

Yorba Linda Town Center Subsequent EIR Final Environmental Impact Report



Prepared for:

City of Yorba Linda
4845 Casa Loma Avenue
Yorba Linda, California 92886

Prepared by:

Tebo Environmental Consulting, Inc.
300 E. Esplanade Drive, Suite 1660
Oxnard, CA 93036

August 2015

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1. Corrections and Additions

The following corrections and additions are set forth to update the Yorba Linda Town Center Subsequent Draft EIR in response to the comments received during and after the public review period. Changes to the Draft EIR are listed by section and page number, and new text is noted in underline with ~~strikeout~~ of deleted text.

The following additions and corrections have been reviewed in relation to the standards in §15088.5(a) and (b) of the California Environmental Quality Act (CEQA) Guidelines on when recirculation of a Draft EIR is required prior to certification. The additions and corrections to the Revised Draft Subsequent EIR document do not constitute new significant information requiring recirculation of the Draft Subsequent EIR.

Sections 15088.5(a) and (b) of the CEQA Guidelines state,

- (a) A lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification. As used in this section, the term “information” can include changes in the project or environmental setting as well as additional data or other information. New information added to an EIR is not “significant” unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project’s proponents have declined to implement. “Significant new information” requiring recirculation include, for example, a disclosure showing that:
 - (1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
 - (2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
 - (3) A feasible project alternative or mitigation measure considerably different from other previously analyzed would clearly lessen the significant environmental impacts of the project, but the project’s proponent decline to adopt it.
 - (4) The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.
- (b) Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.

Changes to the Draft EIR are identified below by the corresponding Draft EIR section and subsection, if applicable, and the page number. Additions are in underline and deletions are shown in ~~striketrough~~ format.

Executive Summary

Page 1-6 is clarified to indicate that during construction, impacts would remain significant and unavoidable.

Page 1-13 is clarified by inserting the word “the” when describing the environmental impact.

Page 5-163 has been modified based on modifications suggested by the City of Anaheim.

1.9 Matrix of Mitigation Measures

Environmental Impact	Mitigation Measure(s)	Residual Impact
Air Quality		
<p>Construction</p> <p>The peak daily emissions generated during the grading/soil import phase of the Project would exceed the regional emission thresholds recommended by the SCAQMD for NO_x. These emissions are primarily due to the import of 100,000 cy of soil and the on-site equipment necessary to handle daily soil and grading volumes. It should be noted that the Project would not exceed any other regional significance thresholds recommended by the SCAQMD during any other construction phase.</p> <p>The implementation of Regulatory Compliance Measure 5.1-1 would reduce the Project's construction-related fugitive dust emissions. However, construction-related NO_x emissions would exceed the established SCAQMD thresholds of significance, and regional construction air quality impacts would be considered significant and unavoidable.</p> <p>Operational</p> <p>The operational emissions generated by the Project would not exceed the regional thresholds of significance set by the SCAQMD. Therefore, impacts associated with regional operational air quality emissions would be less than significant.</p> <p>The Project would not result in potentially significant CO "hot spots" and a Project-specific CO hotspots analysis is not needed to reach this conclusion.</p> <p>The Project would not include the operations of any land uses routinely involving the use, storage, or processing of carcinogenic or non-carcinogenic toxic air contaminants.</p> <p>Based on mandatory compliance with SCAQMD Rules, no construction activities or materials that would create a significant level of objectionable odors are proposed.</p> <p>The Project would not create objectionable odors affecting a substantial number of people during construction or long-term operation. Therefore, a less than significant impact would occur</p>	<p>MM 5.1-1 The Applicant shall implement all control measures required and/or recommended by the SCAQMD (i.e., Rule 403 - Fugitive Dust), including but not limited to the following:</p> <ul style="list-style-type: none"> • Use watering to control dust generation during demolition of structures or break-up of pavement; • Water active grading/import areas and unpaved surfaces at least three times daily; • Cover stockpiles with tarps or apply non-toxic chemical soil binders; • Limit vehicle speed on unpaved roads to 15 miles per hour; • Sweep daily (with water sweepers) all paved construction parking areas and staging areas; • Provide daily clean-up of mud and dirt carried onto paved streets from the Project Site; • Suspend excavation and grading activity when winds (instantaneous gusts) exceed 15 miles per hour over a 30-minute period or more; and • An information sign shall be posted at the entrance to each construction site that identifies the permitted construction hours and provides a telephone number to call and receive information about the construction project or to report complaints regarding excessive fugitive dust generation. Any reasonable complaints shall be rectified within 24 hours of their receipt. 	<p>Significant and Unavoidable during after Construction</p>

I. Executive Summary

1.9 - Matrix of Mitigation Measures

Environmental Impact	Mitigation Measure(s)	Residual Impact
<p>Highway (SR-90) onto Main Street. These vehicles can avoid these delays by utilizing the upstream signalized intersection at Clinda Street. Pursuant to discussions with City of Anaheim staff, the mitigation measures for the intersection of Imperial Highway (SR-90) and La Palma Avenue are not feasible due to the intersection's proximity to the adjacent SR-91 Freeway and Imperial Highway (SR-90) interchange, which is operated and maintained by Caltrans. It is our understanding that there are no additional improvements planned at the intersection of Imperial Highway at La Palma Avenue, and the intersection is considered to be built to its ultimate General Plan designation. As such, mitigation has not been recommended at this intersection for the purposes of the project analysis.</p> <p>Project construction traffic is not anticipated to degrade the LOS at study area intersections with the exception of the intersection of Lakeview Avenue/Yorba Linda Boulevard. The intersection of Lakeview Avenue/Yorba Linda Boulevard is anticipated to operate at acceptable LOS B with construction traffic based on ICU methodology per City of Yorba Linda requirements. However, the addition of construction-related traffic is anticipated to increase the average delay at during AM peak hour to 60.4 seconds (LOS E) based on HCM methodology.</p> <p>Imperial Highway (SR-90) is a 6-lane major arterial roadway that currently accommodates through volumes in the range of 1,500 to 2,000 vehicles per hour in each direction. Addition of construction traffic (25 trucks per hour in each direction) is not anticipated to cause a significant impact to the intersection operations at the study area intersections, with the exception of the intersection of Lakeview Avenue/Yorba Linda Boulevard.</p> <p>Operational</p> <p>The Project would generate an estimated 6,815 total trip ends per day on a typical weekday with an estimated 346 weekday AM peak hour trips and 589 weekday PM peak hour trips. Existing traffic conditions show Driveway 2 / Yorba Linda Boulevard – LOS F PM peak hour only. The Proposed Project related to on-site access and on-site roadway standards would be less-than-significant.</p>	<p>controlled intersections is reported for the worst movement. As such, the unacceptable LOS at this intersection is related to the anticipated high delays for northbound left-turning vehicles. The turn movements associated with the Proposed Project (e.g., southbound turn movements and westbound left turn) along with through movements along Yorba Linda Boulevard are anticipated to operate at acceptable LOS. As such, the impact is considered less than significant.</p> <p>MM 5.6-5 Lakeview Avenue / Buena Vista Avenue (#28) – This intersection was found to operate at an unacceptable LOS (LOS E) during the AM peak hour only under Existing traffic conditions, however, the intersection is anticipated to continue to operate at unacceptable levels during the weekday AM peak hour only with the addition of Project traffic. As such, the impact is considered significant.</p> <p>MM 5.6-6 Imperial Highway (SR-90) / La Palma Avenue (#33) – This intersection was found to operate at an unacceptable LOS (LOS E) during the peak hours under Existing traffic conditions, however, the intersection is anticipated to continue to operate at unacceptable levels during the weekday AM peak hour only with the addition of Project traffic. The City of Anaheim has indicated that the intersection is currently built to its ultimate and there are no future plans to widen and improve this intersection. As such, additional improvements have been evaluated at this intersection, consistent with the methodology from the Yorba Linda Town Center Specific Plan TIA. As such, the impact is considered less than significant.</p> <p>MM 5.6-7 Associated Road / Imperial Highway (SR-90) (#3) – Although the intersection is anticipated to operate at acceptable LOS under Horizon Year traffic conditions, there are committed improvements at this intersection which include the addition of a fourth eastbound through lane. In comparison to the Yorba Linda Town Center Specific Plan traffic study, all of the previously identified committed improvements have since been constructed, with the exception of the 4th eastbound through lane.</p> <p>MM 5.6-8 Kraemer Boulevard / Imperial Highway (SR-90) (#5) – Although the intersection is anticipated to operate at acceptable LOS under Horizon Year traffic conditions, there are committed improvements</p>	

2016 Without Project Traffic Volume Forecasts

The volumes are consistent with Opening Year Cumulative (2016) Without Project volumes from the Yorba Linda Commons Traffic Impact Analysis (February 11, 2015, prepared by Urban Crossroads, Appendix 5.6).

2016 With Construction Traffic Volume Forecasts

The 2016 With Construction Traffic volumes were calculated by adding the construction related peak hour trips to the 2016 Without Project traffic volumes. The 150 PCE trip (75 PCE inbound and 75 PCE outbound) were added to the study intersections along Imperial Highway (SR-90) for both haul routes (i.e., from/to SR-57 Freeway and from/to SR-91 Freeway).

Intersection Operations Analysis**2016 Without Project Traffic Conditions**

LOS calculations were conducted for the study intersections to evaluate their operations under 2016 Without Project conditions and are provided in Table 5.6-7 below.

As shown in Figure 5.6-7, the following study area intersections are anticipated to operate at unacceptable LOS under 2016 Without Project traffic conditions:

ID	Intersection Location
12	Main Street / Imperial Highway (SR-90) – LOS E AM peak hour only
21	Imperial Highway (SR-90) / La Palma Avenue – LOS E AM and PM peak hours

The intersection of Main Street and Imperial Highway (SR-90) is projected to operate at LOS E due to the high delays experienced by eastbound left turning vehicles from Imperial Highway (SR-90) onto Main Street. These vehicles can avoid these delays by utilizing the upstream signalized intersection at Olinda Street. Pursuant to discussions with City of Anaheim staff, ~~the mitigation measures for the intersection of Imperial Highway (SR 90) and La Palma Avenue are not feasible due to the intersection's proximity to the adjacent SR 91 Freeway and Imperial Highway (SR 90) interchange which is operated and maintained by Caltrans. It is our understanding that there are~~ no additional improvements planned at the intersection of Imperial Highway at La Palma Avenue and the intersection is considered to be built to its ultimate General Plan designation. As such, mitigation has not been recommended at this intersection for the purposes of this analysis.

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2. Responses to Comments

2.1 State Agencies

Comment Letter A1	State of California Governor’s Office of Planning and Research	August 4, 20152-2
Comment Letter A2	Native American Heritage Commission	July 15, 20152-6

Comment Letter A1**State of California, Governor's Office of Planning and Research
August 4, 2015**

 Edmund G. Brown Jr. Governor	STATE OF CALIFORNIA Governor's Office of Planning and Research State Clearinghouse and Planning Unit	 Ken Alex Director
August 4, 2015	<div style="border: 1px solid blue; padding: 5px; background-color: #e0f0ff;"> NOAA COMMENT LETTER FOR YLIC REVIEW PERIOD: 7/31/2015 - 8/3/2015 DE NOTIFIED: 8/10/15 SCANNED: 8/10/15 EMAILED TO: CONSULTANTS: 8/10/15 </div> <div style="text-align: center; color: red; font-weight: bold; margin-top: 10px;"> RECEIVED AUG 10 2015 PLANNING DEPT. </div>	
David Brantley City of Yorba Linda 4845 Casa Loma Avenue Yorba Linda, CA 92886		
Subject: Yorba Linda Town Center Specific Plan SCH#: 2010021064		
Dear David Brantley:		
<p>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 August 3, 2015, 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.</p> <p>Please note that Section 21104(c) of the California Public Resources Code states that:</p> <p style="padding-left: 40px;">"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."</p> <p>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.</p> <p>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.</p>	A1-1	
Sincerely,  Scott Morgan Director, State Clearinghouse		
Enclosures cc: Resources Agency		
1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044 TEL (916) 445-0613 FAX (916) 328-3018 www.opr.ca.gov		

Response to Comment Letter A1**State of California, Governor’s Office of Planning and Research****August 4, 2015**

A1-1 The comment is informational in nature and does not raise an environmental issue within the meaning of CEQA. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project. However, because the comment does not raise an environmental issue, no further response is required.

**Document Details Report
State Clearinghouse Data Base**

SCH# 2010021064
Project Title Yorba Linda Town Center Specific Plan
Lead Agency Yorba Linda, City of

Type SIR Supplemental EIR
Description Note: Shortened Review

The Project will consist of 1- and 2-story structures organized around a central open space ("commons") and a strong distributed pedestrian network. Proposed uses include retail, restaurants, cinema, and supermarket totaling approximately 125,345 to 149,295 sf (maximum) of gross leasable area (GLA). The existing 2-story office building within the Project area will remain. Parking will be provided by a combination of a public parking structure located to the north of the commons area and surface parking distributed across the site, achieving a ratio of approximately 5.7-4.8 stalls per 1,000 sf of GLA.

Lead Agency Contact

Name David Brantley
Agency City of Yorba Linda
Phone 714 961 7134 **Fax**
email
Address 4845 Casa Loma Avenue
City Yorba Linda **State** CA **Zip** 92886

Project Location

County Orange
City Yorba Linda
Region
Lat / Long 33° 53' 19" N / 117° 48' 47" W
Cross Streets Imperial Highway, Yorba Linda Blvd
Parcel No. Multiple
Township

Range **Section** **Base**

Proximity to:

Highways SR 91
Airports Fullerton
Railways AT&SF
Waterways Santa Ana River
Schools Mabel Paine ES
Land Use Mixed retail-commercial, residential and industrial land uses / Town Center Specific Plan / Community Core Area Plan

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

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

Date Received 07/03/2015 **Start of Review** 07/03/2015 **End of Review** 08/03/2015

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Comment Letter A2
Native American Heritage Commission
July 15, 2015

STATE OF CALIFORNIA Edmund G. Brown, Jr., Governor

NATIVE AMERICAN HERITAGE COMMISSION
1550 Harbor Blvd., ROOM 100
West SACRAMENTO, CA 95661
(916) 373-3710
Fax (916) 375-5471

Clear
08/03/15
R



July 15, 2015

David Brantley
City of Yorba Linda
P.O. Box 87014
Yorba Linda, CA 92885-8714

RECEIVED
JUL 24 2015
STATE CLEARING HOUSE

san#2010021064

RE: SB 18 Consultation, General plan Amendment to Yorba Linda Town Center Specific Plan, Orange County.

Dear Mr. Brantley,

Government Code §65352.3 requires local governments to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose of protecting, and/or mitigating impacts to cultural places in creating or amending general plans, including specific plans. Attached is a consultation list of tribes with traditional lands or cultural places located within the boundaries of the above project.

As a part of consultation, the NAHC recommends that local governments conduct record searches through the NAHC and California Historic Resources Information System (CHRIS) to determine if any cultural places are located within the area(s) affected by the proposed action. A *Sacred Lands File* search was not completed. Local governments should be aware that records maintained by the NAHC and CHRIS are not exhaustive, and a negative response to these searches does not preclude the existence of a cultural place. A tribe may be the only source of information regarding the existence of a cultural place.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance we are able to assure that our consultation list contains current information.

If you have any questions, please contact me at my email address: Katy.Sanchez@nahc.ca.gov.

Sincerely,
Katy Sanchez
Katy Sanchez
Associate Government Program Analyst

cc: State Clearinghouse

A2-1

A2-2

A2-3

A2-4

Response to Comment Letter A2
Native American Heritage Commission
July 15, 2015

A2-1 The comment restates information contained in the Draft EIR and does not raise an environmental issue within the meaning of CEQA. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project. However, because the comment does not raise an environmental issue, no further response is required.

On June 23, 2015, the City of Yorba Linda submitted to the Native American Heritage Commission (NAHC) a “Request List of California Native Tribes for Referral of General Plan Amendment under *California Government Code* §65352(a)(9) for an Amendment to the Yorba Linda Town Center Specific Plan” (see Appendix A of this Final EIR). A letter was sent to each tribe based upon the list of tribes sent to the City by NAHC notifying the tribes of the opportunity to conduct consultations for the purpose of preserving, or mitigating impacts to, cultural places located on land within the local government’s jurisdiction that is affected by the proposed plan adoption or amendment. The City of Yorba Linda sent notification letters to: the Gabrieliño/Tongva Nation, the Juaneño Band of Mission Acjachemen Nation, the Gabrieliño-Tongva Tribe, the Gabrieliño/Tongva San Gabriel Band of Mission Indians, the Gabrieliño Band of Mission Indians-Kizh Nation, and the Juaneño Band of Mission Indians.

A2-2 The City of Yorba Linda received communication from the Soboba Band of Luiseno Indians, who were not on the list of tribes submitted to the City by NAHC. In communication dated July 27, 2015, the Soboba Band of Luiseno Indians determined that the Project site was outside the existing reservation but that the Project fell within the bounds of their Tribal Traditional Use Areas. A Sacred Lands File search was not conducted for the Project site, as it is a recommendation that a search be conducted.

A2-3 The comment raises issues that do not appear to relate to any physical effect on the environment. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project. However, because the comment does not raise an environmental issue, no further response is required.

A2-4 The City acknowledges NAHC’s input and comment. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

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2.2 Local Agencies

Comment Letter B1	Orange County Fire Authority	July 15, 2015.....	2-10
Comment Letter B2	City of Yorba Linda Engineering Department	July 30, 2015.....	2-14
Comment Letter B3	City of Anaheim Planning and Building Dept.	July 30, 2015.....	2-20
Comment Letter B4	City of Brea	August 3, 2015.....	2-28

Comment Letter B1
Orange County Fire Authority
July 15, 2015



ORANGE COUNTY FIRE AUTHORITY
Fire Prevention Department
 P. O. Box 57115, Irvine, CA 92619-7115 • 1 Fire Authority Road, Irvine, CA 92602
 Planning and Development Services • www.ocfa.org • (714) 573-6100 / Fax (714) 368-8843

Date: July 15, 2015
To: City of Yorba Linda Planning Division
 Attention: David Brantley
From: Lynne Pivaroff, Fire Prevention Analyst
Subject: OCFA Service Request SR #202247
CONDITIONAL USE PERMIT 2013-29, DESIGN REVIEW 2013-18, ZONING CODE 2013-01 AND TENTATIVE PARCEL MAP 2013-XXX- YORBA LINDA TOWN CENTER RETAIL
Service Code: PR105 Site Development Review/CUP

The OCFA has reviewed the proposed project, and based on this initial assessment there do not appear to be any significant issues related to fire department requirements that would prevent the project from continuing forward. The conditions listed below under "Conditions of Approval" may be applied to this project at this time. Please provide the conditions listed below on the resolution issued to the applicant. If you need additional information or clarification, please contact me by phone at (714) 573-6133, by fax at (714) 3688843, or by email: lynnepivaroff@ocfa.org.

B1-1

CONDITIONS OF APPROVAL

Plan Submittal: The applicant or responsible party shall submit the plan(s) listed below to the Orange County Fire Authority for review. Approval shall be obtained on each plan prior to the event specified.

Prior to issuance of a grading permit, or a building permit if a grading permit is not required:

- fire master plan (service code PR145)
- methane investigation/mitigation (service codes PR170-PR176)

B1-2

Prior to issuance of a building permit:

- architectural (service codes PR200-PR285), when required by the OCFA "Plan Submittal Criteria Form"
- underground piping for private hydrants and fire sprinkler systems (service code PR470-PR475)
- fire sprinkler system (service codes PR400-PR465)

Prior to concealing interior construction:

- sprinkler monitoring system (service code PR500)
- fire alarm system (service code PR500-PR520)
- hood and duct extinguishing system (service code PR335)

*Serving the Cities of: Aliso Viejo • Buena Park • Cypress • Dana Point • Irvine • Laguna Hills • Laguna Niguel • Laguna Woods • Lake Forest • La Habra • Los Alamitos • Mission Viejo • Placentia • San Juan Capistrano • Seal Beach • Stanton • Tustin • Villa Park • Westminster • Yorba Linda • and Unincorporated Areas of Orange County

RESIDENTIAL SPRINKLERS AND SMOKE DETECTORS SAVE LIVES

Response to Comment Letter B1

Orange County Fire Authority

July 15, 2015

B1-1 This comment is an introduction to comments that follow. No further response is required.

B1-2 The commenter asked that specific Conditions of Approval be submitted to the Orange County Fire Approval for review and approval.

The requested conditions of approval will be included as suggested as a part of the standard Conditions of Approval required for projects within the City of Yorba Linda.

**OCFA SR #202247
Yorba Linda Town Center Retail Project
PR105 Site Development Review/CUP**

Specific submittal requirements may vary from those listed above depending on actual project conditions identified or present during design development, review, construction, inspection, or occupancy. Standard notes, guidelines, submittal instructions, and other information related to plans reviewed by the OCFA may be found by visiting www.ocfa.org and clicking on "Fire Prevention" and then "Planning & Development Services."

Lumber-drop Inspection: After installation of required fire access roadways and hydrants, the applicant shall receive clearance from the OCFA prior to bringing combustible building materials on-site. Call OCFA Inspection Scheduling at 714-573-6150 with the Service Request number of the approved fire master plan at least two days in advance to schedule the lumber drop inspection.

B1-2



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Comment Letter B2
City of Yorba Linda Engineering Department
July 30, 2015

City of Yorba Linda
Memorandum



DATE: July 30, 2015

TO: David Brantley

FROM: Matt Simonetti, Lori Wolfe

SUBJECT: Subsequent EIR - TOWN CENTER RETAIL

The subject Subsequent EIR report dated July 2015 shall address the following comments:

<ol style="list-style-type: none"> 1. Provide water quality and hydraulic analysis. 2. Site shall be designed to incorporate LID into site. LID site design provides a site layout that achieves strategic stormwater management and resource management objectives. LID site design practices work synergistically with LID BMPs, treatment control, and hydromodification control strategies. Example practices include minimizing impervious areas and locating pervious areas such that impervious areas can drain to pervious areas. LID elements include porous landscape detention basins, porous pavement, bio-swales, retention basins, etc. 3. Address storm drain deficiencies. 4. Address groundwater infiltration feasibility. 5. Address surface runoff including street litter, garden fertilizers, pesticides, oil, grease, animal waste and other contaminants generated from motor vehicles. 6. Address dry weather runoff. 7. Address urban runoff control programs. 8. Address regional network: Federal Clean Water Act, EPA, Regional Water Quality Control Board. 9. Address implementation of WQMP and types of BMPs that will be implemented to achieve compliance with the State Water Quality Permit to produce "Less than Significant Impacts". 10. Address groundwater recharge and groundwater intrusion. 11. Address SWPPP implementation. 12. Update the Initial Study Hydrology and Water Quality response 9 a to include the description of the recently constructed realignment of the offsite storm drain that previously traversed across the property. 	<div style="margin-bottom: 10px;"> <input type="checkbox"/> B2-1 </div> <div style="margin-bottom: 10px;"> <input type="checkbox"/> B2-2 </div> <div style="margin-bottom: 10px;"> <input type="checkbox"/> B2-3 </div> <div style="margin-bottom: 10px;"> <input type="checkbox"/> B2-4 </div> <div style="margin-bottom: 10px;"> <input type="checkbox"/> B2-5 </div> <div style="margin-bottom: 10px;"> <input type="checkbox"/> B2-6 </div> <div style="margin-bottom: 10px;"> <input type="checkbox"/> B2-7 </div> <div style="margin-bottom: 10px;"> <input type="checkbox"/> B2-8 </div> <div style="margin-bottom: 10px;"> <input type="checkbox"/> B2-9 </div> <div style="margin-bottom: 10px;"> <input type="checkbox"/> B2-10 </div> <div style="margin-bottom: 10px;"> <input type="checkbox"/> B2-11 </div> <div style="margin-bottom: 10px;"> <input type="checkbox"/> B2-12 </div> <div style="margin-bottom: 10px;"> <input type="checkbox"/> B2-13 </div>
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Response to Comment Letter B2
City of Yorba Linda Engineering Department
July 30, 2015

- B2-1 The comment includes an introduction to comments that follow. No further response is required.
- B2-2 Water quality and hydraulic analysis are required of every project prior to the issuance of grading and building permits. This requirement is addressed as a standard Condition of Approval. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.
- B2-3 DRC Engineering, Inc. prepared a letter dated August 11, 2015 analyzing storm water for the Project. This letter analysis is provided in Appendix B of this Final EIR.

The existing site area consists of a combination of commercial and residential land use. The proposed land use is commercial. These land uses were used to determine hydrologic conditions of concern (HCOC) as described in the county's Water Quality Management Plan (WQMP) technical guidance document for north Orange County.

The site is soil type "D" as described in the county's hydrology manual and is mainly clay with poor infiltration properties. The City, as part of its road project, had a soils report prepared by LOR Geotechnical Group dated July 23, 2013. LOR states in the report that the soils are silty sand and lean clay with sand in an engineered compacted state. In the LOR report infiltration tests were run and the test results were infiltration rates of 0.01 and 0.004 inches per hour. These results are considered to be poor infiltration rates.

DRC ran the existing and proposed 2-year/24-hour storm events based on a project site of 9.17 acres. This area included the proposed commercial development, the public parking structure, and a portion the following public streets: Valencia Avenue, School Street, and New Street "A". Based on the analysis it has been determined that approximately 0.47 acre-feet (20,473 CF) of storm water will need to be retained.

The landscape architect provided DRC with preliminary peak irrigation demand for the Project and the estimated peak of 6,250 GPD or 835 CFD. Using this data and the required amount of water required to be retained, the storage time to use the storm water for irrigation would be approximately 24.5 days. The duration would be in excess of vector control standing water policy and would exceed the storm duration for the next storm event. It is DRC Engineering's opinion that reuse is not applicable to this Project.

Based on the poor infiltration rate and that a majority of the site will be in engineered fill, it is DRC Engineering's opinion that infiltration and bioretention is not an option. There might be some opportunities to use limited bio-treatment systems that have underdrains and that are lined. The specific plan for the Project references that pervious type pavers or pavement should be used on this Project. It is DRC Engineering's opinion that this option with an underdrain

system best fits the development.” The LID site design and BMPs selection will be evaluated in the Preliminary WQMP as part of the entitlement review.

- B2-4 Storm drain adequacies and deficiencies are required to be addressed as a part of the hydraulic analysis prepared for the Project prior to the issuance of grading and building permits. This requirement is addressed as a standard Condition of Approval. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.
- B2-5 Groundwater infiltration feasibility is required to be addressed as a part of the hydraulic analysis prepared for the Project prior to the issuance of grading and building permits. This requirement is addressed as a standard Condition of Approval. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.
- B2-6 Surface runoff and the potential impacts of street litter, garden fertilizers, pesticides, oil, grease, animal waste, and other contaminants generated by motor vehicles are a part of the water quality analysis that is required to be prepared and approved prior to the issuance of grading and building permits. This requirement is addressed as a standard Condition of Approval. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.
- B2-7 Potential dry weather runoff impacts are typically addressed as a part of the water quality analysis that is required to be prepared and approved prior to the issuance of grading and building permits. This requirement is addressed as a standard Condition of Approval. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.
- B2-8 Urban runoff control programs are typically addressed as a part of the water quality analysis that is required to be prepared and approved prior to the issuance of grading and building permits. This requirement is addressed as a standard Condition of Approval. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.
- B2-9 The regional water network is primarily governed by requirements of the Federal Clean Water Act, the Environmental Protection Agency (EPA), and the Regional Water Quality Control Board. The missions of each of these bodies (as they pertain to the regional network) are described below:

Clean Water Act

The 1972 amendments to the Federal Water Pollution Control Act, later referred to as the Clean Water Act (CWA), prohibit the discharge of any pollutant to navigable waters of the United States from a point source unless the discharge is authorized by a National Pollution Discharge Elimination System (NPDES) permit. In 1990, the U.S. EPA promulgated final

regulations that established Phase I requirements for the NPDES program to address, among other discharges, nonpoint source discharges from large construction activities of 5 acres or more of land. Under Phase I of the NPDES storm water program, storm water discharges have been primarily regulated for 1) specific industrial categories, 2) construction sites greater than 5 acres, and 3) municipal separate storm sewer systems (MS4s) serving populations greater than 100,000. NPDES Phase II regulations expand the existing NPDES storm water program (Phase I) to address storm water discharges from small MS4s (those serving fewer than 100,000 persons) and construction sites that disturb 1 to 5 acres.

Under the CWA, the State of California is required to issue a list of all impaired water bodies in the state. An impaired water body, by definition provided in CWA §303(d) is a body that does not meet water quality regulations and therefore State Water Resources Control Board (SWRCB), Division of Water Quality Total Maximum Daily Loads (TMDLs). A TMDL is the maximum amount of wastewater allowed to be discharged into a given water body each day. The SWRCB issues the lists of impaired water bodies.

Safe Drinking Water Act

The Safe Drinking Water Act (SDWA) ensures the quality of drinking water. The law requires actions to protect drinking water and its sources (rivers, lakes, reservoirs, springs, and groundwater wells) and applies to public water systems serving 25 or more people. It authorizes the U.S. EPA to set national health-based standards for drinking water to protect against naturally occurring and manmade contaminants. In addition, EPA oversees the states, municipalities, and water suppliers that implement the standards.

EPA standards are developed as a Maximum Contaminant Level (MCL) for each chemical or microbe. The MCL is the concentration that is not anticipated to produce adverse health effects after a lifetime of exposure, based upon toxicity data and risk assessment principles. EPA's goal in setting MCLs is to assure that even small violations for a period of time do not pose significant risk to the public's health over the long run. National Primary Drinking Water Regulations (NPDWRs or primary standards) are legally enforceable standards that limit the levels of contaminants in drinking water supplied by public water systems.

Secondary standards are non-enforceable guidelines regulating contaminants that may cause cosmetic effects (such as skin or tooth discoloration) or aesthetic effects (such as taste, odor, or color) in drinking water. EPA recommends secondary standards to water systems but does not require systems to comply. However, states may choose to adopt them as enforceable standards.

State Water Resources Control Board

The State Water Resources Control Board (SWRCB) administers water rights, water pollution control, and water quality functions throughout the state, while the Regional

Water Quality Control Boards (RWQCBs) conduct planning, permitting, and enforcement activities.

Development projects typically result in the disturbance of soil that requires compliance with the NPDES General Permit, Waste Discharge Requirements for Discharges of Storm Water Runoff Associated with Construction Activities (Order No. 2009-0009-DWQ, NPDES Number CAS000002). This Statewide General Construction permit regulates discharges from construction sites that disturb one or more acres of soil. By law, all storm water discharges associated with construction activity where clearing, grading, and excavation result in soil disturbance of at least one acre of total land area must comply with the provisions of this NPDES Permit, and develop and implement an effective Storm Water Pollution Prevention Plan (SWPPP). Project applicants/ developers must submit a Notice of Intent (NOI) to the SWRCB, to be covered by the NPDES General Permit, and prepare the SWPPP before beginning construction. Implementation of the plan starts with the commencement of construction and continues through the completion of the project. Upon completion of the project, the project applicant/developer must submit a Notice of Termination (NOT) to the SWRCB to indicate that construction is completed.

B2-10 Please see Response to Comment B2-3 above.

B2-11 Groundwater recharge and groundwater intrusion would be addressed as a part of the water quality analysis which is required to be prepared and approved prior to the issuance of grading and building permits. This requirement is addressed as a standard Condition of Approval. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

B2-12 Please see Response Comment B2-3 above.

B2-13 The Initial Study is prepared and analyzed for any environmental topic based upon existing baseline conditions. Therefore, while an off-site drain might have recently been constructed, it is not appropriate to revise and update the Initial Study that was prepared and distributed December 1, 2014. The newly constructed off-site drain will be addressed and taken into consideration in the hydraulic analysis that will be prepared as a part of the Conditions of Approval for the Project. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

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Comment Letter B3
City of Anaheim Planning and Building Department
July 30, 2015



City of Anaheim
PLANNING AND BUILDING DEPARTMENT

July 30, 2015

David Brantley, Principal Planner by email to: dbrantley@yorba-linda.org
City of Yorba Linda
4845 Casa Loma Avenue
Yorba Linda, CA 92886

Subject: Draft Subsequent Environmental Impact Report for the Yorba Linda Town Center Retail Project

Dear Mr. Brantley:

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

B3-1

Public Works Department: Traffic Engineering

Please contact Rafael Cobian at (714) 765-4991 or rcobian@anaheim.net with questions pertaining to this section.

1. The intersections within the City of Anaheim were not analyzed utilizing the correct Level of Service Methodology or Significance Criteria per the City of Anaheim Traffic Study Guidelines. The intersections within the City of Anaheim shall be analyzed per the City of Anaheim Traffic Study Guidelines.

B3-2

2. The CMP intersections within the City of Anaheim shall be analyzed utilizing the Level of Service Methodology and Significance Criteria per the Orange County Transportation Authority Congestion Management Program. Page 5-133 defines the CMP as being administered by the Los Angeles County Metropolitan Transportation Authority.

B3-3

3. On page 5-177-178, the impact at Imperial Highway (SR-90) / La Palma Avenue (#33) was identified as "less than significant". It should be identified as significant and unavoidable. It also appears that MM5.6-14 is duplicative of MM 5.6-6.

B3-4

4. Recommended text modification on page 5-163:

~~Pursuant to discussions with City of Anaheim staff, the mitigation measures for the intersection of Imperial Highway (SR-90) and La Palma Avenue are not feasible due to the intersection's proximity to the adjacent SR-91 freeway and Imperial Highway (SR-90) interchange which is operated and maintained by Caltrans. It is our understanding that there are no additional improvements planned at the intersection of Imperial Highway at La Palma Avenue and the intersection is considered to be built to its ultimate General Plan designation.~~

B3-5

200 S. Anaheim Blvd.
Suite #162
Anaheim, CA 92805
Tel: (714) 765-5139
Fax: (714) 765-5280
www.anaheim.net

Response to Comment Letter B3
City of Anaheim Planning and Building Department
July 30, 2015

- B3-1 The comment includes an introduction to comments that follow. No further response is required.
- B3-2 The three study area intersections within the City of Anaheim are under shared jurisdiction with Caltrans, and were analyzed using Highway Capacity Manual (HCM) methodology based on the Caltrans Guide for the Preparation of Traffic Impact Studies (December 2002). Generally, HCM based analysis provides more conservative results compared to Intersection Capacity Utilization (ICU) based capacity analysis.

However, to disclose all potential traffic impacts, Urban Crossroads performed analysis per City of Anaheim traffic study guidelines at the following intersections within City of Anaheim:

- Imperial Highway (SR-90) / Orangethorpe Avenue Ramp (#31)
- Imperial Highway (SR-90) / Orangethorpe Avenue (#32)
- Imperial Highway (SR-90) / E. La Palma Avenue (#33)

Per City of Anaheim and County of Orange Congestion Management Program (CMP) traffic study guidelines, signalized study area intersections must be analyzed using the ICU technique. Based on review of the level of service (LOS) standards obtained for the City of Anaheim and the County of Orange CMP, LOS D will be the limit of acceptable LOS for all intersections within the City of Anaheim. For analysis locations in the City of Anaheim, an intersection is impacted if the following criteria are met:

LOS	With Project V/C Ratio	Project-Related Increase in V/C
C	> 0.700 to 0.800	Equal to or greater than 0.050
D	> 0.800 to 0.900	Equal to or greater than 0.030
E or F	> 0.900	Equal to or greater than 0.010

The results of the ICU intersection analysis are shown on Table 1 for Existing and Existing plus Project (E+P) traffic conditions, Table 2 for Opening Year Cumulative (2016) traffic conditions and Table 3 for Horizon Year (2035) traffic conditions. As shown on Tables 1, 2 and 3 (Appendix D to this FEIR), all the study intersections are anticipated to operate at acceptable LOS (i.e., LOS D or better) with the exception of the following:

Imperial Highway (SR-90) / E. La Palma Avenue (#33): The intersection of Imperial Highway (SR-90) / E. La Palma Avenue is anticipated to operate at LOS F during the PM peak under both Horizon Year (2035) Without Project and Horizon Year (2035) With Project traffic conditions.

As shown on Table 3, the increase in volume to capacity (v/c) with the addition of Project traffic is 0.007, which is less than the City of Anaheim's significance threshold of 0.01. Therefore, the Project's impact to the deficiency is *not* cumulatively considerable.

The ICU Intersection Analysis Worksheets are included in Appendix D of this FEIR.

David Brantley, City of Yorba Linda
Page 2 of 3

- 5. The City of Anaheim requests that the Construction Management Plan required as a part of MM 5.6-1 be submitted for review and approval if any of the proposed routes travel through the City of Anaheim.

B3-6

Planning and Building Department

Please contact Christine Saunders at 714-765-5238 or csaunders@anaheim.net with questions pertaining to this section.

B3-7

- 1. Please revisit the Cumulative Projects section of the Traffic and Circulation section on page 5-170. The only project identified in the City of Anaheim is Mountain Park. Though Mountain Park is still reflected in the City’s General Plan, the Irvine Company dedicated the land to the County of Orange as permanent open space. Therefore, the development is no longer expected to occur. Additionally, the Cumulative Projects section should take into account the proposed build out of the Anaheim Canyon Specific Plan.

B3-8

Fire Department

Please contact Jeff Lutz at 714-765-4042 ext 4914 or jlutz@anaheim.net with questions pertaining to this section.

B3-9

- 1. Due to the traffic impacts at Imperial Highway and La Palma Avenue, the Anaheim Fire & Rescue Department recommends the following mitigation measure be considered:

Install Emergency Vehicle Pre-Emption Traffic System on all City of Anaheim traffic signals affected by the Project.

B3-10

Background: The Emergency Vehicle Pre-emption Traffic System has been utilized by emergency responders as a traffic management and safety device for over 20 years. The system uses Global Positioning Satellite (GPS) technology, along with secure radio communications, to gain preemption or priority at equipped intersections. The result is safer, more efficient traffic flow for emergency service vehicles. By controlling the flow of traffic, travel times to emergencies are reduced and safety is increased for the responding firefighters, as well as the public. The use of a traffic control system for the fire service provides several significant benefits, including:

- Improves safety by eliminating right-of-way conflicts at the intersection
- Facilitates safe, efficient movement through turns
- Integrates easily with industry standard communications applications
- Provides precise activation and data reporting

Community Impact: Studies show that an effective signal preemption system improves response times by an average of 20%, while simultaneously reducing crashes at controlled intersections. Both reducing travel times to emergencies and risk mitigation are important issues for the City. An Emergency Vehicle Pre-Emption Traffic System provides a technological solution to help responders get to their destination as quickly and safely as possible.

- B3-3 See Response B3-1 above.
- B3-4 See Response B3-1 above. In addition, MM 5.6-6 refers to Existing Conditions + Project, and MM 5.6-14 refers to long-range conditions. Under both scenarios using the City of Anaheim's traffic thresholds, impacts would be less than significant.
- B3-5 Comment noted. The recommended text modification will be made in the FEIR. Please see Section 1, Correction and Additions.
- B3-6 The City of Yorba Linda would be happy to provide a copy of the Construction Management Program required as a part of MM 5.6-1, if any of the proposed routes travel through the City of Anaheim. However, the responsibility of enforcement and approval of said plan lies with the City of Yorba Linda. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.
- B3-7 The comment includes an introduction to comments that follow. No further response is required.
- B3-8 Urban Crossroads coordinated with the City of Anaheim Planning Department staff regarding the cumulative projects within the City of Anaheim. Based on information provided by the City and discussions with the staff, the following projects in Anaheim were considered for the cumulative impacts section.

1. Anaheim Canyon Specific Plan (Build-out)
2. 4540 East Riverdale Avenue – 75 Single Family Detached Residential (involves demolition of existing school buildings)
3. Kaiser Phase 3 – 220,000 S.F. Medical Office, Hospital Phase 2 (200,000 S.F.; 100 additional beds) and 6 stories parking structure
4. Anaheim Concourse Phase 3 (Pannatoni) – 500,000 S.F. Warehousing

Based on discussions with City of Anaheim Planning staff Cumulative Projects #1, #2, and #3 are each anticipated to be built and occupied after the opening year (2016) of the Town Center Retail Project, and were therefore considered for long-range (2035) scenarios only. Cumulative Project #4 (Pannatoni) was considered for opening year cumulative and long-range scenarios.

A comparison of the Horizon Year (2035) forecasts to the General Plan Buildout (2040) plus Project forecasts from the Anaheim Canyon Specific Plan EIR indicates that our forecasts for 2035 are higher than the General Plan Buildout (2040) Plus Project forecasts at the overlapping study intersections. On average, 2035 forecasts were 22% higher than 2040 General Plan Buildout forecasts during AM peak hour, and 26% higher than 2040 General Plan Buildout forecasts during PM peak hour. As such, the cumulative development projects listed above are accounted for in the conservative Horizon Year (2035) volume forecasts in the traffic study.

Review of Existing to Opening Year (2016) growth indicates adequate growth to account for traffic from Anaheim Concourse Phase 3 project under Opening Year Cumulative (2016) traffic conditions.

- B3-9 The comment includes an introduction to comments that follow. No further response is required.

B3-10 Please see Response to Comment B3-2. As noted in Response B3-1, by utilizing the City of Anaheim's threshold and traffic study guidelines for traffic impacts, it was determined that there would be no signals affected by the Project; therefore, the mitigation measure is no longer required or applicable. Nonetheless, the comment is noted and is hereby part of the Final EIR, and will be forwarded to the decision makers for their consideration prior to taking any action on the Project.

David Brantley, City of Yorba Linda
Page 3 of 3

Please forward the responses to comments and any subsequent public notices regarding this project to my attention at the address listed at the bottom of the first page of this letter. If you have any questions regarding this response, please do not hesitate to contact Christine Saunders at (714) 765-5238 or csaunders@anaheim.net or me at (714) 765-4958 or skim@anaheim.net.

B3-11

Sincerely,



Susan Kim, AICP, LEED AP ND
Principal Planner

Cc: Christine Saunders, Planning and Building Department
Ellie Yazdani, Development Services
Rafael Cobian, Traffic Engineer
Jeff Lutz, Fire and Rescue Department

B3-11 The comment raises issues that do not appear to relate to any physical effect on the environment. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Comment Letter B4

City of Brea

August 3, 2015



August 3, 2015

Mr. David Brantley
 Principal Planner
 City of Yorba Linda
 4845 Casa Loma Avenue
 Yorba Linda, CA 92886

Subject: Draft Environmental Impact Report for Yorba Linda Towne Center Retail Project

Dear Mr. Brantley:

Thank you for sending the Draft Environmental Impact Report (DEIR) for the proposed Yorba Linda Towne Center Retail Project for our review. The Planning and Engineering divisions have reviewed the document and support the findings related to traffic and circulation impacts for Brea intersections and roadways. Additionally, we concur with the proposed mitigation measures specifically: MM5.6-7 {Associated Road/Imperial Highway}; and MM 5.6-8 {Kraemer Boulevard/Imperial Highway} for these two significantly impacted intersections and support the completion of project improvements as covered by these mitigation solutions. We also stand ready to assist Yorba Linda in their coordination as the project is implemented.

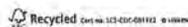
] B4-1
] B4-2
] B4-3

Thank you again for the opportunity to comment on the DEIR. Should you have any questions regarding Brea's response, please feel free to call me at (714) 990-7674.

Sincerely,

Adrienne J. Gladson, AICP
 Senior Planner

City Council **Marty Simonoff** **Christine Marick** **Cecilia Hupp** **Glenn Parker** **Steven Vargas**
Mayor *Mayor Pro Tem* *Council Member* *Council Member* *Council Member*
 Civic & Cultural Center • 1 Civic Center Circle • Brea, California 92821-5732 • 714/990-7600 • FAX 714/990-2258 • www.cityofbrea.net



Response to Comment Letter B4**City of Brea****August 3, 2015**

- B4-1 This comment is an introduction to comments that follow. No further response is required.
- B4-2 The comment acknowledges review of the Draft EIR and concurs with MM 5.6-7 and 5.6-8 as they relate to impacts to the City of Brea intersections. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.
- B4-3 The comment is a conclusion to the comment letter and does not raise an environmental issue; no further response is required.

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2.3 Public and Private Organizational Comments

Comment Letter C1	Patti Higgins	July 8, 2015	2-32
Comment Letter C2	Gary Frye	July 9, 2015	2-34
Comment Letter C3	James Haddad	July 7, 2015	2-38
Comment Letter C4	Soboba Band of Luiseno Indians	July 27, 2015	2-40
Comment Letter C5	Joanne Friend	July 26, 2015	2-46
Comment Letter C6	Robert Sarna	July 24, 2015	2-48

Comment Letter C1

Patti Higgins

July 8, 2015

From: David Brantley <DBrantley@yorba-linda.org>
Sent: Wednesday, July 8, 2015 3:01 PM
To: Patti Higgins
Cc: Carrie Lixey; Susan Tebo; Arlene Laviera
Subject: RE: Notice of Availability YL Town Center Retail Project Input

Ms. Higgins, Thank you very much for your thoughtful comments. We will incorporate them into the official DSEIR/project record and provide formal response upon close of the DSEIR public review period.

Regards,
 -David

David Brantley, AICP
 Principal Planner
 City of Yorba Linda
 714.961.7130

From: Patti Higgins [mailto:pechiggins@gmail.com]
Sent: Wednesday, July 08, 2015 2:54 PM
To: David Brantley
Cc: Carrie Lixey
Subject: Notice of Availability YL Town Center Retail Project Input

David,

I so appreciate your work on the YL Town Center project and your willingness to receive input from local residents, such as myself C1-1

I have owned a home near the Nixon Library for over 14 years, and have been very pleased with the resources available to me within a 10 mile radius. We already have - C1-2

- sufficient banks, drug store, hardware stores
- an abundance of grocery stores - 2 Trader Joes, 2 Stater Brothers, a Mother's Market, several Ralphp/Vons, an international Wholesome Choice; and soon on Imperial and Valencia, a Whole Foods Market, and an empty built-out space across from the library in the old bowling alley. Why do we need another grocery store?
- I like your planned restaurants and movie theaters, both types of which are often crowded. C1-3
- What we really need is a new library building in our town square. Our current library is bursting at the seams. I understand there is another property but inadequate funds and support from the local government to fund a new building. If any of the land belonging to the town square belongs to the city, why doesn't the city give space in the town square to the library (or rent for \$1/year) and support the library in funding its construction? C1-4
C1-5

Thanks for allowing me to provide you feedback to the notice I received today. Good luck and thank you so much for your work enhancing Yorba Linda's town center. For now, our crowded library is our town center. C1-6

Patti Higgins 714-986-9696 17856 Ranch Drive, Yorba Linda, CA 92886.

Response to Comment Letter C1**Patti Higgins****July 8, 2015**

- C1-1 This comment is an introduction to comments that follow. No further response is required.
- C1-2 The comment raises issues that do not appear to relate to any significant environmental impact. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project. However, because the comment does not raise an environmental issue, no further response is required.
- C1-3 The comment expresses an opinion regarding planned restaurants and movie theatres. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project. However, because the comment does not raise an environmental issue, no further response is required.
- C1-4 The comment requests that a new library be constructed on the Project site. The comment raises issues that do not appear to relate to any physical effect on the environment due to implementation of the proposed Project. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.
- C1-5 Please see Response to Comment C1-4 above.
- C1-6 The comment concerns the overall merits of the proposed Project. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Comment Letter C2

Gary Frye

July 9, 2015

From: David Brantley <DBrantley@yorba-linda.org>
Sent: Thursday, July 9, 2015 4:28 PM
To: Gary Frye
Cc: Arlene Laviera; Susan Tebo; Richard Fisher
Subject: RE: Tree/Shrub Selections

Thank you very much Mr. Frye for your thoughtful comments. I remember working with you when the YL Friends Church expanded back in the late 90s. Sorry to hear you moved away, but I'm sure you have a great place out in Temescal Valley. We will incorporate your suggestions into the official DSEIR/project record and provide formal response upon close of the DSEIR public review period. They also will be forwarded to the City's consulting landscape architect to assist with landscape design.

Regards,

-David

David Brantley, AICP

Principal Planner
 City of Yorba Linda
 714.961.7130

From: Gary Frye [mailto:gnkfrye@ca.rr.com]
Sent: Thursday, July 09, 2015 11:23 AM
To: David Brantley
Subject: FW: Tree/Shrub Selections

From: Gary Frye [mailto:gnkfrye@ca.rr.com]
Sent: Thursday, July 09, 2015 11:01 AM
To: 'dbrantley@yorba-linda.org'
Subject: Tree/Shrub Selections

Hi Mr. Brantley,

We own a condo in Yorba Linda Village, but now live in Temescal Valley. We both raised our families in Yorba Linda. I actually lived in Yorba Linda as a child and built a home in 1976 on Highland Ave, by the reservoir. I am a Certified Calif Nurseryman and Certified Property Manager. I am now retired but for the prior 8 years was a regional manager for a large commercial landscape maintenance company.

C2-1

I think the Town Center Plan is great and hope it gets built.

C2-2

I recommend the plant palette be changed as follows:

Hong Kong Orchid Tree: Blooms heavily, deciduous(loses it's leaves). Gets ratty with age, a bit irregular in growth habit.

C2-3

Evergreen Pear: Not usually planted anymore because it gets fire blight which disfigures and eventually kills the tree. Also deciduous.

Chinese Fringe Tree: Deciduous, higher water need. Nice size, not common in our nurseries.



Response to Comment Letter C2**Gary Frye****July 9, 2015**

- C2-1 This comment is an introduction to comments that follow. No further response is required.
- C2-2 The comment expresses an opinion about the Project. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.
- C2-3 The commenter provided an overview of the use of the proposed landscaping design for the proposed Project. The comment raises issues that do not appear to relate to any physical effect on the environment. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project. However, because the comment does not raise an environmental issue, no further response is required.

Purple Trumpet Tree: Deciduous, heavy spring bloom. Medium size tree, non invasive roots, very nice structure.

Palo Verde: Briefly deciduous, heavy yellow blooms. Clean tree, low water need. Very nice structure, medium size, non invasive roots.

Podocarpus 'maki': Evergreen. Small/medium size, non invasive, low water need. Beautiful foliage, non invasive.

Shrubs:

Abelia is a nice shrub but suffers in reflected light, needs more water. I recommend Rhapsiolepis Pink Lady: heavy spring bloom, long lived, low maintenance, very nice structure. Good in sun/shade.

Escallonia: Nice shrub. Variegated Pittosporum tobira gives two tone foliage, disease resistant, very strong shrub, very nice natural structure. Good in sun/shade.

Please feel free to call me with any questions.

Gary Frye

Gary and Kathi Frye
9156 PInyon Point Ct.
Temescal Valley, CA. 92883
gnkfrye@ca.rr.com
951-277-9413

↑
C2-3
cont'd

□ C2-4

C2-4 The comment is salutary in nature and is hereby part of the Final EIR, and will be forwarded to the decision makers for their consideration prior to taking any action on the Project.

Comment Letter C3

James Haddad

July 7, 2015

David Brantly
Principle Planner
City of Yorba Linda
4845 Casa Loma Ave.
Yorba Linda, Ca 92885



Dear Mr. Brantly:

Your letter of July 3rd is understood. I would like to comment on the City's Draft Subsequent Environmental Impact Report for the Yorba Linda Town Center Retail Project.

We believe we voted on the project which showed all properties and their subject uses. That was a while ago. Now you have a developer who seem to want to change our vote, let's say his one vote against thousands who voted for the original plan. If his one vote can cause this to happen then something is wrong here. The voted Old Town map was fine, but when a developer feels he can squeeze more money out of the deal by trashing our vote, you bet it is a concern. It is necessary for the City to adhere to the wishes of the voters, not let this extra tax payer expense of proceedings for him to gamble on making more money. I know you have a ritualized method of Hearing, but the developer has taken advantage of the City. By having the hearing more of our tax money will be spent, certainly not his!

You might let us know how the City and the developer who has plans for Mr. Nakama's land west of us are proceeding.

Thank you,


James Haddad
18151 Shook Lane
Yorba Linda, Ca 92886

714 777 1241

Dated 7/7/15

C3-1
C3-2
C3-3

Response to Comment Letter C3**James Haddad****July 7, 2015**

- C3-1 This comment is an introduction to comments that follow. No further response is required.
- C3-2 The commenter expressed concerns regarding the developer and the adequacy of the original vote on the Town Center plan. The comment raises issues that do not appear to relate to any significant environmental impacts that were not discussed in the Draft EIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.
- C3-3 The comment raises issues that do not appear to relate to any significant environmental impacts that were not discussed in the Draft EIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Comment Letter C4
Soboba Band of Luiseno Indians
July 27, 2015

July 27, 2015

Attn: David Brantley, Principal Planner
City of Yorba Linda
4845 Casa Loma Avenue
Yorba Linda, CA 92886-3364

RECEIVED

JUL 30 2015

PLANNING DEPT.



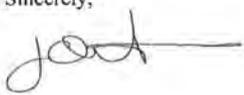
Re: Yorba Linda Town Center Draft Subsequent Environmental Impact Report for the Yorba Linda Town Center Retail Project

The Soboba Band of Luiseno Indians appreciates your observance of Tribal Cultural Resources and their preservation in your project. The information provided to us on said project has been assessed through our Cultural Resource Department, where it was concluded that although it is outside the existing reservation, the project area does fall within the bounds of our Tribal Traditional Use Areas. This project location is in proximity to known sites, is a shared use area that was used in ongoing trade between the tribes, and is considered to be culturally sensitive by the people of Soboba.

Soboba Band of Luiseno Indians is requesting the following:

1. To initiate a consultation with the project proponents and lead agency.
2. The transfer of information to the Soboba Band of Luiseno Indians regarding the progress of this project should be done as soon as new developments occur.
3. Soboba Band of Luiseno Indians continues to act as a consulting tribal entity for this project.
4. Working in and around traditional use areas intensifies the possibility of encountering cultural resources during the construction/excavation phase. For this reason the Soboba Band of Luiseno Indians requests that Native American Monitor(s) from the Soboba Band of Luiseno Indians Cultural Resource Department to be present during any ground disturbing proceedings. Including surveys and archaeological testing.
5. Request that proper procedures be taken and requests of the tribe be honored (Please see the attachment)

Sincerely,



Joseph Ontiveros, Director of Cultural Resources
Soboba Band of Luiseno Indians
P.O. Box 487
San Jacinto, CA 92581
Phone (951) 654-5544 ext. 4137
Cell (951) 663-5279
jontiveros@soboba-nsn.gov

C4-1

C4-2

C4-3

C4-4

C4-5

C4-6

C4-7

Response to Comment Letter C4
Soboba Band of Luiseno Indians
July 27, 2015

- C4-1 The comment provides background information concerning the Soboba Band of Luiseno Indians and why the Project site is considered to be culturally sensitive by the people of Soboba. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project. However, because the comment does not raise an environmental issue, no further response is required.
- C4-2 The comment includes an introduction to comments that follow. No further response is required.
- C4-3 The comment requests that consultation occur between the Project proponents and the City of Yorba Linda. The City of Yorba Linda and the Project proponent are open to a consultation with the Soboba Band of Luiseno Indians. The comment raises issues that do not appear to relate to any physical effect on the environment. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.
- C4-4 The City of Yorba Linda will transfer information to the Soboba Band of Luiseno Indians upon initiation of development of the Project site. The comment raises issues that do not appear to relate to any physical effect on the environment. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.
- C4-5 The City of Yorba Linda acknowledges that the Soboba Band of Luiseno Indians will continue to as a consulting tribal entity for this Project. The comment raises issues that do not appear to relate to any physical effect on the environment. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.
- C4-6 The Soboba Band of Luiseno Indians is concerned with the possibility of encountering cultural resources during the construction/excavation activities and has requested that a representative from the Soboba Band of Luiseno Indians be present during monitoring activities. This request will be made a condition of approval for the Project. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.
- C4-7 The commenter requests that proper procedures and requests of the tribe be honored in the forthcoming comments. The comment includes an introduction to comments that follow. No further response is required.

Cultural Items (Artifacts). Ceremonial items and items of cultural patrimony reflect traditional religious beliefs and practices of the Soboba Band. The Developer should agree to return all Native American ceremonial items and items of cultural patrimony that may be found on the project site to the Soboba Band for appropriate treatment. In addition, the Soboba Band requests the return of all other cultural items (artifacts) that are recovered during the course of archaeological investigations. Where appropriate and agreed upon in advance, Developer’s archeologist may conduct analyses of certain artifact classes if required by CEQA, Section 106 of NHPA, the mitigation measures or conditions of approval for the Project. This may include but is not limited or restricted to include shell, bone, ceramic, stone or other artifacts.

C4-8

The Developer should waive any and all claims to ownership of Native American ceremonial and cultural artifacts that may be found on the Project site. Upon completion of authorized and mandatory archeological analysis, the Developer should return said artifacts to the Soboba Band within a reasonable time period agreed to by the Parties and not to exceed (30) days from the initial recovery of the items.

Treatment and Disposition of Remains.

A. The Soboba Band shall be allowed, under California Public Resources Code § 5097.98 (a), to (1) inspect the site of the discovery and (2) make determinations as to how the human remains and grave goods shall be treated and disposed of with appropriate dignity.

C4-9

B. The Soboba Band, as MLD, shall complete its inspection within twenty-four (24) hours of receiving notification from either the Developer or the NAHC, as required by California Public Resources Code § 5097.98 (a). The Parties agree to discuss in good faith what constitutes "appropriate dignity" as that term is used in the applicable statutes.

C. Reburial of human remains shall be accomplished in compliance with the California Public Resources Code § 5097.98 (a) and (b). The Soboba Band, as the MLD in consultation with the Developer, shall make the final discretionary determination regarding the appropriate disposition and treatment of human remains.

D. All parties are aware that the Soboba Band may wish to rebury the human remains and associated ceremonial and cultural items (artifacts) on or near, the site of their discovery, in an area that shall not be subject to future subsurface disturbances. The Developer should accommodate on-site reburial in a location mutually agreed upon by the Parties.

E. The term "human remains" encompasses more than human bones because the Soboba Band's traditions periodically necessitated the ceremonial burning of human remains. Grave goods are those artifacts associated with any human remains. These items, and other funerary remnants and their ashes are to be treated in the same manner as human bone fragments or bones that remain intact

- C4-8 The Soboba Band requested that any ceremonial items and items of cultural patrimony that reflect the religious belief of the Band, be returned to the tribe. This request will be made a condition of approval for the Project. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.
- C4-9 The comment reiterates requirements regarding the treatment and disposition of remains as required by *California Public Resources Code §5097.98(a)*, *California Health and Safety Code §7050.5(c)*, and *California Government Code §6254(r)*. The above noted citations are required to be adhered to as they are law within the State of California. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

Coordination with County Coroner’s Office. The Lead Agencies and the Developer should immediately contact both the Coroner and the Soboba Band in the event that any human remains are discovered during implementation of the Project. If the Coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, the Coroner shall ensure that notification is provided to the NAHC within twenty-four (24) hours of the determination, as required by California Health and Safety Code § 7050.5 (c).

Non-Disclosure of Location Reburials. It is understood by all parties that unless otherwise required by law, the site of any reburial of Native American human remains or cultural artifacts shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code § 6254 (r). Ceremonial items and items of cultural patrimony reflect traditional religious beliefs and practices of the Soboba Band. The Developer agrees to return all Native American ceremonial items and items of cultural patrimony that may be found on the project site to the Soboba Band for appropriate treatment. In addition, the Soboba Band requests the return of all other cultural items (artifacts) that are recovered during the course of archaeological investigations. Where appropriate and agreed upon in advance, Developer’s archeologist may conduct analyses of certain artifact classes if required by CEQA, Section 106 of NHPA, the mitigation measures or conditions of approval for the Project. This may include but is not limited or restricted to include shell, bone, ceramic, stone or other artifacts.

C4-9



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Comment Letter C5

Joanne Friend

July 26, 2015

**AUG 03 2015
PLANNING DEPT.**

4941 Park Avenue
Yorba Linda, CA 92886

NOA COMMENT LETTER FOR YLTC
REVIEW PERIOD: 7/3/2015 - 8/3/2015
DB NOTIFIED: 8/3/2015
SCANNED: 8/24/2015
EMAILED TO:
CONSULTANTS: 8/3/2015

July 26, 2015

David Brantley, Principal Planner, City of Yorba Linda
4845 Casa Loma Avenue
Yorba Linda, CA 92885

Re: Yorba Linda Town Center Draft SEIR (SCH No. 2010021064)

This letter is written in response to the Subsequent Environmental Impact Report concerning the above-referenced Yorba Linda Town Center. As I am a homeowner living in the area (I own two homes on Park Avenue) and a longtime resident I am concerned about the proposed changes because of the impact on traffic and parking on Park Avenue. C5-1
 C5-2

The streets are narrow and when non-residents use Park Avenue for public parking it creates a hazardous condition. Also, traffic turning right off of Yorba Linda Blvd onto Park Avenue travel too fast which creates a safety hazard. It appears that during the rush hours non-residents use Park Avenue as a shortcut to avoid Imperial Hwy which currently has very heavy traffic during these times. Therefore, it is my belief that with the increase in traffic the proposed Town Center Development will bring it will crate an even more dangerous situation. C5-3
 C5-4
 C5-5
 C5-6

I suggest that Park Avenue should either be changed to a one-way street or a dead end so that traffic cannot use it as a shortcut from Yorba Linda Blvd to Lemon Dr. Also, parking should be limited to residents only. C5-7
 C5-8

Thank you for your consideration. C5-9

Joanne Friend

Response to Comment Letter C5**Joanne Friend****July 26, 2015**

- C5-1 The comment includes an introduction to comments that follow. No further response is required.
- C5-2 The commenter's concerns regarding traffic and parking are addressed in detail in Section 5.6, Traffic and Circulation of the Draft Subsequent EIR. We also suggest that the commenter review Appendix C of this Final EIR for the Town Center Shared Parking Analysis. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.
- C5-3 Park Avenue is not anticipated to be utilized for Town Center Retail Project parking. Parking analysis indicates that the on-site and remote parking provided by the Project along with the proposed on-site public parking structure would provide adequate parking for the Project. Please also see Responses to Comments C5-4, C5-5, C5-7, and C5-8 below.
- C5-4 This operational concern is not directly related to the Project, and the intersection of Park Avenue/Yorba Linda Boulevard appears to be designed consistent with City standards. Please also see Response to Comment C5-3 above and Responses to Comments C5-5, C5-7, and C5-8 below.
- C5-5 Traffic analysis shows adequate capacity on Imperial Highway (SR-90) in the vicinity of Park Avenue with the addition of the Project. This Project is not anticipated to affect the operations at Park Avenue. Please also see Responses to Comments C5-3 and C5-4 above and Responses to Comments C5-7 and C5-8 below.
- C5-6 See Responses to Comments C5-5, C5-7, and C5-8.
- C5-7 The commenter recommends that Park Avenue be changed to a one-way street or a dead-end so that people will not use it to short-cut to Lemon Drive. Park Avenue is not a part of the proposed Project, nor is it an adjacent roadway to the proposed Project. Nonetheless, the comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project. Please also see Responses to Comment C5-3, C5-4, C5-5, and C5-7 above.
- C5-8 The commenter suggests that parking should be limited to residents only. Please see Responses to Comments C5-3, C5-4, C5-5, and C5-7 above.
- C5-9 The comment is salutary in nature is noted and is hereby part of the Final EIR, and will be forwarded to the decision makers for their consideration prior to taking any action on the Project.

Comment Letter C6**Robert Sarna****July 24, 2015**

CNC Upgrades, Parts Sales, Mult-Spindle Screw Machine Rebuilds & Sales

My Name is Robert Sarna
4718 Lakeview
Yorba Linda

I'm vice president of the Lakeview Town homes board of directors, and the home owners have asked me to speak to you about safety.

C6-1

My first comment "the new construction of Lakeview came out very nice."
We thank You... BUT.... now we need to make it safe.

C6-2

Second is, Walking across Lakeview at Lemon street empties on to a dirt pile 30 ft long. People are walking towards the fire station and the down town area on top of dangerous piles of dirt at the curb. There is no sidewalk and probably won't be for quite some time.

Actually I believe the crossing is on the wrong side of Lemon. Nobody is walking from the South. Hundreds of people live on the North side of Lemon. Please take a close look at adding a crossing signal on the North side. My opinion is there will be construction going on for quite a while on the other side anyway.

Last but not the least is we have created a very dangerous driving situation.

On Lakeview Hidden behind the office building and elder care center are 62 wonderful secluded in a cluster of pine tree, condos. All but a few have one or two cars going in and out every day. You also have the large office building and elder care center using the same driveway.

1330 N. Red Gum St. Anaheim, CA 92806 * PO Box 258 Buckner, MO 64016

1 | www.pridemachinery.com * 800.698.0440

Response to Comment Letter C6**Robert Sarna****July 24, 2015**

- C6-1 This comment is an introduction to comments that follow. No further response is required.
- C6-2 The comment raises issues that do not appear to relate to any significant environmental impact due to implementation of the proposed Project. The commenter is referring to existing conditions, not a part of the proposed Project. The commenter's concerns regarding traffic and parking are addressed in detail in Section 5.6, Traffic and Circulation of the Draft Subsequent EIR. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project. However, because the comment does not raise an environmental issue, no further response is required.

If you remember there was a stop sign at Lemon on all 3 corners before.

The residents felt safe exiting on to Lakeview because the cars had to stop, but now we have a drag strip, As the light turns green on Lakeview going North at Lemon the oncoming cars floor it at speeds topping 60 miles an hour. The first thought for these cars is "It's green no reason to slow down" There has been very close calls these weeks after completion of the road and traffic lights. It becomes a race to the end as one lane disappears going North.

C6-2
cont'd

We request your traffic experts to take a look at this.

C6-3

Hopefully this information will be added to the minuets of your meeting. They will read that everyone has been warned about a real problem.

C6-4

Not responding can and will expand the financial liability to the city should a death happen. Nobody coming up the road is expecting a car to be crossing because of the green light.

C6-5

A center punch on the driver side will certainly KILL at those speeds.

Keep in mind, traffic is very lite now with the Lakeview closure at the tracks. When the road opens and traffic goes back to normal it will be like dodging meteors.

Obvious solutions....

Install a sensor in the driveway servicing over 100-250 cars a day and move the stopping position of the South bound Traffic 30-50 feet North to allow a safe exit. The railroad crossings use a similar set-up to keep cars off the tracks, In this case it would allow the out coming cars room to pull out. You did this to the basement parking lot and only 10-15 cars a day come in and out.

C6-6

I hope I have been clear, if not I can be reached thru my business at 714-632-0440

C6-7

- C6-3 The comment raises issues that do not appear to relate to any physical effect on the environment as a result of the proposed Project. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project. However, because the comment does not raise an environmental issue, no further response is required.
- C6-4 Please see Response to Comment C6-3 above.
- C6-5 The comment expresses an opinion not pertaining to the Subsequent Draft EIR under review. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project. However, because the comment does not raise an environmental issue, no further response is required.
- C6-6 The comment raises issues that do not appear to relate to any physical effect on the environment generated by the proposed Project. The commenter is referring to existing conditions, not a part of the proposed Project. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project. The comment and suggestion for solutions to the existing on-site issue will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project. However, because the comment does not raise an environmental issue, no further response is required.
- C6-7 The comment offers a salutary conclusion to the letter. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

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2.4 Public Hearings and Meetings

Comment Letter D1

Joint Planning Commission and
Traffic Commission Hearing Minutes

July 22, 2015

D1

**Joint Planning and Traffic Commission Meeting Minutes
July 22, 2015**



**CITY OF YORBA LINDA
JOINT PLANNING AND TRAFFIC COMMISSION
MEETING MINUTES**

July 22, 2015

The Yorba Linda Planning and Traffic Commissions convened at 7:00 p.m. in the Council Chambers at 4845 Casa Loma Avenue, Yorba Linda, California.

Note: No new items will be considered after 11:00 p.m.

PLEDGE OF ALLEGIANCE - Commissioner Brakebill

ROLL CALL

Planning Commissioners: Brown, Lyons, Mole, Pease, Watson

PRESENT: Brown, Lyons, Mole, Pease, Watson

ABSENT: None

Traffic Commissioners: Behura, Brakebill, Camarena, Melton, Kirkwood

PRESENT: Behura, Brakebill, Camarena, Melton

ABSENT: Kirkwood

APPROVAL OF THE MINUTES

NONE

PUBLIC COMMENTS

There is a five (5) minute maximum time limit for each individual addressing the Planning Commissions during Public Comments and on all other items listed on the Agenda. Public Comment is the time reserved on each regular meeting Agenda to provide an opportunity for members of the public to directly address the Planning and Traffic Commissions on matters of interest that are not already scheduled for consideration on this Agenda. Although the Planning and Traffic Commissions values your comments, pursuant to the Brown Act, the Planning and Traffic Commissions cannot take any action on items not listed on the posted Agenda, but may refer the matter to staff or a subsequent meeting.

All remarks shall be addressed to the Planning and Traffic Commissions as a body through the presiding officer and not directly to any member thereof. The Planning and Traffic Commissions desires its meetings to be conducted in a professional manner respectful of all participants. Therefore, the Chairman may ask that speakers refrain from engaging in personal attacks, and name-calling, during their allotted time.

Joint Planning and Traffic Commission Meeting Agenda – July 22, 2015
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However, public criticism of the policies, procedures, programs or services of the City, or of the acts or omissions of the Planning and Traffic Commissions as a body shall not be prohibited.

The Chair may use his or her discretion to select the order of speakers in a manner that ensures that a variety of issues and concerns can be presented during the initial time and he or she may allow for additional comments to be made past the time allotted. As a result, in situations where there are multiple speakers wishing to speak on a single topic not on the agenda, the Chair may ask that one speaker generally describe the issue or matter and then will provide additional speakers the opportunity to speak later on this topic.

Chairwoman Watson opened public comment, seeing none she closed the public comments.

WAIVE READING IN FULL OF ALL RESOLUTIONS ON THE AGENDA

Approval of reading by title all resolutions on the agenda and declare that said titles which appear on the public agenda shall be determined to have been read by title and further reading waived.

A motion was made by Commissioner Lyons, second by Commissioner Brown to approve waiving readings in full of all resolutions. The motion carried (5-0) with the following roll call vote:

AYES: Brown, Lyons, Mole, Pease, Watson
NOES: None
ABSENT: None
ABSTAIN: None

PUBLIC HEARINGS

1. **NOTICE OF AVAILABILITY OF A DRAFT SUBSEQUENT ENVIRONMENTAL IMPACT REPORT FOR THE YORBA LINDA TOWN CENTER RETAIL PROJECT.** Pursuant to provisions of the California Environmental Quality Act (CEQA), the City of Yorba Linda, as Lead Agency, has completed a Draft Subsequent Environmental Impact Report (Draft SEIR) for the Yorba Linda Town Center Retail Project, a proposed commercial, retail, restaurant and entertainment center within the Town Center Commercial District of the Yorba Linda Town Center Specific Plan, located generally at the northeast corner of Yorba Linda Boulevard and Imperial Highway within the City of Yorba Linda. The project will consist of 1- and 2-story structures organized around a central open space ("commons") and a strong distributed pedestrian network. Proposed uses include retail, restaurants, a cinema, and a supermarket totaling approximately 125,345 to 149,295 square feet (maximum) of gross leasable area (GLA). The existing 2-story office building within the Project area will remain. Parking will be provided by a combination of a parking structure located to the north of the commons area and surface parking distributed across the site, achieving a ratio of approximately 4.8 stalls per 1,000 square feet of GLA.

A subsequent EIR has been prepared for this project because the project applicant has approached the City and is requesting modifications to the Town Center Specific Plan previously approved in 2011. These changes are substantive enough to require additional environmental documentation for the

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project. In brief, the project proposes to extend the easterly portion of "Town Center Commercial" District northerly to encompass a larger footprint for the proposed retail center. This proposed change results in a commensurate reduction in the "Civic/Cultural Arts and Public Facilities" District, and elimination of the "Cottage" District. These changes to the project resulted in major EIR revisions pursuant to State CEQA Guidelines Section 15162(a) requiring preparation of a Subsequent EIR. Those circumstances include increased retail area and possible relocation of historical structures.

OLD BUSINESS

NONE

NEW BUSINESS

Director Harris explained this is a public hearing on a Draft Environmental Impact Report for proposed Zelman retail center in the Town Center. A shortened 30-day public review and comment period has been approved by the State Office of Planning and Research (OPR), which establishes the review period from July 3, 2015 until August 3, 2015. Purpose of the meeting is to take the public questions and comments and then respond to them in the Final EIR. Final EIR will come back before the Planning Commission, and then go to City Council at a later date. As part of the review process staff will come back with the Traffic Commission comments and responses on the traffic analysis portion of the EIR in late August. The public has until August 3rd to submit any written comments. The Draft EIR is available at the City Hall public counter, library or the City's website. There's also an executive summary available. The meeting tonight is on the environmental impacts of the project and Principal Planner Brantley will provide a brief presentation. A representative from Zelman Retail Partners and the City Environmental Consultants will also provide a presentation on the EIR document itself, impacts identified and mitigation measures.

Principal Planner Brantley provided the presentation and explained background and current status. Town Center Specific Plan was adopted on May 17, 2011 after a two year planning process, which resulted in a vision and a regulatory framework for what the Town Center should look like. Town Center Specific Plan includes the area bound on the east by Lakeview Avenue on the south, by Yorba Linda Boulevard, the north by Lemon Drive, and the west by Imperial Highway. It divides the area into five land use districts: Main Street Historic Commercial District, Public Facilities District, Cottage District, Town Center Commercial District, and the Multi-family District. The project includes some minor revisions to the Specific Plan. The previous EIR prepared for the Town Center Specific Plan was a general overview for the planning area, it wasn't a project-specific environmental analysis, and therefore a Subsequent EIR is needed for this specific project. Paul Casey representing Zelman Retail Partners is present tonight and will discuss the project's design details. The proposed project is a retail/restaurant/entertainment lifestyle center; approximately 125,000 square feet total area, with a 26,400 square foot specialty market, ten screen luxury movie theater, a mix of restaurants and retail shops, as well as health and beauty components.

Paul Casey was introduced to present his overview of the project followed by Susan Tebo to go through the Environmental Impact Report, explain the CEQA process and

Joint Planning and Traffic Commission Meeting Agenda – July 22, 2015
Page 4

major findings. Time will be spent on the traffic analysis because it is a key issue of concern. City traffic consultant Urban Crossroads will elaborate on the traffic analysis.

Chairwoman Watson asked Director Harris if all notices were properly noticed.

Director Harris stated yes and state law only requires a 300 foot radius, but the City expanded it to a 2,000 foot radius. When the item comes back to Planning Commission and Council, it will also be noticed at a 2,000 foot radius.

Paul Casey with Zelman Retail Partners which has been in business for 50 years developing industrial and retail properties, provided an overview of the project design. This site is unique and challenging because it isn't a normal rectangle. The topography and configuration of the site are unique. This project will serve critical uses that are not located in Yorba Linda. One critical use is a proposed reserved seating luxury theater. Ten theaters, with 100 seats per screen, with reclining seats, food service, wine, etc. is being proposed. The other critical use is an upscale high-end grocer. The combination of grocer and theater is unique because the site will be utilized during all business hours; the grocery during the day from 10 - 5 and theater at night from 5 - 10. Theater will also attract restaurant uses. It has unique off peak parking uses and will have a 1-acre park which will give it a pedestrian feel. They have two key anchors for the site so they are very optimistic that this is an economically viable project. He began visual presentation advising they worked with City staff on the architecture to create something timeless so it will still look good and fit in 20 years. Nothing in the area will have its look and feel, it will have a high end feel. Several elevations, colors, materials, furnishings, landscape were shown. Parking structure will be articulated and not built to look like a parking structure. They also worked hard on the ingress and egress resulting in primary access point off of Lakeview Avenue and Yorba Linda Boulevard. There will be a new access onto Main Street with a connection through New Street A, which will primarily be pedestrian access that will allow people to utilize the parking structure and Main Street tenants. There will also be access between Valencia and Lemon for ingress/egress and drop off.

Susan Tebo, Tebo Environmental Consulting, explained why this is a Subsequent EIR as opposed to an EIR. The original EIR did not plan for projects such as this and it was decided that this project would cause changes that need to be evaluated for additional environmental impacts. Purpose of the EIR is to:

- Review previous Specific Plan EIR
- Subsequent EIR—Project Level Analysis
- Review Existing Conditions
- Analyze Potential Environmental Impacts
- Suggest Feasible Mitigation Measures to Reduce Potential Impacts
- Analyze a Range of Feasible Alternatives

Thus far, an Initial Study has been prepared, Notice of Preparation of EIR was sent to public, a Draft EIR was completed and released for public review on July 3rd, with the 30 day public review period closing on August 3. The consultant will then prepare Responses to Comments and those Responses to Comments (together with the Draft EIR) become the Final EIR. City Council will take those comments and make the final determination and adopt findings and resolutions.

Issues addressed in this EIR are:

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- Air Quality
- Cultural Resources
- Greenhouse Gas Emissions
- Land Use and Planning
- Noise
- Transportation/Traffic

The Initial Study determined that this EIR did not have to study

- Aesthetics
- Agricultural Resources
- Biological Resources
- Geology and Soils
- Hazards & Hazardous Materials
- Hydrology and Water Quality
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Utilities and Service Systems

The 2011 EIR did address many of these topics so this Subsequent EIR focuses on the impacts this particular project brings to the City.

Areas analyzed:

Air Quality

- Project's consistency with the Air Quality Management Plan
- Short term (construction) emissions and long term (operational) emissions
- Cumulative emissions (ozone, carbon monoxide, PM10 and PM2.5)
- Proximity to sensitive receptors (residential, schools, and parks)

Conclusions of the Air Quality analysis

- Significant and Unavoidable Impacts for Construction due to the hauling of dirt (Short-term). Site will have to be leveled out so they have to bring large amount of soil to do so causing short-term emissions.
- Operational Impacts would be less than significant once construction is finished.

Cultural Resources

- Change in the significance of a historical, archaeological, or paleontological resource of three "historic" homes. Project proposes to move these historic homes to a location that would be suitable. However if for any reason all of these structures would not be able to be moved together, and if they were demolished, those impacts would be significant and unavoidable.

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Global Climate Change

- While the project will emit GHG's into the atmosphere, a single project does not in itself create adverse environmental effects.

Global Climate Change Conclusion

- The project's single contribution is relatively small in comparison to GHG emissions globally.

Noise

- Construction, vibration, permanent ambient impacts, parking noise and stationary noise impacts were evaluated to determine if the project would create significant impacts.

Noise Conclusion

- EIR concluded that with the implementation of mitigation measures impacts would be less than significant.
She then turned meeting over to Mr. Evatt to talk about transportation

Aric Evatt, Urban Crossroads, stated they looked at two specific analyses. One is the traditional traffic impact analysis on the operations of the commercial center site and the other is specific construction for the need to import soil to this site. They analyzed the short term effects on traffic while soil is brought to the site. Lastly, they took an overall look at the parking for the overall center once the construction is complete and if there would be enough parking.

Traffic Impact Analysis

- Evaluated 33 intersections located in the cities of Brea, Fullerton, Placentia, Anaheim, and Yorba Linda
- Planned improvements (General Plan, Measure M, Measure M2) in term of longer planned improvements were found to accommodate future traffic demands at most study area intersections
- Cumulative impacts would remain significant and unavoidable at the intersection of Imperial Highway/La Palma Avenue (City of Anaheim). City of Anaheim advised this intersection is constructed to the ultimate and has no plans for future improvement, therefore that impact remains significant and unavoidable
- Cumulative impacts would be less than significant with the implementation of mitigation measures at Lakeview Avenue/Buena Vista Avenue and Lakeview Avenue/Oriente Avenue

Short-term Construction Traffic Impacts

- Construction activity will require import of approximately 100,000 cubic yards of fill to balance the site
- Soil import activity is anticipated to generate approximately 25 truck loads per hour during City allowed hours of construction activity

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- They took a worst case scenario and looked at 22 intersections along the potential haul routes of major intersections from the north via SR-57 Freeway down Imperial Highway to the site or the south via SR-91 and looked at 100% of the trucks to see what the impact might be. Freeways were evaluated for peak hour traffic operations. Findings are that Imperial Highway and major intersections can accommodate the influx of trucks.
- Short-term construction traffic impacts would be less than significant with the implementation of recommended mitigation measure at Lakeview Avenue/Yorba Linda Boulevard. A suggested mitigation measure to reduce the number of truck loads to 15 or less per hour during the morning peak hours 7 am – 9 am to maintain the City's desired level of service through that particular intersection

They also looked at a shared parking analysis

- The Project as proposed will meet the required parking ratio of 5 spaces per 1,000 square feet of shopping center use, as identified in the adopted Specific Plan
- Based on the findings of the follow-up parking analysis, it was determined that the overall Town Center Area would still require additional parking beyond what could be provided via surface parking whether it be on street or parking lots
- It was determined a parking structure would be needed. The City is proposing a four-level public parking structure providing approximately 429 parking spaces at the Town Center Area

Mr. Evatt turned meeting back over to Susan Tebo.

Susan Tebo provided alternatives as required by CEQA to reduce the significant impacts that are identified in the EIR.

Alternative 1: No Project Alternative

This alternative is required by the CEQA Guidelines and compares the impacts that might occur if the site is left in its current condition with those impacts that would be generated by the Proposed Project. Under this alternative, no development or redevelopment would occur beyond what exists today, and the project area would retain the existing zoning designations. In addition, the existing circulation system would remain the same.

Alternative 2: Residential Replaces Supermarket Use

This alternative would allow residential development on approximately 1.5 acres in the central portion of the Project area, replacing the proposed supermarket use. There would be more traffic with a supermarket vs. multi-family. Up to 30 dwelling units could be developed with a residential density of 20 dwelling units per acre, or up to 15 dwelling units could be developed with a residential density of 10 dwelling units per acre. For purposes of this analysis, the residential units would consist of attached units. Residential uses would replace the proposed supermarket use. Other elements of the Town Center Specific Plan would remain as proposed.

Alternative 3: Expanded Park Replaces Supermarket Use

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This alternative would expand the central park and replace the proposed supermarket use. Approximately 1.5 acres of community park would be provided in place of the supermarket use. Without supermarket, there would be significant reductions in traffic. Other elements of the Town Center Specific Plan would remain as proposed.

Alternative 4: Preservation of One of the Cottages

Alternative 4 would preserve one of the three cottages that currently exist on the project site. City staff determined if you left one of the Cottages there, the site wouldn't work the same. Under the Proposed Project all three cottages would be removed to another site or salvaged and demolished. Other elements of the Town Center Specific Plan would remain as proposed.

Environmentally Superior Alternative

Alternative 3 is considered to be the "environmentally superior" alternative for purposes of CEQA because fewer vehicular trips would be generated, reducing impacts to air quality, global climate change, noise, and traffic, and circulation. However, this alternative would not fully meet or would impede some of the fundamental Project objectives which would be a fully viable, economic project.

Opportunities for Public Input

Draft EIR 30-day public review period runs from (July 3-August 3, 2015.) The public can make comments this evening; send in letters to Principal Planner Brantley, as well as attend the Planning Commission and City Council hearings. They will consider the Final EIR which will address all comments received.

Chairwoman Watson asked for Commission comments, and will take public comments after.

Commissioner Lyons asked if they can estimate how many days will take to move the soil. □ D1-1

Aric Evatt stated 25 trucks per hour are about 200 trucks per day, and it ultimately depends on how many yards they will use and how many cubic yards the trucks can hold. At this point, he really doesn't know the exact length of time.

Commissioner Lyons stated according to his calculations it looks like 200 days, which is unreasonable.

Paul Casey stated he thinks it is closer to 65,000 yards of soil. Trucks carry approximately 15 yards times 25 trucks per hour.

Aric Evatt interjected approximately 23 days.

Commissioner Lyons asked what criteria are used for historic significance. □ D1-2

Susan Tebo answered older than 50 years.

Commissioner Camarena asked if there would be bike lock enclosures in the parking structure. □ D1-3

Response to D1
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D1-1 Commissioner Lyons asked if they can estimate how many days will take to move the soil.

Aric Evatt, Urban Crossroads stated 25 trucks per hour are about 200 trucks per day, and it ultimately depends on how many yards they will use and how many cubic yards the trucks can hold. Aric Evatt stated that hauling would take 23 days.

Paul Casey, Project Applicant, stated he thinks it is closer to 65,000 yards of soil. Trucks carry approximately 15 yards times 25 trucks per hour.

Section 5.1 Air Quality, pages 5-22 and 5-23 provide the following information concerning grading and soil import:

After the completion of demolition/site clearing, grading, soil import and foundation preparation activities would occur for approximately 1 to 2 months and would involve the cut and fill of land to ensure the proper base and slope for the building pads and foundations.

With respect to soil import, it is estimated the Project would require approximately 100,000 cubic yards (cy) of soil import to balance the site. This activity is anticipated to generate a maximum of 200 truck-loads per day (or 200 round trips, 400 one-way trips). Under the assumption each truck load would carry approximately 16 cy of soil, approximately 3,200 cy of soil import would occur per day for approximately 31 construction days, resulting in 100,000 cy of total soil import.”

The Draft EIR assumes a maximum import of 100,000 cubic yards of soil import for analysis.

D1-2 Commissioner Lyons asked what criteria are used for historic significance.

Susan Tebo answered older than 50 years.

D1-3 Commissioner Camarena asked if there would be bike lock enclosures in the parking structure.

Director Harris stated that this is a project design issue and they are only at the EIR point now. Town Center Specific Plan has certain requirements for secured bike lockers as well as electrical vehicle charging stations.

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Director Harris stated that this is a project design issue and they are only at the EIR point now. Town Center Specific Plan has certain requirements for secured bike lockers as well as electrical vehicle charging stations.

Commissioner Brown asked Mr. Casey if Alternative 3 is the environmentally superior design and park replaces the supermarket will they cancel the project.

D1-4

Mr. Casey replied no.

Chair Pro Tem Pease asked if this project will draw users from Brea, Anaheim or Fullerton and was the draw of the larger communities factored into the traffic analysis.

D1-5

Paul Casey sees shoppers and theater goers being drawn to this unique theater because it is very upscale. It will be a sub -regional area and traffic was analyzed accordingly.

Commissioner Melton asked how the intersection of Lakeview and Buena Vista will be impacted. Right now the corner is not lined up and there may be a proposed light, but no funding for it. Lakeview is a feeder to that general area and has a lot of new traffic on it with the new projects in the works.

D1-6

Aric Evatt stated that intersection has been identified as not meeting the level of service for the City. That intersection is an all way stop control. The anticipated delay will exceed the City's requirement, their traffic study proposed mitigation measure to install a traffic signal to satisfy City service requirements, but the City may have other priorities

Commissioner Melton stated that is a really busy intersection even without the Town Center expansion. There's construction all over the City right now and once the construction is done, will the traffic calm down that his intersection.

D1-7

Aric Evatt stated when they looked at the traffic counts the construction had not started. The future forecast assumes the construction is complete, the overcrossings are in place and yes the traffic will calm down.

Commissioner Mole asked if the proposed parking structure is going to be higher than the elevation of the movie theater or will it be visually aligned.

D1-8

Aric Evatt stated they studied amount of spaces needed, not involved in design.

Principal Planner Brantley stated Specific Plan has a 35' height restriction, so structure and theater have been designed to the 35 maximum.

Commissioner Mole asked how they evaluated the traffic and parking on the weekend when people will be using the market and theater together at the same time.

D1-9

Aric Evatt advised their study included the entire Specific Plan and build out. That number was looked at and was compared to what this project would be providing. What was needed was evaluated and that is when the size of the parking structure was determined.

Commissioner Mole asked if their traffic study assumed there was a light at Lakeview and Buena Vista.

D1-10

- D1-4 Commissioner Brown asked Mr. Casey if Alternative 3 is the environmentally superior design and park replaces the supermarket will they cancel the Project.
- Mr. Casey said no.
- D1-5 Chair Pro Tem Pease asked if this project will draw users from Brea, Anaheim, or Fullerton and was the draw of the larger communities factored into the traffic analysis.
- Paul Casey sees shoppers and theater goers being drawn to this unique theater because it is very upscale. It will be a subregional area, and traffic was analyzed accordingly.
- D1-6 Commissioner Melton asked how the intersection of Lakeview and Buena Vista will be impacted. Right now the corner is not lined up and there may be a proposed light, but no funding for it. Lakeview is a feeder to that general area and has a lot of new traffic on it with the new projects in the works.
- Aric Evatt stated that intersection has been identified as not meeting the level of service for the City. That intersection is an all way stop control. The anticipated delay will exceed the City's requirement, their traffic study proposed mitigation measure to install a traffic signal to satisfy City service requirement, but the City may have other priorities.
- D1-7 Commissioner Melton stated that is a really busy intersection even without the Town Center expansion. There's construction all over the City right now and once the construction is done, will the traffic calm down that his intersection.
- Aric Evatt stated when they looked at the traffic counts the construction had not started. The future forecast assumes the construction is complete and the overcrossings are in place and, yes, the traffic will calm down.
- D1-8 Commissioner Mole asked if the proposed parking structure is going to be higher than the elevation of the movie theater or will it be visually aligned.
- Principal Planner Brantley stated that the Specific Plan has a 35-foot height restriction, so the parking structure and the theater have been designed to the 35 maximum.
- D1-9 Commissioner Mole asked how they evaluated the traffic and parking on the weekend when people will be using the market and theater together at the same time.
- Aric Evatt advised that their study included the entire Specific Plan and build out. That number was looked at and was compared to what this Project would be providing. What was needed was evaluated and that is when the size of the parking structure was determined.
- D1-10 Commissioner Mole asked if their traffic study assumed there was a light at Lakeview and Buena Vista.
- Aric Evatt said they take a conservative approach when preparing studies and then evaluate all future scenarios against the existing conditions.

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Aric Evatt said they take a conservative approach when preparing studies and the evaluate all future scenarios against the existing conditions.

Commissioner Brakebill asked Mr. Tony Wang if there is signal planned for that intersection. D1-11

Tony Wang said they were planning for one, but they are studying alternatives for that area and at some point in time there will be a signal.

Commissioner Brakebill asked Mr. Casey if they have any other developments in Orange County. D1-12

Paul Casey stated they have none in Orange County. Encinitas and Burbank are the closest.

Commissioner Brakebill asked who will monitor truck traffic. D1-13

Aric Evatt stated City will be responsible for that.

Commissioner Brakebill asked how many surface parking stalls are designated for the project and is parking sufficient for this site. D1-14

Principal Planner Brantley stated there are 336 surface stalls, 429 in structure, for a total of 765.

Paul Casey stated the parking garage will serve the entire Town Center. Specific Plan calls for 5 spaces per 1,000 square feet and they are under the required spaces.

Commissioner Brakebill wants to make sure that cars aren't impacting the neighborhoods.

Commissioner Behura asked what changed in the EIR from 2 years ago. D1-15

Paul Casey stated the general change is the expanded site for the theater and market. They needed to expand this project to create the synergy and feel for this project.

Commissioner Behura said he was concerned about the reduction of the civic center use and asked how much it was reduced. D1-16

Paul Casey said he wasn't involved in that.

Principal Planner Brantley stated the Community Facilities District was where the library was proposed originally but the parking structure is in that location now. It was asked if a new library at that location made sense and Council looked at alternative locations for it and determined the strawberry field area was the preferred location.

Commissioner Behura asked what the Civic Center will be used for. D1-17

Principal Planner Brantley advised the southerly margin will shift northerly from the southern edge of parking structure to the northern edge, which leaves existing uses within that District remaining, including the fire station and the Baptist church.

Commissioner Behura asked what the Civic Center is. D1-18

D1-11 Commissioner Brakebill asked Mr. Tony Wang if there is signal planned for that intersection.

Tony Wang said they weren't planning for one, but they are studying alternatives for that area and at some point in time there will be a signal.

D1-12 Commissioner Brakebill asked Mr. Casey if they have any other developments in Orange County.

Paul Casey stated they have none in Orange County. Encinitas and Burbank are the closest.

D1-13 Commissioner Brakebill asked who will monitor truck traffic.

Aric Evatt stated the City will be responsible for that. Monitoring will be accomplished through the Mitigation, Monitoring, and Reporting Program.

D1-14 Commissioner Brakebill asked how many surface parking stalls are designated for the Project and whether parking is sufficient for this site

Principal Planner Brantley stated there are 336 surface stalls, 429 in structure, for a total of 765.

Paul Casey stated the parking garage will serve the entire Town Center. The Specific Plan calls for 5 spaces per 1,000 square feet, and they are under the required spaces. The number of parking spaces provided for the Project are intended to ensure that there is adequate on-site parking to alleviate potential neighborhood parking impacts.

D1-15 Commissioner Behura asked what changed in the EIR from 2 years ago.

Paul Casey stated the general change is the expanded site for the theater and the market. They needed to expand this Project to create the synergy and feel for this Project.

D1-16 Commissioner Behura said he was concerned about the reduction of the civic center use and asked how much it was reduced.

Principal Planner Brantley stated the Community Service District was where the library was proposed but where the parking structure is now. It was asked if a new library at that location made sense, and Council looked at alternative locations for it and determined the strawberry field area made more sense.

D1-17 Commissioner Behura asked what the Civic Center will be used for.

Principal Planner Brantley advised the southerly margin will shift northerly from the southern edge of the parking structure to the northern edge, which leaves existing uses within that district remaining.

D1-18 Commissioner Behura asked what the Civic Center is.

There is a Civic Center District with a certain footprint that shrank and converted to the other Retail District to accommodate the larger footprint of the shopping center.

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Principal Planner Brantley thought he was referring to the Civic District. There is a Community Facilities District with a certain footprint which shrank and converted to the other Town Center Commercial District to accommodate the larger footprint of the shopping center.

Commissioner Behura stated the water crisis should also be considered in the landscape plan. Also, Alternate 4 stated keeping one cottage; he didn't think it sounded like a viable alternative.

D1-19

D1-20

Susan Tebo said part of the reason they suggested it, is because if the cottages are not preserved, they will become a significant and unavoidable impact. CEQA states when you devise alternatives, they need to reduce significant adverse impacts that you have. By the preservation of at least one of the cottages, that reduces some of the impact to the historic structure.

Commissioner Behura asked to see the plan that shows ingress and egress and asked what the distance is between entrance on Main Street and Imperial Highway.

D1-21

Aric Evatt stated he wasn't sure, but thinks about 100 feet.

Commissioner Behura stated Imperial Highway will have a significant impact at that right lane and maybe a turn lane should be considered. Also asked for clarification on the 15 trucks per hour, is 15 just for this particular project because there could be other trucks working on different projects in the area.

D1-22

D1-23

Aric Evatt stated the 15 haul truck limit is only during am and pm peak hours on Lakeview and Yorba Linda.

Commissioner Behura stated that could be a condition in the construction management permit.

D1-24

Principal Planner Brantley stated it could be placed in the mitigation measures.

Chairwoman Watson stated a correction needs to be made in the EIR, in section 1-1.9. She asked if the PowerPoint presentation showed that the significant and unavoidable impacts were only during the construction period.

D1-25

Susan Tebo stated yes.

Chairwoman Watson stated that under 1-1.9 under significant and unavoidable impacts it says AFTER construction, so it needs to be corrected before the final EIR. Also she noticed the current level of service at La Palma and Imperial are at level of E, so if it stays at level E how is that significant and unavoidable.

D1-26

Aric Evatt stated that the City's significance level states that if you have a contribution over a certain threshold level then it is considered significant.

Chairwoman Watson called for a break

Chairwoman Watson opened public comment portion of the public hearing advising of a 5 minute limit per speaker.

- D1-19 Commissioner Behura stated the water crisis should also be considered in the landscape plan. The comment is noted and is hereby part of the Final EIR, and will be forwarded to the decision makers for their consideration prior to taking any action on the Project.
- D1-20 Alternate 4 stated keeping one cottage, he didn't think it sounded like a viable alternative.
Susan Tebo said part of the reason they suggested it is because if the cottages are not preserved, they will become a significant and unavoidable impact. CEQA states when you devise alternatives; they need to reduce significant adverse impacts that you have. Preservation of at least one of the cottages reduces some of the impact to the historic structure.
- D1-21 Commissioner Behura asked to see the plan that shows ingress and egress and asked what the distance is between entrance on Main Street and Imperial Highway.
Aric Evatt estimated approximately 100 feet. Upon further investigation, it was determined that the distance between Main Street and Imperial Highway is approximately 823 feet.
- D1-22 Commissioner Behura stated that Imperial Highway will have a significant impact at that right lane and maybe a turn lane should be considered.
Given the Project entry/exit points on Lakeview, Yorba Linda Boulevard, and Lemon Drive, the entry from Imperial Highway via Main Street is not expected to receive significant traffic volumes. In the currently proposed configuration, the entry to the Project from Main Street is an indirect entry and located farthest from the prime parking location nearest the theater
The Project will also be conditioned to install a separate thru lane and right turn lane on northbound Main Street between Imperial Highway and the Project entry at Main Street. The dedicated right turn lane on Main Street will provide a queue area, while the thru lane on Main Street can be used by vehicles to bypass any queuing that might occur relative to the Project entry at this location.
- D1-23 Commissioner Behura asked for clarification on the 15 trucks per hour: Is 15 just for this particular project? Because there could be other trucks working on different projects in the area.
Aric Evatt stated that the 15-haul-truck limit for the proposed Project is only during AM and PM peak hours on Lakeview and Yorba Linda.
- D1-24 Commissioner Behura stated that could be a condition in the construction management permit.
Mitigation Measure 5.6-2 addresses the Commissioner's concern with the following:
MM 5.6-2 Lakeview Avenue/Yorba Linda Boulevard (#19) – The following improvement is necessary to improve the peak hour operations at the intersection to acceptable LOS under 2016 With Construction Traffic conditions:
Restrict the number of haul trucks in the AM peak period (7 a.m. to 9 a.m.) to no more than 15 loads per hour. With the implementation of the mitigation measure the average delay at the intersection of Lakeview Avenue/Yorba Linda Boulevard is anticipated to be 52.7 seconds (LOS D).
- D1-25 Chairwoman Watson stated a correction needs to be made in the EIR in Section 1-1.9. She asked if the PowerPoint presentation showed that the significant and unavoidable impacts were only during the construction period.
The comment points to a typographical error. Section 2.0 of the Final EIR has been updated to reflect that impacts would occur only during construction. See Section 2.0 Corrections and Additions.
- D1-26 Chairwoman Watson noticed the current level of service at La Palma and Imperial are at LOS E, so if it stays at LOS E, how is that significant and unavoidable. Please see Response to Comment B3-2.

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Elizabeth Hansen advised she is impressed with the questions the Commissioners asked because she came here expecting to spit nails, but has softened. She appreciated that they're concerned about the neighborhoods being impacted by this project. They already have parking issues and are battling to find parking. She asked if the theater will be going on until 10 or 11 o'clock at night. She pointed to the photo and asked if the elongated building was the theater. She wondered why the theater isn't at the other end, because it is all residential where it is being proposed. Also, asked why there is an entrance off of Lakeview because there's already congestion and it is a massive mess. Also, with the water crisis and being limited to watering to two days a week, will residents be restricted even more because of this large facility. During the session she kept hearing that noise is insignificant. She lives right there and can't understand how anyone can say noise is insignificant. Just the widening of the street was hugely significant. She has been there for 30 years and the reconfiguration of the street drastically changed her lifestyle. She is a writer and can't work from home anymore because it is way too noisy. She'd like to know how many days will they have to deal with the construction, because if they knew how long it will take, it may help them be patient. Maybe Alternative 3 is fully viable for what this community can handle right now.

D1-27

D1-28

D1-29

D1-30

D1-31

D1-32

D1-33

D1-34

Pamela Harrell thanked Zelman for a great job and something they can use in the future. She's a local resident and lives off of Oriente and Avacado, just a few blocks away. Wants to look into each and every eye and tell them that noise is a problem. There are wonderful thoroughfares, Imperial Highway, Yorba Linda Boulevard, Bastanchury, but feels like she is encompassed by freeways all around. Now Lakeview will be opened up and make another thoroughfare with signals, so noise, noise, noise, traffic, traffic traffic. She was sorry to have to reiterate that, but she will reiterate it during this whole time because now with the Sheriff's Department there, she has helicopters flying over her house. Yorba Linda and traffic is a major, major item.

D1-35

Chairwoman Watson closed the public comments as there were no other comments. She clarified with Director Harris that these comments will be answered in the EIR and he responded yes.

Commissioner Brown stated on the 15th of July the Planning Commission was involved in a recommendation to acquire one of the three cottages. He asked if anyone had any interest to take the other two and put them in the Town Center. He also asked if the parking structure will take out all three of the cottages.

D1-36

Principal Planner Brantley stated yes. Mitigation measures were set up to afford the opportunity for someone to take possession and relocate one or more of the cottages. All three are over 50 years old and were analyzed in a survey of historic resources in 2010. There are a number of criteria over and above that go into a finding a particular old building to be historic. In the case of these three, they received a status code that expresses the historic significance of 5S3 which are examples of architectural styles that express early architecture that dominated the community back in the early part of the last century. Although they are of that type, they wouldn't necessarily rise to the level of a structure that could be listed on the national list. They're only eligible to be listed on a local register. There will be an advertisement placed in a variety of resources to announce their availability. They haven't done that yet so it is difficult to gauge how much interest is out there.

D1-27 Elizabeth Hansen advised that she is impressed with the questions the Commissioners asked, because she came here expecting to spit nails, but has softened. She appreciated that they're concerned about the neighborhoods being impacted by this Project.

The comment raises issues that do not appear to relate to any physical effect on the environment. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

D1-28 They already have parking issues and are battling to find parking. Ms. Hanson asked if the theater will be going on until 10:00 or 11:00 at night. She pointed to the photo and asked if the elongated building was the theater. She wondered why the theater isn't at the other end, because it is all residential where it is being proposed. Also, why there is an entrance off Lakeview, because there's already congestion and it is a "massive mess."

There are 336 surface stalls, 429 in structure, for a total of 765. The parking garage will serve the entire Town Center. The siting of the theatre raises issues that do not appear to relate to any significant environmental impact. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project. However, because the comment does not raise an environmental issue, no further response is required. Please see Section 5.6, Traffic and Circulation of the Yorba Linda Town Center Subsequent EIR for a discussion regarding the impacts of traffic upon the roadway system.

D1-29 Ms. Hansen stated that with the water crisis and being limited to watering two days a week, will residents be restricted even more because of this large facility.

Restricting water use is a policy question that would impact the City of Yorba Linda. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

D1-30 During the session Ms. Hansen kept hearing that noise is insignificant. She lives right there and can't understand how anyone can say noise is insignificant. Just the widening of the street was hugely significant.

The comment expresses an opinion about the Project. Refer to Section 5.5, Noise, of the Draft Subsequent EIR which determined that the proposed Project would not result in significant and unavoidable noise impacts. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

D1-31 Ms. Hansen has been there for 30 years, and the reconfiguration of the street drastically changed her lifestyle.

The comment raises issues that do not appear to relate to any physical effect on the environment as a result of the proposed Project. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed Project.

D1-32 She is a writer and can't work from home anymore because it is way too noisy.

See Responses to Comments D1-30 and D1-31 above.

- D1-33 Ms. Hansen would like to know how many days will they have to deal with the construction, because if they knew how long it will take, it may help them be patient.

Section 5.1, Air Quality, page 5-22 notes that construction of the Project site would take approximately 12 months.

- D1-34 Ms. Hansen suggests that Alternative No. 3 is the most viable for the City of Yorba Linda at this time.

This comment expresses an opinion concerning Alternative 3 of the Subsequent EIR. The comments are noted and are hereby part of the Final EIR, and will be forwarded to the decision makers for their consideration prior to taking any action on the Project.

- D1-35 Pamela Harrell thanked Zelman for a great job and something they can use in the future. She's a local resident and lives off Oriente and Avocado, just a few blocks away. Wants to look into each and every eye and tell them that "noise is a problem." There are wonderful thoroughfares, Imperial Highway, Yorba Linda Boulevard, Bastanchury – feels like she is encompassed by freeways all around. Now Lakeview will be opened up and made another thoroughfare with signals, so noise, noise, noise, traffic, traffic traffic. She was sorry to have to reiterate that, but she will reiterate it during this whole time, because now with the Sheriff's Department there, she has helicopters flying over her house. Yorba Linda and traffic is a major, major item.

The Yorba Linda Draft Subsequent EIR Section 5.5, Noise and Section 5.6, Traffic and Circulation address potential noise and traffic impacts. The comments are noted and are hereby part of the Final EIR, and will be forwarded to the decision makers for their consideration prior to taking any action on the Project.

- D1-36 Commissioner Brown stated on the 22nd of July the Planning Commission was involved in a recommendation to acquire one of the three cottages. He asked if anyone had any interest to take the other two and put them in the Town Center. He also asked if the parking structure will take out all three of the cottages.

Principal Planner Brantley stated yes. Mitigation measures were set up to afford the opportunity for someone to take possession and relocate one or more of the cottages. All three are over 50 years old and were analyzed in a survey of historic resources in 2010. There are a number of criteria over and above that go into a finding a particular old building to be historic. In the case of these three, they received a status code that expresses the historic significance of 5S3, which are examples of architectural styles that express early architecture that dominated the community in the early part of the last century. Although they are of that type, the cottages would not necessarily rise to the level of a structure that could be listed on the national list. They're only eligible to be listed on a local register. There will be an advertisement placed in a variety of resources to announce their availability. They haven't done that yet, so it is difficult to gauge how much interest is out there.

- D1-37 Commissioner Lyons asked if the property they discussed at the July 15 meeting was one of these three cottages.

Principal Planner Brantley stated the three that were analyzed in this analysis are not the one in the 65402 that was the 6L property, these are 5S3.

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Commissioner Lyons asked if the property they discussed at the July 15 meeting was one of these three cottages. D1-37

Principal Planner Brantley stated the three that were analyzed in this analysis are not the one that was the topic of the 65402 Finding, that was a 6L property, these are 5S3S.

Commissioner Lyons clarified that that 65402 was on School Street which is a category below. These three are 5s3 and 6L is below. D1-38

Principal Planner Brantley stated 6L is below the threshold of what would be considered historically significant.

Commissioner Brown asked if 6L is at that parking structure. D1-39

Principal Planner Brantley stated yes it would be.

Commissioner Behura asked to see the parking demand analysis in the document. D1-40

Paul Casey said he wasn't sure if it was included in the analysis of the EIR.

Principal Planner Brantley stated it was a separate analysis that the City undertook.

Commissioner Behura asked that they make it available to the Traffic Commission. D1-41

Commissioner Brakebill asked if there was going to be electronic info on how many spaces are available in the structure. D1-42

Principal Planner Brantley said it wasn't specified but they could give the message to the developer, it is a great idea.

Commissioner Brakebill would like to see that because most parking structures have that now. He is assuming the parking is free too. D1-43

Principal Planner Brantley stated yes it is free.

Commissioner Brakebill also asked if there was a cut off on Valencia Avenue for drop-off and pick-up so people can pull up. For him it is a big deal, because in Brea it's a big issue. D1-44

Principal Planner Brantley advised the parking structure will be owned by the City so exact design is going to be a conversation between the City and developer and they will bring that comment forward.

Chairwoman Watson asked if there were any other Commissioner comments, seeing none, she closed the public hearing. There is no old or new business and Director Harris has no Director's report. She asked if there were any Commissioner comments, response was no. There was no additional correspondence so she adjourned the Traffic Commission meeting to the next July 23, 2015 at 7 pm and the Planning Commission meeting to July 29, 2015 at 6:30 pm.

CORRESPONDENCE RECEIVED: None

ADJOURNMENT: 8:46 p.m.

D1-38 Commissioner Lyons clarified that that 65402 was on School Street, which is a category below. These three are 5S3, and 6L is below.

Principal Planner Brantley stated 6L is below the threshold of what would be considered historically significant.

D1-39 Commissioner Brown asked if 6L is located at the parking structure.

Principal Planner Brantley stated yes it would be.

D1-40 Commissioner Behura asked to see the parking demand analysis in the document.

The Shared Parking Analysis prepared by Urban Crossroads, dated April 30, 2015, has been included in Appendix C of the Final EIR.

D1-41 Commissioner Behura asked that they make it available to the Traffic Commission.

The Shared Parking Analysis prepared by Urban Crossroads, dated April 30, 2015, has been included in Appendix C of the Final EIR.

D1-42 Commissioner Brakebill asked if there was going to be electronic information on how many spaces are available in the structure.

Principal Planner Brantley said it wasn't specified, but they could give the message to the developer. "It is a great idea."

D1-43 Commissioner Brakebill would like to see that because most parking structures have that now. He is assuming the parking is free too.

Principal Planner Brantley stated that parking was free.

D1-44 Commissioner Brakebill also asked if there was a cut-off on Valencia Avenue for drop-off and pick-up so people can pull up. For him it is a big deal, because in Brea it's a big issue.

Principal Planner Brantley advised that the parking structure will be owned by the City, so exact design is going to be a conversation between the City and the developer, and they will bring that comment forward.

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The next regularly scheduled Traffic Commission meeting is July 23, 2015 beginning at 7:00 p.m.

The next regularly scheduled Planning Commission meeting is July 29, 2015 beginning at 6:30 p.m.

STEVEN K. HARRIS, AICP
DIRECTOR OF COMMUNITY DEVELOPMENT

DRAFT

3. Mitigation Monitoring and Reporting Program

3.1 Purpose

The Mitigation Monitoring Program (MMP) has been prepared in conformance with §21081.6 of the California Environmental Quality Act. It is the intent of this program to 1) verify satisfaction of the required mitigation measures of the EIR; 2) provide a methodology to document implementation of the required mitigation; 3) provide a record of the Monitoring Program; 4) identify monitoring responsibility; 5) establish administrative procedures for the clearance of mitigation measures; 6) establish the frequency and duration of monitoring; and 7) utilize existing review processes wherever feasible.

3.2 Introduction

The Mitigation Monitoring Program describes the procedures that will be used to implement the mitigation measures adopted in connection with the approval of the Project and the methods of monitoring such actions. A Monitoring Program is necessary only for impacts which would be significant if not mitigated. The following consists of a monitoring program table noting the responsible entity for mitigation monitoring, the timing, and a list of all Project-related mitigation measures.

3.3 Mitigation Monitoring and Reporting Program Matrix

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity	Timing	Status of Implementation
Impact – Air Quality				
MM 5.1-1 The Applicant shall implement all control measures required and/or recommended by the SCAQMD (i.e., Rule 403 - Fugitive Dust), including but not limited to the following: <ul style="list-style-type: none"> • Use watering to control dust generation during demolition of structures or break-up of pavement; • Water active grading/import areas and unpaved surfaces at least three times daily; • Cover stockpiles with tarps or apply non-toxic chemical soil binders; • Limit vehicle speed on unpaved roads to 15 miles per hour; • Sweep daily (with water sweepers) all paved construction parking areas and staging areas; • Provide daily clean-up of mud and dirt carried onto paved streets from the Project Site; • Suspend excavation and grading activity when winds (instantaneous gusts) exceed 15 miles per hour over a 30-minute period or more; and An information sign shall be posted at the entrance to each construction site that identifies the permitted construction hours and provides a telephone number to call and receive information about the construction project or to report complaints regarding excessive fugitive dust generation. Any reasonable complaints shall be rectified within 24 hours of their receipt.	Conduct field investigation to ensure that these or equivalently effective emission controls are enforced.	Department of Public Works/City Engineer	During grading and construction	

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity	Timing	Status of Implementation
Impact – Cultural Resources				
<p>MM 5.2-1 Recordation. Prior to the issuance of a relocation permit for 4842, 4852 and 4872 School Street, a recordation document prepared in accordance with Historic American Buildings Survey (HABS) Level III requirements shall be completed for the existing buildings. Similarly, 4842, 4852, and 4871 School Street shall be recorded prior to relocation and demolition, to record the structures at their existing locations before removal. The recordation document shall be prepared by a qualified architectural historian or an historic preservation professional who satisfies the Secretary of the Interior's Professional Qualification Standards for Architectural History pursuant to 36 CFR 61. This recordation document shall include a historical narrative on the architectural and historical importance of the Craftsman bungalow style, the construction history of each building, the history of occupancy and use, the association as a school building and with the other bungalows on School Street (4832, 4842 and 4852 School Street) used as school buildings, and shall record the existing appearance of each building in professional large format photographs. The building exteriors, representative interior spaces, character-defining features, as well as the property setting and contextual views shall be documented. All documentation components shall be completed in accordance with the Secretary of the Interior's Standards and Guidelines for Architectural and Engineering Documentation (HABS standards). Copies of the completed report shall be distributed to the South Central Coastal Information Center at the California State University, Fullerton, City of Yorba Linda Planning Department, and the City of Yorba Linda Public Library Special Collections (main branch).</p>	Prior to the issuance of a relocation permit and grading permits	Community Development Department	Preparation of a recordation document for all existing building at 4842, 4852 and 4872 School Street. Distribution to South Central Coastal Information Center at the California State University, Fullerton, City of Yorba Linda Planning Department, and the City of Yorba Linda Public Library Special Collections (main branch).	
<p>MM 5.2-2 Relocation and Rehabilitation. Since retention of the cottages located at 4842, 4852 and 4871 School Street is not feasible for implementation and development of the Proposed Project, they will first be recorded (see Mitigation Measure MM 5.2-1, Recordation) prior to relocation to an appropriate off-site location with compatible setting and association qualities. As discussed above, PCR recommends the relocation of the three cottages to the Olinda Street Site. If Option 3 (the Olinda Street Site) is not a feasible option for relocation, Option 1 (Public Library/Strawberry Field Site) or Option 2</p>	Prior to the issuance of a relocation permit and grading permits	Community Development Department	Preparation of a recordation document for all existing building at 4842, 4852 and 4872 School Street. Advertisement of structure availability in historic preservation	

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity	Timing	Status of Implementation
<p>(Altrudy Site) would be feasible alternatives, and impacts would be reduced to less than significant. Implementation of this measure will be satisfied in part by advertisement of the structure's availability in historic preservation websites such as HistoricForSale, Historic Properties, Old Houses, and Preservation Directory and a local newspaper such as the Orange County Register for a period of not less than thirty (30) days by the Applicant. Any such relocation efforts shall be undertaken in accordance with a Relocation and Rehabilitation Plan prepared by the party taking possession of the structure to be moved. The Relocation and Rehabilitation Plan shall be developed in conjunction with a qualified architectural historian, historic architect, or historic preservation professional who satisfies the Secretary of the Interior's Professional Qualifications Standards for History, Architectural History, or Architecture, pursuant to 36 CFR 61. The Plan shall include relocation methodology recommended by the National Park Service, which are outlined in the booklet entitled "Moving Historic Buildings," by John Obed Curtis (1979), as included in Appendix 5.2 Attachment F. Upon relocation of the structure to the new site, any maintenance, repair, stabilization, rehabilitation, preservation, conservation, or reconstruction work performed in conjunction with the relocation of the building shall be undertaken in a manner consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Properties and the Town Center Specific Plan guidelines (as applicable). The Relocation and Rehabilitation Plan shall be reviewed and approved by the City of Yorba Linda Planning Department prior to its implementation. Any subsequent alterations of the property requiring a building permit would be subject to the standards and principles outlined in the City's Historic Combining Zone. In addition, a plaque describing the date of the move and the original location shall be placed in a visible location on each of the buildings.</p> <p>If after 45 days it is evident that no party is interested in purchasing one or all of the building(s) per the mitigation measure stipulated above, then Mitigation Measure MM 5.2-3 would be required to document and salvage the key character-defining physical features of the cottages.</p>			<p>websites such as HistoricForSale, Historic Properties, Old Houses, and Preservation Directory and a local newspaper such as the Orange County Register for a period of not less than thirty (30) days by the Applicant.</p> <p>Preparation of a Relocation and Rehabilitation Plan should a structure be moved.</p>	

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity	Timing	Status of Implementation
<p>MM 5.2-3 Salvage. Prior to demolition, key character-defining physical features of the cottages (e.g., window elements, shingling) shall be made available for use in restoration/ rehabilitation projects for 4842, 4852 and 4871 School Street, or within the neighborhood or the City of Yorba Linda. These salvaged features may also be donated for curatorial and/or educational purposes to a local historical society, preservation organization, or the like. Unsound, decayed, or toxic materials (e.g. asbestos) need not be included in the salvage process. The salvage materials shall be advertised for a period of not less than 30 days in historic preservation websites and the Orange County Register, as well as by posting on the Project Site itself and by other means as deemed appropriate. Salvage efforts shall be conducted by the Applicant. These efforts shall be documented in writing by summarizing all measures taken to encourage receipt of salvage materials by the public. Copies of notices, evidence of publication of such notices, along with a summary of results from the publicity efforts, a list of salvage offers (if any) that were made, and an explanation of why the features were not or could not be accepted shall be included in this salvage summary document. This document shall be filed by the Applicant with the City of Yorba Linda Planning Department.</p>	<p>Prior to issuance of a demolition permit or grading permit</p>	<p>Community Development Department/Project Applicant</p>	<p>Salvage materials shall be advertised for a period of not less than 30 days in historic preservation websites and the Orange County Register, as well as by posting on the Project Site itself and by other means as deemed appropriate.</p> <p>Preparation of a Salvage Summary document.</p>	
Impact – Noise				
<p>MM 5.5-1 Construction activities shall not take place between the hours of 8:00 p.m. and 7:00 a.m. on weekdays, including Saturday, or at any time on Sunday or a federal holiday.</p>	<p>Check contractors specifications to ensure that they include these restrictions</p>	<p>Department of Public Works</p>		
<p>MM 5.5-2 Noise and groundborne vibration construction activities whose specific location on the Project Site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest off-site land uses.</p>	<p>Conduct on-site inspection to ensure compliance</p>	<p>Department of Public Works</p>		
<p>MM 5.5-3 When possible, construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.</p>	<p>Check contractor specifications to ensure that they include these restrictions. Conduct on-site inspection to ensure compliance</p>	<p>Department of Public Works</p>	<p>Check specifications prior to issuance of Grading Permits for each grading and construction phase</p>	

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity	Timing	Status of Implementation
MM 5.5-4 Flexible sound control curtains shall be placed around all drilling apparatuses, drill rigs, and jackhammers when in use.	Conduct on-site inspection to ensure compliance	Department of Public Works	Prior to issuance of grading and building permits	
MM 5.5-5 The Project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.	Check contractors specifications to ensure that they include these restrictions	Department of Public Works	Prior to issuance of grading and building permits	
MM 5.5-6 Barriers such as plywood structures or flexible sound control curtains shall be erected around the Project Site boundary to minimize the amount of noise on the surrounding land uses to the maximum extent feasible during construction.	Conduct on-site inspection to ensure compliance	Department of Public Works	Prior to issuance of grading and building permits	
MM 5.5-7 All construction truck traffic shall be restricted to truck routes approved by the Building Department, which shall avoid residential areas and other sensitive receptors to the extent feasible.	Conduct on-site inspections Preparation of truck route plan	Building Department	Prior to issuance of grading and building permits.	
MM 5.5-8 A construction notice shall be prepared and shall include the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public and approved by the City's Building Department.	On-site inspection to determine compliance	Building Department	Prior to issuance of grading and building permits.	
Impact – Transportation and Traffic				
MM 5.6-1 Prior to the commencement of project construction activities, the project applicant shall prepare a construction traffic management plan in accordance with the 2012 CA MUTCD to the satisfaction of the City of Yorba Linda Traffic Engineer. The traffic management plan shall include measures determined on the basis of site-specific conditions including, as appropriate, the use of construction signs (e.g., "Construction Ahead") and delineators, and private driveway and cross-street closures. This plan shall be approved by the City's Traffic Engineer prior to issuance of any demolition, grading or building permit.	Preparation of a Construction Traffic Management Plan.	Public Works Department	Prior to issuance of demolition, grading and/or building permits.	

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity	Timing	Status of Implementation
<p>MM 5.6-2 Lakeview Avenue/Yorba Linda Boulevard (#19) – The following improvement is necessary to improve the peak hour operations at the intersection to acceptable LOS under 2016 With Construction Traffic conditions:</p> <ul style="list-style-type: none"> Restrict the number of haul trucks in the AM peak period (7:00 a.m. to 9:00 a.m.) to no more than 15 loads per hour. With the implementation of the mitigation measure the average delay at the intersection of Lakeview Avenue/Yorba Linda Boulevard is anticipated to be 52.7 seconds (LOS D). 	Preparation of a Construction Traffic Management Plan	Public Works Department	Prior to issuance of grading permits	
<p>MM 5.6-3 Main Street / Imperial Highway (SR-90) (#14) – This intersection was found to operate at an unacceptable LOS (LOS E) during the AM peak hour only under Existing traffic conditions, however, the intersection is anticipated to continue to operate at unacceptable levels during the weekday AM peak hour only with the addition of Project traffic. Pursuant to the Highway Capacity Manual (HCM), the LOS for cross-street (or side-street) stop controlled intersections is reported for the worst movement. As such, the unacceptable LOS at this intersection is related to the anticipated high delays for eastbound left-turning vehicles. The through movements along Imperial Highway (SR-90) are anticipated to operate at acceptable LOS as they are free-flow movements. It should also be noted that as delays increase for the eastbound left turning vehicles at Main Street, these vehicles can utilize the upstream signalized intersection at Olinda Street. As such, the impact is considered less-than-significant.</p>	No mitigation required	No mitigation required	No mitigation required	
<p>MM 5.6-4 Driveway 2 / Yorba Linda Boulevard (#22) – This intersection was found to operate at an acceptable LOS (LOS D or better) during the peak hours under Existing traffic conditions, and the intersection is anticipated to operate at unacceptable levels during the weekday PM peak hour only with the addition of Project traffic. Pursuant to the HCM, the LOS for cross-street (or side-street) stop controlled intersections is reported for the worst movement. As such, the unacceptable LOS at this intersection is related to the anticipated high delays for northbound left-turning vehicles. The turn movements associated with the Proposed Project (e.g., southbound turn movements and westbound left turn) along with through movements along Yorba Linda Boulevard are anticipated to operate at acceptable LOS. As such, the impact is considered less than significant.</p>	No mitigation required	No mitigation required	No mitigation required	

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity	Timing	Status of Implementation
MM 5.6-5 Lakeview Avenue / Buena Vista Avenue (#28) – This intersection was found to operate at an unacceptable LOS (LOS E) during the AM peak hour only under Existing traffic conditions, however, the intersection is anticipated to continue to operate at unacceptable levels during the weekday AM peak hour only with the addition of Project traffic. As such, the impact is considered significant.	Contribute on a fair-share basis to roadway improvements	Department of Public Works	Prior to issuance of building permits	
MM 5.6-6 Imperial Highway (SR-90) / La Palma Avenue (#33) – This intersection was found to operate at an unacceptable LOS (LOS E) during the peak hours under Existing traffic conditions, however, the intersection is anticipated to continue to operate at unacceptable levels during the weekday AM peak hour only with the addition of Project traffic. The City of Anaheim has indicated that the intersection is currently built to its ultimate and there are no future plans to widen and improve this intersection. As such, additional improvements have been evaluated at this intersection, consistent with the methodology from the Yorba Linda Town Center Specific Plan TIA. As such, the impact is considered less than significant.	No mitigation required	No mitigation required	No mitigation required	
MM 5.6-7 Associated Road / Imperial Highway (SR-90) (#3) – Although the intersection is anticipated to operate at acceptable LOS under Horizon Year traffic conditions, there are committed improvements at this intersection which include the addition of a fourth eastbound through lane. In comparison to the Yorba Linda Town Center Specific Plan traffic study, all of the previously identified committed improvements have since been constructed, with the exception of the 4th eastbound through lane.	No mitigation required	No mitigation required	No mitigation required	
MM 5.6-8 Kraemer Boulevard / Imperial Highway (SR-90) (#5) – Although the intersection is anticipated to operate at acceptable LOS under Horizon Year traffic conditions, there are committed improvements at this intersection which include restriping to accommodate a third northbound through lane and the addition of a westbound right turn lane.	No mitigation required	No mitigation required	No mitigation required	
MM 5.6-9 Imperial Highway (SR-90) / Bastanchury Road (#10) – Although the intersection is anticipated to operate at acceptable LOS under Horizon Year traffic conditions, there are committed improvements at this intersection which include the addition of a second westbound through lane.	No mitigation required	No mitigation required	No mitigation required	

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity	Timing	Status of Implementation
MM 5.6-10 Imperial Highway (SR-90) / Yorba Linda Boulevard (#15) – The intersection is anticipated to operate at unacceptable LOS with the addition of a third westbound through lane, which is currently under construction (anticipated completed in April 2015). However, long-range committed improvements at this intersection also include the addition of a second eastbound left turn lane and a second westbound left turn lane. The intersection is anticipated to operate at acceptable LOS during the peak hours with the addition of the committed long-range improvements.	No mitigation required	No mitigation required	No mitigation required	
MM 5.6-11 Lakeview Avenue / Bastanchury Road (#23) – Although the intersection is anticipated to operate at acceptable LOS under Horizon Year traffic conditions, there are committed improvements at this intersection which include the addition of a second southbound through lane. In comparison to the Yorba Linda Town Center Specific Plan traffic study, all of the previously identified committed improvements have since been constructed, with the exception of the second southbound through lane.	No mitigation required	No mitigation required	No mitigation required	
MM 5.6-12 Lakeview Avenue / Yorba Linda Boulevard (#27) – The intersection is anticipated to operate at acceptable LOS with the addition of a second northbound left turn lane and second southbound left turn lane, which are currently under construction (anticipated completed in April 2015). However, long-range committed improvements at this intersection also include the addition of a second eastbound left turn lane and a second westbound left turn lane. The intersection is anticipated to operate at acceptable LOS during the peak hours with the addition of the committed long-range improvements.	No mitigation required	No mitigation required	No mitigation required	
MM 5.6-13 Lakeview Avenue / Oriente Drive (#24) – The intersection is anticipated to operate at unacceptable LOS under long-range traffic conditions. Although there are no committed improvements funded through the CIP at this intersection, the General Plan improvements at this intersection call for signalization and widening of Lakeview Avenue as a four-lane divided roadway. The traffic signal at this intersection is anticipated to be warranted under Horizon Year Without Project traffic conditions. As such, the intersection has been evaluated with the installation of a traffic signal, a northbound left turn lane, a second northbound through lane, a southbound left turn lane, and a second southbound through lane.	Contribute on a fair-share basis to roadway improvements	Department of Public Works	Prior to issuance of building permits	

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity	Timing	Status of Implementation
MM 5.6-14 Imperial Highway (SR-90) / La Palma Avenue (#3) – The intersection is anticipated to continue operate at unacceptable LOS under long-range traffic conditions. The City of Anaheim has indicated that the intersection is currently built to its ultimate and there are no future plans to widen and improve this intersection. As such, additional improvements have been evaluated at this intersection, consistent with the methodology from the Yorba Linda Town Center Specific Plan Traffic Impact Analysis.	There are no feasible actions to improve intersection	There are no feasible actions to improve intersection	There are no feasible actions to improve intersection	
MM 5.6-15 Project to contribute on a fair share basis towards the installation of a traffic signal to improve the existing deficiency at Lakeview Avenue/Buena Vista Avenue.	Contribute on a fair-share basis to roadway improvements	Department of Public Works	Prior to issuance of building permits	
MM 5.6-16 Project to contribute on a fair share basis towards the installation of a traffic signal to improve the existing deficiency at Lakeview Avenue/Oriente Drive.	Contribute on a fair-share basis to roadway improvements	Department of Public Works	Prior to issuance of building permits	