential conflicts with Metropolitan's facilities and rights-of-way, we require that any design plans for any activity in the area of Metropolitan's pipelines or facilities be submitted for our review and written approval. Metropolitan will not permit procedures that could subject

A5-2

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## 2. Response to Comments

THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

Justina Willkom, Assistant Director  
Page 2  
April 18, 2017

the pipeline to excessive vehicle, impact or vibratory loads. Any future design plans associated with this project should be submitted to the attention of Metropolitan's Substructures Team. Approval of the project should be contingent on Metropolitan's approval of design plans for portions of the proposed project that could impact its facilities.

Detailed prints of drawings of Metropolitan's pipelines and rights-of-way may be obtained by calling Metropolitan's Substructures Information Line at (213) 217-7516. To assist the applicant in preparing plans that are compatible with Metropolitan's facilities and easements, we have enclosed a copy of the "Guidelines for Developments in the Area of Facilities, Fee Properties, and/or Easement of The Metropolitan Water District of Southern California." Please note that all submitted designs or plans must clearly identify Metropolitan's facilities and rights-of-way.

A5-2  
CONTD

In addition to potential impacts to Metropolitan's infrastructure, the DSEIR Chapter 5-08 analyzes water reliability and the California drought. This section references Metropolitan's 2004 and 2007 Integrated Water Resources Plan (IRP). A 2015 Integrated Resources Plan is available and accessible on Metropolitan's website. Given the 3 year Governor-declared drought, the 2015 IRP must be analyzed in order to have an accurate understanding of current water reliability.

A5-3

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

Very truly yours,



Vikki Dee Bradshaw  
Interim Team Manager, Environmental Planning Section

MM  
Share Point/City of Tustin/DSEIR for the Tustin Legacy Specific Plan Amendment

Enclosures: Planning Guidelines and Map of Metropolitan Facilities in Project Vicinity

## 2. Response to Comments

### A5. Response to Comments from Metropolitan Water District of Southern California (MWD), dated April 18, 2017.

A5-1 The comment is introductory, including descriptions of the project and of the MWD. The comment does not address the adequacy of the EIR and no response is needed. The commenter also provides attachments including a map and MWD's guidelines that have been incorporated into Appendix A of this FSEIR.

A5-2 The comment states the project could impact MWD's East Orange County Feeder No. 2, a 79-inch diameter pipeline extending in rights-of-way of Red Hill Avenue and Barranca Parkway; and that any plans for projects near MWD's pipelines or facilities must be submitted to MWD's Substructures Team for review and approval. Please note that the following statement has been added to the Specific Plan:

**“Projects proposed within the Tustin Legacy Specific Plan shall be consistent with the ‘Guidelines for Developments in the Area of Facilities, Fee Properties, and/or Easements of the Metropolitan Water District of Southern California.’ All submitted designs and/or plans shall clearly identify MWD facilities and rights-of-way.”**

Additionally, persons or entities conducting excavations must request underground service alerts at least two days before the beginning of excavation pursuant to California Government Code Section 4216. Compliance with such Section would prevent excavation damage to the pipeline.

A5-3 The comment notes that MWD has issued a 2015 Integrated Resources Plan (IRP), superseding 2004 and 2007 IRPs discussed in DSEIR Section 5.8, *Utilities and Service Systems*. Please note that the Water Supply Assessment (WSA) for the Modified Project was adopted by the Irvine Ranch Water District (IRWD) on July 13, 2015. At that time, the 2015 IRP was not yet approved and the WSA relied upon the 2004, 2007, and 2010 IRPs to guarantee water supplies to the project. Furthermore, IRWD's approach to determining available water supply was conservative because it evaluated the percentage reduction of MWD' State Water Project (SWP) water supplies documented in the 2007 IRP of 22 percent (or 16 percent of overall water supplies) through 20 years. Total average MWD deliveries documented in the WSA were 1,968,000 acre-feet per year for a 20 year period (see Page 5.8-16 and 5.8-17 of the DSEIR).<sup>4</sup> The 2015 IRP reports an average supply reliability target for SWP and Colorado River of 2,034,833 acre-feet for a 25 year; 1,134,833 acre-feet from SWP and 900,000 acre-feet from the Colorado River (see Table 6-1 of the 2015 IRP). The WSA relied on supplies less than those reported under the 2015. The WSA meets the requirements of CEQA Guidelines Section 15155, and no new impacts would occur.

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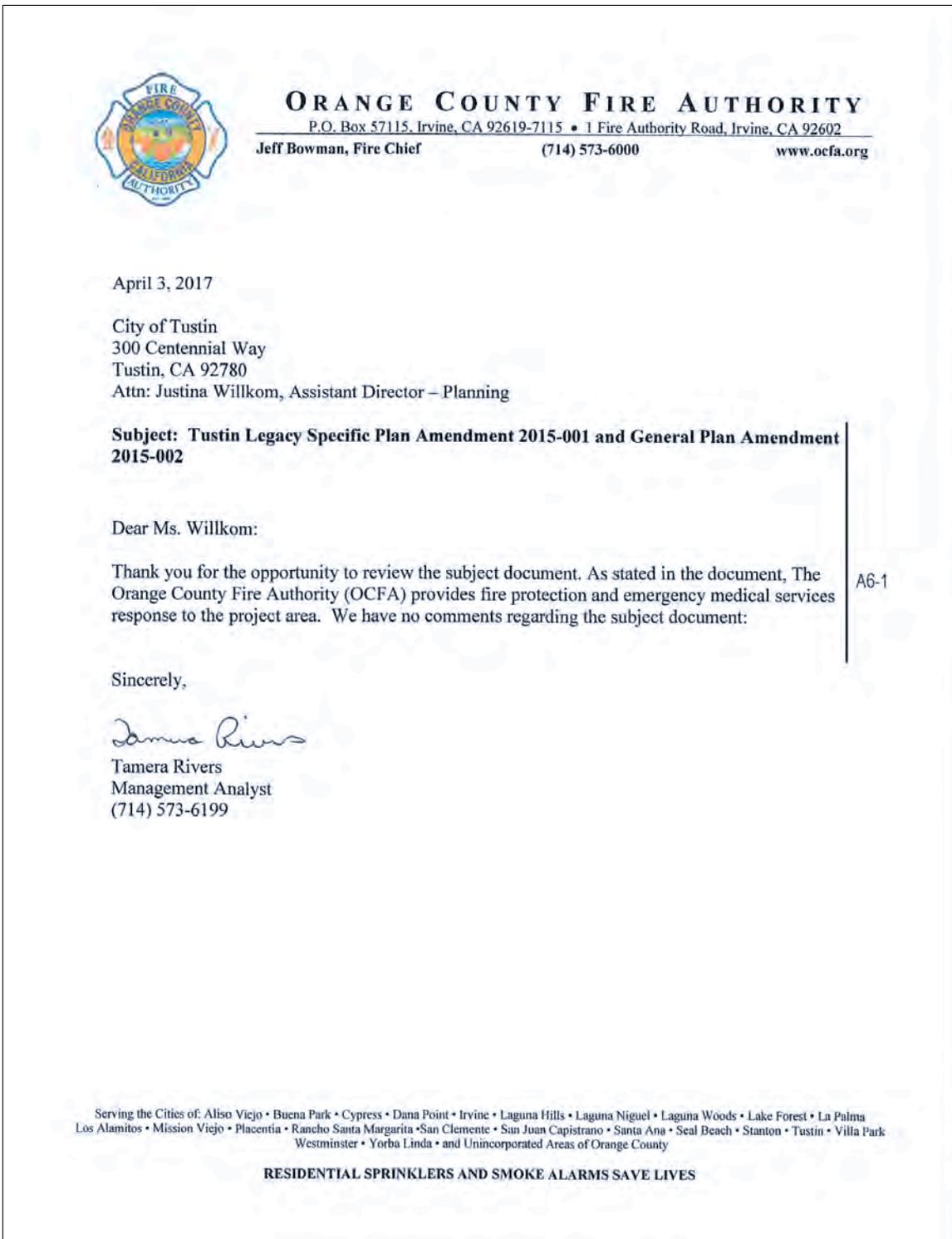
<sup>4</sup> Total average MWD deliveries were calculated by using the average SWP deliveries, applying a 22 percent reduction of SWP deliveries, and adding Colorado base average supplies (1,682,000 -370,000+656,000=1,968,000 AF)

## 2. Response to Comments

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## 2. Response to Comments

LETTER A6 – Orange County Fire Authority (1 page)



## 2. Response to Comments

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## 2. Response to Comments

### **A6. Response to Comments from Orange County Fire Authority, dated April 3, 2017.**

A6-1 The comment states that OCFA has no comments on the DSEIR. No response is needed.

## 2. Response to Comments

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## 2. Response to Comments

LETTER A7 – OC Public Works (2 pages)



**OC Public Works**  
*Integrity, Accountability, Service, Trust*  
Shane L. Silsby, Director



---

April 27, 2017

NCL-2015-011a

Justina Willkom  
City of Tustin Community Development Department  
300 Centennial Way  
Tustin, CA 92780

Subject: Notice of Availability of a Draft Supplemental EIR - Tustin Legacy Specific Plan Amendment (CITY 2015-001) and General Plan Amendment (CITY 2015-002)

Dear Ms. Willkom:

Thank you for the opportunity to comment on the subject project. The County of Orange offers the following comments on the Draft Supplemental EIR - Tustin Legacy Specific Plan Amendment (CITY 2015-001) and General Plan Amendment (CITY 2015-002) A7-1

Flood Program Support reviewed the subject document and offers the following comments on behalf of Orange County Flood Control District (OCFCD):

1. The proposed project area is tributary to both Peters Canyon Channel (OCFCD Facility No. F06) and Barranca Channel (OCFCD Facility No. F09). These channels contain deficient segments. The SEIR should identify all OCFCD facilities that will potentially be impacted by the project. A7-2
2. Implementation of the revised land use and any new improvements to local drainage facilities have the potential to deliver more flows and affect OCFCD's facilities and will require appropriate analyses and mitigation of potential impacts. The City of Tustin (City) should ensure the current General Plan Amendment is consistent with previously approved general plans. A7-3
3. Since the City is responsible for land use planning and development within City limits, the City should review and approve all local hydrology and hydraulic analyses including the needed 100-year flood protection for proposed changes to the developments within the project area. Proposed flood protection measures should not worsen existing conditions or move flooding problems downstream or upstream of proposed developments. A7-4
4. All new changes should be consistent with existing agreements, such as Agreement D02-119 and Agreement D12-053 between Orange County Flood Control District and the City of Tustin which pertain to the Tustin Legacy Development. A7-5

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

www.ocpublicworks.com  
714.667.8800 | Info@OCPW.oegov.com

## 2. Response to Comments

5. Any work within OCFCD's right-of-way will require encroachment permits from the County's Public Property Permit Section. In addition, all work within OCFCD right-of-way should be performed in a manner that will not adversely impact OCFCD facilities.

A7-6

If you have any questions regarding these comments, please contact Anna Brzezicki at (714) 647-3989 or me at (714) 647-3951.

If you have any questions regarding these comments, please contact Flood Programs, Anna Brzezicki at (714) 647-3989 or Robert McLean at (714) 647-3951, in OC Development Services Linda Smith at (714) 667-8848.

Sincerely,



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

cc: Anna Brzezicki, OC Flood Programs  
Robert McLean, OC Flood Programs

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

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## 2. Response to Comments

### A7. Response to Comments from OC Public Works, dated April 27, 2017.

A7-1 The comment is introductory in nature and does not address the adequacy of the EIR; no response is needed.

A7-2 The comment identifies two OC Public Works channels the project site is tributary to – Peters Canyon and Barranca – and states that both have deficient segments. Project site drainage, including the two identified channels, was described in the Initial Study on Page A-76 (Appendix A of the DSEIR).

As stated, major storm drainage channels and storm drains in and surrounding the site include Peters Canyon Channel extending through the eastern part of the project area; Barranca Channel along the southern site boundary; the Santa Ana-Santa Fe Channel just north of the north site boundary; and the Barranca Storm Drain in Red Hill Avenue along the west site boundary. Storm drains in the part of the project area east of Peters Canyon Channel drain to Peters Canyon Channel. The main storm drain systems onsite are in the western part of the site and drain to the Barranca Channel.

Buildout of the Specific Plan Amendment would include development of a new drainage system for the site and would require improvements to Peters Canyon Channel, Barranca Channel along the south site boundary, and to the Santa Ana-Santa Fe Channel along the north site boundary.

Projects developed pursuant to the Specific Plan Amendment would comply with requirements of the municipal stormwater permit (MS4 Permit, Order No. R8-2009-0030) issued by the Santa Ana RWQCB, and the drainage area management plan issued by OC Public Works. Compliance with requirements of the aforementioned permit and plan, including LID requirements described above in Section 5.9.2.b, would limit rates and volumes of runoff from the site. No new significant impacts associated with implementation of the Modified Project would occur.

Furthermore, the cities of Tustin and Irvine and the Orange County Flood Control District entered into an agreement (D02-119) establishing that the City of Tustin would be responsible for building infrastructure to support development of Tustin Legacy, including improvements to Peters Canyon Channel to accommodate 100-year storm flows. The Peters Canyon Channel (Channel) improvement project from north of Edinger Avenue to the City limits north of Warner Avenue consists of widening of the channel on the eastern side and construction of a concrete channel lining. The project will also provide improvements to the pedestrian and bicycle trail on the east side of the channel.

A7-3 The comment states that Modified Project development could increase runoff impacts, including impacts to OCFCD (Orange County Flood Control District) facilities. As stated starting on Page A-76 of the DSEIR (Appendix A), Specific Plan Amendment

## 2. Response to Comments

implementation would involve construction of a network of new storm drains and would require improvements to three existing drainage channels. New LID requirements for infiltration, evapotranspiration, and/or runoff detention have been introduced since certification of the FEIS/EIR. Thus, runoff rates and/or volumes from the site after buildout of the Specific Plan Amendment are expected to be less than would have resulted from buildout of the Adopted Specific Plan. No new significant impact would occur.

As part of the 2004 Master Runoff Management Plan for Tustin Legacy, described above, peak flow discharges and storm drain sizes were determined for each Planning Area based on their full buildout condition (commercial, residential, etc.). Prior to approval of individual projects within Tustin Legacy, the project must demonstrate that the proposed project peak flows are equal to or less than the ultimate condition peak flows in the master plan. For projects that will only occupy a portion of a Planning Area, the runoff management plan includes subareas with detailed hydrology calculations and peak flow limits to ensure the full buildout of the Planning Area will remain within the total allowable discharge. This analysis is reviewed and approved by the City of Tustin.

As part of the Tustin Legacy Specific Plan, several of the Planning Areas are subject to land use changes. These changes include an overall increase in 2,212 residential units and an overall decrease in 1,755,306 square feet of commercial spread out over approximately 8 of the Planning Areas. The remaining Planning Areas will remain unchanged. The net increase in residential units will increase the net acreage of residential development, and the net acreage of commercial development will decrease. Commercial development is modeled at 90 percent impervious cover, and residential development is modeled at 80 percent (assuming high density) in accordance with OC Hydrology Manual parameters. Due to the conversion of commercial development to residential development, there will be a net overall decrease in impervious conditions in the Planning Areas subject to land use changes. The net decrease in impervious surfaces will result in a net decrease in peak flow runoff conditions. In addition, all projects built within Tustin Legacy will still be required to demonstrate that the project peak flow runoff is equal to or less than the assumed peak flow conditions associated with the 2004 Runoff Management Plan for Tustin Legacy. Therefore, there are no anticipated impacts related to hydrology based on the decrease in impervious conditions, the decrease in peak flows, and the requirement to confirm all project flows are within the established peak flow rates for the ultimate development condition.

A7-4 As stated starting on Page A-78 of the DSEIR (Appendix A), Peters Canyon Channel is mapped as a 100-year flood zone (Zone A) by FEMA. Much of the eastern half of the portion of the site in the City of Tustin is mapped as a 500-year flood zone (Shaded Zone X) by FEMA (FEMA 2009). Specific Plan Amendment buildout would not place

## 2. Response to Comments

housing or structures in a 100-year flood zone, and no new substantial impact would occur. Refer also to Response to Comment A7-2.

A7-5 The comment states that developments should comply with existing agreements between OCFCD and the City. The City concurs that developments would comply with all such agreements in effect when the developments are proposed. Also see Response to Comment A7-2. No DSEIR revision is required.

A7-6 The comment states that work within OCFCD's rights-of-way would require County permits and should not adversely affect OCFCD facilities. Projects developed under the Modified Project would comply with such conditions. The comment does not address the adequacy of the DSEIR and no revision is required.

## 2. Response to Comments

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## 2. Response to Comments

LETTER A8 – Orange County Transportation Authority (1 page)



**AFFILIATED AGENCIES**

- Orange County Transit District
- Local Transportation Authority
- Service Authority for Freeway Emergencies
- Consolidated Transportation Service Agency
- Congestion Management Agency
- Service Authority for Abandoned Vehicles

May 1, 2017

**Ms. Justina Willkom**  
Assistant Director- Planning  
City of Tustin, Community Development  
300 Centennial Way  
Tustin, CA 92780

**Subject: Tustin Legacy Specific Plan Amendment 2015-001 and General Plan Amendment 2015-002 Draft Supplemental Environmental Impact Report**

Dear Ms. Willkom:

Thank you for providing the Orange County Transportation Authority (OCTA) with the Draft Supplemental Environmental Impact Report (DSEIR) for the Tustin Legacy Specific Plan Amendment 2015-001 and General Plan Amendment 2015-002 (Project). The following comment is provided for your consideration:

- Page 3-25 of the DSEIR, Section 3.4.1.5 ("Mobility and Transit") describes the mobility plan for the Project. The OC Foothills Bikeways Strategy (April 2016) identified Corridor B and Corridor H as regional bikeway corridors within the Project vicinity. Please consider evaluation of the following documents to ensure consistency with active transportation facilities plans and encourage enhancements along regional corridors where possible.
  - Nonmotorized Metrolink Accessibility Strategy (June 2013)  
[http://octa.net/pdf/OCTAMetrolinkStation%20Access\\_Final.pdf](http://octa.net/pdf/OCTAMetrolinkStation%20Access_Final.pdf)
  - OC Foothills Bikeways Strategy (April 2016)  
[http://octa.net/pdf/20160404\\_OC%20Foothills%20Bikeways\\_Final%20Final.pdf](http://octa.net/pdf/20160404_OC%20Foothills%20Bikeways_Final%20Final.pdf)

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

Sincerely,

  
**Dan Phu**  
Manager, Environmental Programs

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

A8-1

June 2017

Page 2-39

## 2. Response to Comments

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## 2. Response to Comments

### **A8. Response to Comments from Orange County Transportation Authority, dated May 1, 2017.**

A8-1 The comment addresses the Modified Project mobility plan, suggesting the DSEIR evaluate the Modified Project for consistency with the OC Foothills Bikeways Strategy and the Nonmotorized Metrolink Accessibility Strategy. Two regional bicycle corridors proposed in the former document pass through or alongside the project site. Corridor H (Warner-Edinger) passes through the site approximately along Warner Avenue and Park Avenue; Corridor B (Lakeview-Santiago Creek) passes along the southern and western site boundaries on Barranca Parkway and Red Hill Avenue, respectively. The Initial Study included as Appendix A to the DSEIR states that proposed parks onsite would be connected by pedestrian and bicycle trails. Modified Project objectives identified in DSEIR Section 3.2, Project Objectives, include “a well-connected system of roadways, pedestrian paths, bicycle routes, and bus and shuttle routes that provide safe and convenient access to uses within Tustin Legacy, the adjacent Metrolink Station, and other offsite destinations.” The OC Foothills Bikeway Strategy is consistent with the objectives of and proposed bikeways in the Modified Project, and no DSEIR revision is required.

## 2. Response to Comments

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## 2. Response to Comments

### LETTER A9 – South Orange County Community College District (2 pages)



28000 MARGUERITE PARKWAY, MISSION VIEJO, CA 92692-3635 • 949.582.4999 • FAX 949.364.2726 • WWW.SOCCCD.EDU  
SADDLEBACK COLLEGE • IRVINE VALLEY COLLEGE • ADVANCED TECHNOLOGY & EDUCATION PARK

May 1, 2017

VIA EMAIL

City of Tustin  
Community Development Department  
Attention: Justina Willkom, Assistant Director of Planning  
300 Centennial Way  
Tustin, CA 92780

**Re: Tustin Legacy Specific Plan Amendment Draft Environmental Impact Report Notice of Availability**

Dear Ms. Willkom,

The South Orange County Community College District (“SOCCCD”) appreciates the opportunity to review and comment on the Draft Environmental Impact Report (DEIR) Notice of Availability (“NOA”) prepared by the City of Tustin (“City”) for the Tustin Legacy Specific Plan Amendment 2015-001 (“Project”). SOCCCD’s Advanced Technology Education Park (“ATEP”) property is located in Tustin Legacy; therefore, we have particular interest in the amendment to the Tustin Legacy Specific Plan.

As you are aware, SOCCCD and the City entered into a Development Agreement allowing development of the ATEP property with educational and noneducational uses. We appreciate that the draft Specific Plan Amendment includes a footnote (1) on page 3-6 and that the DEIR includes a statement on page 3-10 recognizing the Development Agreement. These statements are helpful in providing the reader with a clear indication of the entitlement that exists on the ATEP site. Although recognition of the existence of the Development Agreement is provided in DEIR, a similar statement as is provided in Footnote 1 on page 3-6 of the Specific Plan is not provided in the DEIR. We ask that a statement similar to Specific Plan footnote 1 be added to the DEIR project description Table 3-3 Planning Area Trip Budget and in Chapter 5.7 Transportation and Traffic to clearly indicate that the Development Agreement provides development and vehicle trip entitlements on the ATEP property.

As stated in my May 2015 comment letter on the Notice of Preparation, the number of average daily trips (“ADT”) assigned to the SOCCCD property is 10,470 under the Development Agreement, which could be accommodated in the existing and planned circulation system without additional environmental impacts or mitigation measures. Based on the findings of the EIR, we understand that although the overall trip generation of the development planned in the amended Specific Plan would be the same, the revised land use mix and internal circulation plan will result in changes in the distribution of traffic. However, we also understand from the findings and fact that there are no changes to the previously approved mitigation measures that none of the current or planned road segments and intersections surrounding the ATEP property are impacted and the build out of the ATEP property pursuant to the Development Agreement

A9-1

A9-2

## 2. Response to Comments

Tustin Legacy Specific Plan Amendment CEQA - NOA  
May 1, 2017

Page 2

will not be affected by the Specific Plan Amendment. Based on these observations, SOCCCD has no further comments on the DEIR.

A9-2  
CONTD

SOCCCD appreciates the opportunity to comment on the DEIR. We look forward to future communications about this Project. Please do not hesitate to contact me if you have any questions about this letter.

Respectfully submitted,

Dr. Debra L. Fitzsimons  
Interim Chancellor

BOARD OF TRUSTEES: BARBARA J. JAY, TIMOTHY JEMAL, DAVID B. LANG, MARCIA MILCHIKER,  
T.J. PRENDERGAST III, TERRI WHITT, JAMES R. WRIGHT \* DEBRA L. FITZSIMONS, INTERIM CHANCELLOR  
AN EQUAL OPPORTUNITY EMPLOYER

## 2. Response to Comments

### **A9. Response to Comments from South Orange County Community College District, dated May 1, 2017.**

A9-1 The comment expresses concern that the Development Agreement between the South Orange County Community College District (SOCCCD) and the City, and potential use of part of Planning Area 1 by SOCCCD, is not mentioned in the DSEIR. The City acknowledges that the footnote and statement on pages 3-6 and 3-10 of the Tustin Legacy Specific Plan. Please note that the DSEIR addresses the Modified Project which proposes changes in land uses in Planning Areas 8 through 19. Since no changes are proposed within Planning Area 1, no DSEIR revision is needed.

A9-2 The City acknowledges that vehicle trips allocated to Planning Area 1 were made pursuant to Development Agreement and Amended And Restated Agreement between the City of Tustin and SOCCCD for Conveyance of a Portion of MCAS, Tustin and the Establishment of an Advanced Technology Educational Campus.

## 2. Response to Comments

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## 2. Response to Comments

LETTER A10 – Southern California Gas Company (2 pages; see Appendix B)

### SCG Transmission Notice of **CONFLICT**



A Sempra Energy utility

**SoCalGas**  
9400 Oakdale Ave  
Chatsworth, CA  
91311

Mailing Address:  
P. O. Box 2300  
Chatsworth, CA  
91313-2300  
ML 9314

Tel 818-701-4546  
Fax 818-701-4554

April 4, 2017

Justina Willkom  
City of Tustin  
300 Centennial Way  
Tustin, CA 92780  
jwillkom@tustinca.org

Plan File No. **0385-17-1017,1018**

Subject: **Project Title: Tustin Legacy Specific Pain Amendment 2015-001 and General Plan Amendment 2015-002**

The Southern California Gas Company (SoCalGas) Transmission Department has received your request for pipeline locations within the general area of your proposed project. SoCalGas Transmission operates and maintains high pressure natural gas line(s) **1017, 1018** within the limits of your construction project. Attached are copies of our pipeline Atlas sheets which show the location of our pipelines. While we cannot guarantee the accuracy of these maps, they are included to assist you in your planning and design. A10-1

Please be advised § 143.5 of General Order 112 F issued by the California Public Utilities Commission prohibits a building or other encroachment to be constructed within the pipeline right-of-way that would hinder maintenance activities on the pipeline or cause a lengthy delay in accessing the pipeline facilities during an emergency.

**Do Not Proceed with any grading, excavation or other construction activity within the pipeline easement area and/or within ten feet (10') of the pipeline. This letter does not constitute clearance for any construction work near or around SoCalGas' Transmission pipeline(s).** A10-2

Please note the following during planning and design:

- Consideration must be given to the safety of our pipeline during the design and construction stages. A10-3
- We will require "final" grading plans and construction profiles prior to the start of construction.

## 2. Response to Comments

2

- If a conflict is identified and can only be resolved by the relocation of our facilities, which relocation may or may not be at the expense of SoCalGas, please be advised that the projected timetable for the completion of this relocation can take a year or longer. This includes planning, design, material procurement, cathodic protection, permits, environmental issues, construction and capacity constraints.
- All work within SoCalGas' easement(s) and/or within 10' of the pipeline(s) must be observed by a SoCalGas Transmission field representative. No work is authorized without the representative. Arrangements for the required stand-by can be made by calling **Adam Juarez – 714-634-3196**. Two-weeks minimum are needed to schedule a representative on standby. We request that you plan accordingly.
- Please call Underground Service Alert (USA) at (800) 422-4133 to have a SoCalGas Transmission field representative locate and mark our active underground facilities at no cost.

A10-3  
CONT'D

Please refer to our Document Control Plan File # **0385-17-1017,1018** on all correspondence. For any correspondence directed to the SoCalGas Transmission Department in connection with this project, please contact **Christopher Coria, CCoria@semprautilities.com**.

A10-4

If you have not already done so, please contact the **Southeast Distribution Region** of SoCalGas for information on the location of Distribution pipelines. Depending on the location of your project in relation to their pipelines, the above restrictions may apply to their pipelines as well. You can contact them at **(714) 634-5067** and they will furnish you with any information you may require.

Thank you for your notification.

Best regards,

SoCalGasTransmissionUtilityRequest@semprautilities.com

## 2. Response to Comments

### **A10. Response to Comments from Southern California Gas Company, dated April 4, 2017.**

- A10-1 The commenter provides maps showing the general location of high pressure natural gas lines 1017 and 1018 and states that no building or other encroachment shall be constructed within the pipeline right-of-way that would hinder maintenance activities or cause a delay in accessing the facilities during an emergency. The City acknowledges these comments and will comply with California Public Utilities Commission General Order 112 F, Section 143.5. No physical development is being proposed as part of the specific plan amendment at this time and future development would not be allowed to encroach upon the high pressure natural gas lines or otherwise block access.
- A10-2 The City acknowledges that approval of the project does not constitute clearance for any construction work near or around the SoCalGas Transmission pipelines.
- A10-3 The City acknowledges the developer requirements during design and construction of projects within the Specific Plan.
- A10-4 The City acknowledges the contact and reference information provided by Southern California Gas.

## 2. Response to Comments

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## 3. Revisions to the Draft EIR

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### 3.1 INTRODUCTION

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

### 3.2 DSEIR REVISIONS IN RESPONSE TO WRITTEN COMMENTS

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

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Page 5.3-14, Section 5.3, *Land Use and Planning*. The following revision is made in response to Comment A1-2, from Airport Land Use Commission for Orange County.

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However, the Specific Plan area is within the AELUP-designated notification area and is subject to Federal Aviation Administration (FAA) notification and height restrictions pursuant to Federal Aviation Regulations Part 77 (FAR Part 77). ~~As under the Approved Specific Plan, structures that exceed height restrictions outlined in the AELUP would require an obstruction evaluation by FAA and the airport land use commission to determine whether hazards to airport operations would result. As determined in the Initial Study for this DSEIR, height restrictions applicable to the Specific Plan area have not changed.~~ Buildings and structures in the Specific Plan area shall not penetrate FAR Part 77 imaginary surfaces. Therefore, impacts related to the Modified Project's AELUP consistency remain less than significant.

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Page 5.8-14, Section 5.8, Utilities and Service Systems. The following revision is made in response to Comment A4-3 from the Irvine Ranch Water District.

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Over half of IRWD's water is groundwater from the Main Orange County Groundwater Basin (Basin), the Irvine Subbasin, and the Lake Forest Subbasin. The Basin and the Irvine Subbasin are managed by the Orange County Water District. The primary groundwater source is the Dyer Road Wellfield in the Basin. Groundwater from the Irvine Subbasin is generally higher in total dissolved solids, color, and nitrates than groundwater from the Basin. IRWD operates the Irvine Desalter, which treats some of the groundwater from the Irvine Subbasin for potable use; has 5 mgd capacity; and produces about 4.6 mgd treated water. ~~Some groundwater from near the former Marine Corps Air Station El Toro is contaminated with volatile organic~~

### 3. Revisions to the Draft EIR

~~compounds. IRWD operates two treatment plants that clean up contaminated groundwater and have combined capacity of about 3.7 mgd; the treated water is used as recycled water (IRWD 2015).~~

IRWD has drilled seven groundwater wells in the west Irvine, Tustin Legacy, and Tustin Ranch portions of the Basin, ~~and; four of the wells previously produced groundwater but none of the wells are currently used as production wells. IRWD has acquired~~ a site for another well and treatment facility in addition to the seven aforementioned wells.

IRWD operates two treatment plants that clean up contaminated groundwater and have combined capacity of about 3.7 mgd; the treated water is used as ~~recycled water~~ part of IRWD's non-potable supply (IRWD 2015).

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Page 5.8-15, Section 5.8, Utilities and Service Systems. The following revision is made in response to Comment A4-3 from the Irvine Ranch Water District.

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Nonpotable water sources include recycled water, raw imported water, ~~groundwater treated at the Irvine Desalter, and surface water from Irvine Lake.~~ and groundwater treated at the Shallow Groundwater Unit Treatment Plant and the Principal Aquifer Treatment Plant.

IRWD obtains raw imported water from the Municipal Water District of Orange County. Some of the groundwater treated at the ~~Irvine Desalter~~ Shallow Groundwater Unit Plant is used for irrigation.

## Appendix A. MWD Comment Letter Attachment

## Appendix

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# Tustin Legacy Specific and General Plan Amendments 2015-001 and -002

Notice of Availability of Draft Supplemental EIR



Guidelines for Developments in the  
Area of Facilities, Fee Properties, and/or Easements  
of The Metropolitan Water District of Southern California

1. Introduction

a. The following general guidelines should be followed for the design of proposed facilities and developments in the area of Metropolitan's facilities, fee properties, and/or easements.

b. We require that 3 copies of your tentative and final record maps, grading, paving, street improvement, landscape, storm drain, and utility plans be submitted for our review and written approval as they pertain to Metropolitan's facilities, fee properties and/or easements, prior to the commencement of any construction work.

2. Plans, Parcel and Tract Maps

The following are Metropolitan's requirements for the identification of its facilities, fee properties, and/or easements on your plans, parcel maps and tract maps:

a. Metropolitan's fee properties and/or easements and its pipelines and other facilities must be fully shown and identified as Metropolitan's on all applicable plans.

b. Metropolitan's fee properties and/or easements must be shown and identified as Metropolitan's with the official recording data on all applicable parcel and tract maps.

c. Metropolitan's fee properties and/or easements and existing survey monuments must be dimensionally tied to the parcel or tract boundaries.

d. Metropolitan's records of surveys must be referenced on the parcel and tract maps.

3. Maintenance of Access Along Metropolitan's Rights-of-Way

a. Proposed cut or fill slopes exceeding 10 percent are normally not allowed within Metropolitan's fee properties or easements. This is required to facilitate the use of construction and maintenance equipment, and provide access to its aboveground and belowground facilities.

b. We require that 16-foot-wide commercial-type driveway approaches be constructed on both sides of all streets crossing Metropolitan's rights-of-way. Openings are required in any median island. Access ramps, if necessary, must be at least 16-feet-wide. Grades of ramps are normally not allowed to exceed 10 percent. If the slope of an access ramp must exceed 10 percent due to the topography, the ramp must be paved. We require a 40-foot-long level area on the driveway approach to access ramps where the ramp meets the street. At Metropolitan's fee properties, we may require fences and gates.

c. The terms of Metropolitan's permanent easement deeds normally preclude the building or maintenance of structures of any nature or kind within its easements, to ensure safety and avoid interference with operation and maintenance of Metropolitan's pipelines or other facilities. Metropolitan must have vehicular access along the easements at all times for inspection, patrolling, and for maintenance of the pipelines and other facilities on a routine basis. We require a 20-foot-wide clear zone around all above-ground facilities for this routine access. This clear zone should slope away from our facility on a grade not to exceed 2 percent. We must also have access along the easements with construction equipment. An example of this is shown on Figure 1.

d. The footings of any proposed buildings adjacent to Metropolitan's fee properties and/or easements must not encroach into the fee property or easement or impose additional loading on Metropolitan's pipelines or other facilities therein. A typical situation is shown on Figure 2. Prints of the detail plans of the footings for any building or structure adjacent to the fee property or easement must be submitted for our review and written approval as they pertain to the pipeline or other facilities therein. Also, roof eaves of buildings adjacent to the easement or fee property must not overhang into the fee property or easement area.

e. Metropolitan's pipelines and other facilities, e.g. structures, manholes, equipment, survey monuments, etc. within its fee properties and/or easements must be protected from damage by the easement holder on Metropolitan's property or the property owner where Metropolitan has an easement, at no expense to Metropolitan. If the facility is a cathodic protection station it shall be located prior to any grading or excavation. The exact location, description and way of protection shall be shown on the related plans for the easement area.

4. Easements on Metropolitan's Property

a. We encourage the use of Metropolitan's fee rights-of-way by governmental agencies for public street and utility purposes, provided that such use does not interfere with Metropolitan's use of the property, the entire width of the property is accepted into the agency's public street system and fair market value is paid for such use of the right-of-way.

b. Please contact the Director of Metropolitan's Right of Way and Land Division, telephone (213) 250-6302, concerning easements for landscaping, street, storm drain, sewer, water or other public facilities proposed within Metropolitan's fee properties. A map and legal description of the requested easements must be submitted. Also, written evidence must be submitted that shows the city or county will accept the easement for the specific purposes into its public system. The grant of the easement will be subject to Metropolitan's rights to use its land for water pipelines and related purposes to the same extent as if such grant had not been made. There will be a charge for the easement. Please note that, if entry is required on the property prior to issuance of the easement, an entry permit must be obtained. There will also be a charge for the entry permit.

5. Landscaping

Metropolitan's landscape guidelines for its fee properties and/or easements are as follows:

a. A green belt may be allowed within Metropolitan's fee property or easement.

b. All landscape plans shall show the location and size of Metropolitan's fee property and/or easement and the location and size of Metropolitan's pipeline or other facilities therein.

c. Absolutely no trees will be allowed within 15 feet of the centerline of Metropolitan's existing or future pipelines and facilities.

d. Deep-rooted trees are prohibited within Metropolitan's fee properties and/or easements. Shallow-rooted trees are the only trees allowed. The shallow-rooted trees will not be permitted any closer than 15 feet from the centerline of the pipeline, and such trees shall not be taller than 25 feet with a root spread no greater than 20 feet in diameter at maturity. Shrubs, bushes, vines, and ground cover are permitted, but larger shrubs and bushes should not be planted directly over our pipeline. Turf is acceptable. We require submittal of landscape plans for Metropolitan's prior review and written approval. (See Figure 3).

e. The landscape plans must contain provisions for Metropolitan's vehicular access at all times along its rights-of-way to its pipelines or facilities therein. Gates capable of accepting Metropolitan's locks are required in any fences across its rights-of-way. Also, any walks or drainage facilities across its access route must be constructed to AASHTO H-20 loading standards.

f. Rights to landscape any of Metropolitan's fee properties must be acquired from its Right of Way and Land Division. Appropriate entry permits must be obtained prior to any entry on its property. There will be a charge for any entry permit or easements required.

## 6. Fencing

Metropolitan requires that perimeter fencing of its fee properties and facilities be constructed of universal chain link, 6 feet in height and topped with 3 strands of barbed wire angled upward and outward at a 45 degree angle or an approved equal for a total fence height of 7 feet. Suitable substitute fencing may be considered by Metropolitan. (Please see Figure 5 for details).

## 7. Utilities in Metropolitan's Fee Properties and/or Easements or Adjacent to Its Pipeline in Public Streets

Metropolitan's policy for the alinement of utilities permitted within its fee properties and/or easements and street rights-of-way is as follows:

a. Permanent structures, including catch basins, manholes, power poles, telephone riser boxes, etc., shall not be located within its fee properties and/or easements.

b. We request that permanent utility structures within public streets, in which Metropolitan's facilities are constructed under the Metropolitan Water District Act, be placed as far from our pipeline as possible, but not closer than 5 feet from the outside of our pipeline.

c. The installation of utilities over or under Metropolitan's pipeline(s) must be in accordance with the requirements shown on the enclosed prints of Drawings Nos. C-11632 and C-9547. Whenever possible we request a minimum of one foot clearance between Metropolitan's pipe and your facility. Temporary support of Metropolitan's pipe may also be required at undercrossings of its pipe in an open trench. The temporary support plans must be reviewed and approved by Metropolitan.

d. Lateral utility crossings of Metropolitan's pipelines must be as perpendicular to its pipeline alignment as practical. Prior to any excavation our pipeline shall be located manually and any excavation within two feet of our pipeline must be done by hand. This shall be noted on the appropriate drawings.

e. Utilities constructed longitudinally within Metropolitan's rights-of-way must be located outside the theoretical trench prism for uncovering its pipeline and must be located parallel to and as close to its rights-of-way lines as practical.

f. When piping is jacked or installed in jacked casing or tunnel under Metropolitan's pipe, there must be at least two feet of vertical clearance between the bottom of Metropolitan's pipe and the top of the jacked pipe, jacked casing or tunnel. We also require that detail drawings of the shoring for the jacking or tunneling pits be submitted for our review and approval. Provisions must be made to grout any voids around the exterior of the jacked pipe, jacked casing or tunnel. If the piping is installed in a jacked casing or tunnel the annular space between the piping and the jacked casing or tunnel must be filled with grout.

g. Overhead electrical and telephone line requirements:

1) Conductor clearances are to conform to the California State Public Utilities Commission, General Order 95, for Overhead Electrical Line Construction or at a greater clearance if required by Metropolitan. Under no circumstances shall clearance be less than 35 feet.

2) A marker must be attached to the power pole showing the ground clearance and line voltage, to help prevent damage to your facilities during maintenance or other work being done in the area.

3) Line clearance over Metropolitan's fee properties and/or easements shall be shown on the drawing to indicate the lowest point of the line under the most adverse conditions including consideration of sag, wind load, temperature change, and support type. We require that overhead lines be located at least 30 feet laterally away from all above-ground structures on the pipelines.

4) When underground electrical conduits, 120 volts or greater, are installed within Metropolitan's fee property and/or easement, the conduits must be incased in a minimum of three inches of red concrete. Where possible, above ground warning signs must also be placed at the right-of-way lines where the conduits enter and exit the right-of-way.

h. The construction of sewerlines in Metropolitan's fee properties and/or easements must conform to the California Department of Health Services Criteria for the Separation of Water Mains and Sanitary Services and the local City or County Health Code Ordinance as it relates to installation of sewers in the vicinity of pressure waterlines. The construction of sewerlines should also conform to these standards in street rights-of-way.

i. Cross sections shall be provided for all pipeline crossings showing Metropolitan's fee property and/or easement limits and the location of our pipeline(s). The exact locations of the crossing pipelines and their elevations shall be marked on as-built drawings for our information.

j. Potholing of Metropolitan's pipeline is required if the vertical clearance between a utility and Metropolitan's pipeline is indicated on the plan to be one foot or less. If the indicated clearance is between one and two feet, potholing is suggested. Metropolitan will provide a representative to assist others in locating and identifying its pipeline. Two-working days notice is requested.

k. Adequate shoring and bracing is required for the full depth of the trench when the excavation encroaches within the zone shown on Figure 4.

l. The location of utilities within Metropolitan's fee property and/or easement shall be plainly marked to help prevent damage during maintenance or other work done in the area. Detectable tape over buried utilities should be placed a minimum of 12 inches above the utility and shall conform to the following requirements:

1) Water pipeline: A two-inch blue warning tape shall be imprinted with:

"CAUTION BURIED WATER PIPELINE"

2) Gas, oil, or chemical pipeline: A two-inch yellow warning tape shall be imprinted with:

"CAUTION BURIED \_\_\_\_\_ PIPELINE"

3) Sewer or storm drain pipeline: A two-inch green warning tape shall be imprinted with:

"CAUTION BURIED \_\_\_\_\_ PIPELINE"

4) Electric, street lighting, or traffic signals conduit: A two-inch red warning tape shall be imprinted with:

"CAUTION BURIED \_\_\_\_\_ CONDUIT"

5) Telephone, or television conduit: A two-inch orange warning tape shall be imprinted with:

"CAUTION BURIED \_\_\_\_\_ CONDUIT"

m. Cathodic Protection requirements:

1) If there is a cathodic protection station for Metropolitan's pipeline in the area of the proposed work, it shall be located prior to any grading or excavation. The exact location, description and manner of protection shall be shown on all applicable plans. Please contact Metropolitan's Corrosion Engineering Section, located at Metropolitan's F. E. Weymouth Softening and Filtration Plant, 700 North Moreno Avenue, La Verne, California 91750, telephone (714) 593-7474, for the locations of Metropolitan's cathodic protection stations.

2) If an induced-current cathodic protection system is to be installed on any pipeline crossing Metropolitan's pipeline, please contact Mr. Wayne E. Risner at (714) 593-7474 or (213) 250-5085. He will review the proposed system and determine if any conflicts will arise with the existing cathodic protection systems installed by Metropolitan.

3) Within Metropolitan's rights-of-way, pipelines and carrier pipes (casings) shall be coated with an approved protective coating to conform to Metropolitan's requirements, and shall be maintained in a neat and orderly condition as directed by Metropolitan. The application and monitoring of cathodic protection on the pipeline and casing shall conform to Title 49 of the Code of Federal Regulations, Part 195.

4) If a steel carrier pipe (casing) is used:

(a) Cathodic protection shall be provided by use of a sacrificial magnesium anode (a sketch showing the cathodic protection details can be provided for the designers information).

(b) The steel carrier pipe shall be protected with a coal tar enamel coating inside and out in accordance with AWWA C203 specification.

n. All trenches shall be excavated to comply with the CAL/OSHA Construction Safety Orders, Article 6, beginning with Sections 1539 through 1547. Trench backfill shall be placed in 8-inch lifts and shall be compacted to 95 percent relative compaction (ASTM D698) across roadways and through protective dikes. Trench backfill elsewhere will be compacted to 90 percent relative compaction (ASTM D698).

o. Control cables connected with the operation of Metropolitan's system are buried within streets, its fee properties and/or easements. The locations and elevations of these cables shall be shown on the drawings. The drawings shall note that prior to any excavation in the area, the control cables shall be located and measures shall be taken by the contractor to protect the cables in place.

p. Metropolitan is a member of Underground Service Alert (USA). The contractor (excavator) shall contact USA at 1-800-422-4133 (Southern California) at least 48 hours prior to starting any excavation work. The contractor will be liable for any damage to Metropolitan's facilities as a result of the construction.

8. Paramount Right

Facilities constructed within Metropolitan's fee properties and/or easements shall be subject to the paramount right of Metropolitan to use its fee properties and/or easements for the purpose for which they were acquired. If at any time Metropolitan or its assigns should, in the exercise of their rights, find it necessary to remove any of the facilities from the fee properties and/or easements, such removal and replacement shall be at the expense of the owner of the facility.

9. Modification of Metropolitan's Facilities

When a manhole or other of Metropolitan's facilities must be modified to accommodate your construction or reconstruction, Metropolitan will modify the facilities with its forces. This should be noted on the construction plans. The estimated cost to perform this modification will be given to you and we will require a deposit for this amount before the work is performed. Once the deposit is received, we will schedule the work. Our forces will coordinate the work with your contractor. Our final billing will be based on actual cost incurred, and will include materials, construction, engineering plan review, inspection, and administrative overhead charges calculated in accordance with Metropolitan's standard accounting practices. If the cost is less than the deposit, a refund will be made; however, if the cost exceeds the deposit, an invoice will be forwarded for payment of the additional amount.

10. Drainage

a. Residential or commercial development typically increases and concentrates the peak storm water runoff as well as the total yearly storm runoff from an area, thereby increasing the requirements for storm drain facilities downstream of the development. Also, throughout the year water from landscape irrigation, car washing, and other outdoor domestic water uses flows into the storm drainage system resulting in weed abatement, insect infestation, obstructed access and other problems. Therefore, it is Metropolitan's usual practice not to approve plans that show discharge of drainage from developments onto its fee properties and/or easements.

b. If water must be carried across or discharged onto Metropolitan's fee properties and/or easements, Metropolitan will insist that plans for development provide that it be carried by closed conduit or lined open channel approved in writing by Metropolitan. Also the drainage facilities must be maintained by others, e.g., city, county, homeowners association, etc. If the development proposes changes to existing drainage features, then the developer shall make provisions to provide for replacement and these changes must be approved by Metropolitan in writing.

11. Construction Coordination

During construction, Metropolitan's field representative will make periodic inspections. We request that a stipulation be added to the plans or specifications for notification of Mr. \_\_\_\_\_ of Metropolitan's Operations Services Branch, telephone (213) 250-\_\_\_\_\_, at least two working days prior to any work in the vicinity of our facilities.

12. Pipeline Loading Restrictions

a. Metropolitan's pipelines and conduits vary in structural strength, and some are not adequate for AASHTO H-20 loading. Therefore, specific loads over the specific sections of pipe or conduit must be reviewed and approved by Metropolitan. However, Metropolitan's pipelines are typically adequate for AASHTO H-20 loading provided that the cover over the pipeline is not less than four feet or the cover is not substantially increased. If the temporary cover over the pipeline during construction is between three and four feet, equipment must be restricted to that which

imposes loads no greater than AASHTO H-10. If the cover is between two and three feet, equipment must be restricted to that of a Caterpillar D-4 tract-type tractor. If the cover is less than two feet, only hand equipment may be used. Also, if the contractor plans to use any equipment over Metropolitan's pipeline which will impose loads greater than AASHTO H-20, it will be necessary to submit the specifications of such equipment for our review and approval at least one week prior to its use. More restrictive requirements may apply to the loading guideline over the San Diego Pipelines 1 and 2, portions of the Orange County Feeder, and the Colorado River Aqueduct. Please contact us for loading restrictions on all of Metropolitan's pipelines and conduits.

b. The existing cover over the pipeline shall be maintained unless Metropolitan determines that proposed changes do not pose a hazard to the integrity of the pipeline or an impediment to its maintenance.

13. Blasting

a. At least 20 days prior to the start of any drilling for rock excavation blasting, or any blasting, in the vicinity of Metropolitan's facilities, a two-part preliminary conceptual plan shall be submitted to Metropolitan as follows:

b. Part 1 of the conceptual plan shall include a complete summary of proposed transportation, handling, storage, and use of explosions.

c. Part 2 shall include the proposed general concept for blasting, including controlled blasting techniques and controls of noise, fly rock, airblast, and ground vibration.

14. CEQA Requirements

a. When Environmental Documents Have Not Been Prepared

1) Regulations implementing the California Environmental Quality Act (CEQA) require that Metropolitan have an opportunity to consult with the agency or consultants preparing any environmental documentation. We are required to review and consider the environmental effects of the project as shown in the Negative Declaration or Environmental Impact Report (EIR) prepared for your project before committing Metropolitan to approve your request.

2) In order to ensure compliance with the regulations implementing CEQA where Metropolitan is not the Lead Agency, the following minimum procedures to ensure compliance with the Act have been established:

a) Metropolitan shall be timely advised of any determination that a Categorical Exemption applies to the project. The Lead Agency is to advise Metropolitan that it and other agencies participating in the project have complied with the requirements of CEQA prior to Metropolitan's participation.

b) Metropolitan is to be consulted during the preparation of the Negative Declaration or EIR.

c) Metropolitan is to review and submit any necessary comments on the Negative Declaration or draft EIR.

d) Metropolitan is to be indemnified for any costs or liability arising out of any violation of any laws or regulations including but not limited to the California Environmental Quality Act and its implementing regulations.

b. When Environmental Documents Have Been Prepared

If environmental documents have been prepared for your project, please furnish us a copy for our review and files in a timely manner so that we may have sufficient time to review and comment. The following steps must also be accomplished:

1) The Lead Agency is to advise Metropolitan that it and other agencies participating in the project have complied with the requirements of CEQA prior to Metropolitan's participation.

2) You must agree to indemnify Metropolitan, its officers, engineers, and agents for any costs or liability arising out of any violation of any laws or regulations including but not limited to the California Environmental Quality Act and its implementing regulations.

15. Metropolitan's Plan-Review Cost

a. An engineering review of your proposed facilities and developments and the preparation of a letter response

giving Metropolitan's comments, requirements and/or approval that will require 8 man-hours or less of effort is typically performed at no cost to the developer, unless a facility must be modified where Metropolitan has superior rights. If an engineering review and letter response requires more than 8 man-hours of effort by Metropolitan to determine if the proposed facility or development is compatible with its facilities, or if modifications to Metropolitan's manhole(s) or other facilities will be required, then all of Metropolitan's costs associated with the project must be paid by the developer, unless the developer has superior rights.

b. A deposit of funds will be required from the developer before Metropolitan can begin its detailed engineering plan review that will exceed 8 hours. The amount of the required deposit will be determined after a cursory review of the plans for the proposed development.

c. Metropolitan's final billing will be based on actual cost incurred, and will include engineering plan review, inspection, materials, construction, and administrative overhead charges calculated in accordance with Metropolitan's standard accounting practices. If the cost is less than the deposit, a refund will be made; however, if the cost exceeds the deposit, an invoice will be forwarded for payment of the additional amount. Additional deposits may be required if the cost of Metropolitan's review exceeds the amount of the initial deposit.

16. Caution

We advise you that Metropolitan's plan reviews and responses are based upon information available to Metropolitan which was prepared by or on behalf of Metropolitan for general record purposes only. Such information may not be sufficiently detailed or accurate for your purposes. No warranty of any kind, either express or implied, is attached to the information therein conveyed as to its accuracy, and no inference should be drawn from Metropolitan's failure to comment on any aspect of your project. You are therefore cautioned to make such surveys and other field investigations as you may deem prudent to assure yourself that any plans for your project are correct.

17. Additional Information

Should you require additional information, please contact:

Civil Engineering Substructures Section  
Metropolitan Water District  
of Southern California  
P.O. Box 54153  
Los Angeles, California 90054-0153  
(213) 217-6000

JEH/MRW/lk

Rev. January 22, 1989

Encl.

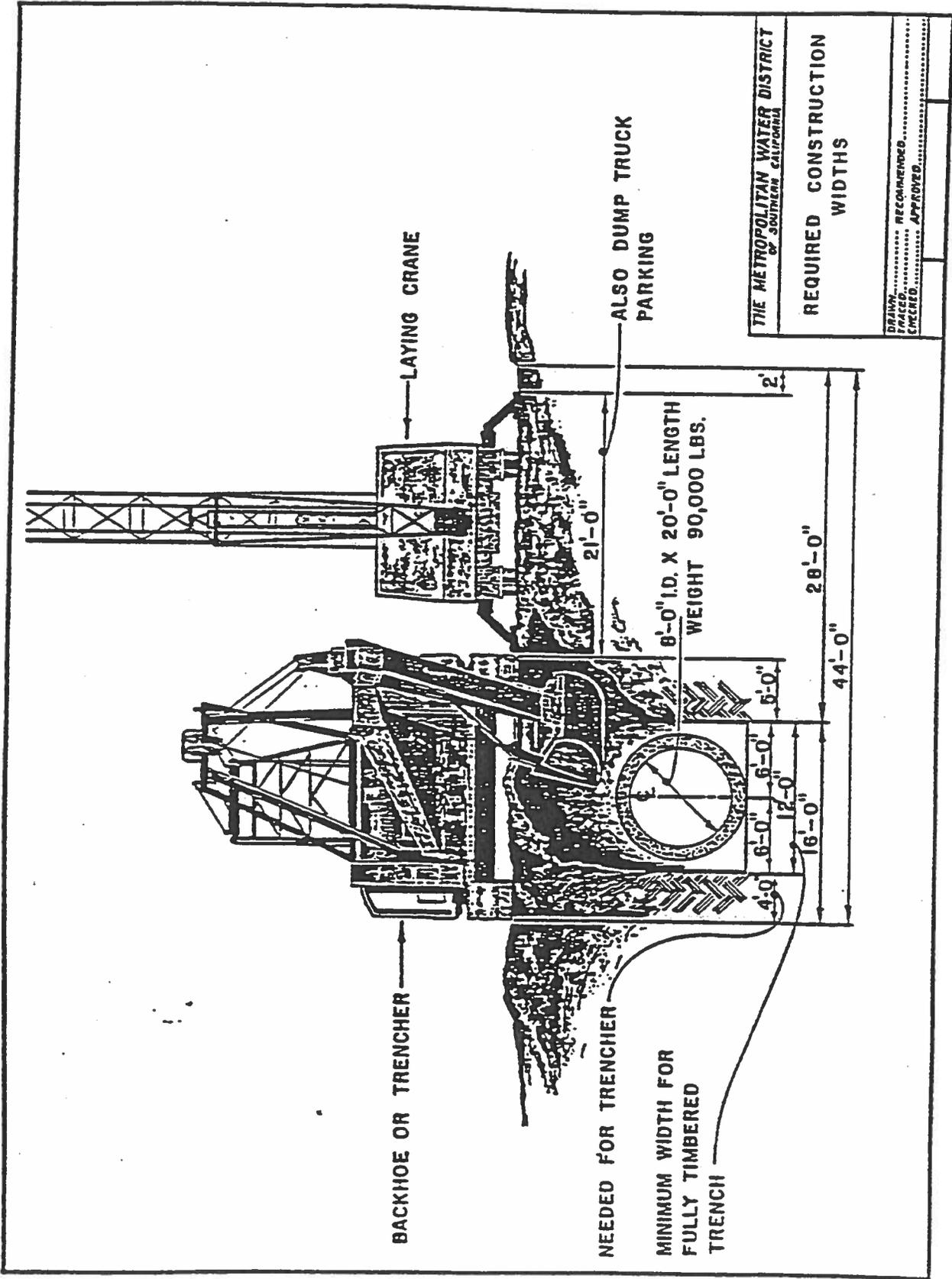
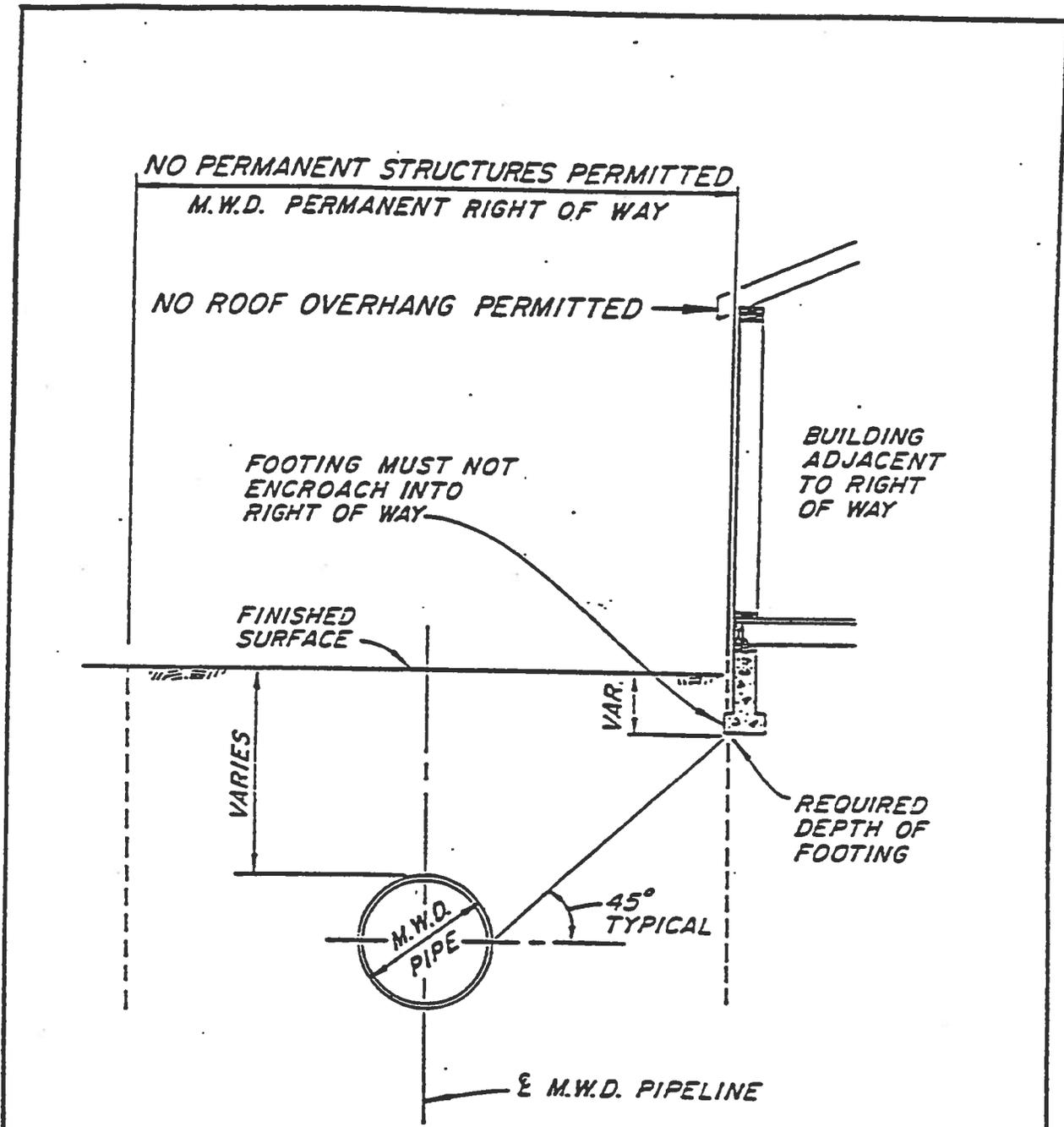


FIGURE 1

FORM NO. 28 9 100111 97 P.O. 97-5183

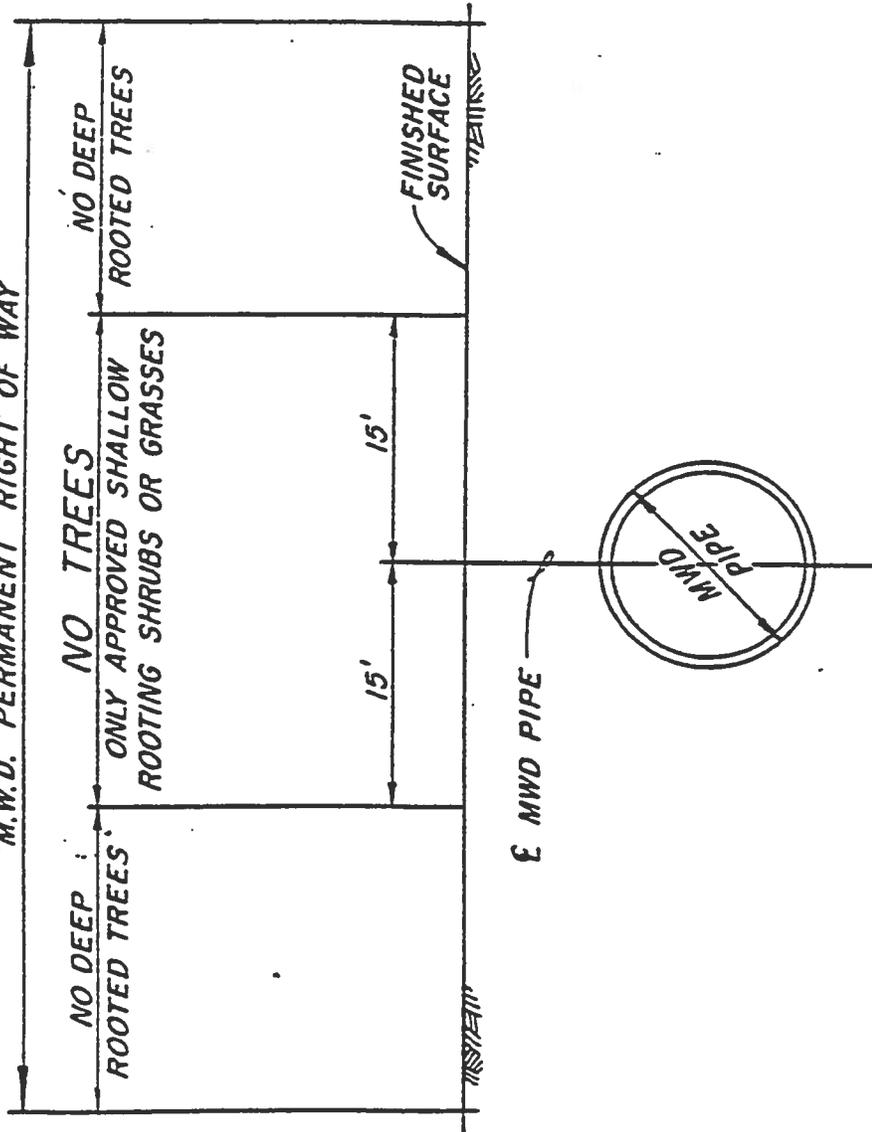


NOTE: M.W.D. PIPELINE SIZE, DEPTH, LOCATION AND WIDTH OF PERMANENT RIGHT OF WAY VARIES.

THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA	
REQUIREMENTS FOR BUILDINGS AND FOOTINGS ADJACENT TO M.W.D. RIGHT OF WAY	
DRAWN _____	RECOMMENDED _____
TRACKED _____	APPROVED _____
CHECKED _____	

FIGURE 2

M.W.D. PERMANENT RIGHT OF WAY



THE METROPOLITAN WATER DISTRICT  
OF SOUTHERN CALIFORNIA

LANDSCAPE GUIDELINES  
FOR  
M.W.D. RIGHT OF WAY

DESIGN: ..... RECOMMENDED .....  
DRAWN: ..... APPROVED: .....

FIGURE 3

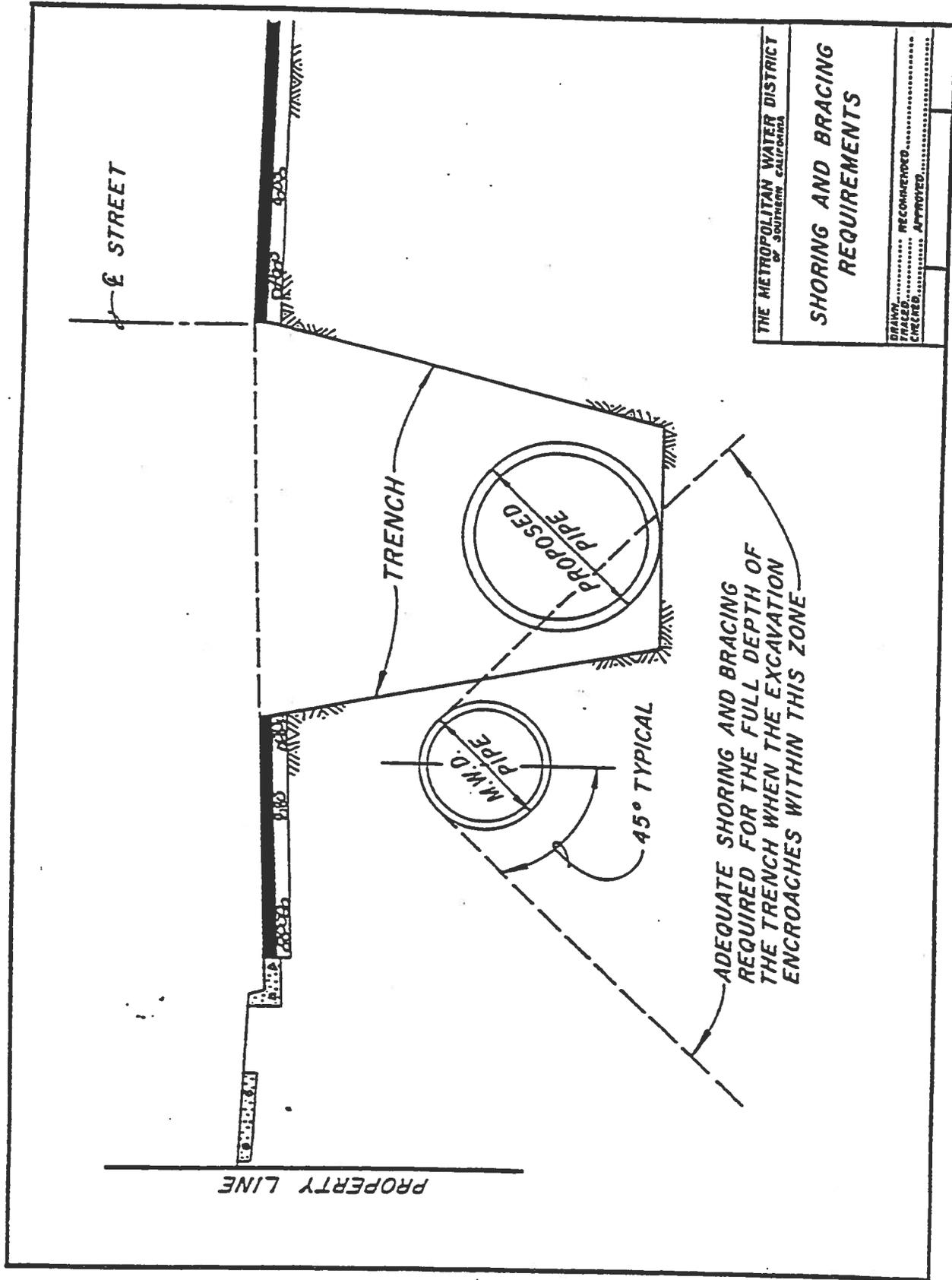
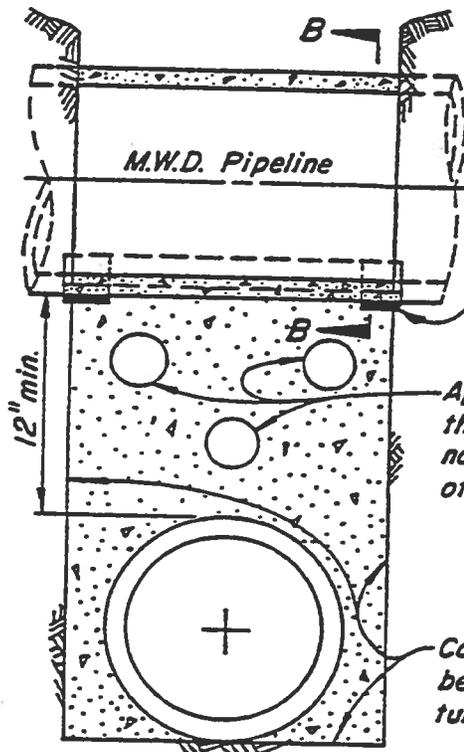


FIGURE 4



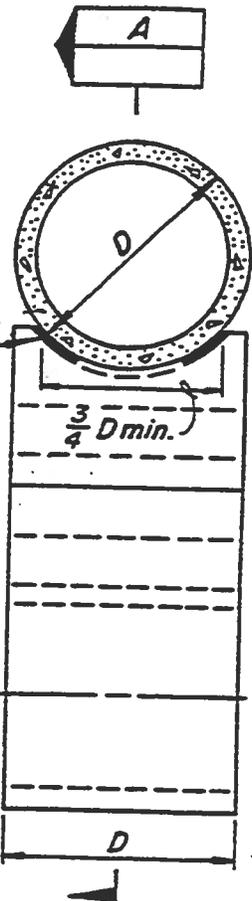


**SECTION "A-A"**

$\frac{3}{4}$ " x 6" premolded expansion joint filler

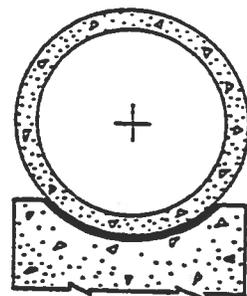
Apertures as directed by the Engineer, total volume not to exceed  $\frac{1}{2}$  the volume of the supporting wall

Concrete support wall to be placed against undisturbed ground



**CROSS SECTION**

1. Supporting wall shall have a firm bearing on the subgrade and against the side of the excavation.
2. Premolded expansion joint filler per ASTM D-1751-73 to be used in support for steel pipe only.
3. If trench width is 4 feet or greater, measured along centerline of M.W.D. pipe, concrete support must be constructed.
4. If trench width is less than 4 feet, clean sand backfill, compacted to 90% density in accordance with the provisions of ASTM Standard D-1557-70 may be used in lieu of the concrete support wall.



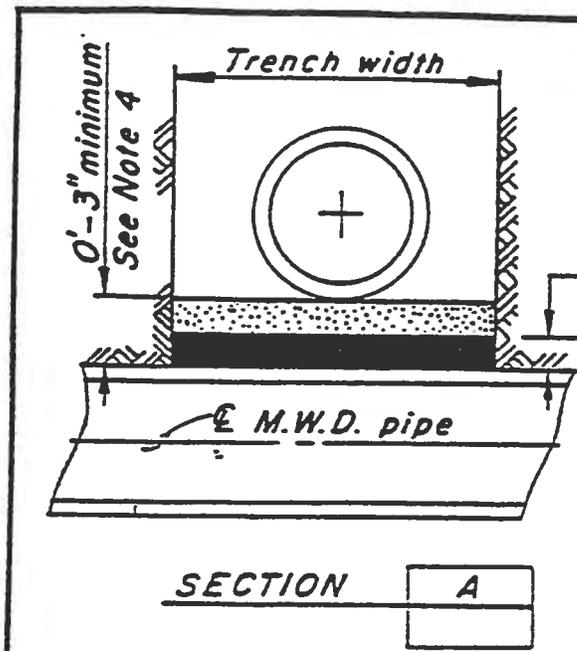
**SECTION "B-B"**

THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

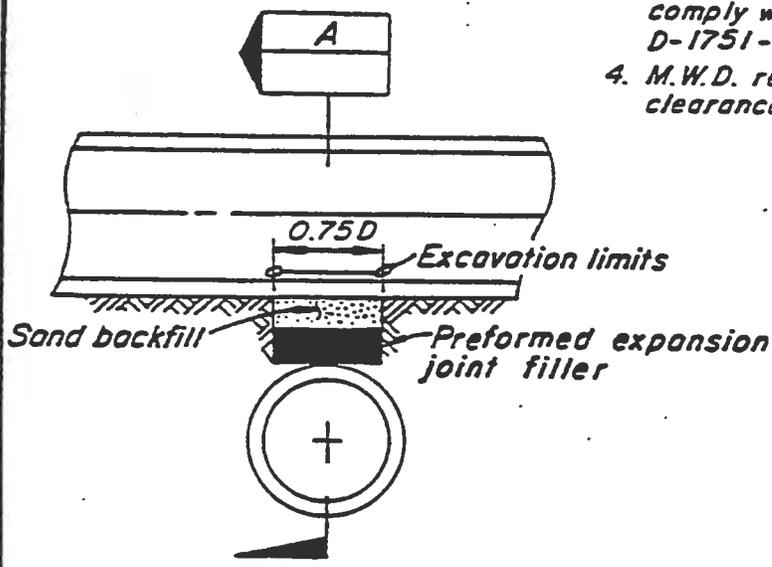
TYPICAL SUPPORT FOR M.W.D. PIPELINE

DRAWN \_\_\_\_\_ RECOMMENDED \_\_\_\_\_  
 TRACED \_\_\_\_\_ APPROVED \_\_\_\_\_  
 CHECKED \_\_\_\_\_

C-9547



**SECTION** A



**CROSS SECTION**

3" Preformed expansion joint filler

**NOTES**

1. This method to be used where the utility line is 24" or greater in diameter and the clearance between the utility line and M.W.D. pipe is 12" or less.
2. Special protection may be required if the utility line diameter is greater than M.W.D. pipe or if the cover over the utility line to the street surface is minimal and there is 12" or less clearance between M.W.D. pipe and the utility line.
3. Preformed expansion joint filler to comply with ASTM designation D-1751-73.
4. M.W.D. requests 12" minimum clearance whenever possible.

THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA	
TYPICAL EXPANSION JOINT FILLER PROTECTION FOR OVCROSSING OF M.W.D. PIPELINE	
DRAWN: _____	RECOMMENDED: _____
TRACED: _____	APPROVED: _____
CHECKED: _____	APPROVED: _____
C-11632	

Guidelines for Developments in the  
Area of Facilities, Fee Properties, and/or Easements  
of The Metropolitan Water District of Southern California

1. Introduction

a. The following general guidelines should be followed for the design of proposed facilities and developments in the area of Metropolitan's facilities, fee properties, and/or easements.

b. We require that 3 copies of your tentative and final record maps, grading, paving, street improvement, landscape, storm drain, and utility plans be submitted for our review and written approval as they pertain to Metropolitan's facilities, fee properties and/or easements, prior to the commencement of any construction work.

2. Plans, Parcel and Tract Maps

The following are Metropolitan's requirements for the identification of its facilities, fee properties, and/or easements on your plans, parcel maps and tract maps:

a. Metropolitan's fee properties and/or easements and its pipelines and other facilities must be fully shown and identified as Metropolitan's on all applicable plans.

b. Metropolitan's fee properties and/or easements must be shown and identified as Metropolitan's with the official recording data on all applicable parcel and tract maps.

c. Metropolitan's fee properties and/or easements and existing survey monuments must be dimensionally tied to the parcel or tract boundaries.

d. Metropolitan's records of surveys must be referenced on the parcel and tract maps.

3. Maintenance of Access Along Metropolitan's Rights-of-Way

a. Proposed cut or fill slopes exceeding 10 percent are normally not allowed within Metropolitan's fee properties or easements. This is required to facilitate the use of construction and maintenance equipment, and provide access to its aboveground and belowground facilities.

b. We require that 16-foot-wide commercial-type driveway approaches be constructed on both sides of all streets crossing Metropolitan's rights-of-way. Openings are required in any median island. Access ramps, if necessary, must be at least 16-feet-wide. Grades of ramps are normally not allowed to exceed 10 percent. If the slope of an access ramp must exceed 10 percent due to the topography, the ramp must be paved. We require a 40-foot-long level area on the driveway approach to access ramps where the ramp meets the street. At Metropolitan's fee properties, we may require fences and gates.

c. The terms of Metropolitan's permanent easement deeds normally preclude the building or maintenance of structures of any nature or kind within its easements, to ensure safety and avoid interference with operation and maintenance of Metropolitan's pipelines or other facilities. Metropolitan must have vehicular access along the easements at all times for inspection, patrolling, and for maintenance of the pipelines and other facilities on a routine basis. We require a 20-foot-wide clear zone around all above-ground facilities for this routine access. This clear zone should slope away from our facility on a grade not to exceed 2 percent. We must also have access along the easements with construction equipment. An example of this is shown on Figure 1.

d. The footings of any proposed buildings adjacent to Metropolitan's fee properties and/or easements must not encroach into the fee property or easement or impose additional loading on Metropolitan's pipelines or other facilities therein. A typical situation is shown on Figure 2. Prints of the detail plans of the footings for any building or structure adjacent to the fee property or easement must be submitted for our review and written approval as they pertain to the pipeline or other facilities therein. Also, roof eaves of buildings adjacent to the easement or fee property must not overhang into the fee property or easement area.

e. Metropolitan's pipelines and other facilities, e.g. structures, manholes, equipment, survey monuments, etc. within its fee properties and/or easements must be protected from damage by the easement holder on Metropolitan's property or the property owner where Metropolitan has an easement, at no expense to Metropolitan. If the facility is a cathodic protection station it shall be located prior to any grading or excavation. The exact location, description and way of protection shall be shown on the related plans for the easement area.

4. Easements on Metropolitan's Property

a. We encourage the use of Metropolitan's fee rights-of-way by governmental agencies for public street and utility purposes, provided that such use does not interfere with Metropolitan's use of the property, the entire width of the property is accepted into the agency's public street system and fair market value is paid for such use of the right-of-way.

b. Please contact the Director of Metropolitan's Right of Way and Land Division, telephone (213) 250-6302, concerning easements for landscaping, street, storm drain, sewer, water or other public facilities proposed within Metropolitan's fee properties. A map and legal description of the requested easements must be submitted. Also, written evidence must be submitted that shows the city or county will accept the easement for the specific purposes into its public system. The grant of the easement will be subject to Metropolitan's rights to use its land for water pipelines and related purposes to the same extent as if such grant had not been made. There will be a charge for the easement. Please note that, if entry is required on the property prior to issuance of the easement, an entry permit must be obtained. There will also be a charge for the entry permit.

5. Landscaping

Metropolitan's landscape guidelines for its fee properties and/or easements are as follows:

a. A green belt may be allowed within Metropolitan's fee property or easement.

b. All landscape plans shall show the location and size of Metropolitan's fee property and/or easement and the location and size of Metropolitan's pipeline or other facilities therein.

c. Absolutely no trees will be allowed within 15 feet of the centerline of Metropolitan's existing or future pipelines and facilities.

d. Deep-rooted trees are prohibited within Metropolitan's fee properties and/or easements. Shallow-rooted trees are the only trees allowed. The shallow-rooted trees will not be permitted any closer than 15 feet from the centerline of the pipeline, and such trees shall not be taller than 25 feet with a root spread no greater than 20 feet in diameter at maturity. Shrubs, bushes, vines, and ground cover are permitted, but larger shrubs and bushes should not be planted directly over our pipeline. Turf is acceptable. We require submittal of landscape plans for Metropolitan's prior review and written approval. (See Figure 3).

e. The landscape plans must contain provisions for Metropolitan's vehicular access at all times along its rights-of-way to its pipelines or facilities therein. Gates capable of accepting Metropolitan's locks are required in any fences across its rights-of-way. Also, any walks or drainage facilities across its access route must be constructed to AASHTO H-20 loading standards.

f. Rights to landscape any of Metropolitan's fee properties must be acquired from its Right of Way and Land Division. Appropriate entry permits must be obtained prior to any entry on its property. There will be a charge for any entry permit or easements required.

## 6. Fencing

Metropolitan requires that perimeter fencing of its fee properties and facilities be constructed of universal chain link, 6 feet in height and topped with 3 strands of barbed wire angled upward and outward at a 45 degree angle or an approved equal for a total fence height of 7 feet. Suitable substitute fencing may be considered by Metropolitan. (Please see Figure 5 for details).

## 7. Utilities in Metropolitan's Fee Properties and/or Easements or Adjacent to Its Pipeline in Public Streets

Metropolitan's policy for the alinement of utilities permitted within its fee properties and/or easements and street rights-of-way is as follows:

a. Permanent structures, including catch basins, manholes, power poles, telephone riser boxes, etc., shall not be located within its fee properties and/or easements.

b. We request that permanent utility structures within public streets, in which Metropolitan's facilities are constructed under the Metropolitan Water District Act, be placed as far from our pipeline as possible, but not closer than 5 feet from the outside of our pipeline.

c. The installation of utilities over or under Metropolitan's pipeline(s) must be in accordance with the requirements shown on the enclosed prints of Drawings Nos. C-11632 and C-9547. Whenever possible we request a minimum of one foot clearance between Metropolitan's pipe and your facility. Temporary support of Metropolitan's pipe may also be required at undercrossings of its pipe in an open trench. The temporary support plans must be reviewed and approved by Metropolitan.

d. Lateral utility crossings of Metropolitan's pipelines must be as perpendicular to its pipeline alignment as practical. Prior to any excavation our pipeline shall be located manually and any excavation within two feet of our pipeline must be done by hand. This shall be noted on the appropriate drawings.

e. Utilities constructed longitudinally within Metropolitan's rights-of-way must be located outside the theoretical trench prism for uncovering its pipeline and must be located parallel to and as close to its rights-of-way lines as practical.

f. When piping is jacked or installed in jacked casing or tunnel under Metropolitan's pipe, there must be at least two feet of vertical clearance between the bottom of Metropolitan's pipe and the top of the jacked pipe, jacked casing or tunnel. We also require that detail drawings of the shoring for the jacking or tunneling pits be submitted for our review and approval. Provisions must be made to grout any voids around the exterior of the jacked pipe, jacked casing or tunnel. If the piping is installed in a jacked casing or tunnel the annular space between the piping and the jacked casing or tunnel must be filled with grout.

g. Overhead electrical and telephone line requirements:

1) Conductor clearances are to conform to the California State Public Utilities Commission, General Order 95, for Overhead Electrical Line Construction or at a greater clearance if required by Metropolitan. Under no circumstances shall clearance be less than 35 feet.

2) A marker must be attached to the power pole showing the ground clearance and line voltage, to help prevent damage to your facilities during maintenance or other work being done in the area.

3) Line clearance over Metropolitan's fee properties and/or easements shall be shown on the drawing to indicate the lowest point of the line under the most adverse conditions including consideration of sag, wind load, temperature change, and support type. We require that overhead lines be located at least 30 feet laterally away from all above-ground structures on the pipelines.

4) When underground electrical conduits, 120 volts or greater, are installed within Metropolitan's fee property and/or easement, the conduits must be incased in a minimum of three inches of red concrete. Where possible, above ground warning signs must also be placed at the right-of-way lines where the conduits enter and exit the right-of-way.

h. The construction of sewerlines in Metropolitan's fee properties and/or easements must conform to the California Department of Health Services Criteria for the Separation of Water Mains and Sanitary Services and the local City or County Health Code Ordinance as it relates to installation of sewers in the vicinity of pressure waterlines. The construction of sewerlines should also conform to these standards in street rights-of-way.

i. Cross sections shall be provided for all pipeline crossings showing Metropolitan's fee property and/or easement limits and the location of our pipeline(s). The exact locations of the crossing pipelines and their elevations shall be marked on as-built drawings for our information.

j. Potholing of Metropolitan's pipeline is required if the vertical clearance between a utility and Metropolitan's pipeline is indicated on the plan to be one foot or less. If the indicated clearance is between one and two feet, potholing is suggested. Metropolitan will provide a representative to assist others in locating and identifying its pipeline. Two-working days notice is requested.

k. Adequate shoring and bracing is required for the full depth of the trench when the excavation encroaches within the zone shown on Figure 4.

l. The location of utilities within Metropolitan's fee property and/or easement shall be plainly marked to help prevent damage during maintenance or other work done in the area. Detectable tape over buried utilities should be placed a minimum of 12 inches above the utility and shall conform to the following requirements:

1) Water pipeline: A two-inch blue warning tape shall be imprinted with:

"CAUTION BURIED WATER PIPELINE"

2) Gas, oil, or chemical pipeline: A two-inch yellow warning tape shall be imprinted with:

"CAUTION BURIED \_\_\_\_\_ PIPELINE"

3) Sewer or storm drain pipeline: A two-inch green warning tape shall be imprinted with:

"CAUTION BURIED \_\_\_\_\_ PIPELINE"

4) Electric, street lighting, or traffic signals conduit: A two-inch red warning tape shall be imprinted with:

"CAUTION BURIED \_\_\_\_\_ CONDUIT"

5) Telephone, or television conduit: A two-inch orange warning tape shall be imprinted with:

"CAUTION BURIED \_\_\_\_\_ CONDUIT"

m. Cathodic Protection requirements:

1) If there is a cathodic protection station for Metropolitan's pipeline in the area of the proposed work, it shall be located prior to any grading or excavation. The exact location, description and manner of protection shall be shown on all applicable plans. Please contact Metropolitan's Corrosion Engineering Section, located at Metropolitan's F. E. Weymouth Softening and Filtration Plant, 700 North Moreno Avenue, La Verne, California 91750, telephone (714) 593-7474, for the locations of Metropolitan's cathodic protection stations.

2) If an induced-current cathodic protection system is to be installed on any pipeline crossing Metropolitan's pipeline, please contact Mr. Wayne E. Risner at (714) 593-7474 or (213) 250-5085. He will review the proposed system and determine if any conflicts will arise with the existing cathodic protection systems installed by Metropolitan.

3) Within Metropolitan's rights-of-way, pipelines and carrier pipes (casings) shall be coated with an approved protective coating to conform to Metropolitan's requirements, and shall be maintained in a neat and orderly condition as directed by Metropolitan. The application and monitoring of cathodic protection on the pipeline and casing shall conform to Title 49 of the Code of Federal Regulations, Part 195.

4) If a steel carrier pipe (casing) is used:

(a) Cathodic protection shall be provided by use of a sacrificial magnesium anode (a sketch showing the cathodic protection details can be provided for the designers information).

(b) The steel carrier pipe shall be protected with a coal tar enamel coating inside and out in accordance with AWWA C203 specification.

n. All trenches shall be excavated to comply with the CAL/OSHA Construction Safety Orders, Article 6, beginning with Sections 1539 through 1547. Trench backfill shall be placed in 8-inch lifts and shall be compacted to 95 percent relative compaction (ASTM D698) across roadways and through protective dikes. Trench backfill elsewhere will be compacted to 90 percent relative compaction (ASTM D698).

o. Control cables connected with the operation of Metropolitan's system are buried within streets, its fee properties and/or easements. The locations and elevations of these cables shall be shown on the drawings. The drawings shall note that prior to any excavation in the area, the control cables shall be located and measures shall be taken by the contractor to protect the cables in place.

p. Metropolitan is a member of Underground Service Alert (USA). The contractor (excavator) shall contact USA at 1-800-422-4133 (Southern California) at least 48 hours prior to starting any excavation work. The contractor will be liable for any damage to Metropolitan's facilities as a result of the construction.

8. Paramount Right

Facilities constructed within Metropolitan's fee properties and/or easements shall be subject to the paramount right of Metropolitan to use its fee properties and/or easements for the purpose for which they were acquired. If at any time Metropolitan or its assigns should, in the exercise of their rights, find it necessary to remove any of the facilities from the fee properties and/or easements, such removal and replacement shall be at the expense of the owner of the facility.

9. Modification of Metropolitan's Facilities

When a manhole or other of Metropolitan's facilities must be modified to accommodate your construction or reconstruction, Metropolitan will modify the facilities with its forces. This should be noted on the construction plans. The estimated cost to perform this modification will be given to you and we will require a deposit for this amount before the work is performed. Once the deposit is received, we will schedule the work. Our forces will coordinate the work with your contractor. Our final billing will be based on actual cost incurred, and will include materials, construction, engineering plan review, inspection, and administrative overhead charges calculated in accordance with Metropolitan's standard accounting practices. If the cost is less than the deposit, a refund will be made; however, if the cost exceeds the deposit, an invoice will be forwarded for payment of the additional amount.

10. Drainage

a. Residential or commercial development typically increases and concentrates the peak storm water runoff as well as the total yearly storm runoff from an area, thereby increasing the requirements for storm drain facilities downstream of the development. Also, throughout the year water from landscape irrigation, car washing, and other outdoor domestic water uses flows into the storm drainage system resulting in weed abatement, insect infestation, obstructed access and other problems. Therefore, it is Metropolitan's usual practice not to approve plans that show discharge of drainage from developments onto its fee properties and/or easements.

b. If water must be carried across or discharged onto Metropolitan's fee properties and/or easements, Metropolitan will insist that plans for development provide that it be carried by closed conduit or lined open channel approved in writing by Metropolitan. Also the drainage facilities must be maintained by others, e.g., city, county, homeowners association, etc. If the development proposes changes to existing drainage features, then the developer shall make provisions to provide for replacement and these changes must be approved by Metropolitan in writing.

11. Construction Coordination

During construction, Metropolitan's field representative will make periodic inspections. We request that a stipulation be added to the plans or specifications for notification of Mr. \_\_\_\_\_ of Metropolitan's Operations Services Branch, telephone (213) 250-\_\_\_\_\_, at least two working days prior to any work in the vicinity of our facilities.

12. Pipeline Loading Restrictions

a. Metropolitan's pipelines and conduits vary in structural strength, and some are not adequate for AASHTO H-20 loading. Therefore, specific loads over the specific sections of pipe or conduit must be reviewed and approved by Metropolitan. However, Metropolitan's pipelines are typically adequate for AASHTO H-20 loading provided that the cover over the pipeline is not less than four feet or the cover is not substantially increased. If the temporary cover over the pipeline during construction is between three and four feet, equipment must be restricted to that which

imposes loads no greater than AASHTO H-10. If the cover is between two and three feet, equipment must be restricted to that of a Caterpillar D-4 tract-type tractor. If the cover is less than two feet, only hand equipment may be used. Also, if the contractor plans to use any equipment over Metropolitan's pipeline which will impose loads greater than AASHTO H-20, it will be necessary to submit the specifications of such equipment for our review and approval at least one week prior to its use. More restrictive requirements may apply to the loading guideline over the San Diego Pipelines 1 and 2, portions of the Orange County Feeder, and the Colorado River Aqueduct. Please contact us for loading restrictions on all of Metropolitan's pipelines and conduits.

b. The existing cover over the pipeline shall be maintained unless Metropolitan determines that proposed changes do not pose a hazard to the integrity of the pipeline or an impediment to its maintenance.

13. Blasting

a. At least 20 days prior to the start of any drilling for rock excavation blasting, or any blasting, in the vicinity of Metropolitan's facilities, a two-part preliminary conceptual plan shall be submitted to Metropolitan as follows:

b. Part 1 of the conceptual plan shall include a complete summary of proposed transportation, handling, storage, and use of explosions.

c. Part 2 shall include the proposed general concept for blasting, including controlled blasting techniques and controls of noise, fly rock, airblast, and ground vibration.

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Civil Engineering Substructures Section  
Metropolitan Water District  
of Southern California  
P.O. Box 54153  
Los Angeles, California 90054-0153  
(213) 217-6000

JEH/MRW/lk

Rev. January 22, 1989

Encl.

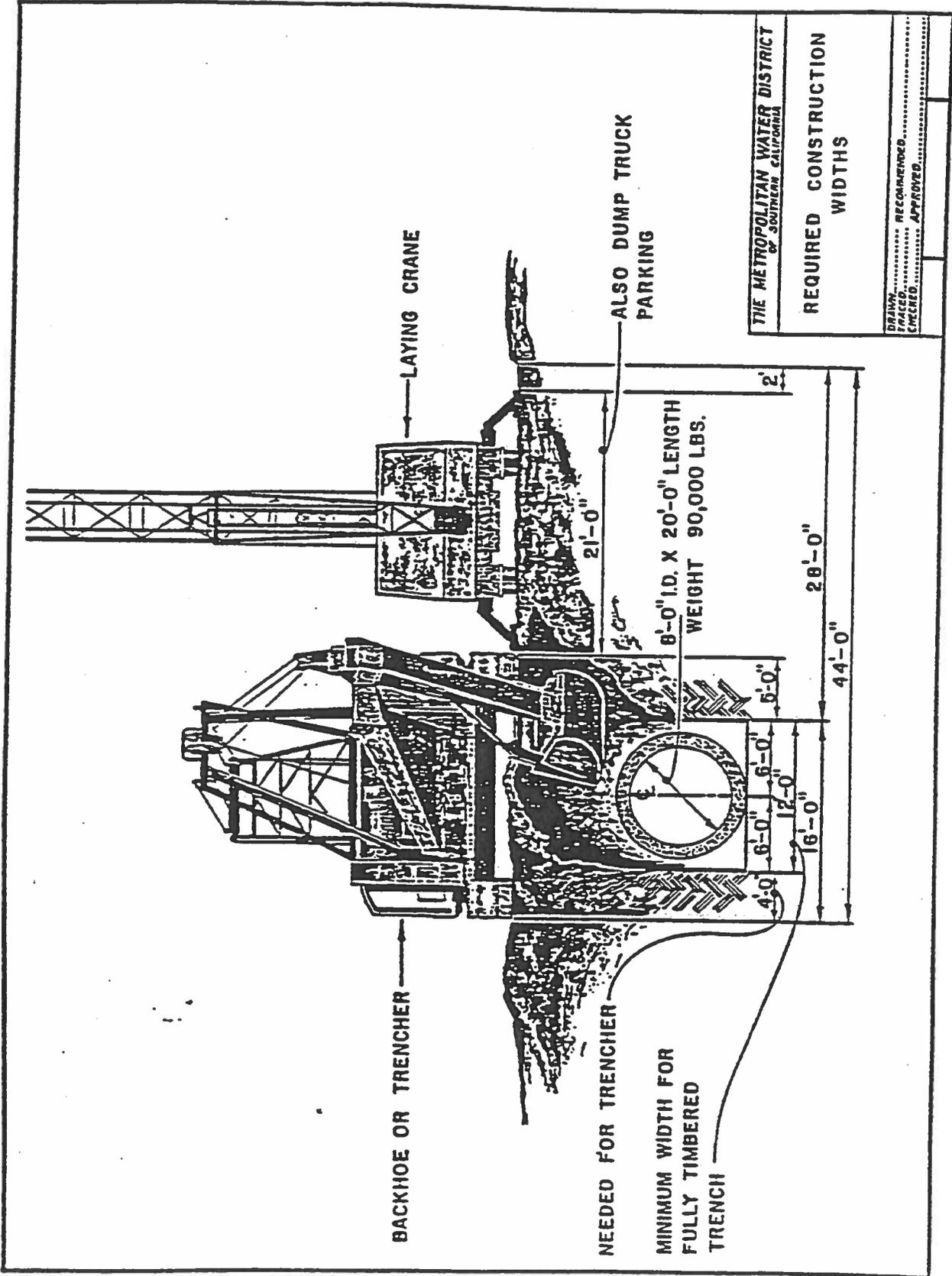


FIGURE 1

FORM NO. 28 9 100111 97 P.O. 97-5183

NO PERMANENT STRUCTURES PERMITTED  
M.W.D. PERMANENT RIGHT OF WAY

NO ROOF OVERHANG PERMITTED

FOOTING MUST NOT  
ENCROACH INTO  
RIGHT OF WAY

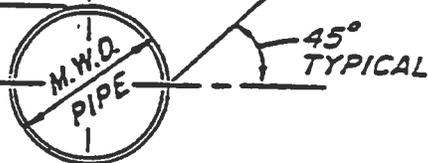
BUILDING  
ADJACENT  
TO RIGHT  
OF WAY

FINISHED  
SURFACE

VARIES

VAR.

REQUIRED  
DEPTH OF  
FOOTING



M.W.D. PIPELINE

NOTE: M.W.D. PIPELINE SIZE, DEPTH, LOCATION  
AND WIDTH OF PERMANENT RIGHT OF  
WAY VARIES.

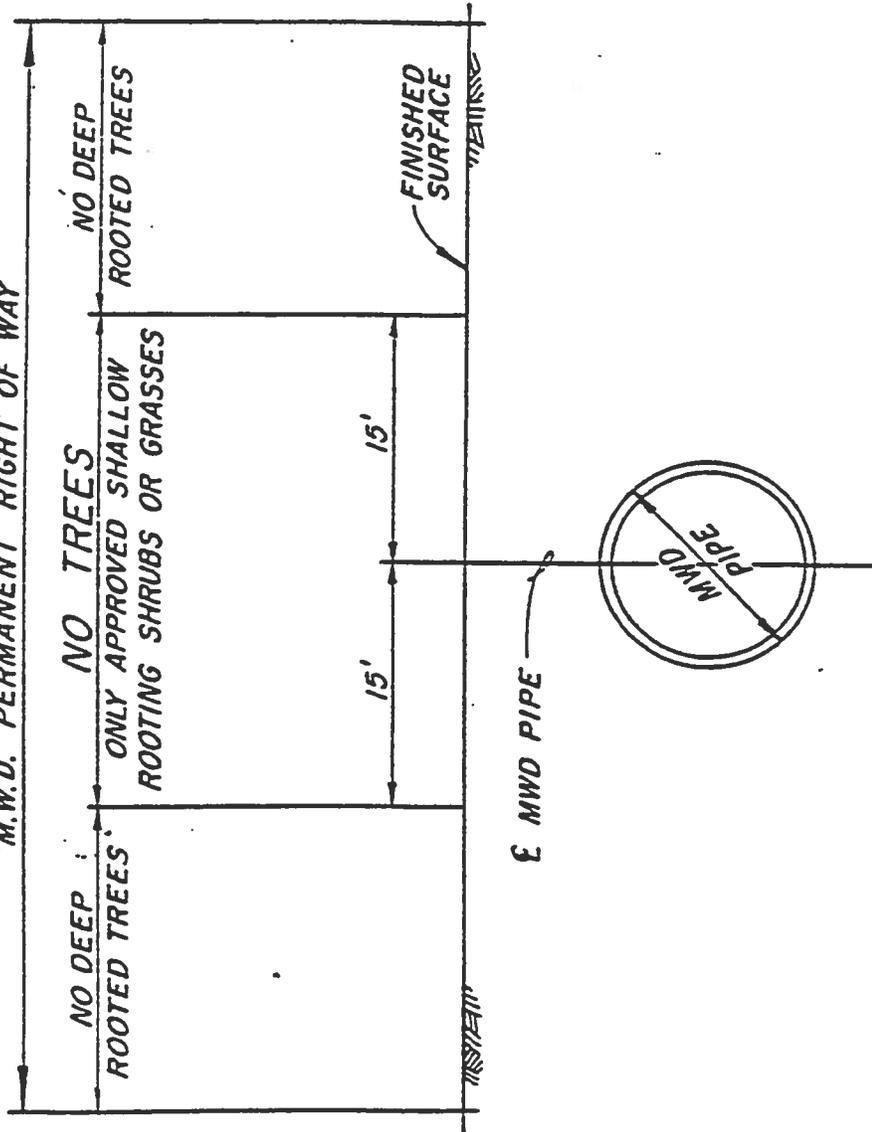
THE METROPOLITAN WATER DISTRICT  
OF SOUTHERN CALIFORNIA

REQUIREMENTS FOR  
BUILDINGS AND FOOTINGS  
ADJACENT TO M.W.D.  
RIGHT OF WAY

DRAWN	RECOMMENDED
TRACED	APPROVED
CHECKED	

FIGURE 2

M.W.D. PERMANENT RIGHT OF WAY



THE METROPOLITAN WATER DISTRICT  
OF SOUTHERN CALIFORNIA

LANDSCAPE GUIDELINES  
FOR  
M.W.D. RIGHT OF WAY

DESIGNED BY: ..... RECOMMENDED BY: .....  
 DRAWN BY: ..... CHECKED BY: .....  
 APPROVED BY: .....

FIGURE 3

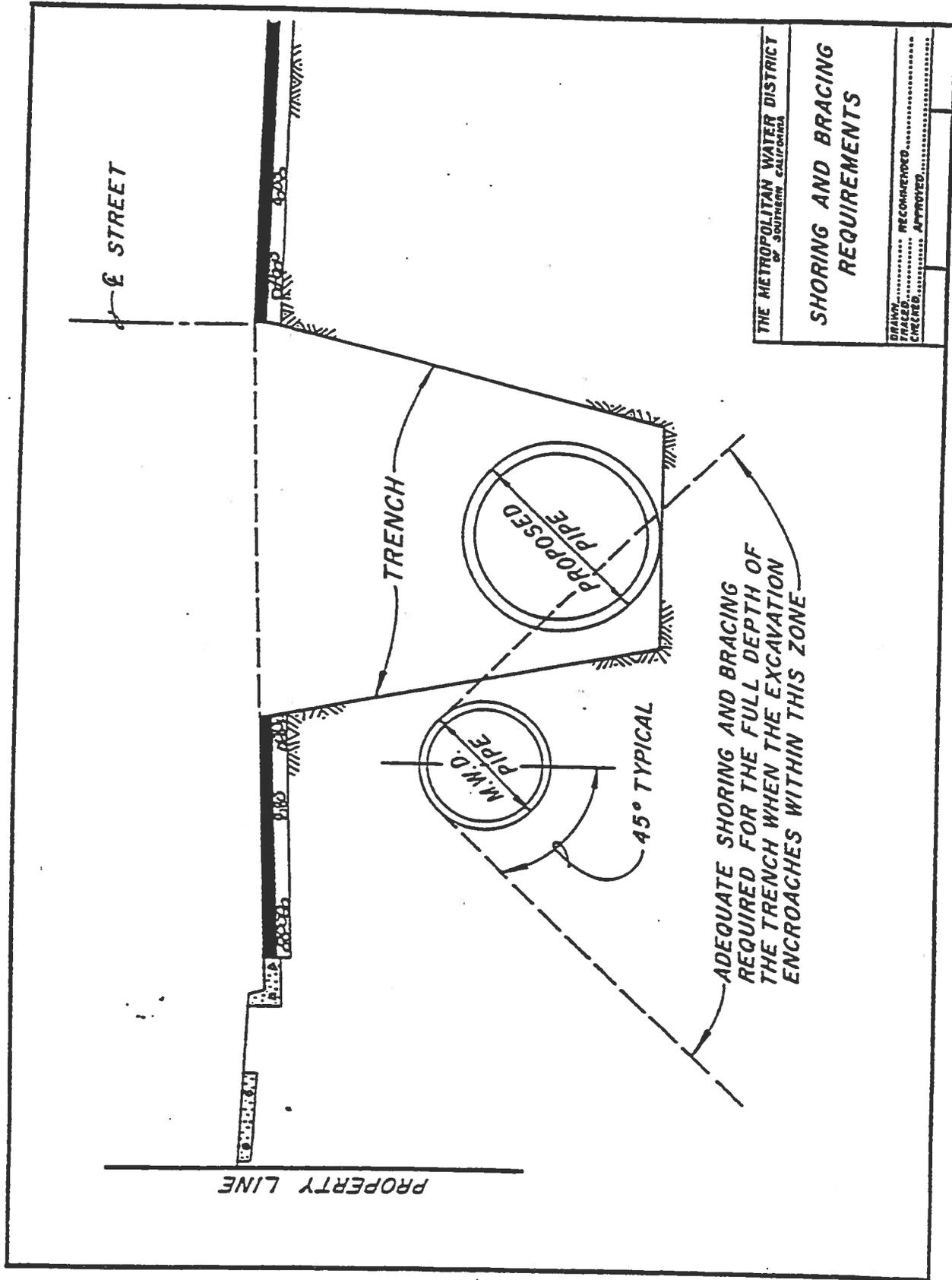
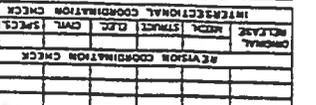
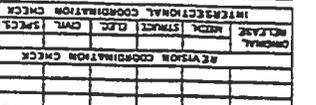
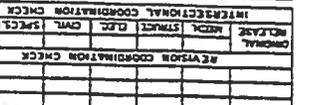
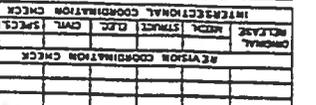
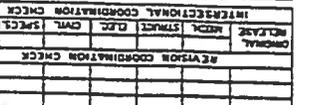
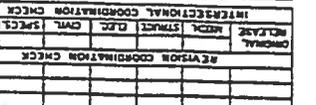
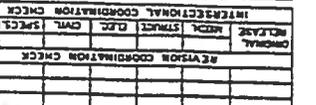
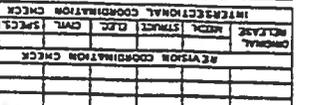
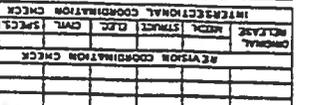
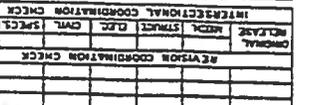
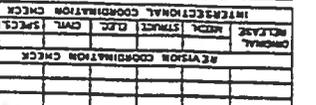
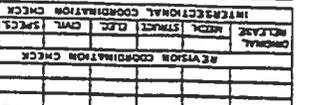
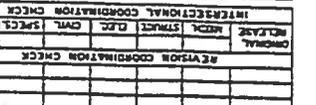
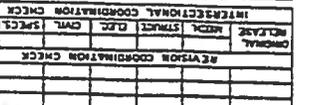
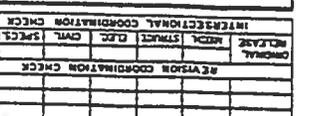
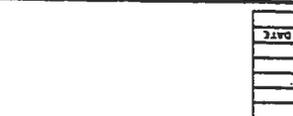
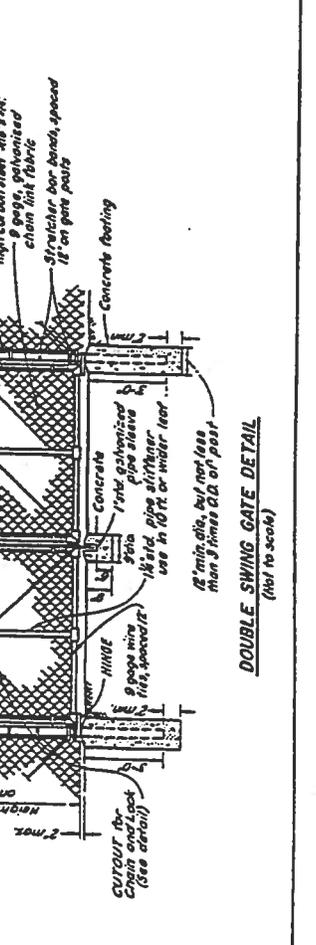
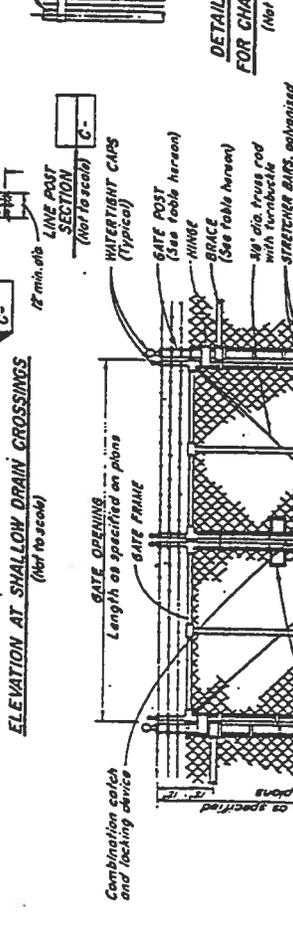
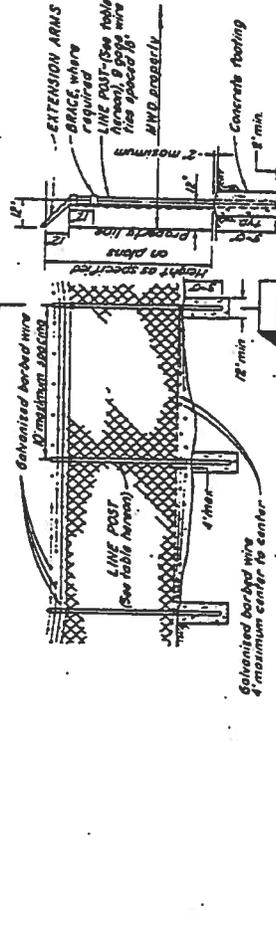
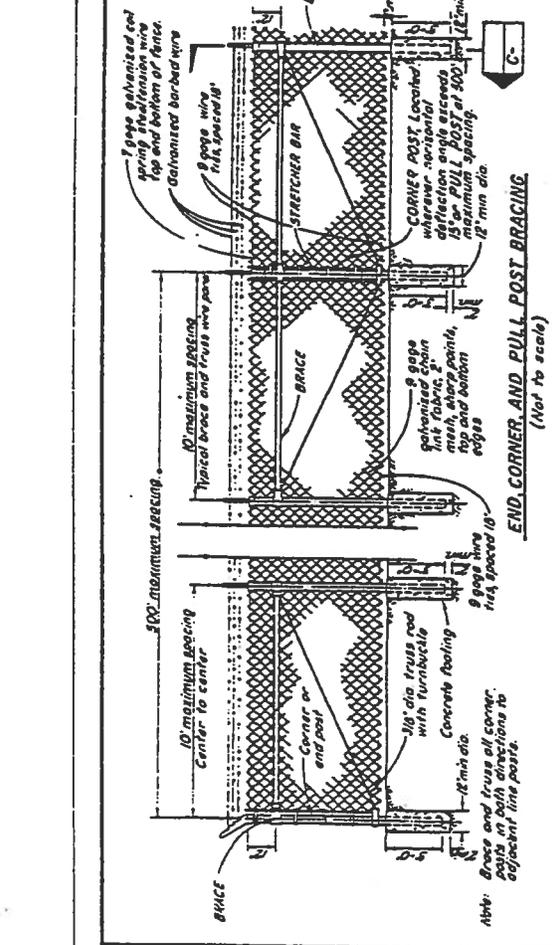
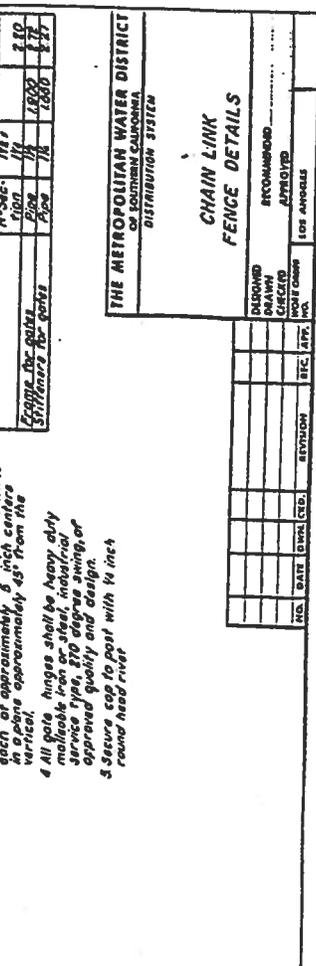
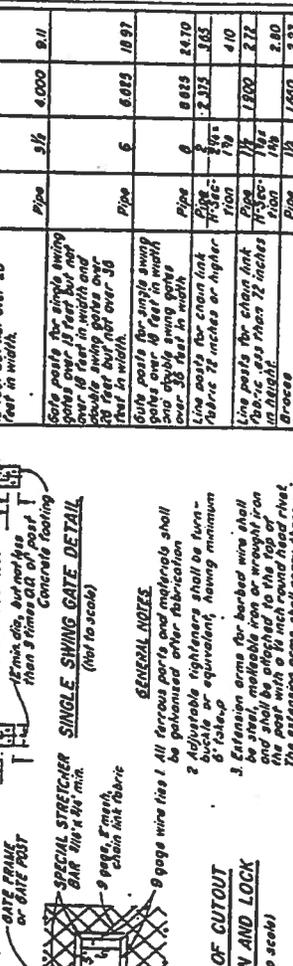
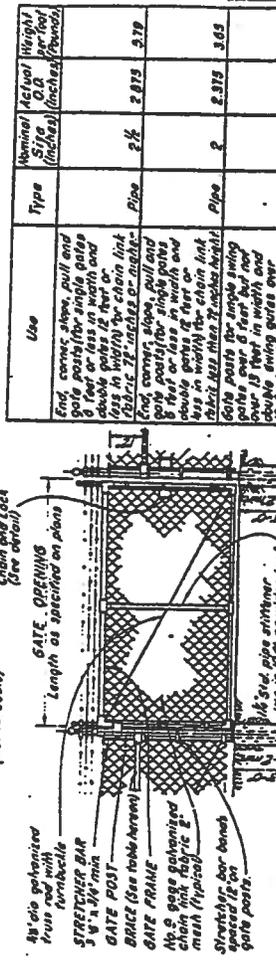
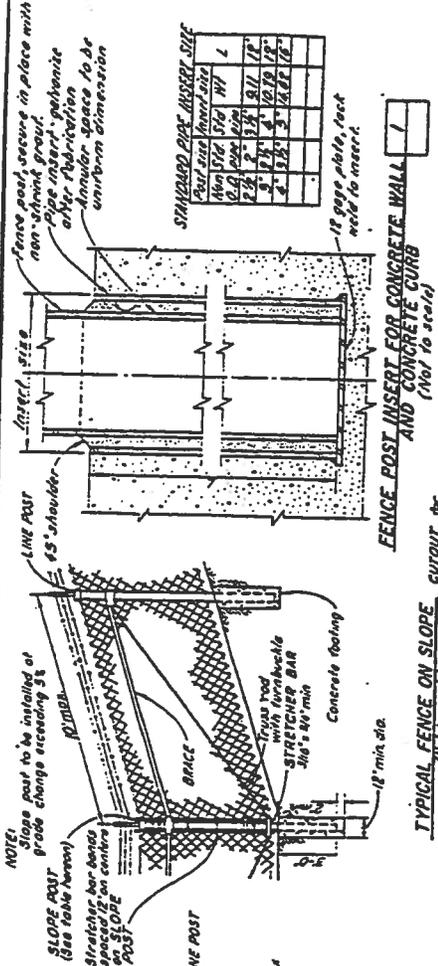
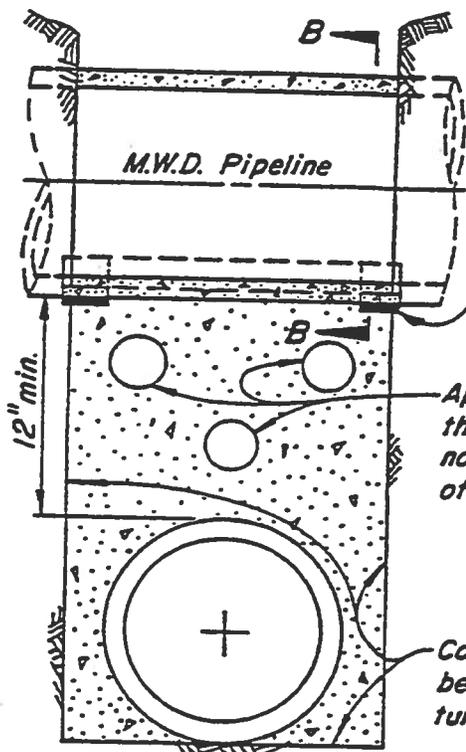


FIGURE 4

SPECIFICATIONS NO. SHEET NO.



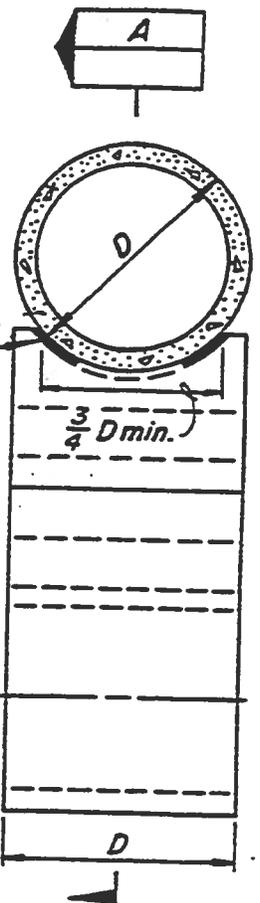


**SECTION "A-A"**

$\frac{3}{4}$ " x 6" premolded expansion joint filler

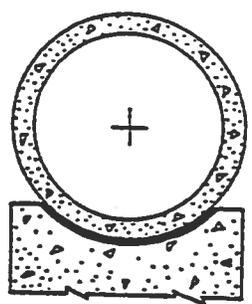
Apertures as directed by the Engineer, total volume not to exceed  $\frac{1}{2}$  the volume of the supporting wall

Concrete support wall to be placed against undisturbed ground



**CROSS SECTION**

1. Supporting wall shall have a firm bearing on the subgrade and against the side of the excavation.
2. Premolded expansion joint filler per ASTM D-1751-73 to be used in support for steel pipe only.
3. If trench width is 4 feet or greater, measured along centerline of M.W.D. pipe, concrete support must be constructed.
4. If trench width is less than 4 feet, clean sand backfill, compacted to 90% density in accordance with the provisions of ASTM Standard D-1557-70 may be used in lieu of the concrete support wall.



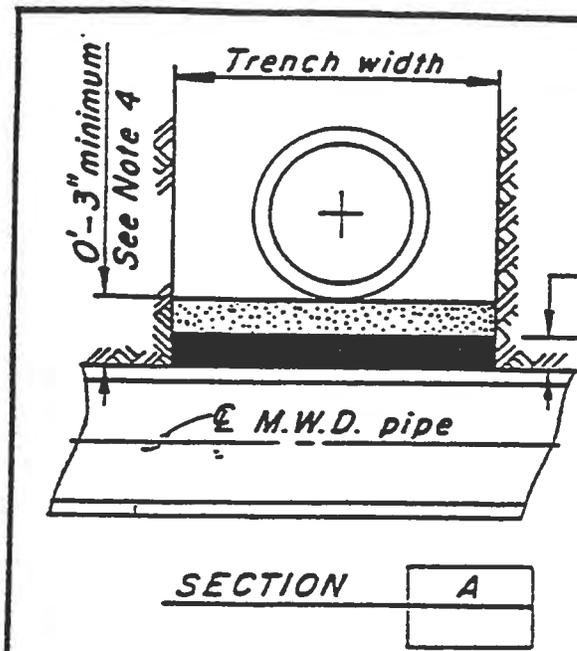
**SECTION "B-B"**

THE METROPOLITAN WATER DISTRICT  
OF SOUTHERN CALIFORNIA

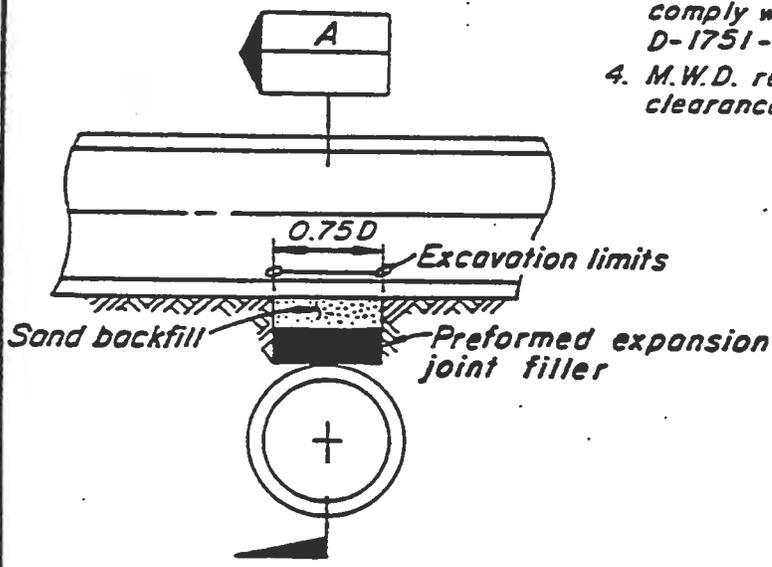
**TYPICAL SUPPORT FOR  
M.W.D. PIPELINE**

DRAWN	RECOMMENDED
TRACED	APPROVED
CHECKED	

C-9547



SECTION A



CROSS SECTION

3" Preformed expansion joint filler

NOTES

1. This method to be used where the utility line is 24" or greater in diameter and the clearance between the utility line and M.W.D. pipe is 12" or less.
2. Special protection may be required if the utility line diameter is greater than M.W.D. pipe or if the cover over the utility line to the street surface is minimal and there is 12" or less clearance between M.W.D. pipe and the utility line.
3. Preformed expansion joint filler to comply with ASTM designation D-1751-73.
4. M.W.D. requests 12" minimum clearance whenever possible.

THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA	
TYPICAL EXPANSION JOINT FILLER PROTECTION FOR OVCROSSING OF M.W.D. PIPELINE	
DRAWN: _____	RECOMMENDED: _____
TRACED: _____	APPROVED: _____
CHECKED: _____	APPROVED: _____
C-11632	

## Appendix

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## Appendix B. Southern California Gas Company Comment Letter Attachment

## Appendix

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# NOTICE OF AVAILABILITY

**DATE:** March 16, 2017

**TO:** Agencies, Organizations and Interested Parties

**SUBJECT:** Notice of Availability of a Draft Supplemental Environmental Impact Report in Compliance with Title 14, Section 15087(a) of the California Code of Regulations

## NOTICE IS HEREBY GIVEN

Pursuant to Public Resources Code Sections 21091 and 21092, and California Environmental Quality Act (CEQA) State Guidelines Sections 15105 and 15087, notice is hereby given that a Draft Supplemental Environmental Impact Report (DSEIR), State Clearinghouse No. 1994071005, for an amendment to the Tustin Legacy Specific Plan (formerly called the MCAS Tustin Specific Plan) and minor text amendment to the City's General Plan, the Modified Project, is available for public review during the public comment period (**March 17, 2017** through **May 1, 2017**). The City of Tustin, as lead agency, has prepared the DSEIR to analyze environmental impacts associated with implementation of the Modified Project; to discuss alternatives; and to propose mitigation measures for identified potentially significant impacts that will minimize, offset, or otherwise reduce or avoid those environmental impacts.

**PROJECT TITLE:** Tustin Legacy Specific Plan Amendment 2015-001 and General Plan Amendment 2015-002

**PROJECT LOCATION:** As shown in Figure 1, *Vicinity Map*, the project area for the Tustin Legacy Specific Plan (former MCAS Tustin), is in an urbanized area in the southern portion of the City of Tustin and the northwest portion of the City of Irvine in Orange County, California. The 1,606-acre project area includes 1,511 acres in Tustin and approximately 95 acres in Irvine. The major roadways that border the site are Red Hill Avenue on the west, Edinger Avenue on the north, Harvard Avenue on the east, and Barranca Parkway on the south. Regional access to the project area is also provided by Jamboree Road/State Route 261 (SR-261) and State Route 55 (SR-55).

**DESCRIPTION:** The MCAS Tustin Specific Plan was adopted by ordinance on February 3, 2003, and established the zoning for the 1,606-acre project area. It also established the necessary plans, development standards, regulations, infrastructure requirements, design guidelines, and implementation programs on which subsequent, project-related development is founded. It is intended that local public works projects, design review plans, detailed site plans, grading and building permits, or any other action requiring ministerial or discretionary approval applicable to the project area be consistent with the Specific Plan. The Specific Plan was amended six times between 2010 and 2014 in response to changing market conditions.

The Tustin Legacy Specific Plan Amendment and general plan amendment will guide development of the remaining undeveloped area in the City of Tustin. These remaining parcels would be sold, leased, or developed by the City of Tustin. Eventually these parcels would be developed by a number of landowners within the framework established by the Specific Plan. The Specific Plan Amendment calls for a range of residential product types and education, commercial, commercial/business, entertainment/recreation, and park land uses.

The proposed Specific Plan Amendment would change the mix and layout of land uses to be constructed in the project area. Land uses for 9 of the 22 planning areas in the project area would not be changed by the proposed project. Land uses in Planning Areas 1–7 and 20–22 would remain the same. As described in the Initial Study, the mix and layout of land uses Planning Areas 8–19 would change under the proposed project. Compared to the Adopted Specific Plan, the Specific Plan Amendment would allow



# NOTICE OF AVAILABILITY

2,212 additional homes and 1,755,306 fewer square feet of nonresidential building space.

**ENVIRONMENTAL DETERMINATION:** The City of Tustin has completed a DSEIR for the Tustin Legacy Specific Plan Amendment and General Plan Amendment. The DSEIR analyzed impacts to eight environmental topical areas: Air Quality, Greenhouse Gas Emissions, Land Use and Planning, Noise, Population and Housing, Public Services (Schools), Transportation and Traffic, and Utilities and Service Systems. Mitigation measures have been adopted for air quality, greenhouse gas emissions, noise, and transportation/traffic. Pursuant to Public Resources Code § 21166 and CEQA Guidelines § 15162, the changes proposed by the Modified Project would not result in any new impacts, or increase the severity of impacts. Refer to Section 5.8.3 of the Initial Study (Appendix A of the DSEIR) for information on hazardous materials sites pursuant to Government Code Section 65962.5.

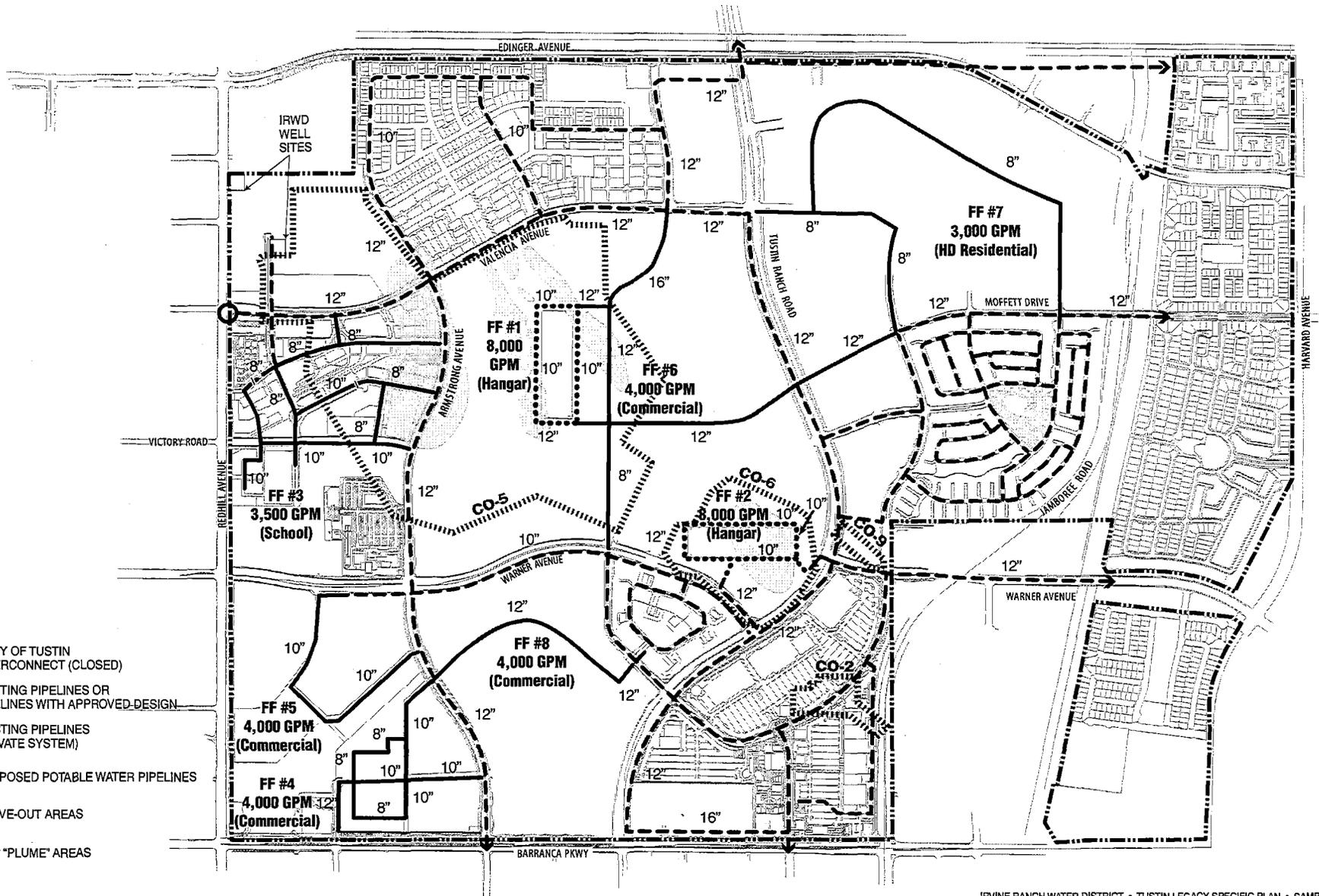
**Figure 1 - Vicinity Map**



**PUBLIC REVIEW PERIOD:** This Draft Supplemental EIR (DSEIR) is available for public review and comment pursuant to California Code of Regulations, Title 14, Section 15087(a) for 45-days. Please provide any comments by **May 1, 2017 at 5:00 p.m.** to the contact person listed below. The comment period for the DSEIR begins March 17, 2017 and ends on May 1, 2017.

**RESPONSES AND COMMENTS:** Please indicate a contact person for your agency or organization and send your responses and comments to: Justina Willkom, Assistant Director - Planning; Phone: (714) 573-3115; E-mail: [JWillkom@tustinca.org](mailto:JWillkom@tustinca.org); Mailing Address: City of Tustin, Community Development Department, 300 Centennial Way, Tustin, CA 92780; Website: <http://www.tustinca.org>.

**DOCUMENT AVAILABILITY:** The DSEIR is available for public review during regular business hours at the City of Tustin Community Development Department listed above and the Tustin Library, 345 E. Main Street, Tustin. The DSEIR can be viewed on the City of Tustin website at the following address (URL): <http://www.tustinca.org>.



-  - CITY OF TUSTIN INTERCONNECT (CLOSED)
-  EXISTING PIPELINES OR PIPELINES WITH APPROVED DESIGN
-  EXISTING PIPELINES (PRIVATE SYSTEM)
-  PROPOSED POTABLE WATER PIPELINES
-  CARVE-OUT AREAS
-  VOC "PLUME" AREAS

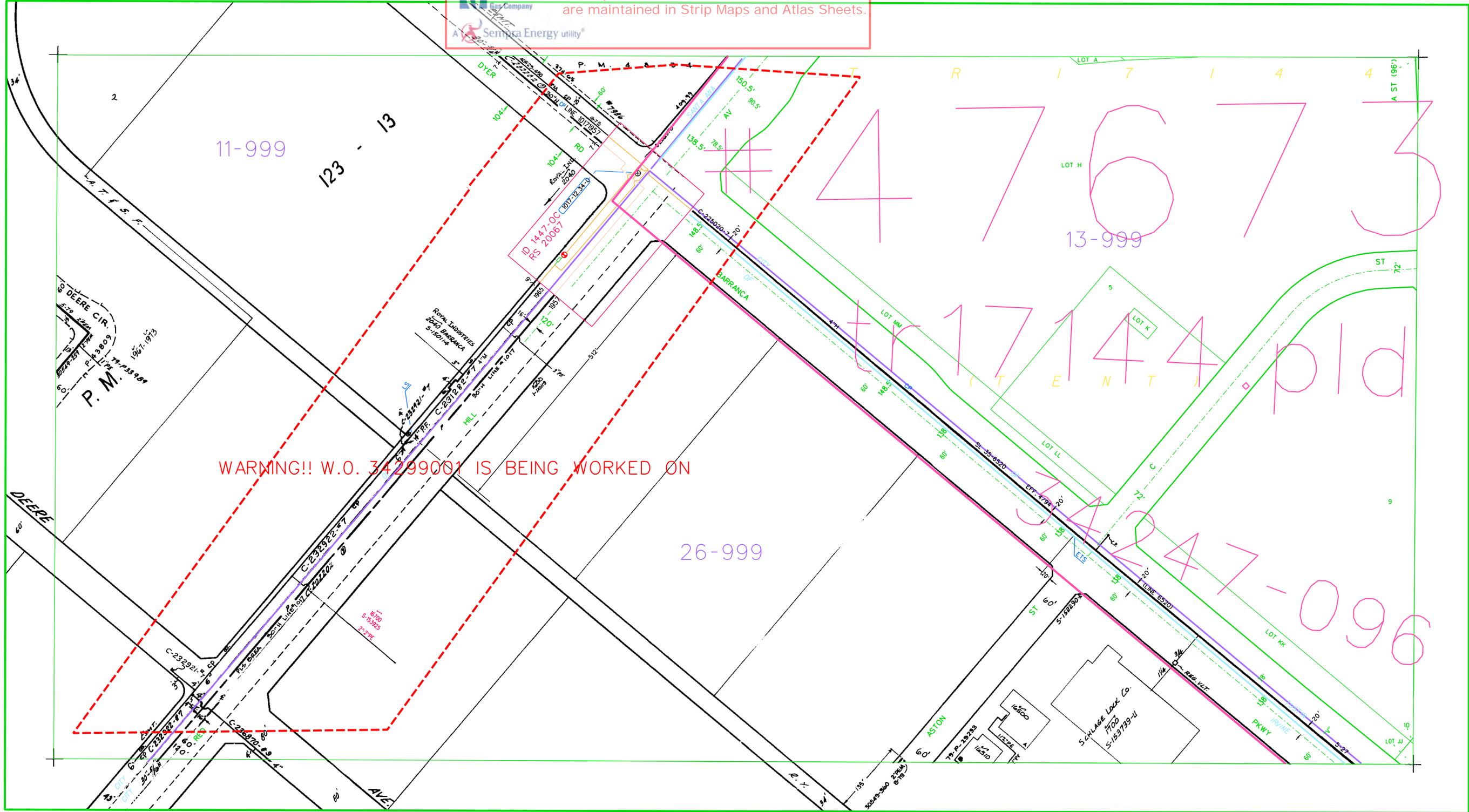
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1548

1548

OC 638-3



WARNING!! W.O. 3429001 IS BEING WORKED ON

26-999

13-999

11-999

123 - 13



\$\$\$date\$\$\$

OC 639-2

OC 638-4

SOUTHERN ORANGE COAST

OC 682-3

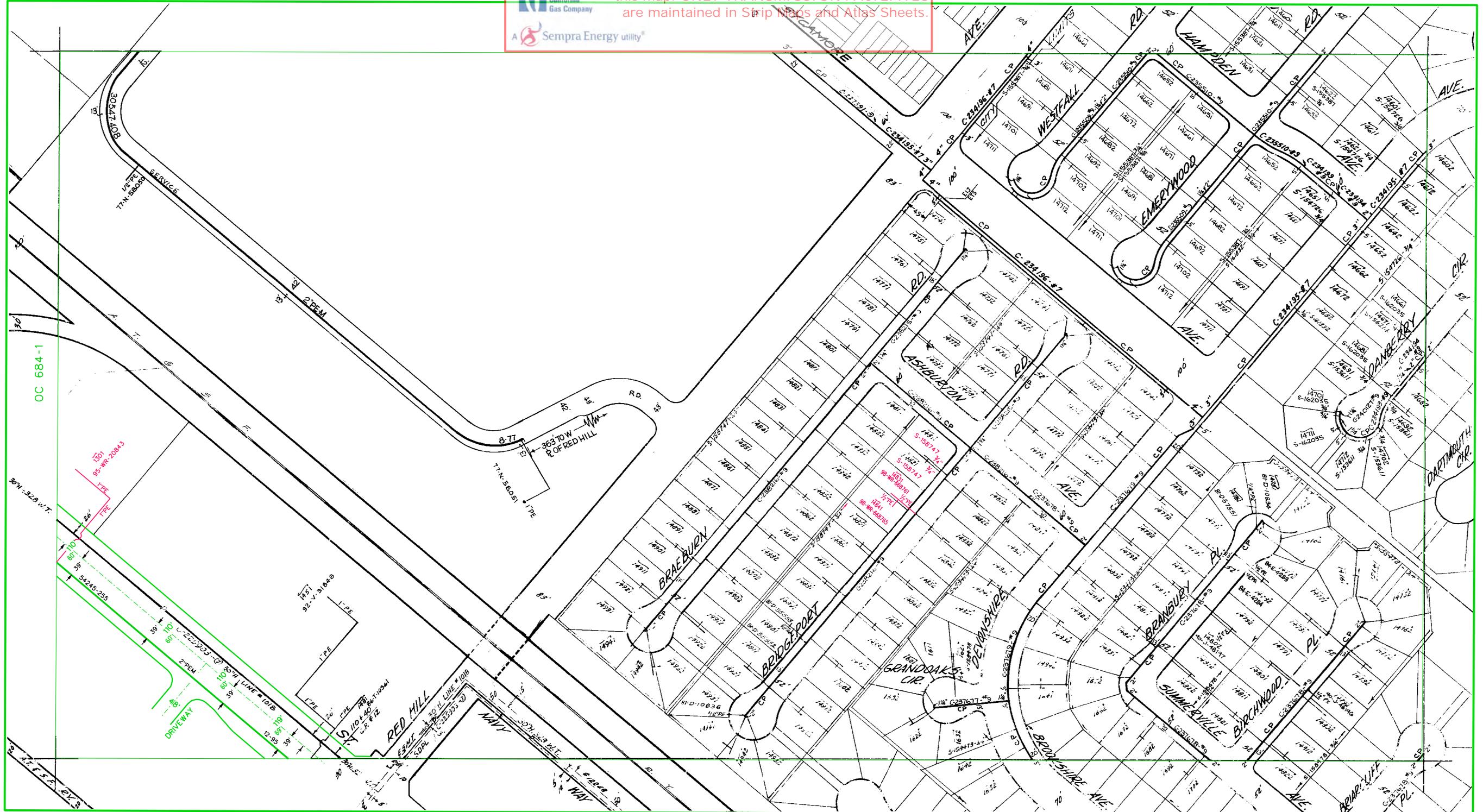
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VECTOR CREATED BY: DLA 12-27-02



WARNING! Distribution Medium and High Pressure Facilities are NO LONGER maintained within this map. ONLY TRANSMISSION FACILITIES are maintained in Strip Maps and Atlas Sheets.



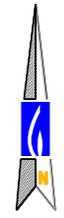


ORANGE COAST

OC 751-1

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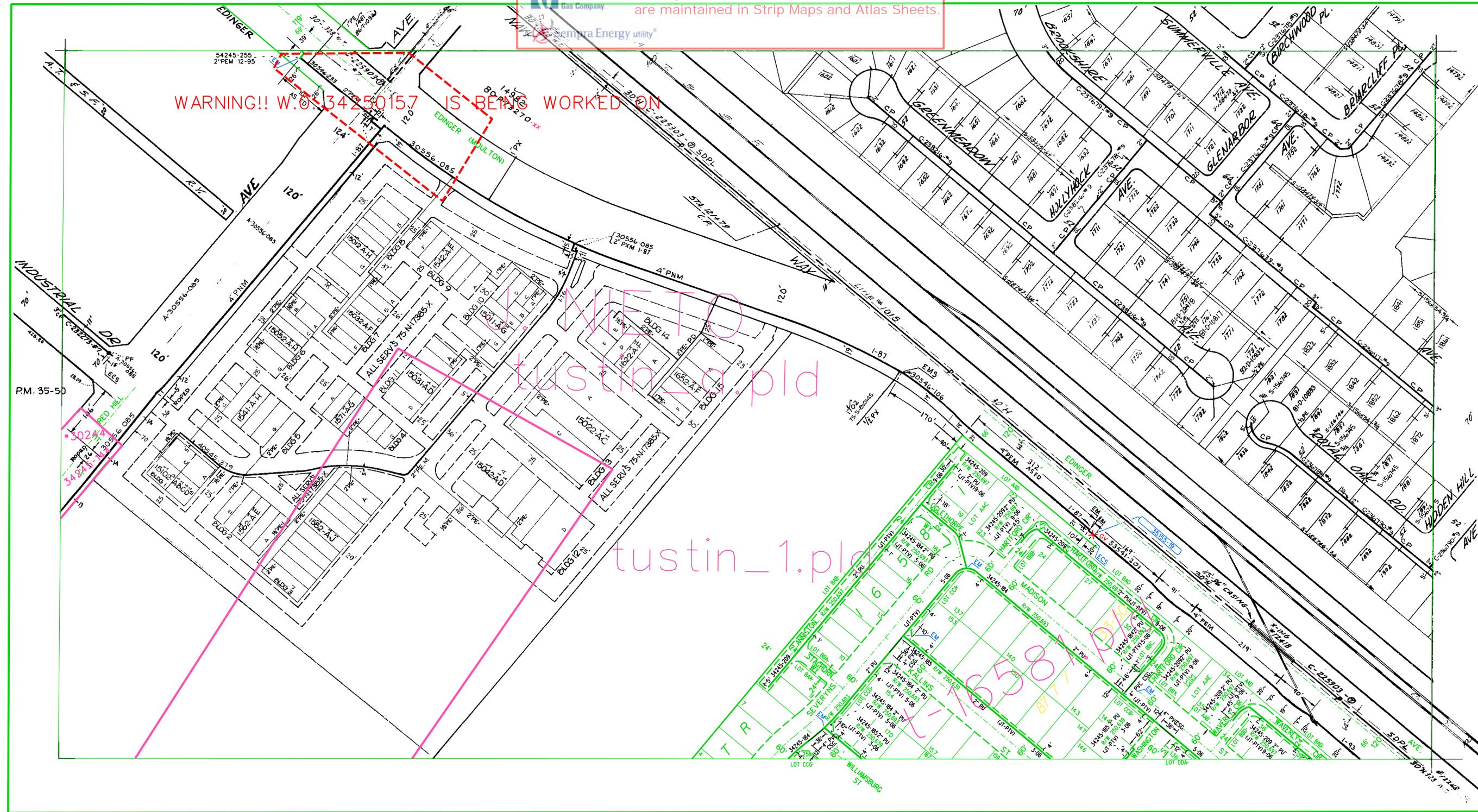
REVISED BY: DLA 7-28-99  
VECTOR CREATED BY: rj 3-20-96



WARNING!! Distribution Medium and High Pressure Facilities are NO LONGER maintained within this map. ONLY TRANSMISSION FACILITIES are maintained in Strip Maps and Atlas Sheets.



Southern California Gas Company  
SCEMpra Energy utility



WARNING!! W.O. 34250157 IS BEING WORKED ON

INFILED  
tustin\_2.pld

tustin\_1.pld

34250157

ORANGE COAST

OC 751-3

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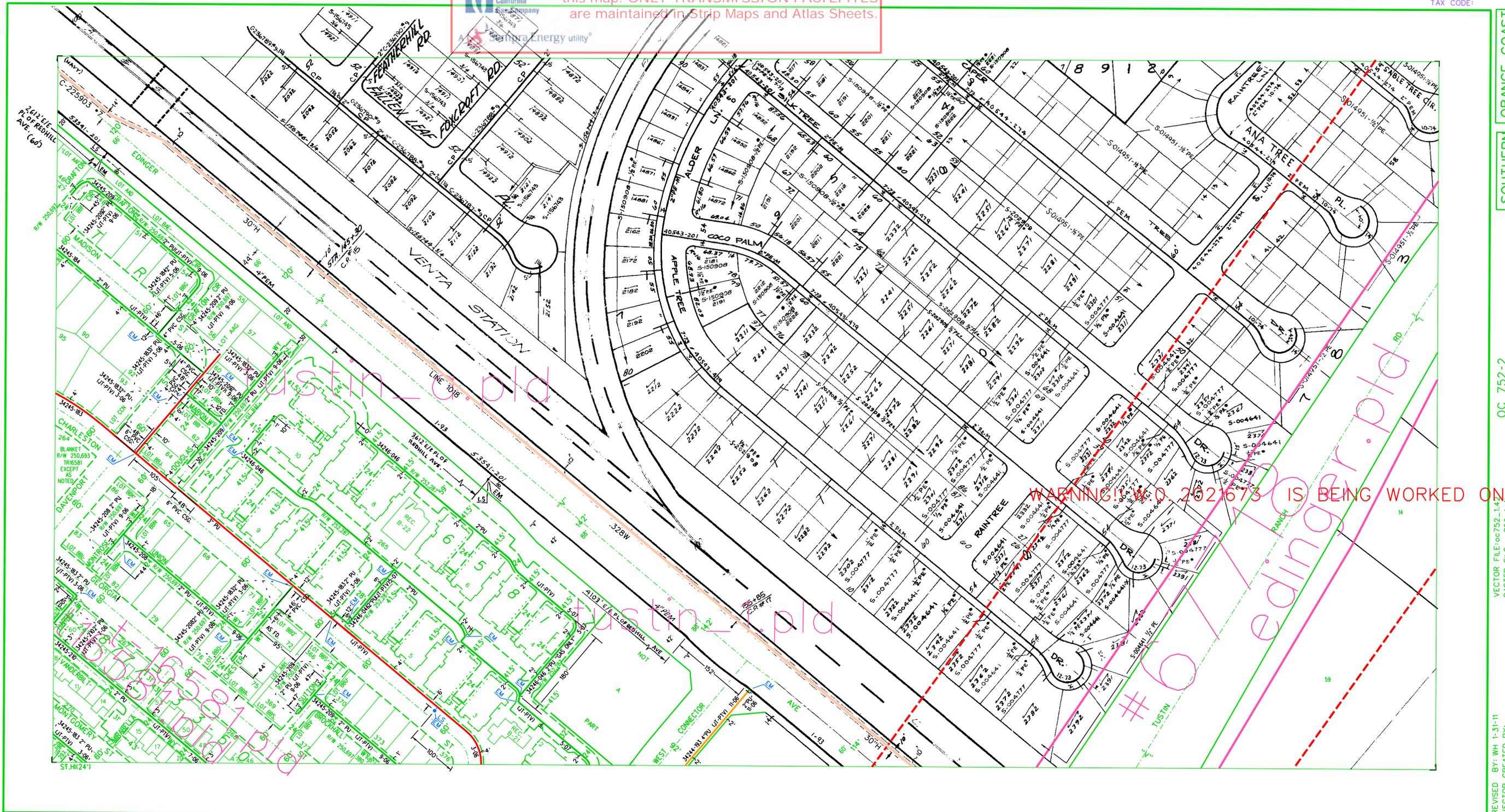
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OC 684-3

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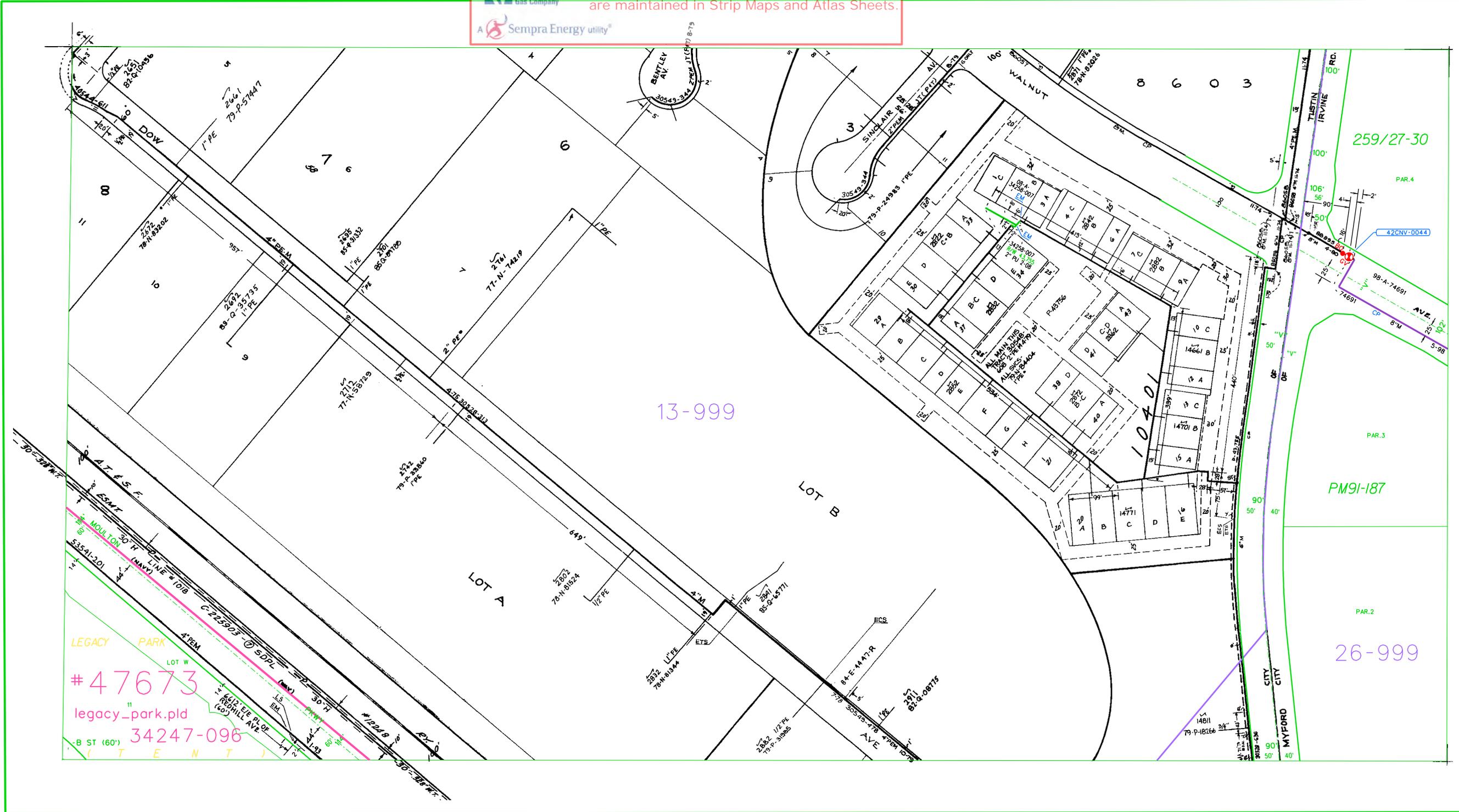


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WARNING! Distribution Medium and High Pressure Facilities are NO LONGER maintained within this map. ONLY TRANSMISSION FACILITIES are maintained in Strip Maps and Atlas Sheets.



OC 752-3



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OC 753-2

OC 752-4

ORANGE COAST

OC 803-3

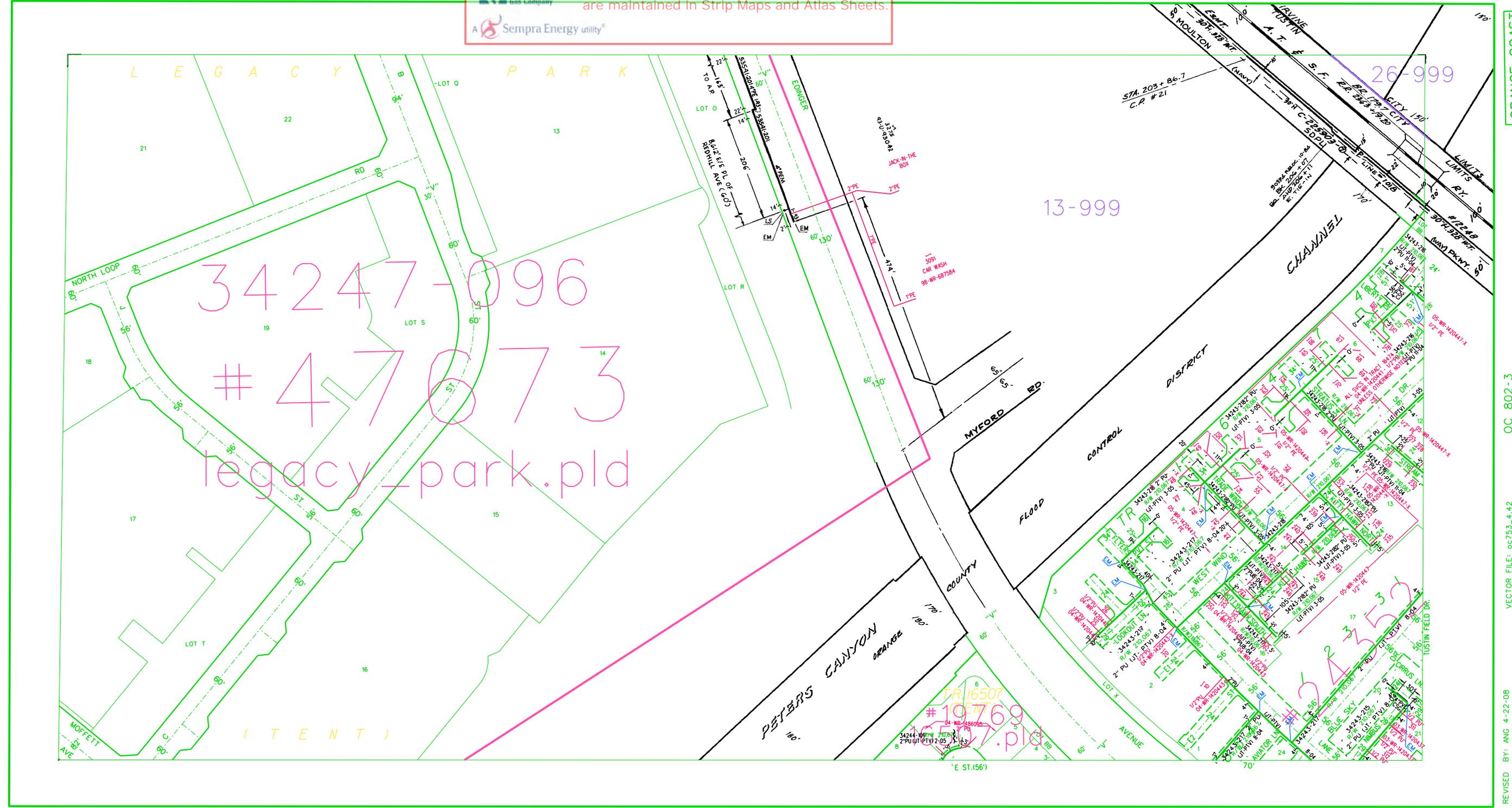
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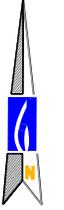





WARNING! Distribution Medium and High Pressure Facilities are NO LONGER maintained within this map. ONLY TRANSMISSION FACILITIES are maintained in Strip Maps and Atlas Sheets.



OC 753-3



\$\$date\$\$

OC 754-2

OC 753-4

ORANGE COAST

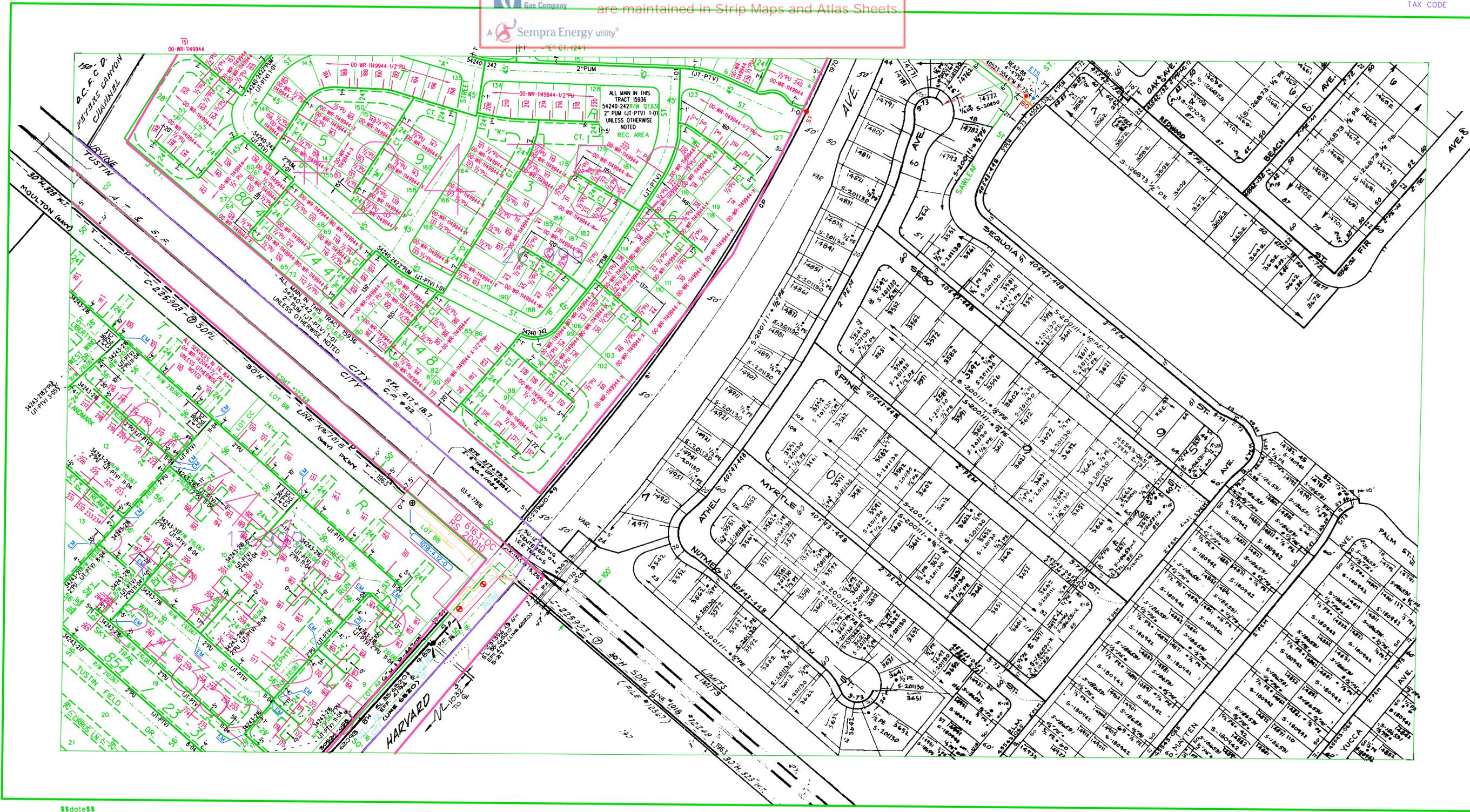
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 WARNING: Distribution Medium and High Pressure Facilities are NO LONGER maintained within this map. ONLY TRANSMISSION FACILITIES are maintained in Strip Maps and Atlas Sheets.





SOUTHERN ORANGE COAST

OC 802-4

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REVISED BY: MLR 8-3-05  
VECTOR CREATED BY: mfc 3-4-97

\$\$\$date\$\$\$

## Appendix

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## Appendix C. OPR Comment Letter

## Appendix

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EDMUND G. BROWN JR.  
GOVERNOR May 2, 2017

STATE OF CALIFORNIA  
GOVERNOR'S OFFICE of PLANNING AND RESEARCH  
STATE CLEARINGHOUSE AND PLANNING UNIT



KEN ALEX  
DIRECTOR

RECEIVED

MAY 10 2017

Justina Villkom  
City of Tustin  
300 Centennial Way  
Tustin, CA 92780

Subject: Tustin Legacy Specific Plan Amendment  
SCH#: 1994071005

COMMUNITY DEVELOPMENT DEPT

Dear Justina Villkom:

The State Clearinghouse submitted the above named Supplemental EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on May 1, 2017, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

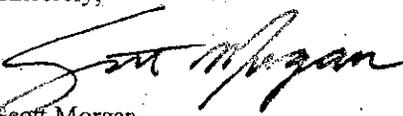
Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

  
Scott Morgan  
Director, State Clearinghouse

Enclosures  
cc: Resources Agency

**Document Details Report**  
**State Clearinghouse Data Base**

**SCH#** 1994071005  
**Project Title** Tustin Legacy Specific Plan Amendment  
**Lead Agency** Tustin, City of

---

**Type** SIR Supplemental EIR

**Description** The overall purpose of amending the Tustin Legacy Specific Plan (formerly known as the MCAS Tustin Specific Plan) is to provide comprehensive direction in terms of revisions to development regulations, design guidance, and implementation of open space, circulation, and other infrastructure for the remaining project area owned by the city of Tustin, while implementing the goals and policies of the city of Tustin general plan amendment calls for a range of residential product types and education, commercial, commercial/business, entertainment/recreation, and park land uses. The general plan amendment would include minor text amendments to ensure consistency.

---

**Lead Agency Contact**

**Name** Justina Villkom  
**Agency** City of Tustin  
**Phone** 714-573-3115 **Fax**  
**email**  
**Address** 300 Centennial Way  
**City** Tustin **State** CA **Zip** 92780

---

**Project Location**

**County** Orange  
**City** Tustin  
**Region**  
**Lat / Long** 33° 42' 29" N / 117° 49' 46" W  
**Cross Streets** Barranca Parkway; Red Hill Avenue; Edinger Avenue; Tustin Ranch Road  
**Parcel No.** Various  
**Township** 5S **Range** 9W **Section** Variou **Base** SBB&M

---

**Proximity to:**

**Highways** SR 55, SR 261, I-5  
**Airports** John Wayne (SNA)  
**Railways** Metrolink  
**Waterways** Peters Canyon Channel  
**Schools** Currie Middle School, ...  
**Land Use** various

---

**Project Issues** Air Quality; Economics/Jobs; Noise; Population/Housing Balance; Public Services; Sewer Capacity; Schools/Universities; Traffic/Circulation; Water Supply; Growth Inducing; Landuse; Cumulative Effects; Other Issues

---

**Reviewing Agencies** Regional Water Quality Control Board, Region 8; Resources Agency; Department of Conservation; Department of Fish and Wildlife, Region 5; Department of Parks and Recreation; Department of Water Resources; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 12; Native American Heritage Commission; Public Utilities Commission

---

**Date Received** 03/17/2017 **Start of Review** 03/17/2017 **End of Review** 05/01/2017

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 12

1750 EAST FOURTH STREET, SUITE 100

SANTA ANA, CA 92705

PHONE (657) 328-6267

FAX (657) 328-6510

TTY 711

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Governor's Office of Planning &amp; Research

May 01, 2017

**MAY 01 2017**

Ms. Justina Wilkom  
City of Tustin  
300 Centennial Way  
Tustin, CA 92780

**STATE CLEARINGHOUSE**

File: IGR/CEQA  
SCH#: 1994071005  
12-ORA-2017-00510  
SR-55; SR-261; I-5; I-405

Dear Ms. Wilkom,

Thank you for including the California Department of Transportation (Caltrans) in the review of the Draft Environmental Impact Report (DEIR) for the proposed Tustin Legacy Specific Plan (SCH #1994071005). The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. The Local Development-Intergovernmental Review (LD-IGR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities of infill, conservation, and efficient development. The project proposes the development of a 1,600 acre site to include over 6,800 dwelling units and almost 10,000,000 square feet of non-residential facilities. The project is located in proximity of Caltrans Right-of-Way (ROW) on State Route 55 (SR-55), 261 (SR-266), Interstate 405 (I-405) and 605 (I-605). Caltrans is a commenting agency on this project, and has the following comments on the DEIR:

**Traffic Operations:**

1. Traffic Operations has found a discrepancy and is requesting additional supporting documents for clarification.

For travelers along Interstate 5 (I-5), the most direct route to the new development would be through Tustin Ranch Road. Figure 5.7-1 shows that the Traffic Area Study indicates that of the projected 12% or 28,775 vehicles would be utilizing Tustin Ranch Rd towards the I-5. However, Table 7.5-8 shows the LOS of the Tustin Ranch SB I-5 Off-Ramp has a volume increase of only 1 vehicle for the peak hour traffic in a comparison of no-project vs with-project traffic volumes.

Traffic Operations is questioning how a development of 6,813 residential units and businesses and a total anticipated ADT for the area of 239,797 vehicles per day would have a future impact of only one vehicle exiting the SB I-5 during peak hours at the Tustin Ranch Rd SB off-ramp. Please show the same supporting documents for all the I-5 on and off-ramps at Tustin Ranch Rd and Jamboree Rd.

**Transportation Planning:**

## Appendix

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