



Placentia Planning Commission Agenda

Regular Meeting
March 14, 2017
6:30 p.m.

City Hall Council Chambers
401 E. Chapman Avenue

Christine Schaefer
Chair

Frank Perez
Vice Chair

Heather Francine
Commissioner

Dennis Lee
Commissioner

James Schenck
Commissioner

Vic Tomazic
Commissioner

Vacant
Commissioner

City of Placentia
401 E Chapman Avenue
Placentia, CA 92870

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Procedures for Addressing the Commission

Any person who wishes to speak regarding an item on the agenda or on a subject within the Planning Commission's jurisdiction during the "Oral Communications" portion of the agenda should fill out a "Speaker Request Form" and give it to the Commission Secretary BEFORE that portion of the agenda is called. Testimony for Public Hearings will only be taken at the time of the hearing. Any person who wishes to speak on a Public Hearing item should fill out a "Speaker Request Form" and give it to the Commission Secretary BEFORE the item is called.

The Commission encourages free expression of all points of view. To allow all persons the opportunity to speak, please keep your remarks brief. If others have already expressed your position, you may simply indicate that you agree with a previous speaker. If appropriate, a spokesperson may present the views of an entire group. To encourage all views, the Commission discourages clapping, booing or shouts of approval or disagreement from the audience.

**PLEASE SILENCE CELL PHONES AND OTHER ELECTRONIC
EQUIPMENT WHILE THE COMMISSION IS IN SESSION.**

Special Accommodations

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the City Clerk's Office at (714) 993-8231. Notification 48 hours prior to the meeting will generally enable City staff to make reasonable arrangements to ensure accessibility.
(28 CFR 35.102.35.104 ADA Title II)

Copies of all agenda materials are available for public review in the Office of the City Clerk, City Planning Division Counter, Placentia Library Reference Desk and the internet at www.placentia.org under the Planning Commission page. Persons who have questions concerning any agenda item may call the City Planning Division at (714) 993-8124 to make inquiry concerning the nature of the item described on the agenda.

In compliance California Government Code Section 54957.5, any writings or documents provided to a majority of the Planning Commission regarding any item on this agenda that are not exempt from disclosure under the Public Records Act will be made available for public inspection at the City Clerk's Office at City Hall, 401 East Chapman Avenue, Placentia, during normal business hours.

Study Sessions are open to the public and held in the City Council Chambers or City Hall Community Room.

REGULAR MEETING
6:30 p.m. – City Council Chambers

CALL TO ORDER:

ROLL CALL: Commissioner Francine
Commissioner Lee
Commissioner Schenck
Commissioner Tomazic
Vice Chair Perez
Chair Schaefer

PLEDGE OF ALLEGIANCE:

ORAL COMMUNICATIONS:

At this time the public may address the Planning Commission concerning any agenda item, which is not a public hearing item, or on matters within the jurisdiction of the Planning Commission. There is a five (5) minute time limit for each individual addressing the Planning Commission.

INTRODUCTION AND SWEARING-IN:

City staff will introduce and swear in newly appointed Claudia Keller as Planning Commissioner.

CONSENT CALENDAR:

1. **Minutes**
 - a. Planning Commission Meeting – January 10, 2017
Recommended Actions: Approve
 - b. Planning Commission Meeting - February 14, 2017
Recommended Actions: Approve

PUBLIC HEARINGS:

1. **Applicant:** Vy Luu Thao Nguyen dba VV Day Spa
Project Location: 138 N. Bradford Avenue (north of E. Chapman Avenue, east of N. Bradford Avenue) APN 339-271-11

Use Permit (UP) 2017-01

To permit the establishment and operation of a massage business located at a multi-tenant commercial shopping center within the C-1 (Neighborhood Commercial) zoning district. The proposed use is not expected to create a negative impact on the physical environment and, therefore, staff is

recommending a categorical exemption pursuant to the California Environmental Quality Act (CEQA) Guideline § 15301 (Class 1 – Existing Facilities) and City Environmental Guidelines.

Recommended Actions: It is recommended that the Planning Commission:

- a. Open the Public Hearing concerning Use Permit 2017-01;
- b. Receive the Staff Report and consider all public testimony;
- c. Close the Public Hearing; and
- d. Adopt Resolution PC-2017-05, a resolution of the Planning Commission of the City of Placentia, denying Use Permit No. 2017-01 and making findings to deny the establishment and operation of a day spa with ancillary massage services within an approximately 1,200-square foot unit of a multi-tenant commercial shopping center, located at 138 N. Bradford Avenue within the C-1 (Neighborhood Commercial) zoning district; and making findings that the project is categorically exempt pursuant to the California Environmental Quality Act Guidelines (CEQA) set forth in Title 14 CCR § 15301 (Class 1 – Existing Facilities) and the City of Placentia Environmental Guidelines.

2. **Applicant:** Young Man Cho dba Reading Town
Project Location: 1129 E. Imperial Highway (north of Imperial Highway, west of N. Rose Drive) APN 339-091-04

Use Permit (UP) 2017-02

To permit the establishment and operation of a tutoring facility located at a multi-tenant commercial shopping center within the C-2 (Community Commercial) zoning district. The proposed use is not expected to create a negative impact on the physical environment and, therefore, staff is recommending a categorical exemption pursuant to the California Environmental Quality Act (CEQA) Guideline § 15301 (Class 1 – Existing Facilities) and City Environmental Guidelines.

Recommended Actions: It is recommended that the Planning Commission:

- a. Open the Public Hearing concerning Use Permit 2017-02;
- b. Receive the Staff Report and consider all public testimony;
- c. Close the Public Hearing; and
- d. Adopt Resolution PC-2017-06, a resolution of the Planning Commission of the City of Placentia, approving Use Permit No. 2017-02 and making findings to permit the establishment and operation of a tutoring facility located within a multi-tenant commercial shopping center within the C-2 (Community Commercial) zoning district on property located at 1129 E. Imperial Highway;

and making findings that the project is categorically exempt pursuant to the California Environmental Quality Act Guidelines (CEQA) set forth in Title 14 CCR § 15301 (Class 1 – Existing Facilities) and the City of Placentia Environmental Guidelines.

3. **Applicant:** City of Placentia
Project Location: An approximately 28.2-acre area generally located north and south of Crowther Avenue, east of the State Highway 57 Freeway, south of the BNSF railroad tracks, and west of the extension of Bradford Avenue in the City of Placentia.

General Plan Amendment GPA 2017-01 and Zone Change ZC 2017-01:

Consideration of a General Plan Amendment and Zone Change to establish the Packing House Transit Oriented Development District. The proposed project consists of the creation of a Transit Oriented Development (TOD) zone classification and land use designation in the Packing House District of the City, which is located immediately adjacent to the proposed Metrolink train platform. The objective of these new land use designations/classifications is to allow high density-transit oriented development in the immediate vicinity of the train platform to facilitate use of the regional system and redevelopment of the area surrounding the new station. Allowable land uses include mixed-use (high density residential and commercial) and high-density residential. To accomplish this, the City is proposing to adopt a new TOD land use designation (General Plan); a new Zone Classification (Municipal Code) with related Development Standards; Public Realm Standards and related street and public improvement standards.

Recommended Actions: It is recommended that the Planning Commission:

- a. Open the Public Hearing concerning GPA 2017-01 and Zone Change ZC 2017-01;
- b. Receive the Staff Report and consider all public testimony;
- c. Close the Public Hearing; and
- d. Adopt Resolution PC-2017-09, A Resolution of the Planning Commission of the City of Placentia, recommending that City Council adopt an Ordinance to approve General Plan Amendment 2017-01 to change the current land use designation from Industrial to Transit Oriented Development (TOD) for the project area; and, to approve Zoning Change 2017-01, creating a new zoning district and development standards for the “Transit Oriented Development (TOD)” district for the project area; and, recommendation adoption of the Public Realm standards; and, recommending the adoption of a Mitigated Negative Declaration pursuant to the California Environmental Quality Act Guidelines (CEQA) set forth in Title 14 CCR § 15301 and the City of Placentia Environmental Guidelines.

REGULAR AGENDA:

1. **Applicant:** City of Placentia
Location: 2250 N. Rose Drive (APNs 334-051-22 and 334-051-23)

GENERAL PLAN CONFORMITY FINDING FOR THE FUTURE TRANSFER OF OWNERSHIP OF TWO REMNANT PARCELS OWNED BY THE CITY OF YORBA LINDA

Recommended Actions: It is recommended that the Planning Commission:

- a. Adopt Resolution No. PC-2017-07 finding that the disposition of a remnant parcel (APN 334-051-22) acquired by the City of Yorba Linda located east of Rose Drive and south of Imperial Highway for the purposes of widening Imperial Highway conforms with the City of Placentia General Plan (General Plan); and adopt Resolution No. PC-2017-08, finding that the Summary Vacation and Disposition of a remnant parcel (APN 334-051-23) owned by the City of Yorba Linda and located east of Rose Drive and south of Imperial Highway conforms with the General Plan for the purpose of relinquishing the parcels to the State of California (State) for right-of-way purposes.

OLD BUSINESS: None

NEW BUSINESS: None

DEVELOPMENT REPORT:

DIRECTOR'S REPORT:

PLANNING COMMISSION REQUESTS

Commission members may make requests or ask questions of Staff. If a Commission member would like to have formal action taken on a requested matter, it will be placed on a future Commission Agenda.

ADJOURNMENT

The Planning Commissioners ADJOURN to the next regular meeting on Tuesday, April 11, 2017 at 6:30 p.m. in the Placentia City Hall City Council Chambers located at 401 East Chapman Avenue, Placentia CA, 92870.

CERTIFICATION OF POSTING

I, Joseph M. Lambert, Secretary to the Planning Commission of the City of Placentia, hereby certify that the Agenda for the March 14, 2017 Regular Meeting of the Planning Commission of the City of Placentia was posted on March 9, 2017.


Joseph M. Lambert, Secretary

PLACENTIA PLANNING COMMISSION
MINUTES OF THE REGULAR MEETING

January 10, 2017

The regular meeting of the Placentia Planning Commission on January 10, 2017 was called to order at 6:31 p.m. in the Placentia Front Community Meeting Room, 401 East Chapman Avenue, Placentia, by Chair Schaefer.

ROLL CALL:

PRESENT: Commissioner Francine, Lee, Tomazic, Perez, Schaefer
ABSENT: Lee (excused), Schenck

PLEDGE OF ALLEGIANCE: Commissioner Tomazic

OTHERS PRESENT: Carrie Raven, Assistant City Attorney
Joseph M. Lambert, Director of Development Services
Elsa Villagrana, Secretary

ORAL COMMUNICATIONS: None

CONSENT CALENDAR: None

PUBLIC HEARING:

1. **Applicant:** City of Placentia
Project Location: City-Wide

Zone Code Amendment (ZCA) 2016-02:

Consideration of a Zone Code Amendment whereby Chapter 23.46 of Title 23 (Zoning) of the Municipal Code shall be amended to expressly prohibit the development of Marijuana related uses.

Recommended Actions: It is recommended that the Planning Commission:

- a. Open the Public Hearing, Concerning Zone Code Amendment ZCA 2016-02, Receive the Staff Report and Consider All Public Testimony, and Close the Public Hearing; and
- b. Adopt Resolution PC-2017-01, A Resolution of the Planning Commission of the City of Placentia, recommending to the City Council Approval Of Zoning Code Amendment No. 2016-02 whereby Chapter 23.46 of Title 23 Shall Be Amended to Expressly Prohibit the Development of Marijuana related Uses; and; and
- c. Recommend that the City Council find that adoption of Zoning Code Amendment No. 2016-02 is exempt from environmental review pursuant to the provisions of the California Environmental Quality Act (CEQA),

Section 15061(b)(3) in that the proposed Code Amendments are not expected to create a negative impact on the physical environment and it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment.

Chair Schaefer opened the Public Hearing at 6:33 p.m.

Director Joseph Lambert provided to the Commission a staff report on ZCA 2016-02. He noted that this is amendment to the municipal code that would result in a prohibition of the development of Marijuana related uses.

Mr. Lambert stated that in December 6, 2016, City Council adopted two urgency ordinances regarding marijuana related activities.

He noted that the first ordinance was Urgency Ordinance No. O-2016-08, which amended Chapter 8.42 of the Municipal Code (Title 8 – Health and Sanitation) regarding provisions that are not under the prevue of the Commission. He commented that this prohibited marijuana related use and activity, for the purpose of promoting the health, safety, and general welfare of the residents, businesses, and visitors to the City. He stated that this prohibition does not apply to prohibit qualified patients and persons with identification cards to cultivate indoors, possess, and use marijuana for their own personal medical purposes to the degree such activity is authorized by state law.

Mr. Lambert summarized the second Urgency Ordinance No. O-2016-09 to the Commission. He stated that this urgency ordinance amended Chapter 23.46 of Title 23 (Zoning Code), to prohibit marijuana related land uses and activities including dispensing, cultivation, possession, manufacture, processing, storing, testing, labeling, relabeling, packaging, repackaging, transporting, delivery, distribution, provision, or sale, of marijuana, whether related to marijuana business, for personal use or otherwise.

Mr. Lambert commented that Urgency Ordinance No. O-2016-08 was in effect permanently and the Urgency Ordinance No. O-2016-09 is in effect for a total of 45 days.

Assistant City Attorney Raven provided the Commission a summary of the process for urgency ordinances related to municipal zoning codes.

Mr. Lambert stated that the urgency ordinances were adopted as a response to the passage of Proposition 64 (Adult Use of Marijuana Act (AUMA)) that allows the recreation use of marijuana in the state.

Mr. Lambert stated that City of Fullerton already had ban in effect and that their code already prohibits medical and recreational use of marijuana.

Assistant City Attorney Raven stated her firm also represents the City of Fullerton and that as of not it is not in the future to regulate the use of marijuana.

Mr. Lambert commented that other cities in Orange County adopted urgency ordinances to ban the use of marijuana including the cities of Huntington Beach, Orange, Anaheim, and La Habra.

Assistant City Attorney Raven noted that as **part of the AUMA, the City's ban will not** prohibit possession of up to 25.8 grams of marijuana, transportation through the City on City Streets, and the indoor cultivation of no more than 6 plants per dwelling. She also added that AUMA prohibits the smoking or use of marijuana in public spaces.

Commissioner Francine asked how the AUMA applies to other uses of marijuana such as possessing or ingesting.

Assistant City Attorney Raven stated that possession of up to 25.8 grams of marijuana is allowed. She stated a state agency will be creating further regulations surrounding recreational use of marijuana until January 2018.

Chair Schaefer expressed confusion regarding what the ordinance is banning and what it is still allowing.

Assistant City Attorney Raven stated the City is allowed to control up to the things the state solely controls. She further stated that the state is solely controlling possession, transportation and indoor cultivation and therefore Cities can control everything use but those three items.

Commissioner Francine asked if a transportation business of marijuana would be able to reside in or make stops in the City.

Assistant City Attorney Raven stated that a transportation business of marijuana cannot reside or make stops in the City.

Commissioner Francine stated that means a Placentia resident cannot receive a delivery in the City.

Assistant City Attorney Raven stated that it is correct and further elaborated on the ordinance.

Chair Schaefer commented that she wants to ensure that the Commission is not recommending a ban that would take the rights that were granted as part of the law that was passed.

Chair Schaefer recommended that the City's ordinance needs to be rewritten to provide greater clarification regarding what is being banned and what is allowed under AUMA.

Commissioner Tomazic inquired if the Planning Commission is being asked to regulate personal consumption.

Assistant City Attorney Raven clarified that the Planning Commission is not being asked to regulate personal consumption since that is being regulated by the State.

Commissioner Francine asked if the City would have to revise this ordinance if the Federal Government proposes to legalize the use of marijuana.

Assistant City Attorney Raven stated that currently it is not legal at the Federal level.

Chair Schaefer asked if other cities are taking other different actions.

Assistant City Attorney Raven stated for example, California City, decided to allow and regulate the outdoor and indoor cultivation of marijuana.

Chair Schaefer asked if the City will be losing revenue as result of this ordinance.

She stated she would like to know how much revenue the City stand to lose. She noted that she would like information to be presented straight forward.

Assistant City Attorney Raven that through excise tax on marijuana, the State will be setting aside the money left after all expenses related to the regulation of marijuana are paid for grants available only to Cities to allow recreational use.

Chair Schaefer stated that this means there is no direct revenue impact from AUMA.

Assistant City Attorney Raven stated that she is correct.

Chair Schaefer inquired if cities could tax the revenue from dispensaries at a local level.

Assistant City Attorney Raven stated that cities would have pass a sales tax to be able do that.

Vice Chair Perez stated he is concerned about the confusion surrounding this ordinance and that the average person will not take the time to inform themselves.

Commissioner Francine expressed concerns about banning the delivery of marijuana products in the City, especially from those suffering from terminally-ill diseases.

A discussion between the Commission and Assistant City Attorney Raven ensued regarding the different scenarios of the delivery of marijuana.

Chair Schaefer closed the Public Hearing at 7:14 p.m.

Commissioner Tomazic suggested a bullet point section clarifying the ordinance should be **included in the Commission's' recommendation.**

Director Lambert stated with the Commission's recommendation they can take to City Council.

Motion by Schaefer, seconded by Perez carried on a (5-0) vote to approve the recommendation actions with direction given to provide a more comprehensive and comparative view of the ordinance and to recommend to City Council that the compassionate piece related to delivery be considered.

Ayes: Francine, Tomazic, Perez, Schaefer

Noes:

Abstain:

Absent: Lee, Schenck,

OLD BUSINESS: None

NEW BUSINESS: None

DEVELOPMENT REPORT: None

DIRECTOR'S REPORT:

Director Lambert informed the Commission that the City has hired a new Senior Planner and he will be starting on January 17, 2017.

Chair Schaefer asked if City Council is planning to hold meetings on Tuesdays when Planning Commission Meetings are scheduled.

Director Lambert stated that recently there have been special meetings and the holiday closure altered some of the dates scheduled for City Council.

ADJOURNMENT

Chair Schaefer adjourned the Planning Commission Regular Meeting at 7:23 p.m. to a regular meeting on Tuesday, February 14, 2017 at 6:30 p.m. in the Placentia City Council Chambers at 401 East Chapman Avenue, Placentia.

Submitted by,

Joseph M. Lambert,
Director of Development Services

**PLACENTIA PLANNING COMMISSION
MINUTES OF THE REGULAR MEETING**

February 14, 2017

The regular meeting of the Placentia Planning Commission on February 14 2017 was called to order at 6:31 p.m. in the Placentia Council Chambers, 401 East Chapman Avenue, Placentia, CA by Chair Schaefer.

ROLL CALL:

PRESENT: Commissioner Schenck, Tomazic, Perez, Schaefer
ABSENT: Francine (excused), Lee excused)

OTHERS PRESENT: Yolanda Summerhill, Assistant City Attorney
Joseph M. Lambert, Director of Development Services
Andrew Gonzales, Senior Planner
Elsa Villagrana, Secretary

PLEDGE OF ALLEGIANCE: Vice Chair Perez

ORAL COMMUNICATIONS: None

CONSENT CALENDAR: None

PUBLIC HEARING: None

REGULAR AGENDA:

1. **Applicant:** City of Placentia
Project Location: City-Wide

GENERAL PLAN CONFORMITY FINDING FOR 1) SUMMARY VACATION & DISPOSITION OF FORMER BRADFORD AVENUE AND 2) ACQUISITION OF 1,485 SQUARE FEET OF PROPERTY FROM AN EXISTING WATER WELL SITE BEING ACQUIRED FROM THE GOLDEN STATE WATER COMPANY

Recommended Actions: It is recommended that the Planning Commission:

- a. Adopt Resolution No. PC-2017-05, A Resolution of the Planning Commission of the City of Placentia, California finding that the Summary Vacation and Disposition of Former Bradford Avenue, and acquisition of 1,485 square feet of property from an existing water well site being acquired from the Golden State Water Company conform with the City of Placentia General Plan in accordance with California Government Code Section 65402 and Streets and Highways Code Section 8313; and
- b. Find that the proposed action is exempt from California Environmental Quality Act (CEQA) review because it is not a "project" as defined under California Public Resources Code Sections 21065 and 21080.

Motion by Vice Chair Perez, seconded by Commissioner Tomazic carried on a (4-0) vote to approve the recommended actions.

Ayes: Tomazic, Schenck, Perez, Schaefer

Noes:

Abstain:

Absent: Francine, Lee

NEW BUSINESS:

- 1. Applicant: Irene Foong, dba Aroma Day Spa**
Project Location: 237 S. Lakeview Avenue

Use Permit (UP) 2016-14:

To permit the establishment and operation of a day spa with ancillary massage services located at a multi-tenant commercial building within the C-1 (Neighborhood Commercial) and O-1 (Combining Oil District) zoning district. The proposed use is not expected to create a negative impact on the physical environment and, therefore, staff is recommending a categorical exemption pursuant to the California Environmental Quality Act (CEQA) Guideline § 15301 (Class 1 - Existing Facilities) and City Environmental Guidelines.

Recommended Actions: It is recommended that the Planning Commission:

- a. Open the Public Hearing concerning Use Permit 2016-14;
- b. Receive the Staff Report and consider all public testimony;
- c. Close the Public Hearing; and
- d. Adopt Resolution PC-2017-02, a resolution of the Planning Commission of the City of Placentia, approving Use Permit No. 2016-14 and making findings to permit the establishment and operation of a day spa with ancillary massage services within an approximately 1,020-square foot commercial suite of a multi-tenant commercial building, located at 237 S. Lakeview Avenue within the C-1 (Neighborhood Commercial) and O-1 (Combining Oil District) zoning district; and making findings that the project is categorically exempt pursuant to the California Environmental Quality Act Guidelines (CEQA) set forth in Title 14 CCR § 15301 (Class 1 - Existing Facilities) and the City of Placentia Environmental Guidelines.

Commissioner Schaefer opened the Public Hearing regarding UP 2016-14 at 6:55 p.m.

Senior Planner Gonzales provided the Commission a staff report on UP 2016-14.

He noted that the applicant, Irene Foong, is applying for a Use Permit for a day spa with ancillary massage service business at 237 S. Lakeview Avenue, Placentia, CA 92870. He noted that the subject site is **within the** "Commercial Office" zoning district with the surrounding land uses comprised of commercial uses to the south and residential uses to the north. The applicant noted that they will be dividing the interior floor space with partition walls. The proposed spa services are for both men and woman. He stated that the hours of operation will be from 10:00 am through 8:30 pm, seven (7) days a week, and will

be staffed by two (2) full-time and two (2) part-time employees. He commented that these employees will be required to have their CAMTC certification.

Mr. Gonzales stated that the proposed business follows **the City's municipal code**. He also noted that this business was previously located at 310 Orangethorpe Avenue and operated without any noted issues. He stated that staff is recommending approval of UP 2016-14.

Commissioner Tomazic inquired about the number of massage establishments within the City.

Director Lambert stated that the City has approximately 20 massage establishments.

Chair Schaefer asked if a child could receive a massage at this location.

Senior Planner Gonzales stated that there is nothing that precludes someone under the age of 18 from receiving services.

Chair Schaefer asked why the applicant is moving locations.

Senior Planner Gonzales deferred to the applicant to answer **Chair Schaefer's question**.

Chair Schaefer asked the applicant to come forward for testimony.

Applicant Irene Foong stated she operated her business at the 310 S. Lakeview Avenue location for 11 years. She stated that last year she could not renew the lease and had to shut down her business. She stated that she had been looking for a suitable business location. The Applicant noted that all her staff are trained and experienced.

Chair Schaefer asked if there were any members of the public who would like to comment on UP 2016-14.

No members of the public came forward to speak regarding UP 2016-14.

Chair Schaefer closed the public hearing at 7:07 p.m.

Motion by Schenck, second by Tomazic carried on a (4-0) vote to approve the recommended actions.

Ayes: Tomazic, Schenck, Perez, Schaefer

Noes:

Abstain:

Absent: Francine, Lee

2. **Applicant:** Maximus & Lasanthi Kurera, dba Towne and Country
Early Education Center
Project Location: 201 E. Madison Avenue (north of E. Madison Avenue,
east of Bradford Avenue) APN 339-121-40

Use Permit (UP) 1969-05 Modification:

To permit modifications to Use Permit 1969-05 to allow an existing child care and preschool facility to (a) increase the total enrollment capacity from 40 to 68 students and (b) alter the existing operating hours within the R-1 (Single Family Residential) zoning district. The proposed use is not expected to create a negative impact on the physical environment and, therefore, staff is recommending a categorical exemption

pursuant to the California Environmental Quality Act (CEQA) Guideline § 15301 (Class 1 - Existing Facilities) and City Environmental Guidelines.

Recommended Actions: It is recommended that the Planning Commission:

- a. Open the Public Hearing concerning Use Permit 1969-05 Modification;
- b. Receive the Staff Report and consider all public testimony;
- c. Close the Public Hearing; and
- d. Adopt Resolution PC-2017-03, a resolution of the Planning Commission of the City of Placentia, approving Use Permit No. 1969-05 Modification and making findings to permit an existing child care and preschool facility to (a) increase the total enrollment capacity from 48 to 68 students and (b) alter the existing operating hours within the R-1 (Single Family Residential) zoning district on property located at 201 E. Madison Avenue; and making findings that the project is categorically exempt pursuant to the California Environmental Quality Act Guidelines (CEQA) set forth in Title 14 CCR § 15301 (Class 1 - Existing Facilities) and the City of Placentia Environmental Guidelines.

Chair Schaefer opened the Public Hearing at 7:10 p.m.

Senior Planner Gonzales presented the Commission a summary of UP 1969-05 Modification and provided related images of the facility.

Mr. Gonzales stated that the application is applying for modification to an existing UP to increase the school enrollment capacity and modify the hours of operation.

He noted that K2 Engineering provided a traffic analysis and determined 11 parking spaces would be required for 68 students and 8 employees. The change in operating hours would accommodate dissimilar parental work schedules and allow parents to drop-off children earlier and pick them up later. **He commented that the City's Contract Traffic Engineer reviewed K2's analysis and determined it met all standard industry practices and procedures.**

Mr. Gonzales stated that staff has visited the site and observed it during the morning and evening hours. He stated staff is recommending approval.

Commissioner Tomazic commented that the requested increase in the number of students to 68, combined with the total number of staff members and parents, seemed high for the facility.

Senior Planner Gonzales noted that child care facilities operate differently than standard schools, whereby children are not arriving at set time.

Commissioner Tomazic stated there seems to be issues brought up by the general public. He mentioned a complaint related to a perimeter wall that does not comply with a specific condition of approval associated with UP 1969-05.

Senior Planner Gonzales stated the wall in question is a 4-foot high masonry block wall with an attached 3-foot high wood fence extension. He stated that the original condition of approval required a 6-foot masonry wall to be installed along the side and rear property lines.

Vice Chair Perez inquired if the Commission should have the applicant address the issues brought up by the adjacent neighbors before they vote on the item.

Director Lambert stated that the proposed Conditions of Approval allowed for a traffic circulation study. He continued to state that a one year review may be imposed upon the child care facility to determine if it is operating in compliance with all the approved conditions and has incorporated measures to address the concerns raised by surrounding residents.

Chair Schaefer asked if anyone from the Planning Department visited the site to see if they are in compliance with the existing Use Permit. She noted that the submitted opposition letters presented by members of the public question the **facility's** compliance with ADA **access, including the facility's compliance with a condition of approval related to the side and rear property line walls.**

Senior Planner Gonzales stated that the subject site did not receive any recorded complaints from Code Enforcement. He added that the Department of Social Services routinely inspect these facilities. He noted that their requirements are more restrictive than the City.

Commissioner Schaefer asked if there have been any building modifications.

Senior Planner Gonzales stated that there were recent permitted building modifications and that the Department of Social Services performed an evaluation on the site after the building modifications. He noted they successfully passed their evaluations.

Senior Planner Gonzales stated that there are currently 46 students attending the child care, which was verified by attendance logs.

Chair Schaefer called on the Applicant to provide testimony.

Applicant Tivantha and Maximus Kurera provided a history of their business to the Commission.

Mr. Maximus Kurera noted that they have been operating the facility for 27 years. He stated that the School was established in 1969 and have owned the property since 1991.

Mr. Kurera noted that majority of staff and students live in Placentia and emphasized the important role this facility provides to the City by serving as a vital educational resource. He stated there will be no increase in staff or increase in the number of classrooms. He stated that Orange County Fire Authority (OCFA) and the Department of Social Services have provided approval for 68 children. He stated that the site maintains a total of 17 parking spaces. He said the renovations to the building included an interior remodel, ADA upgrades, seismic reinforcement of the building, and a new roof.

Mr. Kurera highlighted that the drop off and pick up times of students are spread out. He noted that the traffic is more closely associated with the high school across from the property, especially at 8:00 am. He commented that some of the neighbors may associate this with the preschool instead of the high school.

Vice Chair Perez asked the Applicant how he proposes to resolve the issues brought up to the Commission.

Mr. Kurera asked for an explanation of the issues raised by the general public.

Vice Chair Perez noted that one of the issues brought up by his neighbor is regarding the rear perimeter block wall.

Mr. Kurera stated that it was approved by the City, but is amenable to correcting the wall within in week.

Vice Chair Perez inquired about the required directional signs within the driveway area as prescribed by the original conditions of approval.

Mr. Kurera stated that the required signs are installed in the driveway. He noted that he can make any other requested changes to signs.

Vice Chair Perez reiterated this was a concern raised by the public.

Chair Schaefer asked how frequently the state conducts an inspection.

Mr. Kurera stated that the Department of Social Services conducts inspections unannounced.

Commissioner Schenck asked how many staff members they have.

The Applicant stated that they have 8 staff members. He commented that the legal requirement is 12 children to 1 staff members.

Commissioner Tomazic inquired about the amount and detail of renovations to the building.

Mr. Kurera stated they did not change the facade but did upgrade the building to meet building code requirements.

Chair Schaefer asked what the minimum age of a child for attendance is.

Mr. Kurera stated that the minimum age is 18 months.

Chair Schaefer asked if the facility provides after school child care.

Mr. Kurera stated most of the kids are full-time.

Chair Schaefer asked the maximum age of its student body.

Mr. Kurera stated that the maximum age is 5 ½ years old.

Chair Schaefer asked for members of the public who wish to speak on this agenda to come forward.

Resident Mark Newell was called to speak. Mr. Newell stated that he lives caddy corner to property. He is concerned with the increase in the number of kids due to noise and full compliance with the code.

Tom Whitney (133 E Madison Avenue, Placentia, CA 92870) was called to speak. He stated that he has serious concerns regarding this property. He states he disagrees with the

facility's 46 student capacity. He noted that the number one problem with the school is noise and that it is located within a single-family residential district.

He said that parking and noise surrounding the child care facility is terrible. He stated that **the facility doesn't have enough parking and disagrees with the findings of the traffic study.**

Jim Parish was called to speak. Mr. Parish stated he works from home and is concerned about his quality of life. He stated that routine maintenance of the playground area results in a concentration of dust that spills into the adjacent properties. He noted that it will not be going to get quieter with 20 more children. Mr. Parish stated that parking is bad. He noted that when his neighbors receive the notice about the public hearing they were concerned and were not supportive of the request.

John Beggs (205 E Madison Avenue, Placentia, CA) was called to speak. He noted that he disagrees with the traffic study findings. Mr. Beggs stated that he lived at his house for 35 years and traffic has increased over the years because of the high school, child care, traffic light and overall increase in development. He stated that traffic is very crowded in the morning but is more staggered in the afternoon. Mr. Beggs noted we do hear the parking noise and they were there when we purchase the property but the increase of children will increase the noise and traffic. He stated that the child care facility has lowered overall property values of surrounding homes. He stated that the previous building modifications changed the building and increased its footprint.

Jim Ruby was called to speak. He noted that he has noise concerns with the increase of the number of kids. He stated that you can hear staff reprimand kids. He reaffirmed his displeasure with the use of a leaf blower on the weekends and the generated dust. He expressed concerns with added traffic.

Chair Schaefer stated that the recurring topics are noise, failure of staff to park on site, jaywalking of children, compliance with initial conditions of approval and the overall number of students.

Chair Schaefer asked the applicant if they were ways to remedy the issues raised.

The Applicant stated he can mitigate the noise complaint by limiting single class usage of the playground and eliminating use of the leaf blower when cleaning the property.

The Applicant stated that tonight was the first time he was notified there was an issue with the masonry wall. Mr. Kurera stated he can correct this issue within a week.

Mr. Lambert responded that if the applicant alters the current wall, it will permanently reduce the current height of wall.

Chair Schaefer asked the applicant about odors generated from the property

The applicant stated there is an exhaust fan on the property and that diapers are placed inside a trash can.

Chair Schaefer asked the applicant if they can put deodorizers in the trash cans.

The Applicant stated that they can install deodorizers in all trash cans.

Chair Schaefer asked of Commissioner Tomazic had any questions for the applicant.

Chair Schaefer asked the applicant why the applicant has not moved to another location.

The Applicant stated it is a financial burden to relocate. Mr. Kurera stated that he will work to address the issues. He stated that parents preferred to drop off children at such facility and that relocation within a commercial facility will not be attractive for the business and difficult in obtaining the necessary licensing from the State.

Chair Schaefer inquired about the concern of parents jaywalking with children.

The Applicant stated that he can organize a drop-off system.

Chair Schaefer asked if staff can take children from the car into the school.

Chair Schaefer asked if Staff had additional comments.

Director Lambert clarified the referenced code and the statement that the child care is not permitted.

Mr. Lambert stated the member of the public is referring to a large family child care facility that is strictly regulated by the state. He noted that a commercial child care is allowed in the R-1 zoning district.

Chair Schaefer closed the Public Hearing at 8:29 p.m.

Commissioner Tomazic stated his recommendation will be to not approve UP 1969-05 Modification. He stated that the facility doesn't have the capacity to accommodate the increase in students.

Vice Chair Perez stated that he is familiar with the issues associated with the child care facility. He stated there is no mention of a parent drop-off area which creates some issues. At schools, there are designated signs. He stated that the applicant **didn't** have a plan to stagger the students before coming to the commission. Perez recommended denial.

Commissioner Schenk acknowledges that legally the business owner can increase the capacity but the neighborhood can't accommodate the increase. Schenk recommended denial.

Chair Schaefer stated that there are two issues at hand: 1) number of students and 2) non-compliance with existing UP.

Chair Schaefer inquired if this item could be reviewed at the next regularly scheduled meeting and in the interim, the Conditions of Approval can be furthered discussed with the owner and an optional condition for a one year review.

Director Lambert stated the Public Hearing for this item can be continued and the applicant can begin to address the issues from the previous approval and all issues presented by the adjacent property owners.

Mr. Lambert stated that staff understands the public's concerns with the impact of increasing the number of students. He stated they can work with the applicant to enhance operations and be in full compliance with current conditions and demonstrate a plan of action to mitigate the issues presented.

Chair Schaefer asked the applicant, Mr. Kurera if he would be okay with continuing the item and work with staff to address the issues presented.

The Applicant stated that he is willing to continue the item and work with staff.

Director Lambert commented that the Commission can continue the item or conditionally approve the item with a set period of time to review the item.

Chair Schaefer asked if the Commission can continue the item to a future meeting and add as a condition of approval a review period.

Director Lambert stated that the Commission can add a review period as a condition of approval.

Commissioner Tomazic stated he does not think the Applicant could address all issues within a month.

Commissioner Schenck expressed concerns with not addressing current operational issues.

Director Lambert reiterated to the Commission that they would simply be continuing the hearing to a date certain or uncertain.

Motion by Chair Schaefer, seconded by Vice Chair Schaefer carried on a (4-0) vote to continue the public hearing on this item to May 9, 2017 and re-notice the public hearing.

Ayes: Tomazic, Schenck, Perez, Schaefer

Noes:

Abstain:

Absent: Francine, Lee

Chair Schaefer called for a five-minute recess at 8:51 p.m.

Chair Schaefer called the meeting back to order at 8:56 p.m.

3. **Applicant:** Clemente Estrada & Blanca Martinez, dba The Vintage Village Banquet Hall

Project Location: 111 W. Santa Fe Avenue (north of W. Santa Fe Avenue, west of Bradford Avenue) APN 339-365-25

Use Permit (UP) 2015-10:

To permit the establishment and operation of (a) an approximately 7,350 sq. ft. banquet facility and (b) the onsite sale and consumption of alcoholic beverages in an existing commercial building within the SF-C (Santa Fe Commercial) zoning district. The proposed use is not expected to create a negative impact on the physical environment and, therefore, staff is recommending a categorical exemption pursuant to the California Environmental Quality Act (CEQA) Guideline § 15301 (Class 1 - Existing Facilities) and City Environmental Guidelines.

Recommended Actions: It is recommended that the Planning Commission:

- a. Open the Public Hearing concerning Use Permit 2015-10;

- b. Receive the Staff Report and consider all public testimony;
- c. Close the Public Hearing; and
- d. Adopt Resolution PC-2017-04, a resolution of the Planning Commission of the City of Placentia, denying Use Permit No. 2015-10 and making findings to deny the establishment and operation of (a) an approximately 7,350-square foot banquet facility and (b) the onsite sale and consumption of alcoholic beverages in an existing commercial building within the SF-C (Santa Fe Commercial) zoning district on property located at 111 W. Santa Fe Avenue.

Chair Schaefer opened the Public Hearing at 8:56 p.m.

Senior Planner Gonzales provided the Commission a summary UP 2015-10. He noted that the staff reviewed the violation history of the location and issues posed by the different agencies.

Mr. Gonzales stated that Orange County Health Care Agency (OCHA) warned the Applicant about the business directly providing food to their clients as they would be required to upgrade their facility in order to obtain approval of a health permit. He noted that OCHCA stated that in order to avoid obtaining a health permit, the business would have to work with an outside vendor not associated with the business. He stated that in addition to OCHCA issues, there were several issues with how the use is currently operated.

Commissioner Schenck inquired about the number of issues and if there were any complaints from adjacent residents and business owners.

Senior Planner Gonzales stated that staff analyzed all the factors, size of space and number of patrons and determined it would not be compatible with the surrounding business. He noted that this use would operate as a quasi-nightclub because of the live entertainment component and type of events conducted at this establishment.

Mr. Gonzales commented that this type of uses presents ancillary impacts from parking and traffic. He stated that the location does not provide parking and on-street parking is being used by the events. He stated that there are 24 spaces and this use will require 30 additional spaces.

Commissioner Tomazic stated it looks they are already in business. He asked if it is in illegal use.

Senior Planner Gonzales stated that yes, the business is operating illegally since a use permit is require for a banquet facility. He noted that it poses heightened security issues and that the use is not consistent with the general plan and doesn't meet code requirements.

Code Enforcement Officer Dan Pivaroff stated that his department has received complaints throughout the year related to debris in the area, parking issues throughout the neighborhood, violations for the building not having the property fire alarms within the building, in addition as of recent, they received issues with the property being occupied as church in the past. He stated that the Frequency of complaints, have declined from 2015 to 2016. To date no complaints have been received in 2017.

Commissioner Schenck asked if the business has been operating since 2015.

Vice Chair Perez inquired about the noise.

Dan Pivaroff stated there has been calls for service at this location.

Vice Chair Perez stated that he was just there this weekend and found it loud and could not find parking as a result of an event at this location.

Schaefer asked if there been any instances of substance abuse that have been problematic.

Commissioner Tomazic stated that this item is nowhere ready to be evaluated without the issues being corrected.

Chair Schaefer stated that unless they have an open forum, they will not be well informed to consider a future date.

Commissioner Schenck stated he doesn't know any business within the downtown area that doesn't have parking issues.

Commissioner Schenck stated food is permissible if it is done through outside catering.

Senior Planner Gonzales stated that he is correct and further noted issues with food service as past events have located food trucks and food preparation areas within Santa Fe Avenue and the rear adjacent alleyway.

Commissioner Schenck asked if they would be impacting the landlord by denying the business after it has been operating for two (2) years.

Director Lambert stated that this use is not seen as a suitable business for the Santa Fe Commercial District. Staff would support a restaurant with a banquet facility. This location is part of the Old Town Revitalization Plan and staff will not be supporting similar businesses in the future.

Senior Planner Gonzales commented that the Applicant corrected the issues with OCFA and if occupancy exceeds the maximum capacity of 156 occupants, the facility will be required to install a fire sprinkler system.

Assistant City Attorney Summerhill stated a business license is revenue raising tax. There is not investigation or enforcements and does not grant any use.

Commissioner Schaefer inquired clarification if a catering not affiliated with the business is allow to provide food for events at the facility.

Chair Schaefer expressed concerns that any future use will have parking issues.

Chair Schaefer recognizes the issue has carryon for time but understands the issues are severed.

Chair Schaefer asked the Applicant to come forward for testimony.

Legal Counsel for the Applicant, Alejandro Ray Solis counsel addressed the Commission.

Mr. Solis stated it is true his clients been operating since 2015 and are requesting a use permit for their businesses. He noted the Applicant is not requesting for the on-sale of alcohol.

Mr. Solis stated that that the Applicant met with City Staff including Code Enforcement and were asked to apply for a CUP and asked not sell alcohol and meet OCFA requirements. He stated that the Staff allowed his clients to continue operating their business. He commented that the Applicant has been operating without formal complaints of violations. He stated that any recent violations have not been made aware to the Applicant. He concluded that denying the use permit will create a financial hardship and there are events scheduled into November 2017.

The Applicant, Blanca Martinez and Clemente Estrada provided the Commission a history of Vintage Village Banquet Hall and prior conversations with City Staff.

Mrs. Martinez stated that in 2015 they met with Charles Rangel and Damien Arrula had their business license issued. In August 2015, they received a call to meet with staff and addressed their concerns. She stated that they have not received additional complaints since that meeting. They are concerned about their clients.

Mrs. Martinez noted that they resolve the parking issues and bought 20 extra parking spaces from the Placita Santa Fe. In addition, she stated that they gathered signatures from surrounding residents and business owners.

Complaints are related to parking and noise.

The Applicant stated that she feels they are being bullied by the City. She noted that they are willing to work with City to mitigate the issues and will keep their occupancy capacity under 156.

Commissioner Schenck if they are the owners of the business and property.

The Applicant stated they do not know of any issues.

Commissioner Schenck stated it sounds like it was bad communication between the City and the Applicant.

Vice Chair Perez stated that when he was in downtown Placentia over the weekend, the noise was unbearable. He noted that he talked to a few people and they said that on Fridays and Saturdays the noise and traffic is terrible.

The Applicant stated they can work on regulating the noise if they can continue to offer services for their clients.

Chair Schaefer asked if they have rowdy clients.

Commissioner Schenck asked if they have been approached by the City to use any of their facilities.

Chair Schaefer asked about the catering at their facility.

Mr. Martinez stated they only offered space and that their clients have the option to obtain other caterers.

Schaefer asked if they have security guards.

Schaefer asked if they provide on-site alcohol.

The Applicant stated they do not provide alcohol.

The Applicant allows clients to bring their own alcohol as long as they provided it to free for guests.

Stev Fregoso was called to speak at 9:48 PM. He operates the hair salon at 109 W Santa Fe and subleases to the business owners of The Vintage Villa Banquet Hall. He stated they have a signed sub-lease agreement with John Adger who is the property owner. He stated that the City approved the business license, specifically Damien Arrula and Charles Rangel approved it. He stated the surrounding business owners are glad the Vintage Villa Banquet Hall is operating. He stated that they are signs regarding parking and that clients are notified that if they parking at Tlaquepaque they will be towed.

Rosalina Davis was called to speak. Mrs. Davis is the Co-Owner, of Tlaquepaque restaurant at 101 W Santa Fe Avenue, Placentia, CA 92879. She noted that she is President of Placita Santa Fe Merchants Association. She stated that The Vintage Villa Banquet Hall is anchored in the middle of Old Town, operates mainly in the weekends and closes daily during the business week. She stated that this business contracts out to big parties and events during the weekend. Mrs. Davis commented there parking issues associated with the business and that the business has a permit that allows patrons to bring their own alcohol.

Resident, Joshua Correa (844 Taffolla Avenue, Placentia, CA 928790) was called to speak. Mr. Correa asked the Commission if they would grant additional time for the applicant to addresses the issues as the previous item.

Mr. Correa stated the applicants only had one week to review the issues at hand. He noted that it sounds like any other issues that the banquet facility needs to address, they need to be outlined.

Raul Davis was called to speak (Co-Owner of Tlaquepaque restaurant, 101 W Santa Fe Avenue, Placentia, CA 92870). He stated that as a restaurant it is a privilege to have a liquor license and it takes a lot of steps to obtain the license. He says that it is dangerous how Vintage Village Banquet Hall is operating without a proper liquor license. He stated he went to the Department of Alcohol Beverage Control (ABC) and talked to a supervisor regarding his concerns with Vintage Village Banquet Hall. He stated that ABC informed him of a loophole that allowed Vintage Village Banquet Hall to have events with alcohol.

Peter Fregeso, father of Stev Fregeso and resident of Placentia, was called to speak. He stated that he celebrated his 60th wedding anniversary at Vintage Village Banquet Hall and experienced no issues with the business.

Alicia Fregeso, mother of Steve Fregoso provided testimony. She stated that they have family members who visited for an event at Vintage Village Banquet Hall and as result they patronized Telepaque when they are in town.

Ed Garcia, business owner at 116 West Santa Fe Avenue was called to speak. He stated business is behind 111 W Santa Fe Avenue. He stated there is a 10 p.m. noise ordinance that has not been followed by the Applicant. He stated that the business owners invested their own money to be able to lease the space. Mr. Garcia stated that the Applicant purchase spaces from the Downtown Merchants. He commented that he blames the City for not doing a property vetting on the business and for allowing them to have the business.

Elena Carbajal (933 Paloma Avenue, Corona, CA) addressed the Planning Commission. She stated that the Applicant does provides security guards for events. She noted that every downtown has issues with parking and doesn't understand why the City has an issue with Vintage Village Banquet Hall.

Chair Schaefer asked the Applicant to back to podium address issues.

Mr. Solis stated there has not been evidence of minors drinking at this facility. The applicants were just notified of some of the concerns today. He noted that they only had one week to prepare for this Public Hearing. He stated that they are recommending the Commission continue the public hearing for this item.

Blanca Martinez stated she understands the issues and is willing to work with the City to comply with the conditions.

Chair Schaefer closed the Public Hearing at 10:23 p.m.

Commissioner Schenck asked if the list of names provided by the Applicant the names of the signatures on the petition.

The Applicant stated that the typed list of names represent the submitted signatures provided to the Commission.

Commissioner Schenck inquired if the list included immediate residents and business owners.

Chair Schaefer reminded Commissioner Schenck that the public hearing has closed.

Schenck asked if this was an application to allow the use for a particular period of time or a continuation of a permit.

Director Lambert reiterated this is an application to establish this business as a permitted use. He noted that this is a strange operation since they were initially allowed to operate and a month later were provided a list of Conditions of Approval. Mr. Lambert stated the Applicant has never been granted a Use Permit by the City. He stated that Staff is not asking an extension or a temporary permit.

Commissioner Schenck stated that this slipped through the cracks and some mistakes were made by the City. He stated that we are always looking to bring new business to the City and if we have a thriving business, he can't imagine why there would not be complaints about traffic, parking, and noise. He noted that City has known about this issue and has not previously reached out the business owner.

Assistant City Attorney Summerhill provided clarification that a violation of the use has occurred and even when a City has not immediately stopped it does not provide permission for the use to continue. She also noted that the parking spaces acquired by the Applicant

spaces are only allowed to the end of the year. She commented this does not permanently resolve the parking issue associated with their business.

Schenck stated that they have booked events through November and we should consider this financial hardship.

Vice Chair Perez commented there are other businesses and halls that are located in the downtown area such as the American Legion who have a hard time renting their space due to parking. He noted they do have a valid alcohol permit. He stated that the downtown area is inundated with alcohol licenses.

Director Lambert commented that the American Legion has a conditional use permit from the 1970s, which they are out of compliance with. He noted they are working with staff to resolve the issues. They are not allowed to have events that are American Legion related.

Commissioner Tomazic stated that his opinion is the same as the Planning Department and recommends to not grant a use permit.

Chair Schaefer commented that since the City did not properly handle this item she would like to see a similar action taken to that of the previous item. She recommended to continue the public hearing to a maximum of two months instead of three months because of the business commitments they already have.

Commissioner Schenck stated he concurs with Chair Schaefer's recommendation.

Chair Schaefer asked if there is a legal problem with this recommendation.

Assistant City Attorney Summerhill **recommended that if is the Commission's wishes they** can continue the matter that she would not recommend that the commission with their motion allowed them to continue to operate a business illegally.

A discussion ensue between Summerhill, Tomazic, and Schaefer regarding continuing the item.

Assistant City Attorney Summerhill stated that she recommends Commission continue the item but not include the fact at they can continue business illegally; or recommend a continuance and grant a temporary permit for a certain period of time.

Summerhill asked for the public hearing to be reopened and the applicant be asked if they would consent to the proposed motions.

Chair Schaefer asked if would it reasonable to ask the applicant to seek no further rentals due to the lack of determination.

Chair Schaefer Reopened the public hearing at 10:38 PM.

Chair Schaefer asked the Applicant if this is a reasonable request, thirdly, a temporary permit to continue be granted until matter is resolved for a two-month period, with what is currently required.

The Applicant's legal counsel stated they can meet those requirements and asked to be notified of any requirements they are not in compliance with.

Assistant City Attorney Summerhill noted it would almost impossible to determine every violation they are not in compliance. We could only notified the applicant of the out of compliance items the City is aware of.

Chair Schaefer asked Mr. Lambert if he agrees to such continuation.

Director Lambert stated he has verified that the business does not have a valid ABC permit and he is not familiar with the loophole the business is currently operating under. He also noted that the business is required to have a health permit to allow caterers to cater to the site. He state that the business is only allowed to have food if the patrons bring the food themselves.

Chair Schaefer asked whose responsibility it is to obtain a health permit.

Director Lambert replied that it is the responsibility of the Applicant.

Director Lambert stated staff still feels that the use is incompatible with the Santa Fe District and the Old Town Plan.

Motion by Schaefer, second by Schenck, carried on a (2-1-1) vote to continue the public hearing to April 11, 2017, have the public hearing be reposted and in the interim a temporary permit be granted with the following stipulations:

- **Applicant must be in compliance with all applicable codes for their use.**
- **No further events be contracted past what has already been contracted.**
- **Applicant communicate with City Staff to resolve issues.**

(Motion failed for lack of majority).

Ayes: Schenck, Schaefer

Noes: Perez

Abstain: Tomazic

Absent: Francine, Lee

Assistant City Attorney Summerhill stated that if there is are no additional motions and the application is not approve, it will result in the application being denied.

Motion by Schenck to continue the item for one month. (Motion dies due to lack of a second).

Chair Schaefer asked what options the Commission has regarding this item.

Assistant City Attorney Summerhill stated that the Commission has not approved the application and there is no use permit.

Motion by Perez, second by Schenck to approve staff recommendations. (Motion failed for lack of majority).

Ayes: Perez, Tomazic

Noes: Schenck, Schaefer

Abstain: Tomazic

Absent: Francine, Lee

Chair Schaefer asked Summerhill what does this mean for the item.

Assistant City Attorney Summerhill Summerhill stated that the Commission's action results in a denial of the application and the Applicant has the option to appeal the item to the City Council.

Chair Schaefer informed the Applicant that they will have to submit a written appeal to City Council.

OLD BUSINESS: None

OLD BUSINESS: None

NEW BUSINESS: None

DEVELOPMENT REPORT: None

DIRECTOR'S REPORT:

Mr. Lambert introduced Andrew Gonzales to the Commission as the City's new Senior Planner. He extended an invitation for Commissioners to meet with Staff one-on one. He noted that the Veterans Village project by Mercy Housing was approved by City Council. He stated that project in the City by Habitat for Humanity is moving forward and construction is slated to begin in March. He stated that next month Staff will be presented to the Commission the proposed Transit Oriented Development Packing Housing District.

Commissioner Schenck asked about Veterans Village groundbreaking.

Mr. Lambert stated that Veterans Village will start construction in approximately one year.

PLANNING COMMISSION REQUESTS: None

ADJOURNMENT

Chair Schaefer adjourned the Planning Commission meeting at 11:02 p.m. to a regular meeting on Tuesday, March 14, 2017 at 6:30 p.m. in the City Council Chambers at 401 East Chapman Avenue, Placentia CA.

Submitted by,

Joseph M. Lambert,
Director of Development Services



Placentia Planning Commission

AGENDA STAFF REPORT

TO: PLANNING COMMISSION
FROM: ANDREW GONZALES, SENIOR PLANNER
DATE: MARCH 14, 2017
SUBJECT: **USE PERMIT 2017-01**

RECOMMENDATION:

It is recommended that the Planning Commission take the following actions:

1. Open the Public Hearing concerning Use Permit 2017-01;
2. Receive the Staff Report and consider all public testimony;
3. Close the Public Hearing; and
4. Adopt Resolution PC-2017-05, a resolution of the Planning Commission of the City of Placentia, denying Use Permit No. 2017-01 and making findings to deny the establishment and operation of a day spa with ancillary massage services within an approximately 1,200-square foot unit of a multi-tenant commercial shopping center, located at 138 N. Bradford Avenue within the C-1 (Neighborhood Commercial) zoning district; and making findings that the project is categorically exempt pursuant to the California Environmental Quality Act Guidelines (CEQA) set forth in Title 14 CCR § 15301 (Class 1 – Existing Facilities) and the City of Placentia Environmental Guidelines.

REQUEST:

The applicant, Vy Luu Thoa Nguyen, dba VV Day Spa, is requesting a Use Permit (UP) for a day spa facility in conjunction with ancillary massage services to be conducted entirely inside an enclosed 1,200-square foot unit within an existing multi-tenant commercial shopping center located at 138 N. Bradford Avenue within the C-1 zoning district. Section 8.44 of the Placentia Municipal Code (PMC) allows for the establishment of massage uses subject to approval of a UP.

BACKGROUND

In 2009, the California legislature eliminated local control of massage establishments by enacting Section 4600 et seq. of the Business and Professions Code, which established voluntary statewide certification of massage practitioners and therapists, and restricted local control of massage establishments. As a result, jurisdictions could only impose requirements on massage therapy businesses that were the same as those uniformly applied to all other business providing professional services. Because local jurisdictions regulate various types of businesses differently

without a uniform set of “professional service” regulations, jurisdictions were unable to regulate an industry that can be susceptible to criminal activity, including human trafficking and prostitution. In October 2015, the Planning Commission recommended that the City Council approve a proposed ordinance which would require all massage applicants to apply for a UP for the operation of a massage establishment in zones where such a use would be authorized. UP’s are acted upon by the Planning Commission, which provides an opportunity to include reasonable conditions of approval to regulate the business. On January 19, 2016, the City Council approved Ordinance No. O-2016-02. Pursuant to the ordinance, the Placentia Police Department will continue to conduct background checks on individuals applying for massage licenses and UP’s are required for all new massage businesses and for those existing massage businesses which are operating without a UP.

PROJECT DESCRIPTION:

The proposed day spa facility is located within a multi-tenant commercial shopping center on an approximately 2.4-acre site. The subject site is accessible via three (3), two-way driveways along N. Bradford Avenue and Anned Drive, including a reciprocal drive aisle accessible from E. Chapman Avenue. The day spa facility is an existing operation that underwent a business transfer from the prior owner, Vy Thi Vo, operating under the business name dba “Pacific Spa”. According to the applicant’s letter submitted and received January 12, 2017, the day spa establishment will conduct all services entirely within the 1,200-square foot commercial tenant space. Weekly business operations will be conducted between the hours of 10:00 AM and 9:00 PM, Monday through Saturday, and between 11:00 AM and 9:00 PM on Sunday.

Primary customer access into the facility will be served by a primary storefront located along the N. Bradford Road building facade. This access will lead to the reception room, which is designated as the customer check-in area. The reception room is restricted access to the massage therapy rooms by a controlled access door. On the other side of the door, the interior layout consists of four (4) private therapy rooms, restroom/shower area, and employee room. A rear door located along the building’s east elevation will serve as secondary access for employees only. A total of four (4) therapists will be employed at the facility, with two (2) therapists working at any given time.

Applicable Code Section – Placentia Municipal Code

The subject property is currently zoned C-1. The project will be required to comply with development standards and use requirements set forth in the Placentia Municipal Code (PMC) for projects within the C-1 zoning district. Pursuant to PMC Section 23.33.040, a personal service use that includes massage services shall require a UP to be reviewed and approved at a noticed public hearing before the Planning Commission.

Subject Site and Surrounding Land Uses

VV Day Spa is a proposed day spa with ancillary massage services within an existing multi-tenant commercial shopping center located on the east side of N. Bradford Avenue, north of E. Chapman Avenue. The table below shows existing surrounding land uses, zones, and General Plan Land Use Designations:

Surrounding Land Uses:

Location	Existing Land Use	Land Use Element General Plan Designation	Zoning Map Designation
Subject Site	VV Day Spa (Formerly Pacific Spa)	Commercial	C-1 (Neighborhood Commercial)
North (across Anned Drive)	Commercial Offices & Valencia High School	Commercial & Schools	C-1 & R-1 (Single Family Residential)
South	Multi-tenant Commercial Shopping Center (Chapman Square)	Commercial	C-1
East	Detached, Single-family Residences	Low Density Residential	R-1
West (across N. Bradford Avenue)	Kraemer Memorial Park	Parks/Open Space	R-1

ZONING COMPLIANCE ANALYSIS:

Site Development Standards

The project is located within the C-1 zoning district. Based on staff’s analysis, the project meets a majority of the minimum and maximum development standards of the PMC. No major changes to the building footprint and overall envelope will take place as a result of the project.

Section 23.78.030 of the PMC requires a minimum of four (4) parking spaces per 1,000 square feet of unit area (gross). As such, a total of four (4) spaces are required for the subject unit. Currently, 152 spaces are provided adjacent to the front of the unit with additional spaces provided throughout the entire commercial center. Based upon an evaluation of the existing parking inventory, adequate onsite parking will be provided for the day spa establishment.

Other Departments Concerns and Requirements

The Divisions of Planning and Code Enforcement, the Police Department as well as the Orange County Fire Authority, have reviewed the application and identified comments and applicable code requirements with no major concerns or comments.

ISSUES ANALYSIS:

Business Operations

In accordance with PMC Section 8.44.060, all massage establishments operating within the City shall adhere to specific operational standards. These requirements provide the necessary framework in projecting public health, safety, and general welfare of all patrons and citizens of the community. Noncompliance with these standards may result in negative impacts to the surrounding area, especially upon sensitive land receptors as residential neighborhoods, parks, and schools. Failure to comply with these requirements may result in the potential revocation of any prior approval, resulting in the forced closure of a business determined to be operating in a fashion of impropriety.

Upon an investigation by the Planning staff it has been revealed that the proposed facility is not fully adhering to the aforementioned requirement. PMC Section 8.44.060(21) states the following:

No massage establishment shall place, publish or distribute or cause to be placed, published or distributed any advertising matter that depicts any portion of the human body that would reasonably suggest to prospective customers that any service is available other than those services described in this chapter. No massage establishment shall employ language in the text of such advertising that would reasonably suggest to prospective customers that any service is available other than those services authorized by this chapter.

Advertisements on websites historically linked to perpetuating and facilitating the occurrences of human trafficking and prostitution, have revealed several “VV Day Spa” advertisements depicting women in provocative poses in a highly sexualized manner, including emoticons that are sexually suggestive to services provided. The massage services advertised include “body treatment, body scrub, and shower by attendant”, which are services not identified within the Statement of Use document provided by the applicant on January 12, 2017. Therefore, it is the determination of the Planning Division that the proposed business does not fully adhere to the operating regulations identified within the City’s massage ordinance (PMC Chapter 8.44–Massage Establishments).

Police Department Review

Based upon the Police Department’s review of the prior business in February 2017, the current location has operated without any calls for service or known criminal activity. Although the prior business does not indicate any calls for service, the advertisements by the proposed establishment is inconsistent with the City’s zoning standards for operation of a massage establishment within the City.

CEQA:

The proposed UP 2017-01 was reviewed by staff in accordance with the requirements of the California Environmental Quality Act (“CEQA”), Public Resources Code §§ 21000 *et seq.*, the State CEQA Guidelines, 14 C.C.R. §§ 15000 *et seq.*, and the Environmental Impact Report Guidelines of the City of Placentia. If the Planning Commission intends to approve UP 2017-01, then staff recommends that the Planning Commission exercise its independent judgment and find that UP 2017-01 is exempt from CEQA pursuant to State CEQA Guidelines § 15301 Class 1

Existing Facilities as it applies to the operation, repair, leasing or minor alteration of existing public or private structures, of facilities or features involving “negligible or no expansion of use”.

PUBLICATION NOTIFICATION:

Legal notice was published in the Placentia News Times on March 3, 2017, and notices were sent to property owners of record within a 300-foot radius of the subject property on March 1, 2017. As of March 9, 2017, staff has received no comments in support of or in opposition to the request.

CONCLUSION:

The proposed project is determined to be inconsistent with PMC Chapter 8.44–Massage Establishments of the PMC which regulates the operations of massage establishments within the City of Placentia. Based on staff’s analysis of the issues, the proposed project will not be compatible with the adjacent land uses and will result in negative impact to the surrounding area.

RECOMMENDATION:

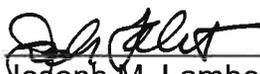
The Planning Division recommends that the Planning Commission of the City of Placentia adopt the Resolution PC-2017-05 recommending denial of UP 2017-01.

Prepared and submitted by:



Andrew A. Gonzales
Senior Planner

Review and approved by:



Joseph M. Lambert
Director of Development Services

Attachments:

1. Resolution No. 2017-05
2. Site & Floor Plans Dated and Received January 12, 2017
3. Statement of Use Submitted by the Applicant Dated and Received January 12, 2017
4. PMC Chapter 8.44–Massage Establishments

RESOLUTION NO. PC-2017-05

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF PLACENTIA DENYING USE PERMIT NO. 2017-01 AND MAKING FINDINGS OF DENIAL TO THE ESTABLISHMENT AND OPERATION OF A DAY SPA WITH ANCILLARY MASSAGE SERVICES ON PROPERTY LOCATED AT 138 NORTH BRADFORD AVENUE IN THE C-1 (NEIGHBORHOOD COMMERCIAL) ZONING DISTRICT.

A. Recitals.

WHEREAS, Vy Luu Thoa Nguyen, dba VV Day Spa, ("Applicants" hereinafter) located at 138 N. Bradford Avenue, filed an application for approval of Use Permit No. 2017-01, as described in the title of this Resolution. Hereinafter, in this Resolution, the subject Use Permit request is referred to as the "Application";

WHEREAS, on March 14, 2017, this Commission conducted a duly noticed public hearing, as required by law, and concluded said hearing prior to the adoption of this Resolution; and

WHEREAS, all legal prerequisites to the adoption of this Resolution have occurred.

B. Resolution.

NOW, THEREFORE, it is hereby found, determined and resolved by the Planning Commission of the City of Placentia as follows:

SECTION NO. 1: Based on the evidence presented and the findings set forth, Use Permit No. UP 2017-01 is hereby found to be inconsistent with the Placentia General Plan and the implementation thereof.

SECTION NO. 2: Based upon substantial evidence presented to this Commission during the public hearing conducted with regard to the Application, including written staff reports, verbal testimony and development plans, this Commission hereby specifically finds as follows:

a. The proposed day spa with ancillary massage services use will be: (1) detrimental to the health, safety or general welfare of the persons residing or working within the neighborhood of the proposed use or within the city, or (2) injurious to the property or improvements within the neighborhood or within the City. It is anticipated that a day spa operation will generate negative impacts on the adjacent neighborhood. The day spa use may have the potential to impact public health, safety, and general welfare of patrons, business owners, and residents within the surrounding area, as elucidated below;

b. The proposed proposed day spa with ancillary massage services will potentially facilitate both patrons and employees to participate in illicit and objectionable behavior leading to collateral impacts that negatively affect the immediate area; and

c. The Applicant stated in their Statement of Use letter that professional therapy services will be provided at the facility. However, services that include body treatments, body scrubs, and showers with the aid of an attendant are advertised on internet websites suspected of perpetuating and facilitating the occurrences of human trafficking and prostitution. Furthermore, these advertisements offered photographs of women of a highly sexualized nature that imply that services of an illicit nature and beyond therapeutic massages are to be provided.

SECTION NO. 3: Based upon the environmental review of the project, the Planning Commission finds that Use Permit (UP) 2017-01 is exempt from the California Environmental Quality Act (“CEQA”), Public Resources Code §§ 21000 *et seq.*, the State CEQA Guidelines, 14 C.C.R. §§ 15000 *et seq.*, and the Environmental Impact Report Guidelines of the City of Placentia pursuant to the State CEQA Guidelines § 15301 (Class 1 – Existing Facilities) as as it pertains to the operation, repair, leasing or minor alteration of existing public or private structures, of facilities or features involving “negligible or no expansion of use”.

SECTION NO. 4: Based upon the findings and conclusions set forth herein, this Planning Commission hereby denies Use Permit (UP) 2017-01.

SECTION NO. 5: The Secretary to the Planning Commission shall:

- a. Certify to the adoption of this Resolution; and
- b. Forthwith transmit a certified copy of this Resolution, by certified mail, to the Applicant at the address of record set forth in the Application.

ADOPTED AND DENIED this 14th day of March, 2017

CHRISTINE SCHAEFER, CHAIR

I, Joseph M. Lambert, Secretary to the Planning Commission of the City of Placentia, do hereby certify that the foregoing Resolution was introduced at a regular meeting of the Planning Commission of the City of Placentia held on the 14th day of March 2017, and was passed at this regular meeting of the Planning Commission of the City of Placentia held on the 14th day of March, 2017, by the following vote:

AYES:	COMMISSION MEMBERS:
NOES:	COMMISSION MEMBERS:
ABSENT:	COMMISSION MEMBERS:
ABSTAINED:	COMMISSION MEMBERS:

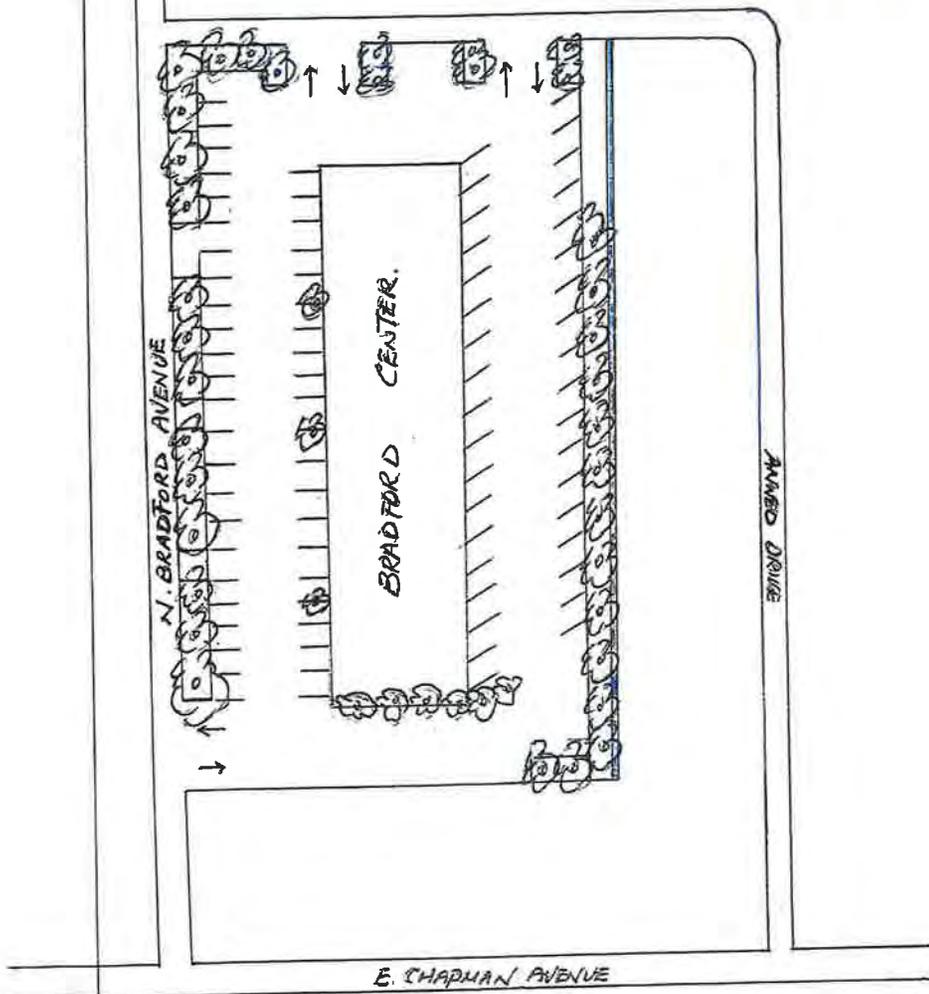
ATTEST:

JOSEPH M. LAMBERT,
SECRETARY TO THE PLANNING COMMISSION

APPROVED AS TO FORM

YOLANDA M. SUMMERHILL,
ASSISTANT CITY ATTORNEY

V.V. Day Spa.
 138 N. Bradford Ave., Placentia Ave., Placentia, CA., 92870



LOCATION : 110-140 N. BRADFORD AVENUE PLACENTIA CA
 LOT SIZE : 40000 sf.



PROJECT DATA

ASSESSOR'S PARCEL NUMBER
 SITE ADDRESS:
 TOTAL SITE AREA
 TOTAL PROJECT FOOT PRINT
 TOTAL PROJECT FLOOR AREA
 TOTAL PARKING REQUIRED
 TOTAL PARKING AVAILABLE
 CURRENT ZONING
 PROPOSED ZONING
 GENERAL PLAN DESIGNATION

110-140 N. Bradford Ave.,
 40,000sf Placentia, CA
 1200 sqft
 8 SPACES
 85 Spaces
 TO
 TO
 COMMERCIA

EXISTING PROJECT SITE USE
 PROPOSED PROJECT SITE USE

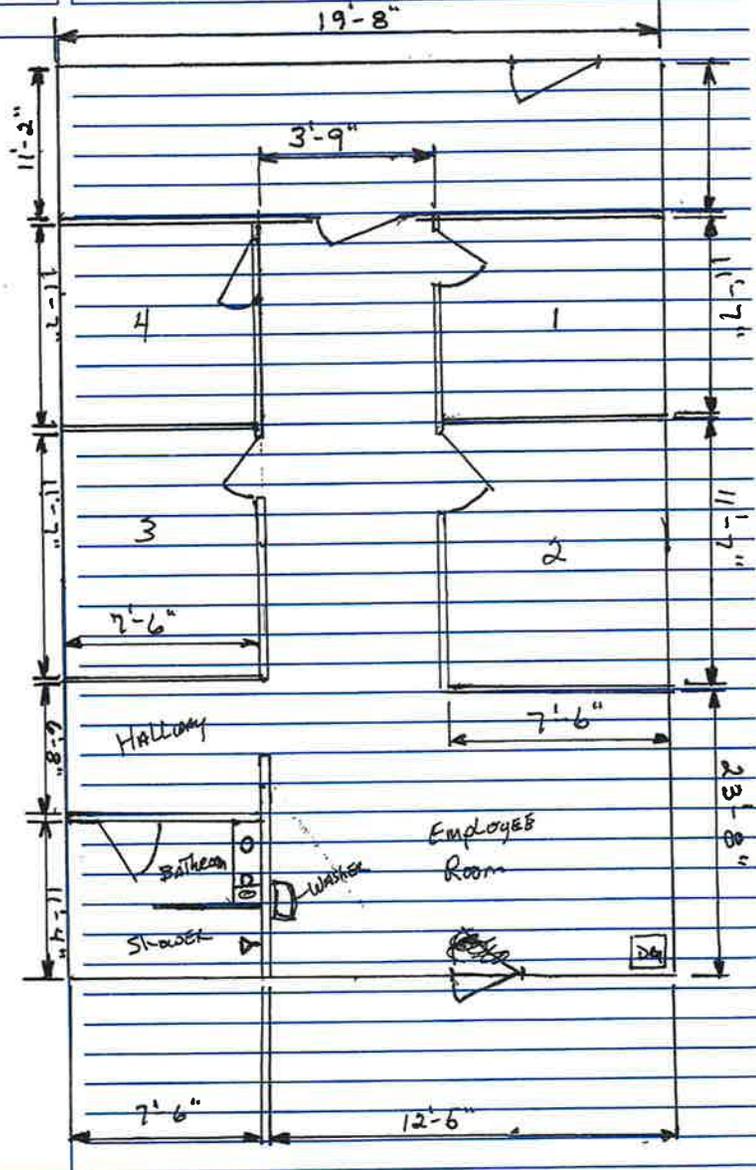
MASSAGE SPA THERAPY
 MASSAGE SPA THERAPY

RECORD OWNER OF PROPERTY:
 Ed Prober
 17555 GREEN LEAF ST.
 ENCINO, CA 91316
 A/B/CANT
 Vy Louu Thao NGUYEN
 13801 SHIPLEY ST., # 34
 GARDEN GROVE, CA., 92843

UP 2017-01
 138 N Bradford Avenue
 VV Day Spa

name	project
date	

tasks



UP 2017-01
138 N Bradford Avenue
VV Day Spa

January 11, 2017
City of Placentia
Planning Department
401 East Chapman Avenue
Placentia, California, 92870

Subject: Statement of Use: VV Day Spa

Statement of Use:

Project Description: The proposed project consists of application for Conditional Use Permit for the continued operation of existing business VV Day Spa. VV Day Spa starts on February 1, 2017; in full compliance with the city of Placentia requirements. The subject massage establishment occupies approximately 1200 square foot, 4 private massage therapy rooms and reception area, storage, 1 handicap accessible restroom with shower. The establishment is located at 138 North Bradford Avenue, Placentia, CA. The center is a small commercial property and has 80 parking spaces.

The business hours is to remain open 7 (Seven) days a week. Monday to Saturday from 10 am to 9 pm., and Sunday from 11 am to 9 pm.. The massage operation does not require any machinery or equipment, and no vehicles are needed as the subject establishment does not provide on call services.

There are 4 (Four) massage therapists now available at the subject establishment, all the therapists, including the owner, are trained in the art of massage with the required hours to pass the requirements to be Certified by the California Massage Therapy Council. All the massage therapists are fully competent in Psychometric Principles and Standards as required by the State Assembly Bill 1147 and City of Placentia requirements. All massage therapists have no criminal record; and they have been approved by the City of Placentia Police Department. There are only 2 therapists on duty at one time each day.

VV Day Spa is a profitable business by providing professional and healthy massage therapy to relieve pain and stress in a caring and professional environment. All massage therapists are mindful of the overall experience using quality oils and lotions, clean linens and towels.

The VV Spa establishment is located within the Bradford Center, which is a commercial center of many different small businesses. Within the subject complex is considered a location for good service and business activities in the community. The VV Day Spa establishment is facing to the North Bradford Avenue side of the structure. The establishment is not close to a residential area or a school establishment.

UP 2017-01
138 N Bradford Avenue
VV Day Spa

VV Day Spa is a establishment which is conformed to the City of Placentia's adopted General Plan and Zoning Regulations. The subject establishment use continues to complement the surrounding developments and is not detrimental to the neighborhood. The subject establishment also creates employment opportunities, economic benefits for the community. Therefore, the establishment is deemed necessary for the continued development of the community.

Sincerely,



Vy Luu Nguyen
VV Day Spa

Placentia Municipal Code							
Up	Previous	Next	Main	Collapse	Search	Print	No Frames
<u>Title 8 HEALTH AND SANITATION</u>							

Chapter 8.44 MASSAGE ESTABLISHMENTS

8.44.010 Purpose and intent.

The purpose of this chapter is to protect the public's health and safety and the personal safety of massage therapists through the establishment of certain licensing standards pertaining to massage establishments within the city of Placentia, and to recognize massage therapy as a legitimate business occupation and health service enhancement. Nothing in this chapter is intended to permit any use, conduct and/or activity that violates any federal, state or local law or regulations. (Ord. O-2011-04 § 2, 2011)

8.44.020 Definitions.

Unless the particular provision or the context otherwise requires, the definitions and provisions contained in this chapter shall govern the construction, meaning, and application of words and phrases used in this chapter.

"Business license officer" means any employee of the city of Placentia who is authorized to issue or ensure compliance with applicable business license requirements. A business license officer includes, but is not limited to, a code enforcement/compliance officer and any other employee authorized by the city administrator.

"CAMTC" means the California Massage Therapy Council created by California Business and Profession Code Section 4600, et seq. The CAMTC is referred to as the Massage Therapy Organization in the Massage Therapy Law.

"CAMTC certificate" means a current and valid certificate issued by the CAMTC to a massage practitioner or therapist.

"Chief" means the chief of the Placentia police department.

"City" means the city of Placentia.

"City administrator" means the city administrator of the city of Placentia, or designated representative.

"City council" means the city council of the city of Placentia.

"County" means the county of Orange.

"Customer area" means any area open to customers of the establishment.

"Employee" means any person, other than a massage practitioner or manager, who performs services at the massage establishment and receives compensation from the operator of the massage establishment for such services, including an independent contractor, while on the premises of the massage establishment.

"Fire department" means the Orange County fire authority.

"Health department" means the Orange County health care agency.

"Manager" means the person(s) designated by the operator of the massage establishment to act as the representative and agent of the operator in managing day-to-day operations with the same liabilities and responsibilities. Evidence of management includes, but is not limited to, evidence that the individual has power to direct or hire and dismiss employees, control hours of operation, create policy or rules or purchase supplies. A manager may also be an operator.

"Massage" or "massage therapy" means any method of treating the external parts of the body for remedial, hygienic, relaxation or any other similar purpose, whether by means of pressure on, friction against or

stroking, kneading, tapping, pounding, vibrating, rubbing or other manner of touching external parts of the body with the hands, or with the aid of any mechanical or electrical apparatus or appliance with or without supplementary aids such as rubbing alcohol, liniment, antiseptic, oil, powder, cream, ointment or other similar preparations commonly used in this practice and shall include herbal body wraps. For the purposes of this chapter, “massage” or “massage therapy” includes the techniques of acupressure and reflexology.

“Massage business or establishment” means any business or establishment, including a sole proprietor or independent contractor, conducted within the city where any person engages in, conducts, carries on or permits to be engaged in, conducted or carried on, for money or any other consideration, the administration to another person of a massage, and also includes all businesses or establishments where massage therapy is provided as an ancillary service such as clubs, gyms, day spas and professional offices where such massage therapy is not otherwise exempt under this chapter.

“Massage practitioner” or “massage therapist” means any person who administers to another person a massage for any form of consideration.

“Massage Therapy Law” means Chapter 10.5 of Division 2 of the California Business and Professions Code (beginning at Section 4600).

“Operator” means: (1) a sole proprietor of; (2) a general partner of; or (3) all persons who have an ownership interest in, a massage business or establishment.

“Person” means any individual, corporation, partnership, association or other group or combination of individuals acting as an entity.

“Police department” means the Placentia police department.

“Registered school” means an institution that provides massage therapy education and training as such term is defined in Section 4600 of the Massage Therapy Law.

“Specified criminal offense” means:

(1) Within five (5) years of the date of the filing of the application, a person has pleaded guilty or nolo contendere to, or been convicted in a court of competent jurisdiction of a misdemeanor or felony crime involving sexual misconduct, including, but not limited to: (i) Chapter 1 of Title 9 of the California Penal Code (Sections 261 through 269) relating to sexual crimes; (ii) Chapter 8 of Title 9 of the California Penal Code (Sections 314 through 318.6) relating to indecent exposure, obscenity and disorderly establishments; or (iii) California Penal Code Section 647(a) or (b) relating to prostitution; or

(2) Any similar offenses under the criminal code or penal of this state or any other states or countries; or

(3) Having permitted, through an act of omission or commission, an employee or agent to engage in any type of moral turpitude or sexual misconduct offense listed in subsections (1) or (2) of this definition (the conduct of the employee or agent, if such resulted in a conviction or a plea of nolo contendere or guilty, shall be considered imputed to the principal). (Ord. O-2011-04 § 2, 2011)

8.44.030 CAMTC certificate.

(a) **Massage Businesses and Establishments.** No person may engage in, conduct or carry on, or permit to be engaged in, conducted or carried on in any location within the city, a massage business or establishment unless all persons providing massage therapy at or on behalf of the massage business or establishment have a valid and current CAMTC certificate.

(b) **Massage Therapy.** No person may engage in, conduct, carry on, or perform massage therapy within the city unless such person has a valid and current CAMTC certificate. (Ord. O-2011-04 § 2, 2011)

8.44.040 Exceptions.

The requirements of Section 8.44.030 do not apply to:

(1) Any physician, surgeon, chiropractor, osteopath, naturopath, podiatrist, acupuncturist, physical therapist, registered nurse or vocational nurse duly licensed to practice their respective profession in the state.

(2) Any treatment administered in good faith in the course of the practice of any healing art or profession by any person licensed to practice any such art or profession under the California Business and Professions Code or any other law of the state.

(3) Barbers, cosmetologists, estheticians, and manicurists licensed to practice their respective profession under the laws of the state while performing activities within the scope of their license, provided that such massage is limited solely to the neck, face, scalp, feet, hands, arms, and lower limbs up to the knees, of their patrons.

(4) State-licensed hospitals, nursing homes, and other state-licensed physical or mental health facilities and their employees.

(5) Persons who provide massage therapy to athletes or athletic teams, facilities or events, so long as such persons do not practice massage therapy as their primary occupation within the city.

(6) Registered schools and their employees that provide massage therapy education or training and their students in training, provided that such students perform massage therapy only under the direct personal supervision of an instructor. (Ord. O-2011-04 § 2, 2011)

8.44.050 Massage business license.

(a) **Business License Required.** In addition to the requirements set forth in Title 23 governing massage establishments, the owner of each massage business or establishment, and any massage practitioner or massage therapist that desires to work as an independent contractor must obtain a business license pursuant to this chapter prior to commencing operation or providing any massage therapy and must thereafter maintain a valid business license.

(b) **Business License Application.** The application for a business license shall be made in accordance with the provisions of this chapter. Each applicant for a massage business license must provide the following information where applicable as determined by the city, with the application:

(1) The full true name under which the massage establishment shall be conducted.

(2) The present or proposed address where the massage establishment is to be conducted.

(3) The applicant's full, true name, any other names used within the past five (5) years, date of birth, California Driver's License Number or California Identification Number, present residence address and residence telephone number, and the sex, height, weight, color of hair, and color of eyes of the applicant.

(4) Acceptable written proof that the applicant is at least eighteen (18) years of age.

(5) If the applicant is a corporation, the name of the corporation shall be set forth exactly as shown in its articles of incorporation or charter together with the state and date of incorporation and the names and residence addresses and telephone numbers of each of its current officers and directors, and of each stockholder holding more than five (5) percent of the stock of that corporation.

(6) If the applicant is a partnership, the application shall set forth the name, residence address and telephone numbers of each of the partners, including each of the limited partners. If the applicant is a limited partnership, it shall furnish a copy of its certificate of limited partnership. If one (1) or more of the partners is a corporation, the provisions of this section pertaining to corporate applicants shall apply.

(7) A complete description of all services to be provided at the massage establishment.

(8) The names and addresses of each massage practitioner and massage therapist providing massage therapy at or on behalf of the business or establishment, including whether they are a full-time employee or an independent contractor, and proof that each such practitioner or therapist has a valid CAMTC certificate.

(9) The name of the person(s) designated by the applicant to act as manager of the massage establishment. The manager shall be required, at all times, to meet all of the applicable requirements of this chapter.

(10) A description of any other business to be operated on the same premises, or on adjoining premises, owned or controlled by the applicant.

(11) The name and address of the owner and lessor of the real property upon or in which the massage establishment is to be conducted. In the event the applicant is not the legal owner of the property, the application must be accompanied by a copy of the lease and a notarized acknowledgment from the owner of the property that a massage establishment will be located on his or her property.

(12) Business, occupation or employment history of the applicant for the three (3) years immediately preceding the date of the application.

(13) The business license and permit history of the applicant, including whether such person, in previously operating in this city or another city or state under license or permit, has had such license or permit revoked or suspended, and the reason for such action.

(14) Whether the applicant has been convicted of or permitted any specified criminal offense. If an applicant or owner of the massage establishment does not have a CAMTC certificate, then the applicant and owner of the massage establishment must provide proof of a Live Scan or other similar city-approved background check.

(15) A nonrefundable business license fee, and renewal fee in the case of a business license renewal, as set by resolution of the city council shall be paid to the city to defray the actual cost of processing the business license.

(c) Inspection of Premises. Upon receipt of a complete application, a business license officer shall cause the inspection of the proposed premises of any fixed location massage business or establishment for compliance with the requirements of this chapter and code.

(d) Issuance of License. Upon receipt of a written application for a business license for an establishment, a business license officer shall ascertain whether such business license should be issued as requested. Upon the completion of the review, the city must issue the business license if it finds:

- (1) The required fee has been paid;
- (2) The application conforms in all respects to the provisions of this chapter;
- (3) The applicant has not made a material misrepresentation or omission in the application;
- (4) The applicant is at least eighteen (18) years of age;
- (5) The massage establishment as proposed by the applicant would comply with all applicable laws, including, but not limited to, health, zoning, fire and safety requirements and standards.

(e) Denial of License. If a business license officer finds that any of the applicable requirements of this chapter or this code are not satisfied, including any conviction for or the permitting of a specified criminal offense, recent history of prior business license or permit suspension or revocation, or evidence that the applicant has provided materially false information, the application shall be denied. The decision of a business license officer to deny a business license application or renewal may be appealed pursuant to the procedures set forth in Section 8.44.080 of this chapter.

(f) License Renewal. A massage business license must be renewed in accordance with the provisions of this chapter, at which time the applicant must provide proof that all applicable requirements of this chapter and this code remain satisfied, and the applicable business license renewal fee.

(g) Transfer of License Prohibited. Upon the sale or transfer of any interest in a massage business or establishment, the business license shall become void. The person acquiring the interest in a massage business or establishment must submit a new business license application and receive approval of such license in accordance with the provisions of this chapter.

(h) Notification of Changes in Registered Massage Practitioners and Therapists. Each licensee must submit to the city the names and applicable CAMTC certificate of any new massage practitioners or massage therapists not previously included in the list required under subsection (b)(8) who are hired or retained to provide massage therapy at or on behalf of the business or establishment, including whether they will be a full-time employee or independent contractor, prior to such person commencing the provision of any massage therapy services. In addition, any discharge or termination of the services of a massage practitioner or massage therapist must be reported to the city within five (5) business days of such event.

(i) Revocation or Suspension of License. The following grounds constitute a basis for the revocation or suspension of a license:

- (1) The misrepresentation of a material fact by an applicant in obtaining a license;
- (2) The continuation of the operations of the licensee under such license will be detrimental to the public health, safety, peace, welfare or morals, or is found to constitute a public nuisance;
- (3) The violation of any law related to the operation of the applicable business, including any violations of this code or a specified criminal offense;
- (4) The violation of any condition imposed on the license.

(j) Revocation/Suspension Procedures.

(1) Complaints against any licensee must be in writing and must set forth one (1) or more of the grounds enumerated above. Complaints must be filed with, or may be initiated by, a business license officer, who shall then conduct an investigation to determine whether the complaint is sufficient to show probable cause for the revocation or suspension of the license. A written report of any officer, employee or agent of the city disclosing violations of any law by the licensee or the licensee's agents or employees shall also be deemed a complaint within the meaning of this section. All complaints must be verified unless made by city officers, employees, or agents in their official capacity.

(2) Upon completion of the business license officer's investigation, the business license officer shall report the results to the city administrator, together with a recommendation as to whether grounds exist to revoke or suspend the license or whether the complaint should be disregarded.

(3) Based upon the report of such business license officer and such additional investigation as the city administrator may deem appropriate, the city administrator shall determine whether the complaint constitutes a sufficient basis to revoke or suspend the license, and if so, shall issue a written order of revocation or suspension to the licensee setting forth the grounds for revocation or suspension of the license. Such written order must be sent by certified mail to the licensee's last known address or be personally delivered. The order must also provide notice that the license revocation or suspension shall become final within ten (10) days of the date of mailing or personal delivery of the order unless it is timely appealed in the manner provided in Section 8.44.080 of this chapter. (Ord. O-2016-02 § 9, 2016; Ord. O-2011-04 § 2, 2011)

8.44.060 Massage establishment operating requirements.

No person shall engage in, conduct, carry on, or permit to be engaged in, conducted, or carried on, any massage establishment, unless each and all of the following requirements are met.

(1) Massage operations shall be carried on or conducted, and the premises shall be open only between the hours of 8:00 a.m. and 10:00 p.m. of any day. A person designated as a manager shall be on the massage establishment premises at all times of operation and must be registered with the city administrator by the operator to receive all complaints and be responsible for all violations taking place on the premises. The appointment of a manager must be in writing with the manager in charge of the premises acknowledging this appointment. All managers must be registered with the city prior to being employed in this position, and all managers must possess a valid CAMTC certificate.

(2) A list of services available and the cost of such services shall be posted in bold minimum one (1) inch type, in English and such other languages as may be convenient to communicate such services, in an open public place within plain view of the entry of the premises, and shall be described in readily understandable terms. No operator or manager shall permit, and no massage therapist shall offer or perform, any service other than those posted pursuant to this section.

(3) The massage establishment business license and a copy of the CAMTC certificate of each and every massage therapist employed in the massage establishment shall be displayed in an open and conspicuous place within plain view of the entry of the massage establishment premises.

(4) Every massage establishment shall require all customers to sign a register book. The manager shall assure that the massage establishment shall keep an accurate register book showing the name and address of each customer in clear and legible writing, verified by the customer's drivers license or identification card, the name of the massage therapist administering the treatment, and the type of treatment administered. Such register books shall be maintained on a form approved by the city administrator. Such books shall be open to inspection by officials with responsibility for enforcement of this chapter during regular business hours upon demand, written or oral, and without use of subpoena or court process; and may not be used for any other purpose, including use of the file by operators, managers and employees of the establishment. Such register books shall be maintained on the premises of the massage establishment for a period of two (2) years.

(5) Massage establishments shall at all times be equipped with an adequate supply of clean towels, coverings and linens. Clean towels, coverings and linens shall be stored in cabinets. Towels and linens shall not be used on more than one (1) patron, unless they have first been laundered and disinfected. Disposable towels and coverings shall not be used on more than one (1) patron. Soiled linens and paper towels shall be deposited in separate, marked receptacles.

(6) Adequate bathing, dressing, locker and toilet facilities shall be provided for patrons. All shower, toilet and washing facilities shall be thoroughly cleaned and disinfected with a disinfectant approved by the health department as needed, and at least once each day the premises are open.

(7) If wet and dry heat rooms, steam and vapor rooms or cabinets, tanning booths, whirlpool baths and pools are offered, they shall be thoroughly cleaned and disinfected with a disinfectant approved by the health department as needed, and at least once each day the premises are open. Bathtubs shall be thoroughly cleaned after each use with a disinfectant approved by the health department. All walls, ceilings, floors, and other physical facilities for the establishment must be in good repair and maintained in a clean and sanitary condition.

(8) Instruments for performing massage shall not be used on more than one (1) patron unless they have been sterilized, using approved sterilizing methods. Each operator and/or on-duty manager shall provide and maintain on the premises adequate equipment for disinfecting and sterilizing instruments used in massage.

(9) All managers, employees, and massage therapists shall be clean, and wear clean, nontransparent outer garments that continuously cover the area from the bottom of the neck to the top of the kneecap. All

managers, employees, and massage therapists shall remain clothed while on the massage establishment premises, and shall not expose their genitals, pubic area, buttocks, or breasts. Massage therapists shall maintain a CAMTC certificate identification card clearly visible on their person during business hours.

(10) No person shall enter, be or remain in any part of a massage establishment while in possession of, consuming, or using any alcoholic beverage or drugs except pursuant to a prescription for such drugs. The operator and manager shall not permit the storage of alcoholic beverages or condoms upon such premises.

(11) All exterior doors (except a rear entrance for employees only) shall remain unlocked during business hours, unless there is no massage establishment staff available to assure the security of clients and massage therapists who are behind closed doors.

(12) No massage establishment or accessory use locations employing massage therapists shall be equipped with tinted or one-way glass in any room or office.

(13) Every operator or manager shall report to the city any change of employees, whether by new or renewed employment, discharge or termination, on the form and in the manner required by the city. The report shall contain the name of the employee and the date of hire or termination. The report shall be made within five (5) days of the date of hire or termination.

(14) The operator and/or on-duty manager shall consent to the unannounced inspection of the massage establishment by the city, police department, fire department and health department for the purpose of determining that the provisions of this chapter or other applicable laws or regulations are met. In that regard:

(A) The city, police department, fire department and health department may, from time to time, make an unannounced inspection of each massage establishment for the purpose of determining that the provisions of this chapter, state law or other applicable laws or regulations are met. Criminal investigations may be conducted as directed by the police department. The police department and/or city may inspect the occupied massage rooms for the purpose of determining that the provisions of this chapter are met. During an inspection, the police department and/or the city may verify the identity of all on-duty managers, therapists, and employees.

(B) An operator, manager, massage therapist, or employee is prohibited from refusing to permit an inspection of the massage establishment premises by a representative of the city or Orange County regulatory official at anytime it is occupied or open for business, as required by this section.

(15) Common use of towels or linens shall not be permitted. Towels and linens shall be laundered or changed promptly after each use. Separate enclosed cabinets shall be provided for the storage of clean and soiled linen and shall be plainly marked "clean linen" and "soiled linen" and shall have doors or covers.

(16) No person or persons shall be allowed to live inside the massage establishment at any time.

(17) No electrical, mechanical or artificial device shall be used by the operator, manager, therapist, or any employee of the massage establishment for audio and/or video recording or for monitoring the performance of a massage, or the conversation or other sounds in the massage rooms.

(18) The operator or on-duty manager of the massage establishment shall keep a complete and current list of the names, residence addresses, and telephone numbers of all massage therapists and employees of the massage establishment and the name, residence address and telephone number of the manager purported to be principally in charge of the operation of the massage establishment. This roster shall be written in English, kept on the premises and be available for inspection by any official charged with enforcement of this chapter.

(19) Each massage establishment shall provide to all customers clean, sanitary and opaque coverings capable of covering the patrons' specified anatomical areas including the genital and pubic areas, anus and female breast. No common use of such coverings shall be permitted and re-use is prohibited unless adequately cleaned.

(20) Massage establishments may not be open for operation before 8:00 a.m. or after 10:00 p.m. A massage begun any time before 10:00 p.m. must nevertheless terminate at 10:00 p.m. All customers and visitors shall be excluded from the massage establishment by that time. The hours of operation must be displayed in a conspicuous public place in the lobby within plain view of the entrance and clearly visible from the outside.

(21) No massage establishment shall place, publish or distribute or cause to be placed, published or distributed any advertising matter that depicts any portion of the human body that would reasonably suggest to prospective customers that any service is available other than those services described in this chapter. No massage establishment shall employ language in the text of such advertising that would reasonably suggest to prospective customers that any service is available other than those services authorized by this chapter.

(22) No person shall engage in, conduct or carry on the business of a massage establishment unless there is on file with the city clerk, in full force and effect at all times, documents issued by an insurance company authorized to do business in the state of California evidencing that the licensee is insured under a liability insurance policy providing minimum coverage of one hundred thousand dollars (\$100,000.00) for injury or death to one (1) person arising out of the operation of any massage establishment and the administration of a massage.

(23) All massage establishments must comply with all state and federal laws and regulations for persons with a disability, including all applicable anti-discrimination laws.

(24) No person(s) other than valid CAMTC certificate holders, employees, customers, vendors and service providers shall be allowed beyond the front lobby, located directly inside the front door entrance during hours of operation.

(25) Minimum lighting shall be provided in accordance with Article 220 of the National Electrical Code, and, in addition, at least one (1) artificial light of not less than forty (40) watts equivalent shall be illuminated in each room or enclosure where massage services are performed on customers.

(26) Massages shall be administered only on standard massage tables, and not on pads or beds. Pads used on massage tables shall be covered with a durable washable plastic or other waterproof material acceptable to the health department. (Ord. O-2011-04 § 2, 2011)

8.44.070 Change of location or name—Separate location.

(a) Any change of location of any massage establishment must first be approved by the city who must determine, prior to approval, that all ordinances and regulations of the city shall be complied with at any proposed new location.

(b) Where a person holding a business license issued under the provisions of this chapter changes the name of the massage establishment, such person must make an application to the city and pay a fee in an amount set by city council resolution to have said business license amended to reflect the change of name.

(c) No CAMTC certificate holder or massage establishment shall operate under any name or conduct any establishment under any designation not specified in the CAMTC certificate or business license issued pursuant to this chapter.

(d) Any application for an extension or expansion of a building or other place of business of a massage establishment shall require compliance with the city's zoning regulations.

(e) A separate business license shall be required for each location of a massage establishment.

(f) If, during the life of a massage establishment business license, the licensee has any change in information concerning the original application, notification of such change(s) must be made to the city, in writing, within thirty (30) days of the change(s). (Ord. O-2011-04 § 2, 2011)

8.44.080 Appeals.**(a) License Denial.**

(1) An applicant may appeal the business license officer's denial of a license or license renewal by filing a written notice of appeal with the city clerk setting forth the grounds for disagreement with the decision within ten (10) days of the date of the decision. The appeal must be accompanied by the applicable appeal fee.

(2) The city clerk will then fix a time and place for the hearing of such appeal before the city administrator or designee, and must give notice to the appellant of the time and place of the hearing by certified mail or personal delivery to the appellant at the address provided in the appeal.

(3) At the hearing, the city administrator or designee shall have authority to determine all questions raised on such appeal, provided that no such determination may conflict with any substantive provision of this code or other applicable law. The decision of the city administrator or designee shall be final, and shall be effective upon the date that written notice of the decision is sent by certified mail or personally delivered to the appellant.

(b) License Revocation or Suspension.

(1) A licensee may appeal the city administrator's or designee's revocation or suspension order by filing a written notice of appeal with the city clerk setting forth the grounds for disagreement with the decision within ten (10) days of the date of the revocation or suspension order. The appeal must be accompanied by the applicable appeal fee established by city council resolution.

(2) If an appeal of a revocation or suspension order is timely filed, the matter shall be scheduled for a hearing within a reasonable time before a city-appointed administrative hearing officer. The filing of such appeal shall stay the revocation or suspension order until a final decision is made by the hearing officer. The licensee, and any other persons requesting notice must be given at least ten (10) days' written notice of the time and place of such hearing.

(3) At the hearing, the hearing officer shall determine whether a sufficient basis exists for the revocation or suspension of the license based upon the complaint, applicable staff reports, the revocation or suspension order, and such other evidence as may be presented that is relevant to the proceedings. The licensee shall be given a reasonable opportunity to be heard in conjunction with the revocation or suspension proceedings. The burden of proof shall be upon the city to show that the facts and evidence is sufficient to constitute a basis for revocation or suspension of the license. The proceedings before the hearing officer shall be an informal administrative hearing and the rules of evidence, as generally applied in judicial proceedings, shall not be applicable. However, city officials or representatives and the licensee shall have the right of subpoena.

(4) The hearing officer must issue a written decision on the appeal within ten (10) days of the conclusion of the hearing unless the city and the licensee agree to a different deadline. Notice of such decision must be provided to the licensee by certified mail or personal delivery.

(5) The decision of the hearing officer shall be effective upon the date of mailing or personal delivery of the decision, and shall be final. (Ord. O-2011-04 § 2, 2011)

8.44.090 Penalty.

It is unlawful for any person, firm, partnership or corporation to violate any provision or to fail to comply with any of the requirements of this chapter hereby adopted. Any person, firm, partnership or corporation violating any provision of this chapter or failing to comply with any of its requirements shall be deemed guilty of a misdemeanor and upon conviction thereof shall be punished by a fine not exceeding one thousand dollars (\$1,000.00), or by imprisonment not exceeding six (6) months, or by both such fine and imprisonment. Each and every person, firm, partnership, or corporation shall be deemed guilty of a separate offense for each and

every day or any portion thereof during which any violation of any of the provisions of this chapter is committed, continued or permitted by such person, firm, partnership or corporation, and shall be deemed punishable therefor as provided in this chapter. Notwithstanding the foregoing, enforcement officials designated by the Placentia Municipal Code may issue an administrative citation pursuant to the provisions of Chapter 1.10 of the Placentia Municipal Code. (Ord. O-2011-04 § 2, 2011)

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Placentia Planning Commission

AGENDA STAFF REPORT

TO: PLANNING COMMISSION
FROM: ANDREW GONZALES, SENIOR PLANNER
DATE: MARCH 14, 2017
SUBJECT: **USE PERMIT 2017-02**

RECOMMENDATION:

It is recommended that the Planning Commission take the following actions:

1. Open the Public Hearing concerning Use Permit 2017-02;
2. Receive the Staff Report and consider all public testimony;
3. Close the Public Hearing; and
4. Adopt Resolution PC-2017-06, a resolution of the Planning Commission of the City of Placentia, approving Use Permit No. 2017-02 and making findings to permit the establishment and operation of a tutoring facility located within a multi-tenant commercial shopping center within the C-2 (Community Commercial) zoning district on property located at 1129 E. Imperial Highway; and making findings that the project is categorically exempt pursuant to the California Environmental Quality Act Guidelines (CEQA) set forth in Title 14 CCR § 15301 (Class 1 – Existing Facilities) and the City of Placentia Environmental Guidelines.

REQUEST:

The applicant, Young Man Cho, dba Reading Town, are requesting to establish and operate an approximately 1,950-square foot tutoring facility within an existing multi-tenant commercial shopping center located at 1129 E. Imperial Highway within the C-2 zoning district. The requested Use Permit (UP) will allow the relocation of an existing tutoring facility to a new tenant space within the same commercial shopping center.

PROJECT BACKGROUND AND DESCRIPTION:

The subject tutoring facility, Reading Town, presently operates within an approximately 1,700-square foot unit located within the same shopping center (Imperial Rose Plaza) as the proposed UP. The tutoring facility facility was established on November 8, 2011, by the Planning Commission under UP 2011-22. The existing operation conducts reading programs where students can improve their proficiency in reading comprehension, fluency, usage, accuracy and expression of the the English language. Classes are offered to students starting at kindergarten

age through the 12th grade. Class sessions are approximately one (1) hour in length, with a 15 minute interval between classes. The existing weekly hours of operation are between 11:00 AM and 7:00 PM, Monday through Friday and between 9:00 AM through 3:00 PM, on Saturday with the business closed on Sunday. The applicant is seeking relocation of the business within the same shopping center in order to address space limitations and noise impacts produced by two abutting occupants.

According to the applicant's letter and development plans submitted and received on February 2, 2017, the existing tutoring facility intends to relocate its operations into an approximately 1,950-square foot space within the same shopping center. The subject shopping center is located on the north side of E. Madison Avenue, east of Bradford Avenue, and is improved with approximately 101,485 square feet of tenant space. The shopping center contains a grocery store, daycare center, restaurants, personal service and general retail uses. The shopping center is comprised of eight (8) parcels which share a reciprocal parking agreement with its tenants. Primary vehicular ingress and egress to the facility is served by seven (7), two-way driveways located along E. Imperial Highway and N. Rose Drive. Parking is distributed throughout the shopping center and is conveniently located adjacent to each tenant space.

The proposed tenant space is located along the easterly wing of the shopping center. The tutoring facility will operate in substantially the same manner with exception of the days of operation whereby the use will be closed on Saturdays along with Sundays. The interior layout of the unit is composed of a primary customer entry that leads to a waiting/reception area, five (5) offices, an open workspace, storage area and restroom. Primary access will be located along the Imperial Highway facing storefront with secondary access located at the rear of the facility for exclusive use by tutoring school employees. Employees will consist of one (1) full-time and two (2) part-time staff members. A maximum of 9 students will be at the facility at any given time.

Applicable Code Section – Placentia Municipal Code

The purpose of the C-2 zoning district is to provide for businesses which, through characteristics of their operation, including types of goods markets and/or services offered, cater to the residents of the entire city rather than to a neighborhood area.

The C-2 zoning district does not specifically include learning/tutoring studios as a use permitted by right or subject to obtaining a UP; however, it may be permitted if the Planning Commission finds that the proposed use is in accord with the purpose of the C-2 zoning district (Chapter 23.36 of the Placentia Municipal Code (PMC)) and has characteristics similar to the uses listed within PMC Section 23.36.040.

The proposed tutoring facility is consistent with the intent of Chapter 23.36 and similar in characteristics to a dance or music studio which uses are listed in PMC Section 23.36.040 of the PMC. Dance, music, and learning/tutoring studios are types of businesses that involve the convening of persons at a given location and time for classes for the maintenance of education, mental and physical health. The C-2 zoning district should provide educational, cultural and recreational uses of these types. Therefore, pursuant to Section 23.36.040 of the PMC, the proposed tutoring facility requires UP approval. A UP is required to evaluate the potential impacts

the proposed business may have on adjacent businesses and/or residences; impacts on existing parking, city services and concentrations of similar uses.

Subject Site and Surrounding Land Uses

Imperial Rose Plaza is located on the north side of E. Imperial Highway, west of N. Rose Drive. The table below shows surrounding existing land uses, zones, and General Plan Land Use Designations:

Surrounding Land Uses:

Location	Existing Land Use	Land Use Element General Plan Designation	Zoning Map Designation
Subject Site	Reading Town (Imperial Rose Plaza)	Commercial	C-2 (Community Commercial)
North	Detached, Single-Family Residences	Low Density Residential	R-A (Residential Agriculture)
South (across Imperial Hwy)	Multi-Family Residences & Commercial Shopping Center	High Density Residential & Commercial	R-3 (High Density Residential) & C-2
East (across N. Rose Dr.)	Commercial Shopping Center & Multi-Family Residences	Commercial & City of Yorba Linda	C-2 & City of Yorba Linda
West	Multi-Family Residences	City of Brea	City of Brea

ZONING COMPLIANCE ANALYSIS:

Site Development Standards

The project is located within the R-1 zoning district. Based on staff’s analysis, the project meets all minimum and maximum development standards of the PMC, including minimum off-street parking requirements. No major changes to the building footprint and overall envelope will take place as a result of the project.

Other Departments Concerns and Requirements

The Divisions of Planning, Building and Safety, and Code Enforcement, as well as the Orange County Fire Authority have reviewed the application and submitted comments, applicable code requirements, and conditions of approval, but had no major concerns with the proposal.

ISSUES ANALYSIS:

General Plan Consistency

The General Plan goal and policy to promote for the development of activity centers to be conveniently located for residents within the City, including ensuring that adequate school (e.g., educational) space is provided for City residents. The proposed project will fulfill this goal and policy by maintaining an existing educational tutoring facility within an existing shopping center that is conveniently located and accessible for City residents. The relocation of the existing tutoring facility assists in maintaining a wide array of commercial uses and helps facilitate greater patronage for the shopping center. Increased patronage will assist and stimulate further investment and strengthen the City's economic vitality in the surrounding area, but more importantly provide greater accessibility to educational facilities for all residents.

PMC Consistency and On-site Parking

The proposed project will comply with the provisions of the C-2 zoning district and other applicable provisions of the PMC. The PMC identifies a parking ratio of 4 parking spaces per 1,000 square feet of gross floor area. The requirement of 1 space per 250 square feet ratio is consistent with the parking ratio of the previous occupant. Since the proposed use will not modify the required parking ratio from the previous use, the tutoring facility will not result in an onsite parking deficiency.

Land Use Compatibility

The project will be compatible with the surrounding area because the tutoring facility is proposed within an established commercial district containing complementary commercial and residential uses. The nature of the use will not have impacts on the nearest sensitive land uses (i.e., residential). The use is proposing to only modify the interior layout of the unit with no changes to the exterior of the building. The project will not alter onsite vehicular circulation or existing vehicular ingress/egress from Imperial Highway and Rose Drive. No impacts are anticipated by the operation of the proposed use.

CEQA:

The proposed UP 2017-02 was reviewed by staff in accordance with the requirements of the California Environmental Quality Act ("CEQA"), Public Resources Code §§ 21000 *et seq.*, the State CEQA Guidelines, 14 C.C.R. §§ 15000 *et seq.*, and the Environmental Guidelines of the City of Placentia. Staff recommends that the Planning Commission exercise its independent judgment and find that UP 2017-02 is exempt from CEQA pursuant to State CEQA Guidelines § 15301 Class 1 Existing Facilities as it applies to the operation, repair, leasing or minor alteration of existing public or private structures, of facilities or features involving "negligible or no expansion of use".

PUBLIC NOTIFICATION:

Legal notice was published in the Placentia News Times on March 3, 2017, and notices were sent to property owners of record within a 300-foot radius of the subject property on March 1, 2017. As of March 9, 2017, staff has received no comments in support or opposition of the request.

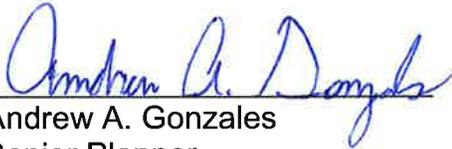
CONCLUSION:

The proposed project is consist with the City's General Plan and meets the minimum development standards of the PMC. With the recommended conditions of approval, the proposed proposed relocation of the tutoring facility within an existing commercial shopping center will be compatible with adjacent land uses and will not result in any adverse impacts onto the surrounding area.

RECOMMENDATION:

The Planning Division recommends that the Planning Commission of the City of Placentia adopt the Resolution PC-2017-06 recommending approval of UP 2017-02.

Prepared and submitted by:


Andrew A. Gonzales
Senior Planner

Review and approved by:



Joseph M. Lambert
Director of Development Services

Attachments:

1. PC Resolution No. 2017-06
2. Floor Plan/Site plan
3. Statement of Use Submitted by the Applicant Dated and Received February 6, 2017
4. PC Resolution NO. 2011-022

RESOLUTION NO. PC-2017-06

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF PLACENTIA APPROVING USE PERMIT NO. 2017-02 MAKING FINDINGS TO ALLOW THE ESTABLISHMENT OF A TUTORING FACILITY WITHIN AN EXISTING MULTI-TENANT COMMERCIAL SHOPPING CENTER LOCATED AT 1129 EAST IMPERIAL HIGHWAY IN THE C-2 (COMMUNITY COMMERCIAL) ZONING DISTRICT.

A. Recitals.

WHEREAS, Young Man Cho, dba Reading Town, (“Applicants” hereinafter) located at 1129 E. Imperial Highway, filed an application for approval of Use Permit No. 2017-02, as described in the title of this Resolution. Hereinafter, in this Resolution, the subject Use Permit request is referred to as the “Application”;

WHEREAS, on March 14, 2017, this Commission conducted a duly noticed public hearing, as required by law, and concluded said hearing prior to the adoption of this Resolution; and

WHEREAS, all legal prerequisites to the adoption of this Resolution have occurred.

B. Resolution.

NOW, THEREFORE, it is hereby found, determined and resolved by the Planning Commission of the City of Placentia as follows:

SECTION NO. 1: Based on the evidence presented and the findings set forth, Use Permit No. UP 20017-02 is hereby found to be consistent with the Placentia General Plan and the implementation thereof.

SECTION NO. 2: Based upon substantial evidence presented to this Commission during the public hearing conducted with regard to the Application, including written staff reports, verbal testimony and development plans, this Commission hereby specifically finds as follows:

a. The proposed use will not be: (1) detrimental to the health, safety or general welfare of the persons residing or working within the neighborhood of the proposed use or within the city, or (2) injurious to the property or improvements within the neighborhood or within the city. Subject to compliance with the attached Conditions of Approval and Standard Development Requirements (Attachment “A”), this use complies with all applicable code requirements and development standards of the C-2 (Community Commercial) zoning district and (3) it is not anticipated that tutoring facility will generate any negative impacts on the adjacent neighborhood. All primary activities shall be conducted within the building, while maintaining an environment free from objectionable noise, odor, or other nuisances, subject to compliance with the attached Special Conditions of Approval and Standard Development Requirements.

b. The proposed use is consistent with the City's General Plan. The General Plan Land Use designation for the subject site is "Commercial", which provides for a variety of commercial uses. The proposed use is a tutoring facility and is compatible with surrounding land uses.

c. The operations of an tutoring facility, subject to the attached Conditions of Approval and Standard Development Requirements (Attachment "A"), is consistent with the provisions of the Zoning Ordinance, or regulations applicable to the property. The existing use is a conditionally permitted use in the C-2 zoning district in the City of Placentia. Approval of the Use Permit for the tutoring facility will be consistent with the zoning as the site can accommodate the use, and other similar uses have been conditionally permitted within the C-2 zoning districts.

d. Conditions necessary to secure the purposes of this section, including guarantees and evidence of compliance with conditions are made part of the Use Permit approval. Attachment "A" contains Conditions of Approval and Standard Development Requirements specific to Use Permit (UP) 2017-02 to ensure compliance with the Placentia Municipal Code.

SECTION NO. 3: Based upon the environmental review of the project, the Planning Commission finds that Use Permit (UP) 2017-02 is exempt from the California Environmental Quality Act ("CEQA"), Public Resources Code §§ 21000 *et seq.*, the State CEQA Guidelines, 14 C.C.R. §§ 15000 *et seq.*, and the Environmental Impact Report Guidelines of the City of Placentia pursuant to the State CEQA Guidelines § 15301 (Class 1 – Existing Facilities) as the permit would be issued to an existing structure or facility.

SECTION NO. 4: The Planning Commission hereby directs that, upon approval of Use Permit (UP) 2017-02, that a Notice of Exemption shall be filed with the Orange County Clerk/Recorder.

SECTION NO. 5: Based upon the findings and conclusions set forth herein, this Planning Commission hereby approves Use Permit (UP) 2017-02 as modified herein, and specifically subject to the conditions set forth in Attachment "A" attached hereto and by this reference incorporated herein.

SECTION NO. 6: The Secretary to the Planning Commission shall:

- a. Certify to the adoption of this Resolution; and
- b. Forthwith transmit a certified copy of this Resolution, by certified mail, to the Applicant at the address of record set forth in the Application.

ADOPTED AND APPROVED this 14th day of March, 2017

CHRISTINE SCHAEFER, CHAIR

I, Joseph M. Lambert, Secretary to the Planning Commission of the City of Placentia, do hereby certify that the foregoing Resolution was introduced at a regular meeting of the Planning Commission of the City of Placentia held on the 14th day of March 2017, and was passed at this regular meeting of the Planning Commission of the City of Placentia held on the 14th day of March, 2017, by the following vote:

AYES:	COMMISSION MEMBERS:
NOES:	COMMISSION MEMBERS:
ABSENT:	COMMISSION MEMBERS:
ABSTAINED:	COMMISSION MEMBERS:

ATTEST:

JOSEPH M. LAMBERT,
SECRETARY TO THE PLANNING COMMISSION

APPROVED AS TO FORM

YOLANDA M. SUMMERHILL,
ASSISTANT CITY ATTORNEY

ATTACHMENT "A"



Attachment A
Special Conditions of Approval and Standard Development Requirements for
Use Permit 2017-02
1129 E. Imperial Highway

SPECIAL CONDITIONS

If the above referenced application is approved, applicant and/or property owner shall comply with the Special Conditions listed below and the Standard Development Requirements attached.

ALL OF THE FOLLOWING SPECIAL CONDITIONS OF APPROVAL AND STANDARD DEVELOPMENT REQUIREMENTS SHALL BE FULLY COMPLIED WITH FOR THE USE PERMIT TO CONTINUE IN GOOD STANDING.

PLANNING DIVISION:

1. Use Permit (UP) 2017-02 is valid for a period of twelve (12) months from the date of final determination. If the use approved by this action is not established within such a period of time, this approval shall be terminated and shall be null and void, unless an extension is applied for and approved.
2. Use Permit (UP) 2017-02 shall expire and be of no further force or effect if the use is discontinued or abandoned for a period of one (1) year.
3. Failure to abide by and faithfully comply with any and all conditions attached to this action shall constitute grounds for revocation of said action by the City of Placentia Planning Commission.
4. The applicant shall, as a condition of project approval, at its sole expense, defend, indemnify and hold harmless the City, its officers, employees, agents and consultants from any claim, action, proceeding, liability or judgment against the City, its officers, employees, agents and/or consultants, which action seeks to set aside, void, annul or otherwise challenge any approval by the City Council, Planning Commission, or other City decision-making body or City staff action concerning applicant's project. The applicant shall pay the City's defense costs, including attorney fees and all other litigation-related expenses, and shall reimburse the City for any and all court costs, which the City may be required to pay as a result of such defense. The applicant shall further pay any adverse financial award which may issue against the City including but not limited to any award of attorney fees to a party challenging such project approval. The City shall retain the right to select its counsel of choice in any action referred to herein. The City agrees to promptly notify the applicant of any such claim filed against the City and to fully cooperate in the defense of any such action.

5. Any changes or modifications to Use Permit (UP) 2017-02 shall be subject to review and approval by the Director of Development Services or designee, with substantial changes or modifications subject to Planning Commission review and approval.
6. Prior to any changes to the days and hours of operation, the applicant shall obtain written approval from the Director of Development Services or his/her designee. The following are the specified days and hours of operation:

Monday through Friday:	1:00 PM to 7:00 PM
Saturday & Sunday:	Closed

7. There shall be no additional modifications to the floor plan with approval from the Director of Development Services or his/her designee. Any additional changes to the approved floor plan, which has the effect of expanding or intensifying the present use, shall require a new Use Permit
8. Prior to any modification of the floor plan that would affect parking as stipulated in the zoning code, the applicant shall obtain written approval from the Director of Development Services or his/her designee.
9. If at any time in the future, the Director of Development Services determines that a parking/circulation study is necessary to address parking and/or circulation issues relative to the use, the applicant and/or current business owner, shall be responsible for the cost of a parking and/or circulation study prepared by a consultant selected by the City. The applicant and/or current business owner shall also be responsible for the implementation costs of any mitigation measures deemed appropriate by the City based upon the findings of this study.
10. The applicant/business owner shall be responsible for maintaining the property, including the landscaped areas, walkways, and all paved surfaces, free from graffiti, debris and litter. Graffiti shall be removed by the applicant/business owner within 48 hours of defacement and/or upon notification by the City. The paint utilized to cover the graffiti must substantially match the existing structure. In the event that the paint finish of the abated area is noticeably distinguishable from the rest of the structure, the property owner shall paint additional portions of the building to minimize the disparity, subject to the approval of the Development Services Director.
11. No outside storage or displays shall be permitted at any time.
12. There shall be no deliveries to or from the premises before 8:00 AM and after 10:00 PM, seven days a week.
13. The rear exit door shall be kept closed at all times, except to permit employee ingress and egress, and in emergency situations.

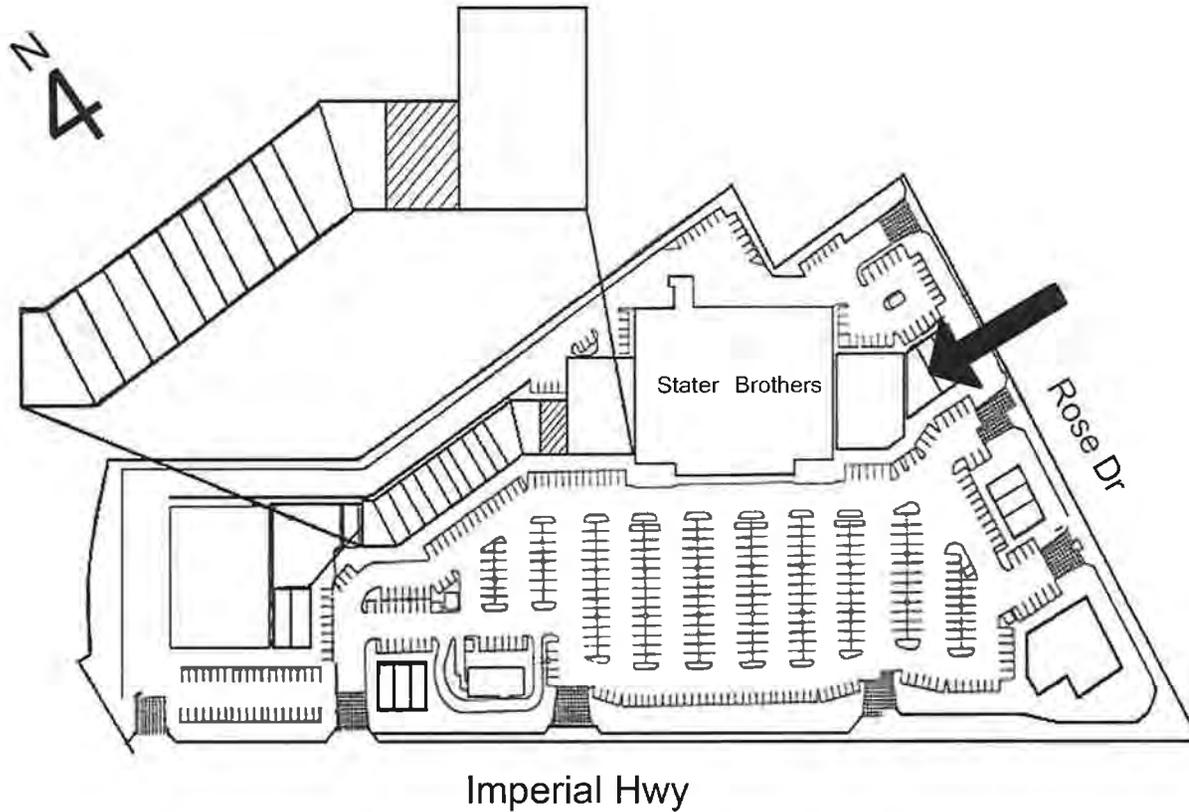
14. Litter shall be removed daily from the premises, including adjacent public sidewalks and from all parking area under the control of the licensee. These areas shall be swept or cleaned, either mechanically or manually, on a weekly basis, to control debris.
15. All trash bins shall be kept inside the trash enclosure, and gates closed at all times, except during disposal and pick-up. Trash pick-up shall be done on a regular basis.
16. The applicant shall comply with all provisions of the Placentia Municipal Code, including Chapter 23.76 Noise Control.
17. Any temporary signs or permanent signs shall be reviewed and approved by the City prior to fabrication and installation.
18. The establishment shall be operated as a tutoring facility at all times. All activities shall be conducted within this enclosed tenant space, while maintain an environment free from objectionable noise, odor, or other nuisances.
19. The applicant/business owner shall obtain approval of a Building and Zoning Compliance Application and shall obtain approval of a City Business License. The applicant/business owner shall maintain a valid City Business License at all times during operation of the business.
20. No more than nine (9) students and associated teachers/instructors shall convene at the subject commercial suite at any one time. In order to ensure that parking demands will not overlap, classes shall be scheduled and conducted such that each class shall end at least 15 minutes prior to the beginning of the next class in the subject suite.
21. No drop-off/pick-up activities from motor vehicles shall be permitted to occur at any time within the shopping center's drive aisles. Parents/drivers shall park their vehicle and then accompany students to and from the school at all times. Applicant shall notify each student or if a minor, the student's parents of this parking requirement and applicant shall be responsible for the enforcement of the parking requirement.
22. This use permit may be reviewed at the discretion of the Director of Development Services in order to determine if the business is operating in compliance with all required Special Conditions of Approval and Standard Development Requirements.
23. This approval hereby supersedes the previously approved Planning Commission Resolution No. 2011-22 (Use Permit No. 2017-02), as set forth herein.

BUILDING DIVISION:

24. Future tenant improvement need a building permit. Provide detail architectural and building plans for review and approval prior to building permit issuance.

25. Existing restroom shall be a unisex restroom. Show all details in compliance with ADA latest regulations.

26. Maximum occupant load shall be less than 49 people. Occupant load signs shall be posted inside of this unit.

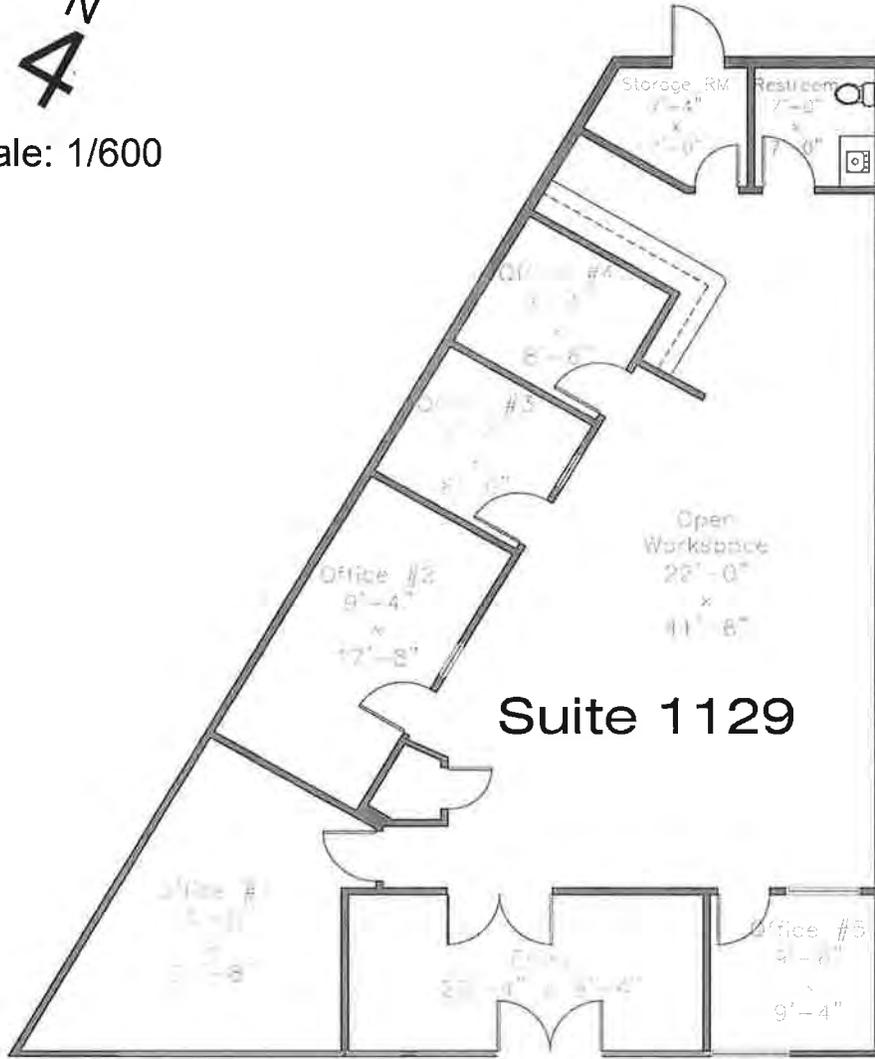


Project: Reading Town at 1129 E Imperial Hwy Placentia CA 92870
Applicant: Young Man Cho 1073 E Imperial Hwy Placentia CA 92870
714-514-9972

UP 2017-02
1129 E Imperial Highway
Reading Town



Scale: 1/600



1129 E Imperial Hwy Placentia CA 92870

Project: ReadingTown

Applicant: Young Man Cho: 1073 E Imperial Hwy Placentia CA 92870
714-514-9972

UP 2017-02
1129 E Imperial Highway
Reading Town

Reading Town

1129 E Imperial Hwy Placentia CA 92870
714-514-9972

To whom it may concern,

My name is Young Man Cho and I have run Reading Town after school academy for children between K -12th grade students over the past five years at the current location.

We provide math and English classes to help out local students for school work improvement and college prep.

Open Hour: Monday-Friday 1-7 PM

Operation Hour: Monday – Friday 3-7 PM

Number of teachers: One full timer, two part timers

Maximum number of students per each hour class session: 9 students

I have extensive experience as educator and school supply sales person over the past 15 years.

When I first started my business in the current location five years ago, I went through the same CUP process in the City of Placentia.

Since I am relocating within the same retail center (Imperial-Rose Plaza), with very similar conditions, I would like to ask you to consider my CUP application with a great favor that I may have a smooth business transition without much delay.

Best Regards,



Young Man Cho

UP 2017-02
1129 E Imperial Highway
Reading Town

RESOLUTION NO. R-2011-22

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF PLACENTIA APPROVING USE PERMIT NO. 2011-16 PERTAINING TO PROPERTY LOCATED AT 1073 E. IMPERIAL HIGHWAY AND MAKING FINDINGS IN SUPPORT THEREOF.

A. Recitals.

(i) Mr. Youngman Cho for Reading Town ("Applicant" hereinafter) and Reef Imperial Rose, Inc. c/o Washington Capital Management, Inc. ("property owner") heretofore filed an application for approval of Use Permit No. 2011-16, as described in the title of this Resolution. Hereinafter, in this Resolution, the subject Use Permit request is referred to as the "Application".

(ii) On November 8, 2011, this Commission conducted a duly noticed public hearing, as required by law, and concluded said hearing prior to the adoption of this Resolution.

(iii) All legal prerequisites to the adoption of this Resolution have occurred.

B. Resolution.

NOW, THEREFORE, it is hereby found, determined and resolved by the Planning Commission of the City of Placentia as follows:

1. The Commission hereby specifically finds that all of the facts set forth in the Recitals, Part A, of this Resolution are true and correct.

2. Based upon substantial evidence presented to this Commission during the public hearing conducted with regard to the Application, including written staff reports, verbal testimony and development plans, this Commission hereby specifically finds as follows:

a. The proposed use will not be: (A) detrimental to the health, safety or general welfare of the persons residing or working within the neighborhood of the proposed use or within the city, or (B) injurious to the property or improvements within the neighborhood or within the city. Subject to compliance with the attached Special Conditions of Approval and Standard Development Requirements, this use complies with all

applicable code requirements and development standards of the "C-2" Community Commercial District.

Subject to compliance with the attached Special Conditions of Approval and Standard Development Requirements, it is not anticipated that the proposed learning/tutoring studio will generate any negative impacts on the commercial center and the adjacent neighborhood. All business operations shall be conducted within this enclosed building, while maintaining an environment free from objectionable noise, odor or other nuisances.

b. The proposed use is consistent with the City's General Plan. The General Plan Land Use designation for the subject site is "Commercial", which provides for a variety of commercial uses. The proposed use is a learning/tutoring studio and is compatible with surrounding land uses.

c. The proposed use, activity or improvements, subject to the attached Special Conditions of Approval and Standard Development Requirements, is consistent with the provisions of the Zoning Ordinance, or regulations applicable to the property. The proposed use is a conditionally permitted use in the "C-2" - Community Commercial District in the City of Placentia. Approval of the Use Permit for the learning/tutoring studio would be consistent with the zoning as the site can accommodate the proposed use, and since other similar commercial uses exist in the "C-2" - Community Commercial District.

d. Conditions necessary to secure the purposes of this section, including guarantees and evidence of compliance with conditions are made part of the Use Permit approval. Attachments "B, C and D" contain Special Conditions of Approval and Standard Development Requirements specific to Use Permit 2011-16 to ensure compliance with the Placentia Municipal Code.

3. Based upon the environmental review of the project, the Planning Commission finds that Use Permit (UP) 2011-16 is exempt from CEQA pursuant State CEQA Guidelines § 15061(b)(3) as it pertains to a matter which can be seen with certainty that there is no possibility that the Use Permit (UP) 2011-16 will have a significant effect on the environment.

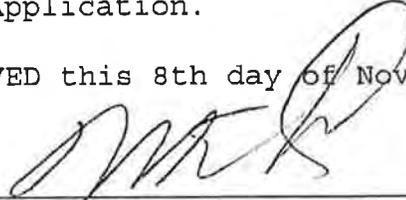
4. The Planning Commission hereby directs that, upon approval of Use Permit 2011-16, a Notice of Exemption be filed with the Orange County Clerk/Recorder.

5. Based upon the findings and conclusions set forth herein, this Planning Commission hereby approves Use Permit 2011-16 as modified herein, and specifically subject to the conditions set forth in Attachment "B, C and D" attached hereto and by this reference incorporated herein.

6. The Secretary to the Planning Commission shall:

- a. Certify to the adoption of this Resolution; and
- b. Forthwith transmit a certified copy of this Resolution, by certified mail, to the Applicant at the address of record set forth in the Application.

ADOPTED AND APPROVED this 8th day of November, 2011.



Chairman

I, Kenneth A. Domer, Secretary to the Planning Commission of the City of Placentia, do hereby certify that the foregoing Resolution was introduced at a regular meeting of the Planning Commission of the City of Placentia held on the 8th day of November, 2011, and was passed at this regular meeting of the Planning Commission of the City of Placentia held on the 8th day of November, 2011, by the following vote:

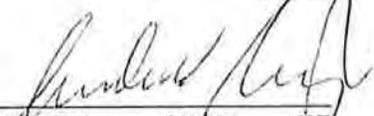
AYES:	COMMISSION MEMBERS:EBENHOCH, TOMAZIC, SCHAEFER, SCULL, SOLOMONSON
NOES:	COMMISSION MEMBERS:NONE
ABSENT:	COMMISSION MEMBERS:FARANO, PEREZ
ABSTAINED:	COMMISSION MEMBERS:NONE

ATTEST:



Secretary to the Planning Commission

APPROVED AS TO FORM



ANDREW V. ARCZYNSKI,
CITY ATTORNEY

Attachment "B"
**Special Conditions of Approval and Standard Development Requirements for
Use Permit (UP) 2011-16**

SPECIAL CONDITIONS

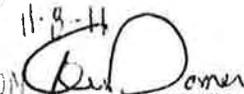
If the above referenced application is approved, applicant and/or property owner shall comply with the Special Conditions listed below and the Standard Development Requirements attached.

ALL OF THE FOLLOWING SPECIAL CONDITIONS OF APPROVAL AND STANDARD DEVELOPMENT REQUIREMENTS SHALL BE FULLY COMPLIED WITH FOR THE USE PERMIT TO CONTINUE IN GOOD STANDING.

CITY PLANNING DIVISION:

1. Use Permit (UP) 2011-16 is valid for a period of twelve (12) months from the date of final determination. If the use approved by this action is not established within such a period of time, this approval shall be terminated and shall be null and void, unless an extension is applied for and approved.
2. Use Permit (UP) 2011-16 shall expire and be of no further force or effect if the use is discontinued or abandoned for a period of one (1) year.
3. Failure to abide by and faithfully comply with any and all conditions attached to this action shall constitute grounds for revocation of said action by the City of Placentia Planning Commission.
4. The applicant shall, as a condition of project approval, at its sole expense, defend, indemnify and hold harmless the City, its officers, employees, agents and consultants from any claim, action, proceeding, liability or judgment against the City, its officers, employees, agents and/or consultants, which action seeks to set aside, void, annul or otherwise challenge any approval by the City Council, Planning Commission, or other City decision-making body or City staff action concerning applicant's project. The applicant shall pay the City's defense costs, including attorney fees and all other litigation-related expenses, and shall reimburse the City for any and all court costs, which the City may be required to pay as a result of such defense. The applicant shall further pay any adverse financial award, which may issue against the City including, but not limited to any award of attorney fees to a party challenging such project approval. The City shall retain the right to select its counsel of choice in any action referred to herein. The City agrees to promptly notify the applicant of any such claim filed against the City and to fully cooperate in the defense of any such action.

APPROVED
CITY OF PLACENTIA
PLANNING COMMISSION
CITY COUNCIL

11-8-11


11-21-11

5. Prior to any changes in the days and hours of operation of Reading Town, the applicant shall obtain written approval from the Director of Development Services or his/her designee. The following are the specified days and hours of operation:

Monday through Friday:	11:00 a.m. to 7:00 p.m.
Saturday:	9:00 a.m. to 3:00 p.m.
Sunday:	Closed
6. There shall be no additional modifications to the floor plan without approval from the Director of Development Services or his/her designee. Any additional changes to the approved floor plan, which has the effect of expanding or intensifying the present use, shall require a new Use Permit.
7. Prior to any modification of the floor plan that would affect parking as stipulated in the zoning code, the applicant shall obtain written approval from the Director of Development Services or his/her designee.
8. If at any time in the future, the Director of Development Services determines that a parking/circulation study is necessary to address parking and/or circulation issues relative to the use, the applicant and/or current business owner, shall be responsible for all costs associated with the preparation of detailed parking and/or circulation study prepared by a consultant selected by the City. The applicant and/or current business owner shall also be responsible for all of the implementation costs of any mitigation measures deemed appropriate by the City based upon the findings of this study.
9. No outside storage or displays shall be permitted at any time.
10. There shall be no deliveries to or from the premises before 8:00 a.m. and after 10:00 p.m., seven days a week.
11. The rear exit door shall be kept closed at all times, except to permit employee ingress and egress, and in emergency situations.
12. Litter shall be removed daily from the premises, including adjacent public sidewalks, and from all parking areas under the control of the licensee. These areas shall be swept or cleaned, either mechanically or manually, on a weekly basis, to control debris.
13. All trash bins shall be kept inside the trash enclosure, and gates closed at all times, except during disposal and pick-up. Trash pick-up shall be done on a regular basis.
14. The applicant shall comply with all provisions of the Placentia Municipal Code, including Chapter 23.76, Noise Control.
15. Any temporary signs or permanent signs shall be reviewed and approved by the City prior to fabrication and installation.

Prior to issuance of a building permit, the applicant shall submit a sign plan prepared by a licensed sign contractor, for the design of all proposed signage on the site for review and approval by the Director of Development Services or his/her designee. The sign plan shall comply with the criteria and requirements set forth in Chapter 23.90, Signs-Advertising Structures, of the Placentia Municipal Code.

16. This establishment shall be operated as a learning/tutoring studio facility at all times. All activities shall be conducted within this enclosed tenant space, while maintaining an environment free from objectionable noise, odor, or other nuisances.
17. The applicant/business owner shall be responsible for maintaining the property, including the landscaped areas, walkways, and all paved surfaces, free from graffiti, debris and litter at all times. Graffiti shall be removed by the applicant/business owner within 72 hours of defacement and/or upon notification by the City.
18. The applicant/business owner shall obtain approval of a Building and Zoning Compliance Application and shall obtain approval of a City Business License. This shall be done no later than two (2) weeks of the final determination of the use permit.
19. No more than six (9) students and associated teachers/instructors shall convene at the subject commercial suite at any one time. In order to ensure that parking demands will not overlap, classes shall be scheduled and conducted such that each class shall end at least fifteen minutes prior to the beginning of the next class in the subject suite.
20. No drop-off/pick-up activities from motor vehicles shall be permitted to occur at any time within the shopping center's drive aisles. Parents/drivers shall park their vehicle and then accompany students to and from the school at all times. Applicant shall notify each student or if a minor, the student's parents of this parking requirement and applicant shall be responsible for the enforcement of the parking requirement.

CITY BUILDING DIVISION:

21. This facility will be classified as an "E" (Educational) occupancy pursuant to 2010 California Building Code.
22. All future tenant improvements shall require City Building Division review and approval, prior to any construction.
23. Applicant/property owner shall obtain a demolition permit for any destruction work of existing tenant improvements.

24. All contractors and subcontractors shall obtain a City Business license. Applicants (developer/contractor) shall request a standard subcontractor form from the City Building Division prior to building permit issuance. They shall complete and submit the form to the City Business License Division prior to releasing the Certificate of Occupancy.
25. Existing restroom shall be unisex.
26. Exit doors shall have an illumination system for each sign.

CITY POLICE DEPARTMENT:

27. The establishment shall remain in compliance with Placentia Police Department Standard Development Requirements for security (See Attachment C).

ORANGE COUNTY FIRE AUTHORITY:

28. Applicant shall comply with all site development requirements specified by the Orange County Fire Authority (OCFA) (See Attachment D).

Attachment "C"
Placentia Police Department Standard Development Requirements

PLACENTIA POLICE DEPARTMENT

APPLICATION: Use Permit 2011-16

COMMERCIAL & INDUSTRIAL SECURITY STANDARD DEVELOPMENT REQUIREMENTS

*The following standards shall be **required** for all commercial/industrial developments when applicable. No modifications shall be made without the approval of the Chief of Police.*

EXTERIOR DOORS

Sliding Doors:

Sliding glass doors shall be of tempered glass with locking bolt that grips door and frame together and prevents the door from being pried in an upward direction. The strike area shall be reinforced to prevent prying and disengagement of the locking bolt. Anti-lift out device(s) shall be installed in the upper channel above the moving panel to prevent raising and removal from the tract while in the closed position.

Other Doors:

Wood doors and aluminum stile doors shall be used only as front entry doors. **ALL OTHER DOORS SHALL BE METAL.**

Wood doors shall be of solid core construction with the minimum thickness of one and three-fourths (1 $\frac{3}{4}$) inches. Wood panel doors with panels less than one (1) inch thick shall be covered on the inside with a minimum sixteen (16) U.S. gauge sheet steel, or its equivalent, which is to be attached with screws on minimum six (6) inch centers.

Metal doors shall be of a minimum sixteen (16) U.S. gauge and have sufficient reinforcement to maintain the designed thickness of the door when any locking device is installed. Such reinforcement shall restrict collapsing of the door around any locking device. Metal jambs shall be used.

Doors with glass panels and/or glass within thirty-six (36) inches of locking mechanism shall be fully tempered glass or rated burglary resistant material.

Door stops on wooden jambs for in-swinging door shall be of one piece construction with the jamb. Jambs for all doors shall be constructed or protected so as to prevent violation of the strike.

All swinging exterior wood and steel doors shall be equipped as follows:

Single doors: equipped with "single unit" containing door knob and single cylinder deadbolt. (Single turn of the knob also retracts the locked deadbolt.) Deadbolt must have one (1) inch throw and exterior case hardened, rotating steel cylinder guard.

Or:

Equipped with single or double cylinder deadbolt in which no other device is located in the area where door hardware is usually installed.

If double cylinder deadbolt is used, the inside key operated lock must simultaneously operate an indicator stating that the assembly is "locked" or "opened."

(Exterior Doors, Continued...)

In either case, a sign must also be displayed above the front door indicating that the front door is to remain "unlocked" during business hours. Letter size to be minimum one (1) inch in size on contrasting background.

Aluminum stile, single door: equipped with a double cylinder, minimum one and one-half (1½) inch upswing or one (1) inch slide deadbolt and exterior case hardened, rotating steel cylinder guard and minimum of five (5) pin tumblers. The inside key-operated lock must simultaneously operate an indicator stating that the assembly is "locked" or "open." A sign must also be displayed above the door indicating that the door is to remain "unlocked" during business hours. Letter size to be minimum of one (1) inch in height on contrasting background.

The inactive leaf of all double door(s) shall be equipped with metal flush bolts having a minimum embedment of five-eighths (5/8) inch into the head and threshold of the door frame.

The strike plate for deadbolts on all wood framed doors shall be constructed of minimum sixteen (16) U.S. gauge steel, bronze, or brass and secured to the jamb by minimum of two screws, which must penetrate at least two (2) inches into solid backing beyond the surface to which the strike is attached.

Strike area for metal or aluminum framed doors must be constructed or protected to prevent violation of strike area.

Hinges for out-swinging doors shall be equipped with non-removable hinge pins or a mechanical interlock to prevent removal of the door from the exterior by removing the hinge pins.

Panic hardware, whenever required by the Uniform Building Code or Title 19, California Administrative Code, shall be installed as follows:

- (1) Panic hardware shall contain a minimum of two (2) locking points on each door; or

- (2) On single doors, panic hardware may have one locking point which is not to be located at either the top or bottom rails of the door frame. The door shall have an astragal constructed of steel .125 thick which shall be attached with non-removable bolts to the outside of the door. The astragal shall extend a minimum of six (6) inches vertically above and below the latch of the panic hardware. The astragal shall be a minimum of two (2) inches wide and extend a minimum of one (1) inch beyond the edge of the door to which it is attached.
- (3) Double doors containing panic hardware shall have an astragal attached to the doors at their meeting point which will close the opening between them, but not interfere with the operation of either door.

Deadbolt locks shall not be used on doors that are required to have panic hardware.

Overhead or sliding doors shall be secured on the inside by minimum one-half (1/2) inch slide bolt(s) protruding at least one (1) inch into the door frame at floor; or secured on outside by a case hardened or minimum ten (10) gauge steel construction slide bolt using a padlock having a hardened steel shackle locking both at heel and toe with a minimum five (5) pin tumbler operation. Locking bar or bolt to extend through the receiving guide minimum of one (1) inch.

Doors exceeding ten (10) feet in width shall have two locking points on opposite sides.

WINDOWS

No louvered windows shall be used.

Windows and/or transoms having a pane exceeding ninety-six (96) square inches in an area with the smallest dimension exceeding six (6) inches shall be protected in the following manner:

- (1) Fully tempered glass or burglary resistant material*; or
- (2) Inside or outside iron bars of at least one-half (1/2) inch round or one by one-quarter (1 x 1/4) inch flat steel material, spaced not more than five (5) inches apart and securely fastened with non-removable bolts; or
- (3) Inside or outside iron or steel grills of at least twelve (12) gauge material with not more than a two (2) inch mesh and securely fastened with non-removable bolt.

The protective bars or grills shall be able to be opened if such windows are required to be opened by the Uniform Building Code.

ROOF OPENINGS

Skylights shall be fully tempered glass or rated burglary resistant material*; or

- (1) Protected by iron bars at least one-half (1/2) inch round material spaced not more than five (5) inches apart; or

- (2) Steel grill at least twelve (12) gauge material of two (2) inch mesh (maximum) securely mounted under the skylight.

Ventilator skylights with side openings exceeding ninety-six (96) square inches in an area with the smallest dimension exceeding six (6) inches shall be protected as in (1) or (2) above.

Air ducts or vents exceeding ninety-six (96) square inches in an area with the smallest dimension exceeding six (6) inches on roof or exterior walls shall be covered by iron or steel bars of at least one-half (1/2) inch material spaced not more than five (5) inches apart; or steel grills of at least twelve (12) gauge material of two (2) inch mesh (maximum) securely mounted.

HATCHWAYS

Hatchways on the roof, if not of metal construction, shall be covered on the inside with sixteen (16) gauge sheet metal, or its equivalent, and secured from the inside with a slide bar or slide bolt. Outside hinges shall be equipped with non-removable hinge pins.

LADDERS

Ladders leading to the roof shall do so from the interior of the building.

BURGLARY RESISTANT MATERIAL

- (1) Products intended for use shall be permanently labeled as such.
- (2) Materials used shall meet UL 972 Standards for Safety Burglary Resistant Glazing Materials.
- (3) Only materials approved by ICBO shall be used.

ADDRESS

The address number shall be mounted near the front entry of each building or other conspicuous location and be no less than six (6) inches high. They shall be mounted on a contrasting background and easily visible from the street or walkway. If rear-vehicular access, the same numbers, no less than six (6) inches high shall be displayed on the rear of the building.

Numerals of the street address shall be displayed on the uppermost roof, in luminous paint or other material capable of being read from the air. Minimum numeral size shall be twenty-four (24) inches. The building designation, if within a complex (such as "A" or "B" etc) shall accompany displayed street address.

EXTERIOR LIGHTING

Exterior lighting of an intensity of at least twenty-five hundredths (.25) foot-candles shall be provided adjacent to doors and windows. Exterior bulbs shall be protected by polycarbonate or other weather and vandal resistant globe or cover. Light(s) shall be

operated during hours of darkness through either photovoltaic sensors or appropriate timers.

Parking lots for use by the general public and/or employees shall be provided with exterior lighting of an intensity of at least one (1) foot-candle of light on the parking surface and operated from dusk until at least one-half (1/2) hour after the termination of business.

Attachment "D"
Orange County Fire Authority (OCFA) Special Conditions of Approval



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: October 3, 2011

To: City of Placentia Department of Developmental Services
Attention: Monique Schwartz, Project Manager

From: Lynne Pivaroff, Fire Prevention Analyst

Subject: **OCFA Service Request SR #156185, City Reference #UP 2011-16**
Reading Town- 1073 E. Imperial Highway, Placentia
Service Code: PR105 Site Development Review/CUP

The OCFA has reviewed the proposed project and there do not appear to be any significant issues associated with this proposal that would prevent further submittals to the OCFA should the city approve the CUP.

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 building permit:

- Architectural (service codes PR200-PR285), **when required by the OCFA "Plan Submittal Criteria Form"**. This form can be obtained at our front counter or on our website at www.ocfa.org.

If you need additional information or clarification, please contact me by phone at (714) 573-6133, by fax at (714) 368-8843, or by email: lynnepivaroff@ocfa.org.



Placentia Planning Commission

AGENDA STAFF REPORT

TO: PLANNING COMMISSION

VIA: DIRECTOR OF DEVELOPMENT SERVICES

FROM: JENNIFER DAVIS, CONTRACT PLANNER

DATE: MARCH 14, 2017

SUBJECT: **GENERAL PLAN AMENDMENT 2017-01 AND ZONE CHANGE 2017-01 TO ESTABLISH THE PACKING HOUSE TRANSIT ORIENTED DEVELOPMENT DISTRICT**

RECOMMENDATION:

It is recommended that the Planning Commission take the following actions:

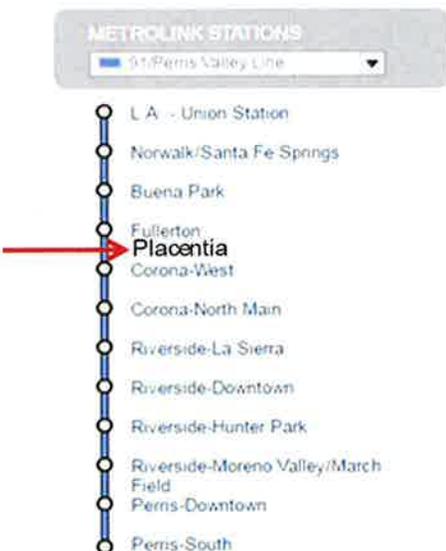
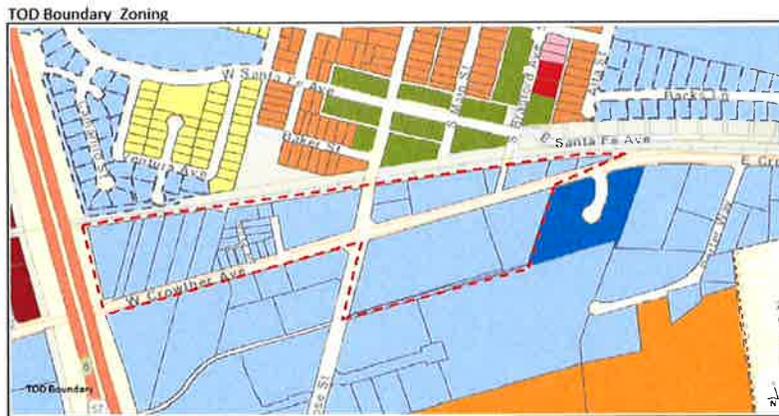
1. Open the Public Hearing, concerning General Plan Amendment 2017-01 and Zone Change 2017-01; and
2. Receive the staff report and consider all public testimony; and
3. Close the public hearing; and
4. Adopt Resolution PC-2017-09, A Resolution of the Planning Commission of the City of Placentia, recommending that City Council adopt an Ordinance to approve General Plan Amendment 2017-01 to change the current land use designation from Industrial to Transit Oriented Development (TOD) for the project area; and, to approve Zone Change 2017-01, creating a new zoning district and development standards for the "Transit Oriented Development (TOD)" district for the project area; and, recommendation adoption of the Public Realm standards; and, recommending the adoption of a Mitigated Negative Declaration pursuant to the California Environmental Quality Act Guidelines (CEQA) set forth in Title 14 CCR § 15301 and the City of Placentia Environmental Guidelines.

PROJECT SUMMARY

The City of Placentia has been given a golden opportunity in the form of a new Metrolink station right near the City's town center in Old Town Placentia. The station will be located near Melrose Street and Crowther Avenue just east of the Orange Freeway (SR-57). This new station will be the 13th station on the Metrolink 91/Perris Valley Line which runs from Los Angeles' Union Station to Downtown Riverside and then further east to Perris. Initially, Metrolink expects an initial ten daily train trips and 530 daily passengers to use the station when it opens. An estimated 350 vehicles are expected to park on site. The positive effect of Metrolink passengers and the convenience of living near a train station provides a foundation for revitalization of the City's historic core. Leveraging this significant asset to transform this area into a transit oriented destination is at the

heart of the vision for the TOD Packing House District. The Transit Oriented Development (TOD) zoning code amendment seeks to provide a tool to attract and enable new development in the district that will be served by the transit station.

The proposed zone change would create the TOD Packing House Zoning District near the intersection of Crowther Avenue and Melrose Streets. Approximately 28 acres in area and covering 30 parcels, the new zoning district would include all new development standards that would be used to create entirely new mixed use projects that would support the new station. Currently zoned manufacturing, the area is characterized by a mix of low scale industrial type uses and smaller residences. The parcels range in size from 2,631 square feet to 257,490 square feet. Four property owners, including the City of Placentia, own more than one parcel, but only one of these is contiguous, limiting opportunities for lot consolidation. There are ten dwelling units primarily clustered on the north side of Crowther Avenue west of the historic Packing House; as well as a warehouse, factory, industrial site, equipment storage, recycling, lighting business, trucking business and vacant sites. Structures range in size from a 539 square-foot single-family dwelling to a 121,328 square foot industrial building. Buildings are primarily single story with some two-story warehouse and office buildings. The area also contains the historic Packing House building. The zone change would seek to create a shift from industrial to transit oriented development.



What is Transit Oriented Development?

Transit Oriented Development (TOD) is a type of sustainable development that has come about in the last few years as a response to several trends, such as rising energy prices, road congestion, climate change, shrinking household sizes, increasing demand for urban living and an overall interest in green, sustainable living including walkable neighborhoods. Defined by the Transit Oriented Development Institute, TOD is an approach to development that focuses land uses around a transit station or within a transit corridor and is typically, it is characterized by a mix of uses; moderate to high density; pedestrian orientation/connectivity; transportation choices; reduced parking and high quality design. The rule of thumb is that TOD occurs

within one-quarter mile, or a five to seven minute walk, of a transit station (this zone is just under ½ mile from train station to furthest point in project area). TOD gives preference to the bicyclists, the pedestrian, and the transit user.

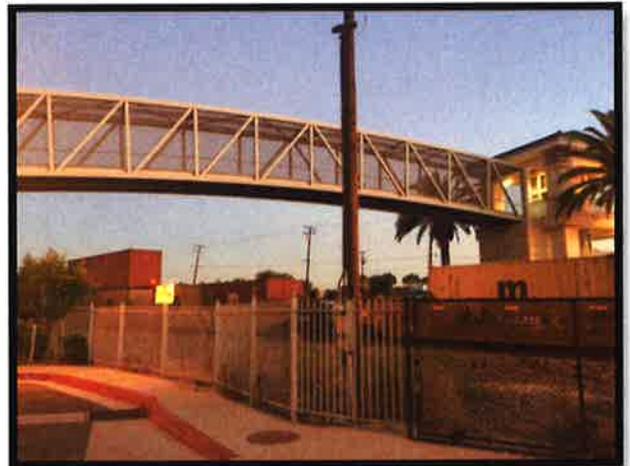
The benefits of a TOD zone are many and include the following:

- appeal to younger population
- higher quality of life, healthier lifestyle
- greater mobility
- better for the environment
- increased transit ridership
- reduced traffic congestion, car accidents and injuries
- reduced household spending on transportation
- increased foot traffic and customers for area businesses
- economic development

Why TOD?

According to the Southern California Association of Governments, the region will continue to experience pressure for more diversified housing opportunities. In addition to redevelopment in downtown areas, which has seen new housing in the form of lofts and townhouses, the region is intensifying along corridors which are typically dominated by low-density, suburban commercial and office development. For many cities, much of corridor intensification is in mixed-use development that includes housing. The addition of transit stations along transit corridors also provides the opportunity and demand for an increase in higher density development around stations. With limited land remaining, many cities are also facing the pressure to

convert underutilized industrial land to residential, threatening the loss of important employment areas. Balancing the needs for new housing with the needs for employment and commercial uses is an ongoing challenge for cities across the region. Cities, more than ever, need to show economic stability and, in addition to property taxes, commercial sales taxes are very important.



TOD Objectives

The purpose of the TOD Packing House District and TOD zoning in the district is to encourage an appropriate mixture and density of activity around the Metrolink station to increase ridership and promote alternative modes of transportation to the automobile. This decreases auto-dependency and mitigates the effects of congestion and pollution. The development standards seek to achieve this by providing a pedestrian friendly, bicycle- and transit-supportive environment configured in a compact pattern with a complementary mix of land uses all within a comfortable walking distance of the station. The specific objectives of this District are to:

- A. Encourage mixed-use and transit oriented development;
- B. Encourage people to walk, ride a bicycle or use transit;

- C. Encourage an active, pedestrian oriented streetscape with outdoor dining and other amenities;
- D. Promote public art and creative public places;
- E. Allow for a complementary mix of land uses to create an environment that engages people at the pedestrian level;
- F. Achieve a compact pattern of development that is more conducive to walking and bicycling;
- G. Provide sufficient density of employees, residents and recreational users to support transit;
- H. Provide a high level of amenities that create a comfortable environment for pedestrians, bicyclists, and other users;
- I. Create a physical connection with Old Town Placentia by activating the station area with a plaza and ground floor shops and restaurants in the TOD Packing House District;
- J. Promote affordable housing and provide housing for all economic segments of the community consistent with the City's housing goals;
- K. Maintain an adequate level of parking and access for automobiles;
- L. Require high-quality, finely detailed architecture and urban form that provides interest and complexity at the level of the pedestrian and bicyclist;
- M. Generate a relatively high percentage of trips serviceable by transit;
- N. Encourage integrated development, including the consolidation of parcels; and
- O. Encourage lot and building orientation on Crowther Avenue and parcels extending from Crowther to the Railroad right-of-way, to create an active streetscape.

BACKGROUND AND EXISTING CONDITIONS



As with the rest of Southern California, Northern Orange County lacks significant land with which to continue the pattern of lower-density single-family housing tract development. In the region, housing is still needed for a variety of population sectors including low and very low-income families, student housing, young families, single-parent households, empty nesters and senior citizens. Among North Orange County cities, Placentia has the least amount of commercial development. The majority of Placentians work outside the City. The TOD Packing House District area is part of the Burlington Northern – Santa Fe (BNSF) corridor that includes between 2 and 3 million square feet of space among the cities of Fullerton and Anaheim. Within the region, the

neighboring cities of Fullerton, Anaheim, and Orange have historic downtowns that range from 10 blocks in Orange to larger downtowns of 20 or more blocks in Fullerton and Anaheim. Other cities in the region like Brea and Yorba Linda have taken strides to establish a town center and reestablish an historic center, respectively. Placentia's Old Town District core area is approximately 10 blocks, including both sides of Bradford Avenue and Santa Fe Avenue.

The TOD Packing House District consists of 30 parcels totaling approximately 28 acres of Placentia's 6.6 square miles. It is located south of the BNSF rail line and west of SR 57, on both sides of Crowther Avenue. Melrose Street bisects the District in a north/south direction. Surrounding the District to the south, east and west are industrial uses, with a mix of commercial and residential uses to the north of the rail line within Old Town Santa Fe. The District is characterized by a mix of land uses, including a total of ten dwelling units primarily clustered on the north side of Crowther Avenue west of the historic Packing House; as well as a warehouse, factory, industrial site, equipment storage, recycling, lighting business, trucking business and vacant sites. Structures range in size from a 539 square-foot single-family dwelling to a 121,328 square foot industrial building. Buildings are primarily single story with some two-story warehouse and office buildings. Parcels within the project area and parcel sizes range from as small as 2,631 sf to as large as 257,490 sf.



Four different property owners own more than one parcel, however only 2 parcels are contiguous. Consolidation of parcels will be needed for larger developments. The largest site is fully developed, at 190 E Crowther Avenue. The Packing House site at 341 S Melrose Street contains an historic structure of just over 64,000 sf on a lot of 101,724 sf. Halfway between Melrose and 57 Freeway along Crowther Avenue is a small area of residential properties, mostly ranging in lot size from 2,631 to approximately 5,900 sf. The City owns 3 vacant parcels totaling 102,595 sf, which encompass a prime development site in the zone.

Many properties are well cared for in terms of maintaining a clean appearance, while some demonstrate a significant lack of maintenance, mostly by displaying old abandoned vehicles and other used storage items within view of the street. There has been a significant amount of code enforcement activity in the District, including graffiti abatement and illegal non-conforming uses. Building setbacks range from 2.5 feet to over 25 feet, and the presence of parking lots, fencing and lack of sidewalks and landscaping along the street edge contribute to the auto-dominant character of the District.

The appearance of the District suffers largely from the lack of an aesthetic and pedestrian-friendly streetscape. Crowther Avenue is largely characterized by discontinuous sidewalks, with little landscaping, few street

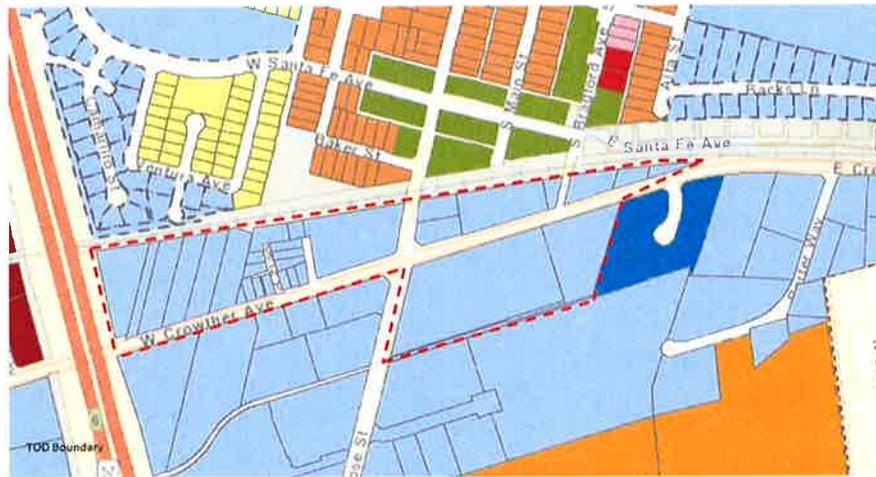


trees and a lack of pedestrian-scaled street lighting. Nevertheless, the wide sidewalks that are in place (7-8 feet in width), as well as the occasional landscaped front yard setback area, combined with the recently revitalized streetscape along Melrose Street and the addition of the pedestrian bridge crossing to Old Town Santa Fe, all provide improvements to the pedestrian realm from which the District can build.

Local Economic Conditions

Placentia is within a significantly underserved retail market as compared with neighboring cities. The City experiences a high level of retail leakage. While Old Town Placentia shoppers will likely come from a greater distance to visit specialty or long-term businesses, the TOD Packing House District is expected to attract mostly local shoppers, within a 1-2 mile radius. Active uses around the station will be important for creating a sense of place.

ZONE CHANGE AND DEVELOPMENT STANDARDS



DEVELOPMENT STANDARDS

The proposed development standards for the TOD zone are attached in their entirety to this report. In general, the standards follow current planning practice for zoning for transit oriented development. Many of these include minimum and maximum standards, unlike many existing zoning codes. These minimum/maximum standards help further the tenets of TOD but not allowing developers to “over park” their projects, for example, negating the principle of limited parking for TOD. Some of the other highlights of the development standards include:

- Mixed-Use development (residential and non- residential uses in same building)
- Higher Density residential development (min 65 du/ac; max 95 du/ac)
- Greater height for buildings (up to 68')
- Refined list of land uses: active commercial and multi-family (commercial uses that would complement residential areas)
- Fewer parking spaces required, including a “maximum number”

- Public art and plazas encouraged
- Improved signage

Amortization

The proposed amortization clause seeks to preserve private property rights in existence at the time of this zone change. Immediately, all legal uses, buildings or structures may be continued to operate as a legal nonconforming use, building or structure. Additionally, for the five year period after the zone change is adopted, these same legal nonconforming uses may be transferred or assigned. After this five year period has elapsed, legal nonconforming uses can continue if the business is transferred to a child or parent of the owner or to the owner's employees. The businesses may not be modified or expanded, however secondary uses are permitted to change. Due to its historic nature, the existing Packing House is exempt from the amortization clause altogether.

Why a Zone Change and Not An Overlay Zone?

There are a number of ways to achieve the goal of creating a new, vibrant transit oriented development area in concert with the new train station. They are: adopting a Specific Plan; adopting an Overlay Zone, or adopting a new Zoning District. The option to do none of the alternatives would not entice the development community to propose new projects in this area because it would require lengthy and costly individual zone changes.

Adopting a Specific Plan can be costly and in order to preserve funding for implementation rather than planning, the decision was made to adopt the less costly zone change. Adopting a new zoning district with specific standards is preferable over an overlay zone because:

1. While an overlay zone could potentially preserve more land use rights of the existing properties, the new development standards present a liberal amortization clause that helps those preserve their existing businesses if they desire. In addition, all legal nonconforming properties can continue to exist and are not required to stop their businesses or demolish their buildings.
2. A new zoning district gives clarity and certainty to the development community and has the highest likelihood of helping to regenerate this area for TOD. An overlay zone would not give the same level of surety as to what the future of the area could be. This fact alone would reduce developer interest.
3. Creating an overlay zone would cost as much as creating a new zoning district but would not provide as much less incentive for renewal of the area.

GENERAL PLAN AMENDMENT

The creation of the new TOD zone requires that both the text and the map of the General Plan be amended. The proposal is to amend Land Use Element Section 5.5 LAND USE DESIGNATIONS, adding the following designations and definitions:

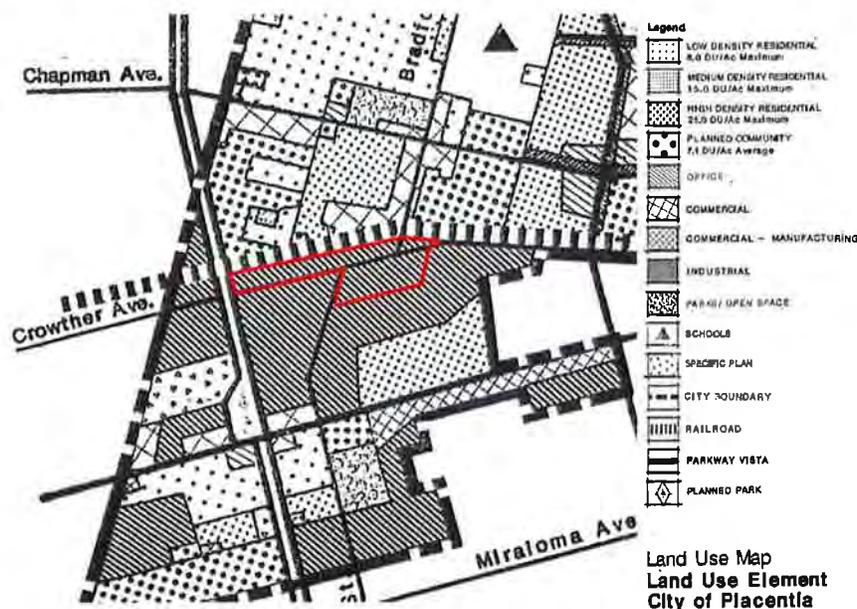
Transit Oriented Development (TOD) - This designation permits transit oriented development. Transit-oriented development, or TOD, is a type of community development that includes a mixture of housing, office, retail and/or other amenities integrated into a walkable neighborhood and located within a half-mile of quality public transportation. Typically, this type of development is characterized by high density residential, lower parking standards, enhanced pedestrian environment, active streetscape, and enhanced amenities for bikes and buses. In TOD areas, the pedestrian and transit rider are given priority over the motorist.

Mixed Use (MU) – Local and neighborhood-supporting mixed-use areas designed to be contextually appropriate in and compatible with the identified neighborhood or historic area. On a single site, a combination of non-residential and residential uses can occur in the same structure or on the same site, where the residential component is located either above (vertical mixed-use) or behind or next to (horizontal mixed-use) the non-residential component. Commercial retail is encouraged to be the primary use on the ground floor. Professional office and housing uses are also encouraged, particularly as adaptive reuse opportunities within existing structures. Transit orientation, walkability, and pedestrian access are key considerations.

Live Work (LW) - This category of land use is represented by an integrated residence and working space, occupied and utilized by a single household in a structure that has been designed or structurally modified to accommodate joint residential occupancy and work activity.

GENERAL PLAN MAP AMENDMENT

This project requires the General Plan Map to be revised to change the current land use designation from Industrial to Transit Oriented Development (TOD)



COMMUNITY INPUT

The proposed development standards and zone change has been presented to the public at various meetings and through various media outlets. The table below outlines the community outreach to date:

Date	Meeting	Location	Type of Presentation
January 26, 2016	Economic Development Committee	City Hall	Update
February 17, 2016	Community Meeting	Senior Center	Presentation
February 23, 2016	Economic Development Committee	City Hall	Update
May 4, 2016	Community Meeting	Backs Community Building	Presentation
October 11, 2016	Placita Santa Fe Merchants Meeting	Tlaquepaque	Update
October 26, 2016	Planning and Development Ad Hoc Committee	City Hall	Presentation
November 7, 2016	Economic Development Committee	City Hall	Presentation
November 8, 2016	Placita Santa Fe Merchants Meeting	Library	Presentation
November 15, 2016	City Council Study Session (1 of 2)	Chambers	Presentation
November 30, 2016	Community Meeting	Senior Center	Presentation
December 13, 2016	City Council Study Session (2 of 2)	Chambers	Presentation
January 5, 2017	Chamber of Commerce Board Meeting	Chamber Office	Presentation
January 10, 2017	Placita Santa Fe Merchants Meeting	Tlaquepaque	Update
Various Dates	Articles on Website and Orange County Register		

PUBLIC REALM STANDARDS

The Transit-Oriented Development (TOD) Packing House District and Old Town Placentia Public Realm Design Standards are intended to enhance the physical safety, comfort and convenience of the pedestrian realm as well as the aesthetic character and quality of the pedestrian experience in the TOD Packing House and Old Town Placentia Districts. Elements defined in these guidelines should be coordinated with those selected for Old Town Placentia and serve as a unifying thread between the two areas. The design standards will be used to design and specify detailed engineered streetscape improvement plans for the TOD and Old Town Placentia Districts. The pedestrian realm refers to the public sidewalk area and any adjoining public parkways (or right of ways) parks and plazas. The pedestrian realm is reserved specifically for pedestrian use and serves as the interface between the buildings and uses on private property and the street right-of-way, providing both connections and buffers. As such, the design of the sidewalk and the elements within it are critical for the creation of an active, pedestrian friendly surrounding environment, an environment that encourages walking, cycling and public transit as attractive and effective modes of transportation.



A few key highlights of the public realm guidelines are as follows:



Benches: Durable, low maintenance, prevent lying down and skateboarding.

Sidewalk widths: 9' north Crowther, 8' south side. 5' clear for pedestrians.

Street Trees: Canopy, Shade Trees, 15'-40' spacing.

Lighting: Dual headed pedestrian/street light

Trash Receptacles: Litter and recycling, covered.

Bike Racks: Attractive design

Paving: Decorative sustainable materials.

Wayfinding Signage: Coordinated with Old Town Street Banners

District Archway Sign: Announces the district



OTHER CITY ACTIONS TO IMPLEMENT

In order to wholly implement the vision of the TOD zone, several other actions by the City are required. These include the following:

1. Adopt a Streetscape Master Plan;
2. Amend the Orange County MPAH (Master Plan of Arterials and Highways) and the Mobility Element of the General Plan;
3. Work with OCTA to coordinate public plaza/park area in conjunction with revised surface parking lot plans;
4. Complete a Wayfinding Program;
5. Adopt a Public Art Policy and Procedure;
6. Adopt a TOD Development Impact Fee Program and Update the current Fee Schedule;
7. Create additional permit applications and procedures for: creative sign; master sign program; and outdoor dining;
8. Create a "peer review" architectural and urban design review process;
9. Establish an in-lieu parking fee procedures; and
10. Ensure OCTA Bus Routes service the TOD and Old Town Placentia areas.

CEQA:

An initial study was conducted by Tom Dodson Associates, a professional environmental firm. This document evaluated all CEQA issues contained in the latest Initial Study Checklist form. The evaluation determined that either no impact or less than significant impacts would be associated with the issues of agricultural and forestry resources, biological resources, land use and planning, mineral resources, and population/housing. The issues of Aesthetics, Air Quality/GHG, Cultural Resources Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, Public Services, Recreation, Transportation and Utilities require the implementation of mitigation measures to reduce impacts to a less than significant level. The required mitigation has been proposed in this Initial Study to reduce impacts for these issues to a less than significant impact. These mitigation measures will be adopted by the City Council.

Based on the findings in this Initial Study, the City of Placentia proposes to adopt a Mitigated Negative Declaration (MND) for the TOD GPA and Zone Change Project, including the proposed Development Standards. A Notice of Intent to Adopt a Mitigated Negative Declaration (NOI) was issued for this project by the City of Placentia. The Initial Study and Notice of Intent to Adopt a Mitigated Negative Declaration was circulated for 30 days of public comment because this project appears to involve future interactions with Caltrans as either a responsible or trustee agency. This 30-day review period ran from February 3, 2017 to March 6, 2017. Comments received during this comment period have been responded to and will be available for Planning Commission review and a final MND package will be prepared for adoption at a future City Council meeting on the project.

Prepared and submitted by:

AG FOR
Jennifer Davis
Contract Planner

Review and approved by:

Andrew A. Douglas for
Joseph M. Lambert
Director of Development Services

Attachments:

1. Resolution No. PC-2017-09
Exhibit A: Map of TOD Zone
Exhibit B: Amendment to the City of Placentia General Plan Land Use Element Section 5.5
Exhibit C: Public Realm Design Standards
Exhibit D: TOD Packing House District Development Standards adding Chapter 23.111 to the Placentia Municipal Code
2. Initial Study, Draft Mitigated Negative Declaration and Initial Study Appendices
3. Mitigation Monitoring and Reporting Program (MMRP)
4. Responses to Comments

RESOLUTION NO. PC-2017-09

AN RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF PLACENTIA, CALIFORNIA RECOMMENDING TO THE CITY COUNCIL 1.) AN AMENDMENT TO THE a.) CITY OF PLACENTIA GENERAL PLAN, b.) CITY OF PLACENTIA MUNICIPAL CODE THAT ADDS CHAPTER 23.111 ENTITLED “TRANSIT ORIENTED DEVELOPMENT PACKING HOUSE”, AND c.) OFFICAL ZONING MAP OF THE CITY OF PLACENTIA; AND 2.) ADOPTING a.) PUBLIC REALM STANDARDS AND b.) A MITIGATED NEGATIVE DECLARATION FOR THE PROPOSED PROJECT

A. Recitals.

(i). On March 14, 2017, the Planning Commission of the City of Placentia conducted, and concluded, a duly noticed public hearing, as required by law, to amend the General Plan and add Chapter 23.111 entitled “Transit Oriented Development Packing House District Development Standards” to the City of Placentia Municipal Code creating development standards for properties within the TOD boundaries and amending the Official Zoning Map of the City of Placentia.

(ii). An Initial Study was prepared to review and consider the environmental impacts of the Transit Oriented Development Packing House District Development Standards in accordance with the California Environmental Quality Act and the City of Placentia Environmental Guidelines as codified in Title 14 of the California Code of Regulations (“CCR”) Section 15000 et. seq., Public Resources Code Section 21000 et. seq. and the City of Placentia Environmental Guidelines.

(iii). On or about February 3, 2017, based upon the Initial Study, the City of Placentia, as lead agency, published a Notice of Intent to Adopt a Mitigated Negative Declaration (“MND”) in accordance with CCR Section 15072. Thereafter, on or about February 3, 2017, the City of Placentia published the MND which found that the project may have a potentially significant effect on the environment with respect to Aesthetics, Air Quality, Cultural Resource, Geology/Soils, Greenhouse Gas Emissions, Hazards & Hazardous Materials, Hydrology & Water Quality, Noise, Public Services, Transportation/Traffic, Utilities/Service Systems, and Mandatory Findings of Significance; and, mitigation measures included in the Negative Declaration reduce those potentially significant impacts to a level less than significant in accordance with CCR Section 15070.

(iv.) On or about February 3, 2017, the City published the draft MND for a period of 30 days for public comment in accordance with CCR Section 15073. After completion of the public review period, the City prepared written responses to all comment letters received on the Mitigated Negative Declaration during the public review period.

(v.) The City of Placentia provided notice of public hearing in accordance with California Government Code Section 65090 and the City of Placentia Municipal Code Section 23.96.030 by publication in a local newspaper at least 10 days prior to the public hearing and by direct U.S. mail to all property owners within 300-feet of the proposed project boundaries.

(vi.) All other legal prerequisites to the adoption of this Ordinance have occurred.

B. Resolution.

NOW, THEREFORE, the Planning Commission of the City of Placentia makes the following findings and recommendations to the City Council:

SECTION 1. The recitals set forth above are true and correct and adopts those recitals as though fully set forth herein.

SECTION 2. Find that the Mitigated Negative Declaration circulated for public review contains all contents as required in CCR Section 15071. Moreover, the City has complied with all requirements of the California Environmental Quality Act and the City of Placentia Environmental Guidelines as codified in Title 14 of the California Code of Regulations (“CCR”) Section 15000 et. seq., Public Resources Code Section 21000 et. seq. and the City of Placentia Environmental Guidelines.

SECTION 3. Certify the Mitigated Negative Declaration for the “project” including the general plan amendment, zoning code amendment, zoning map amendment and the public realm standards and find that while the project may have a potentially significant effect on the environment with respect to Aesthetics, Air Quality, Cultural Resource, Geology/Soils, Greenhouse Gas Emissions, Hazards & Hazardous Materials, Hydrology & Water Quality, Noise, Public Services, Transportation/Traffic, Utilities/Service Systems, and Mandatory Findings of Significance; and, mitigation measures included in the Negative Declaration reduce those potentially significant impacts to a level less than significant in accordance with CCR Section 15070.

SECTION 4. Approve an amendment to the City of Placentia General Plan Land Use Element Section 5.5 entitled “Land Use Designations” to allow the “Transit Oriented Development,” “Mixed Use” and “Live Work” land use designations and definitions as set forth in Exhibit “B.”

SECTION 5. Approve an amendment to the City of Placentia Municipal Code by adding Chapter 23.111 entitled “Transit Oriented Development Packing House District Development Standards” as set forth in Exhibit “D.” and find, in accordance with Chapter 23.96 (“Amendments”) of the City of Placentia Municipal Code that said amendment to the municipal code will not be detrimental to the health, safety or general welfare of the persons residing or working within the neighborhood of the proposed amendment or within the city; injurious to property or improvements within the neighborhood or within the city; nor inconsistent with the latest adopted General Plan.

SECTION 6. Amend the Official Zoning Map of the City of Placentia, maintained in accordance with the provisions of § 23.08.020 of the Placentia Municipal Code, as set forth in Exhibit "A" attached hereto and by this reference made a part hereof.

SECTION 7. Adopt the public realm design standards as set forth in Exhibit "C" which includes streetscape improvement plans including lighting, trash receptacles, street furniture, and street improvement exhibits in order to provide unifying, consistent and aesthetically pleasing features of the public areas within the TOD.

SECTION 8. Prior to taking this action, the Planning Commission reviewed, considered and has exercised its independent judgment based on substantial evidence on the Mitigated Negative Declaration and all of the information and data in the administrative record, all oral and written testimony received and finds that the Mitigated Negative Declaration was prepared in full compliance with the California Environmental Quality Act.

SECTION 9. If any section, subsection, sentence, clause, or phrase of this resolution and/or the documents in support of this resolution is/are for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this resolution.

Section 10. The Secretary to the Planning Commission shall certify to the adoption of this Resolution.

PASSED and ADOPTED this 14th day of March, 2017.

CHRISTINE SCHAEFER, CHAIR

I, Joseph M. Lambert, Secretary to the Planning Commission of the City of Placentia, do hereby certify that the foregoing Resolution was introduced at a regular meeting of the Planning Commission of the City of Placentia held on the 14th day of March, 2017, and was passed at this regular meeting of the Planning Commission of the City of Placentia held on the 14th day of March, 2017, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAINED:

ATTEST:

Joseph M. Lambert,
Secretary to the Planning Commission

APPROVED AS TO FORM:

YOLANDA M. SUMMERHILL
ASSISTANT CITY ATTORNEY

Exhibit A: Map of TOD Zone

Exhibit B: Amendment to the City of Placentia General Plan Land Use Element Section 5.5

Exhibit C: Public Realm Design Standards

Exhibit D: TOD Packing House District Development Standards adding Chapter 23.111 to the Placentia Municipal Code

EXHIBIT A TOD ZONE BOUNDARIES

TOD Boundary Zoning



TOD General Plan Text and Map Amendment

GENERAL PLAN TEXT AMENDMENT

Amend Land Use Element Section 5.5 LAND USE DESIGNATIONS

Add:

Transit Oriented Development (TOD) - This designation permits transit oriented development. Transit-oriented development, or TOD, is a type of community development that includes a mixture of housing, office, retail and/or other amenities integrated into a walkable neighborhood and located within a half-mile of quality public transportation. Typically, this type of development is characterized by high density residential development (65 to 95 dwelling units/acre), lower parking standards, enhanced pedestrian environment, active streetscape, and enhanced amenities for bikes and buses. In TOD areas, the pedestrian and transit rider are given priority over the motorist.

Mixed Use (MU) - Local and neighborhood-supporting mixed-use areas designed to be contextually appropriate in and compatible with the identified neighborhood or historic area. On a single site, a combination of non-residential and residential uses can occur in the same structure or on the same site, where the residential component is located either above (vertical mixed-use) or behind or next to (horizontal mixed-use) the non-residential component. Commercial retail is encouraged to be the primary use on the ground floor. Professional office and housing uses are also encouraged, particularly as adaptive reuse opportunities within existing structures. Transit orientation, walkability, and pedestrian access are key considerations.

Live Work (LW) - This category of land use is represented by an integrated residence and working space, occupied and utilized by a single household in a structure that has been designed or structurally modified to accommodate joint residential occupancy and work activity.

GENERAL PLAN MAP AMENDMENT

TOD AREA: Change Land Use Map from Industrial to Transit Oriented Development (TOD)



--- TOD Boundary



-  LOW DENSITY RESIDENTIAL
6.0 DU/Ac Maximum
-  MEDIUM DENSITY RESIDENTIAL
15.0 DU/Ac Maximum
-  HIGH DENSITY RESIDENTIAL
25.0 DU/Ac Maximum
-  PLANNED COMMUNITY
7.1 DU/Ac Average
-  OFFICE
-  COMMERCIAL
-  COMMERCIAL - MANUFACTURING
-  INDUSTRIAL
-  PARKS / OPEN SPACE
-  SCHOOLS
-  SPECIFIC PLAN
-  CITY BOUNDARY
-  RAILROAD
-  PARKWAY VISTA
-  PLANNED PARK

Land Use Map
Land Use Element
City of Placentia

**TOD Packing House District and
Old Town Placentia District
Public Realm Design Standards
December 13, 2016**

The Transit-Oriented Development (TOD) Packing House District and Old Town Placentia Public Realm Design Standards are intended to enhance the physical safety, comfort and convenience of the pedestrian realm as well as the aesthetic character and quality of the pedestrian experience in the TOD Packing House and Old Town Placentia Districts. Elements defined in these guidelines should be coordinated with those selected for Old Town Placentia and serve as a unifying thread between the two areas. These design standards will be used to design and specify detailed engineered streetscape improvement plans for the TOD and Old Town Placentia Districts. The pedestrian realm refers to the public sidewalk area and any adjoining public parkways (or right of ways) parks and plazas. The pedestrian realm is reserved specifically for pedestrian use and serves as the interface between the buildings and uses on private property and the street right-of-way, providing both connections and buffers. As such, the design of the sidewalk and the elements within it are critical for the creation of an active, pedestrian friendly surrounding environment, an environment that encourages walking, cycling and public transit as attractive and effective modes of transportation.

For purposes of these design standards, the pedestrian realm has been subdivided into two functional zones: the Pedestrian Zone and the Amenity Zone (see diagram below). Each zone plays a slightly different role as defined below. Please see the various cross sections at the end of this document.

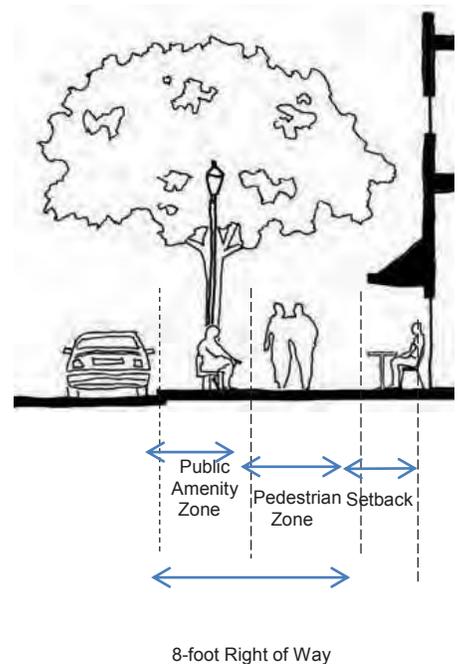
Pedestrian Zone. The pedestrian zone is the middle section of the sidewalk, of which the primary function is to accommodate the efficient movement of pedestrians. As such, it needs to provide an unobstructed, linear sidewalk space that is free of street furniture, street trees, planters, and other vertical elements such as light standards, fire hydrants and transit facilities, and shall be wide enough to accommodate projected volumes of pedestrian traffic.

Public Amenity Zone. The public amenity zone is the section of the public sidewalk that adjoins the street and buffers pedestrians from the adjacent roadway. This zone is the appropriate location for the majority of the public facilities and streetscape amenities that enhance and serve the pedestrian zone, including features such as street trees, landscaping, street lights, transit stops, fire hydrants, benches, public art, and other street furniture and amenities.

A. Pedestrian Realm – General

1. Sidewalk Width for Combined Pedestrian and Amenity Zones

Figure 1 Pedestrian Realm



Intent: To dedicate adequate space to support a safe, comfortable, attractive, and robust pedestrian environment sufficient for the desired level of pedestrian activity.

- a. **Width.** Sidewalk width shall be no less than 9 feet adjacent to the north side of Crowther Avenue (North Crowther) and shall be no less than 8 feet adjacent to the south side of Crowther Avenue (South Crowther) and adjacent to other Rights of Way, including the area dedicated to the pedestrian zone (5 feet minimum North Crowther and 4 feet minimum South Crowther) and public amenity zone (4 feet minimum North Crowther and 3 feet minimum South Crowther). Sidewalk widths of 9 feet or greater generally provide space for pedestrian amenities and provide for a leisurely walking pace without vehicle traffic dominating the pedestrian realm.

Sidewalk width along Bradford Avenue between Chapman Avenue and Center Street shall be no less than 10 feet, and on Bradford Avenue between Center Street and Santa Fe Avenue sidewalk width shall be no less than 11 feet.

Sidewalk width along Santa Fe Avenue between Bradford Avenue and Main Street shall be no less than 11 feet, and along Santa Fe Avenue between Main Street and Melrose Street sidewalk width shall be no less than 16 feet.

- b. **Curb Extensions.** Curb extensions at intersections are required as a means of expanding the pedestrian zone where pedestrians are likely to congregate while waiting for transit or to cross the street. It is important to ensure that curb extensions do not interfere with vehicular traffic and bike lanes.

- c. **Elements Prohibited in Pedestrian Realm.** Merchants are prohibited from using the public right-of-way in front of their business for displaying merchandise or signs. They may use the setback area as defined by the development standards (0-15' setback area). Outdoor dining is encouraged but will be placed in the private setback area and is only allowed to encroach within the public Right of Way pursuant to Chapter 23.111 of the Placentia Municipal Code (TOD Regulations) and Chapter 23.112 of the Placentia Municipal Code (Old Town Placentia Regulations).



Example of Curb Extensions

Intent: To define and enhance the pedestrian environment and the quality and safety of the pedestrian experience through the use of consistent, coordinated, attractive, and high-quality paving surfaces.



Example of decorative and permeable paving.

- a. **Sustainable Materials.** Recycled and/or locally-sourced paving materials should be specified whenever feasible in order to minimize resource depletion and energy to transport. Examples include pavers, decorative stamped concrete, colored concrete, permeable pavers and other pervious materials.
- b. **New Development/Redevelopment.** All new development and redevelopment shall include new sidewalks and/or sidewalk widening per the specifications of these design standards and city approved roadway plans.
- c. **Decorative Paving.** Decorative paving materials should be provided at bulb-outs, driveway entrances where there are breaks in the sidewalk, and marked crosswalks (i.e., at Crowther Avenue and Melrose Street) and (Santa Fe Avenue and Bradford Avenue) to delineate access points and to provide an aesthetic transition between the pedestrian and vehicular realms.
- d. **Accessibility and Safety.** The design and composition of sidewalk paving must maintain smooth and level surfaces that meet ADA requirements, are durable, and have a non-slippery surface when wet.
- e. **Stormwater Management.** The use of permeable or porous pavement in the amenity zone, including bioswales, is encouraged whenever feasible as a means of reducing and treating stormwater and increasing water volume to the root zone of street trees. Permeable paving is also encouraged in the pedestrian zone to minimize the flow of untreated water into gutters.



Example of Pedestrian Realm with bioswales in the Amenity Zone.

B. Pedestrian Zone

Intent: To accommodate convenient and comfortable pedestrian circulation, with sidewalk designs proportional to pedestrian traffic levels.



Example of Pedestrian Zone flanked by outdoor seating in the setback area and benches, bike racks, trees and other amenities in the Amenity Zone.

- 1. Width Proportions.** The pedestrian zone should comprise at least 50 percent of the right of way width but never be less than 5 feet, whichever is greater.
- 2. Clearance.** The pedestrian zone should not be obstructed with street furniture, utility poles, traffic signs, trees, etc., in order to maintain a minimum sidewalk width for pedestrian through-traffic and ADA clearance requirements.

- 3. Minimum Vertical Clearance.** The Pedestrian Zone should maintain a minimum vertical height clearance of 9 feet for pedestrians and 14 feet for vehicles where vehicular access is provided, clear of overhanging tree limbs, protruding fixtures such as awnings, signs, or other horizontal obstructions.

C. Public Amenity Zone

Intent: To provide space and amenities within the Pedestrian Realm that contribute to pedestrian comfort, convenience, safety and interest, and encourage walking.



Example of Public Amenity Zone, providing seating, shade and flower pots.

- 1. Width Proportions.** The amenity zone should comprise at least 50 percent of the sidewalk width, but never less than 3 feet, whichever is greater. A minimum of 4 feet is preferred. While 3 feet is sufficient for shade trees, tree wells should include a root barrier system to minimize root damage to sidewalks.
- 2. Appropriate Uses.** Public utilities and street furniture generally should be consolidated in the amenity zone to keep them from becoming obstacles in the pedestrian zone. This includes, but is not limited to street trees, planting strips, street furniture, bicycle parking, utility poles, public art, signal poles, signal and electrical cabinets, signs, fire hydrants, etc.
- 3. Distribution and Concentration.** Whereas the function of features such as light standards, street trees and waste/recycle receptacles requires an even distribution along the length of a street, street furniture should generally be located in high activity areas where people can be expected to congregate, such as transit stops, major building entrances, plazas, and retail and entertainment areas.
- 4. Continuity.** Street furnishings should provide a continuity of streetscape features along the length of a street. At a district scale, coordinated design, type, color and material of street furniture contributes to a sense of community

identity, complements the context of existing buildings and landscape and reflects and strengthens the local character of the TOD Packing House and Old Town Placentia Districts. These furnishings should be selected for compatibility with Old Town Placentia furnishings.

5. **Variety.** Public streetscape furnishings should include a variety of amenities and selection of materials that add interest to the pedestrian environment.
6. **Setback from Curb.** Elements within the amenity zone generally shall be setback at least 1.5 feet from the face of the street curb to avoid conflict with on-street parking (e.g. car doors, passenger loading, etc.).
7. **Location of Utilities.** Utility vaults, transformers, and other utility access points should be located out of the sidewalk area, and in the private parcel area. Above ground utility boxes, control panels, etc. should be discouraged or located outside of the pedestrian realm, and should have a standardized color where possible. All utility facilities shall be located on private property and screened from view with the exception of traffic signal cabinets.
8. **Undergrounding of Utilities.** In order to reduce conflict with pedestrian movement and improve the aesthetic character of the public realm, all existing overhead utilities located on private property shall be converted to underground facilities. This will require the undergrounding of additional overhead facilities located within the public right-of-way connected to those serving private properties. All utility undergrounding will require coordination with affected utility companies and the work shall be completed at the developer's expense and to the satisfaction of the utility companies. Undergrounding projects should maximize space available for street tree planting.
9. **Stormwater Management.** The use of permeable or porous pavement and landscape designed to treat and attenuate stormwater flow in the amenity zone is pursuant to the Water Quality Management Plan (WQMP) as a means of reducing stormwater runoff rates and volumes. Use of permeable surfaces are encouraged in both private and public realms.
10. **ADA Clearance at Bus Stops.** Bus stops shall maintain a 5 x 8 foot clear area for universal access and shall meet all Orange County Transportation Authority requirements for bus stops and bus pads.

D. Street Furnishings and Amenities

Intent: To help animate the pedestrian realm, support public use, contribute to the social and economic vitality of the TOD Packing House and Old Town Placentia Districts, and establish the character and identity of the area.

1. Seating

Intent: To provide as much formal and informal seating as possible to increase the number of opportunities for people to socialize and spend leisure time outdoors along public streets.

- a. **Design.** Benches should be attractively designed to further promote pedestrian use. The benches should be fixed in place and constructed of durable and low-maintenance materials. Benches at bus stops should be incorporated into the design of the bus shelter. The selected bench design shall also be of a style that discourages skateboarding on the bench and rails and does not permit users to lay down on the length of the bench.



Examples of desired seating types in the TOD Packing House and Old Town Placentia Districts.

- b. **Informal Seating.** The creation of seat walls, steps, and planters that can serve as informal seating areas is encouraged as a means of expanding the seating potential and providing diverse opportunities for social interaction.
- c. **Universal Access.** Street furniture needs to be designed for universal access, to facilitate use by those of all ages and abilities and shall comply with all applicable ADA standards.

2. Bicycle Racks

Intent: To provide for a convenient, safe and user-friendly place for cyclists to leave their bicycles to encourage bicycling as a means of transportation.



- a. **Distribution.** Bicycle parking generally should be accommodated with a number of smaller racks distributed along the length of a block, rather than one or two large concentrations of bike racks.
- b. **Placement.** Bicycle racks should be located so that parked bicycles do not block the travel path of pedestrians, infringe upon seating areas or block ingress and egress to parked vehicles. Bike racks should also be placed where there is adequate distance in front and back to attach the front wheel to the rack in either direction.
- c. **Prominent Location.** Bicycle racks should be located in prominent locations within the public amenity zone that are clearly visible to cyclists from the street and from adjoining buildings and public spaces. Placement in view of doors and windows will ensure adequate surveillance from building occupants and visitors. Bicycle parking should not be located in isolated areas, dark locations, or garage recesses.
- d. **Adequate Space.** Due to the space required for bicycle parking, curb extensions are good locations to site bicycle racks, as long as the facilities do not interfere with pedestrian circulation. Providing space for bicycle parking should be considered a design criterion when designing curb extensions. It is important to ensure that curb extensions do not interfere with traffic and bike lanes.
- e. **Design.** Bike racks should be designed to allow the bicyclist to secure the bicycle frame to the device at two points of contact (including both the frame and front tire together with a standard U lock). Appropriate bicycle rack designs include the inverted U, the ribbon type rack, or the corkscrew. The design of bike racks should be encouraged to be a form of public art that is both creative and functional.

Examples of desired bicycle racks in the TOD Packing House and Old Town Placentia Districts.



3. Waste and Recycling Receptacles

- a. **Distribution.** Separate trash and recycling receptacles should be located regularly at intersections, near major building entrances, near bus stops and the Metrolink Station, public parking structures/lots and adjacent to outdoor seating areas.

- b. **Design.** Each receptacle should accommodate recycling, prevent wind, rain and birds from entering the container, facilitate convenient access to the liner, and must be anchored to the pavement. Preference shall be given to solar-powered trash receptacles, which provide automatic compacting and significantly reduce the frequency that receptacles need to be emptied.



Example of solar powered trash receptacles



Example of desired trash receptacle in the TOD Packing House and Old Town Placentia Districts

- c. **Style and Color.** The style and color of the City's trash receptacles should be coordinated with the selected bench design and be consistent throughout the district.

4. Planter Boxes and Pots

Intent: To add color and unity to the Amenity Zone through potted ornamental trees, flowers and shrubs.

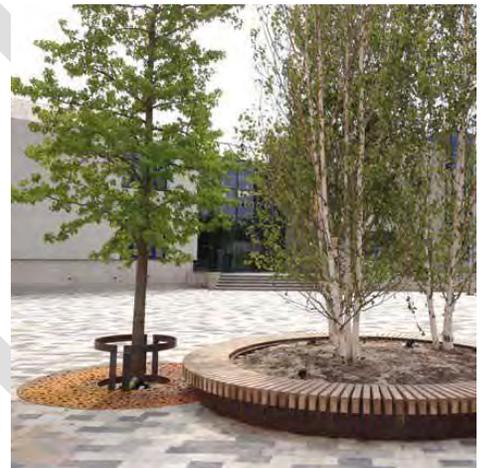
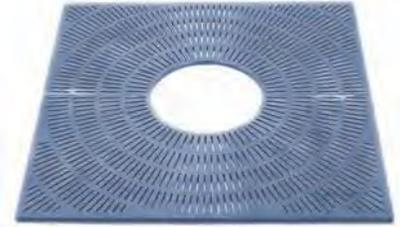
- a. **Planter Dimensions.** Planter dimensions may vary depending on the root ball size of the proposed plants as well as the site-specific conditions. However, to avoid pedestrian congestion, no planter should be larger than 25% of the entire sidewalk width.
- b. **Design.** Planters shall be supplied with a drainage hole in the bottom. While a variety of different sizes in groupings may be used, planter colors and styles should complement the adjacent building architecture.
- c. **Installation.** Planters should be level and anchored. Planting installation should allow for an adequate layer of a gravel base, insulated soil mix, and a topping mulch and/or groundcover.

- d. **Plant Species.** Planters should incorporate an evergreen component for year round interest and require low water usage.
- e. **Irrigation.** Drip lines should be routed to the planters and connected to irrigation clocks, to ensure efficient irrigation and maintenance.

5. Tree Grates

Intent: To protect trees and reduce safety hazards.

- a. **Use with Tree Wells.** Tree grates should be used in all tree wells that are surrounded by paving, unless the wells are specifically designed for accent planting. In areas with lower levels of pedestrian activity, bare soil with mulch covering, or gravel instead of tree grates may be permitted.
- b. **Added Fixtures.** Grates that allow for integrated tree guards, decorative lighting, electrical fixtures and auxiliary power (for special events, holiday lighting, or maintenance) are encouraged where appropriate.



Example of tree guard (on left).

6. Bollards

Intent: To prevent vehicles from entering pedestrian zones and to mark pathway entries at public-private interfaces.

- a. **Emergency Access.** Bollard placement and design should be coordinated with emergency vehicle access; in certain locations, removable bollards may be appropriate to balance pedestrian protection with emergency access.
- b. **Style and Color.** Bollard style and color should match the selected pedestrian bench and be consistent throughout the district.

7. Bus and Transit Stops

Intent: To encourage and support the transit-oriented character of the TOD Packing House and Old Town Placentia Districts by providing attractive, safe and quality public amenities at bus stops.

- a. **Prominently Signed.** All transit stops should be prominently signed and all pertinent route and schedule information, including major connecting services, should be posted.
- b. **Seating and Shelter.** All bus and transit shelters should provide seating and protection from the sun, wind and rain.
- c. **Design.** Transit and bus shelters and other amenities should be distinctive through strong architectural design that reflects the character of the district.
- d. **Energy Efficient.** Transit and bus shelters should be designed to be fully solar powered.

8. Light Standard/Poles and Fixtures

Intent: To ensure that public safety and security criteria are met through sufficient lighting, and that the design of light fixtures and the quality of the illumination add visual interest to the streetscape and contribute to the overall character and attractiveness of the street.

- a. **Lighting Style.** A single consistent style and size of pole and fixture should be used within the district to create a unifying scheme of illumination that is appropriate to the scale of the street and the level and character of nighttime activity. Pole and fixture design should be coordinated with other street furniture and amenities to establish an attractive and unified design character. Street lighting shall primarily be oriented towards pedestrians. New street light poles should provide for pedestrian and street lighting, and include armature or fixtures that allows for the hanging of flower baskets, artwork, banners, holiday lights, etc. to add character and identity to the district. Lighting standards should be equipped with electrical outlets suitable for spider boxes.



- b. **Height.** The height of light fixtures generally should be kept low to promote a pedestrian scale and to minimize light spill to adjoining properties. Light standards should not exceed 12 to 15 feet in height from grade to light source. However, dual purpose light fixtures may be used to provide lighting for both the pedestrian and vehicular realms, which would allow for higher light standards to serve the street.
- c. **Spacing.** Generally, shorter light standards should be more closely spaced to provide appropriate levels of illumination, based on a lighting study and plan. Although in lower activity areas where lower lighting levels are acceptable, closer spacing may not be necessary.

- d. **Levels of Illumination.** Street lighting should focus on illuminating the pedestrian realm (e.g., sidewalks, paseos, plazas, alleys, transit stops), rather than the vehicular realm (i.e., the street). Levels of illumination should be responsive to the type and level of anticipated activity, without over-illuminating the area (i.e., bright, uniform lighting of all public right-of-ways is not desirable). The level of illumination for pedestrian areas generally should range from 0.5 foot candles in lower activity areas up to 2.0 foot candles in more critical areas. (A foot candle is a unit of illumination, measured at the distance of one foot from the source of light.)
- e. **Light Pollution.** Lighting shall be Dark Sky certified and generally focused down toward the ground, avoiding all unnecessary lighting of the night sky. In addition to standard street light poles, light sources that are mounted closer to and focus illumination directly onto the ground plane, such as bollard-mounted lighting, stair lighting, and wall- and bench-mounted down-lighting, are desirable. Light fixtures should include internal reflector caps, refractors, or shields that provide an efficient and focused distribution of light and avoid glare or reflection into upper stories of adjacent buildings.
- f. **Illumination of Conflict Areas.** Higher lighting levels should be provided in areas where there is potential for conflict between pedestrians and vehicles, such as intersections and crosswalks, changes of grade, public parking lots and areas with high levels of nighttime activity.
- g. **Color Balance.** Color-balanced lamps that provide a warm white illumination and realistic color rendition are recommended.
- h. **Energy Efficiency.** In order to conserve energy and reduce long-term costs, energy-efficient, Energy Star-certified LED lamps (or of equal efficiency) should be used for all pedestrian realm lighting, and hours of operation should be monitored and limited to avoid waste.

9. Street Trees

INTENT: To ensure that the selection of street trees for the TOD Packing House and Old Town Placentia Districts are appropriate for the climate and conditions of Placentia, contribute to the creation of a walkable pedestrian environment and create continuity and identity within the district.

- a. **Unified Tree Planting Scheme.** To optimize the beneficial effects of street trees, both aesthetic and as green infrastructure, emphasis should be placed on establishing and maintaining a consistent and well-coordinated planting scheme within the district. A diversity of tree species may be used to prevent diseases from spreading, as long as a coordinated tree palettes used. All plantings should conform to city water efficiency landscape regulations.

- b. **Shade Trees.** In selecting the appropriate tree(s) for the TOD Packing House and Old Town Placentia Districts, species that provide large canopy shade coverage shall be selected to enhance the pedestrian experience and reduce the heat island effect.
- c. **Tree Size.** A 36 inch box tree should be selected if feasible, but no less than 24 inch box shall be used for the main tree canopy. Smaller tree varieties may be used as accent trees.
- d. **Horizontal Clearance.** Appropriate horizontal clearance is dependent upon species and subject to approval. Trees shall not be placed in such a way that they could block business signs in commercial areas. Generally, to maintain proper clearance and sight lines, street tree centerlines should be located no closer than:
 - i. 10-20 feet from a building façade, depending upon tree form
 - ii. 10-25 feet from the curb line of an intersection, depending upon tree form
 - iii. 5 feet from a driveway or alley
 - iv. 5 feet from fire hydrants, underground utilities, utility poles, and parking meters
 - v. 3 feet from sidewalk furniture
 - vi. 3 feet from curb adjacent to parallel parking
 - vii. 4 feet from curb for perpendicular and diagonal parking
 - viii. 15 feet from street lights
- e. **Tree Spacing.** The maximum spacing for street trees should not exceed 40 feet on center. The minimum spacing for street trees is 15 feet for trees with small mature size. The optimum spacing should be responsive to species type and canopy characteristics. As a general rule, the following spacing should be used:
 - i. Large canopy trees: 30 to 40 feet on center
 - ii. Medium canopy trees: 20 to 30 feet on center
 - iii. Small canopy trees: 15 to 20 feet on center
- f. **Pruning.** To maintain the health of trees (e.g. safety, longevity) and provide a pleasing form, existing street trees should be pruned per ANSI standards, and shall not be topped.
- g. **Vertical Tree Clearance.** Street trees should be selected that have a branching pattern and bottom canopy height at maturity—generally 14 feet or higher—that will not obscure commercial signage and storefront windows or conflict with truck access. Lower branching heights may be appropriate in plazas or other open spaces.
- h. **Planting Conditions.** Efforts should be made to provide the best possible conditions for proper tree growth when planting new street trees, including ample soil planting depth, subsurface preparation, aeration, root protection,

irrigation, and drainage. Newly planted street trees will need supplemental irrigation until they are established.

- i. **Tree Wells.** Trees can be planted in parkway planting strips or in individual tree wells. Tree wells are preferred in higher intensity areas with high levels of pedestrian activity, particularly cross traffic between on-street parking and adjoining buildings (e.g., retail uses, sidewalk cafes, etc.).
- j. **Tree Well Dimensions.** In order to promote tree health, tree wells should generally be 6 feet by 6 feet or larger. In constrained areas, the minimum acceptable tree well is 4 feet by 6 feet. As existing trees are replaced, existing tree wells should be expanded wherever possible.
- k. **Tree Grates.** Metal tree grates and tree guards should be used on all tree wells to protect trees, and allow for aeration and surface water collection. Tree grates should be flush with the pavement and shall be of a design that allows pedestrians to walk over them and allow for expansion of grates with tree growth.
- i. **Protecting Tree Roots.** In order to avoid damage to pavement, appropriate, deep-rooted trees shall be selected, and root barriers shall be installed in all instances.

10. Public Signage

INTENT: To distinguish and brand the TOD Packing House and Old Town Placentia Districts from other areas of the City with thematic district signage at key locations in the public realm.

- a. **Public Street Banners.** Street lights should include mounting brackets to hang banners for City-sponsored events or advertisements.
- b. **Wayfinding Signage Program.** A comprehensive wayfinding signage program is needed for the TOD Packing House and Old Town Placentia Districts that is coordinated with Old Town Placentia, the Metrolink Station, and other points of interest throughout the City.



- c. **District Archway Sign.** District archway signage shall be included as a component of the wayfinding signage program, to create a sense of place and promote the identity of the TOD Packing House District and Old Town District. This sign may either span Crowther, east of the 57 freeway or may span Melrose Street. Separate funding and design work will be needed to

complete this archway sign but it should be considered as an element of the wayfinding signage program. Include an Old Town archway sign?

11. Transit Plaza

INTENT: To create a dramatic yet pleasant gathering and resting place in the TOD District that supports the Metrolink Station and surrounding businesses, as well as provides a visual and physical connection with Old Town Placentia.

- a. **Location.** Adequate square footage should be dedicated south of the transit station for a public plaza. The plaza should act as a continuation of the proposed plaza directly north of the tracks in Old Town Placentia, as an extension of Bradford Avenue. Access to both is provided from the pedestrian over-crossing of the railroad tracks.
- b. **Size and Use.** The Transit Plaza should be of sufficient size that allows for informal gathering and passive entertainment and at other times organized or formal events that may support new businesses south of the tracks.
- c. **District Identity.** The Plazas should help establish a unique identity for both the TOD Packing House and Old Town Placentia Districts by incorporating elements that celebrate the packing house heritage of this area. This may be accomplished through public art, citrus trees, and/or an open lawn area with a palm grove that recalls the earlier train station.
- d. **Views.** The Transit Plaza should maintain sightlines over the tracks and to the proposed plaza in Old Town. One can easily see across and use the pedestrian bridge that is accessible from both the Old Town plaza and the Transit Plaza.
- e. **Pedestrian Orientation.** The Transit Plaza should foster an active and welcoming pedestrian environment to provide a connection to Old Town and minimize the railroad tracks as a barrier. Elements may include decorative paving that extends north across Santa Fe Avenue, shade structures, active water features, benches, lighting or lit elements, decorative plantings, bike racks, etc.
- f. **Framing of Plaza.** The Transit Plaza should be defined to the west by buildings that face onto the plaza, providing both an intimate and active



Depiction of the Transit Plaza in the Placentia Westgate Specific Plan

setting with ground floor retail and café uses oriented onto the plaza where possible.

- g. **Furnishings, Plantings and Amenities.** As a gateway into the TOD District, the furnishings, lighting, planting palette and other amenities in the Transit Plaza should contribute to an atmosphere and character, complement and establish unity with Old Town Placentia, and help paint the area as a destination.
- h. **Bus Service.** A bus stop on Crowther located near or at the Transit Plaza will maximize the transit nature of this place and of the commuter rail activity.

DRAFT

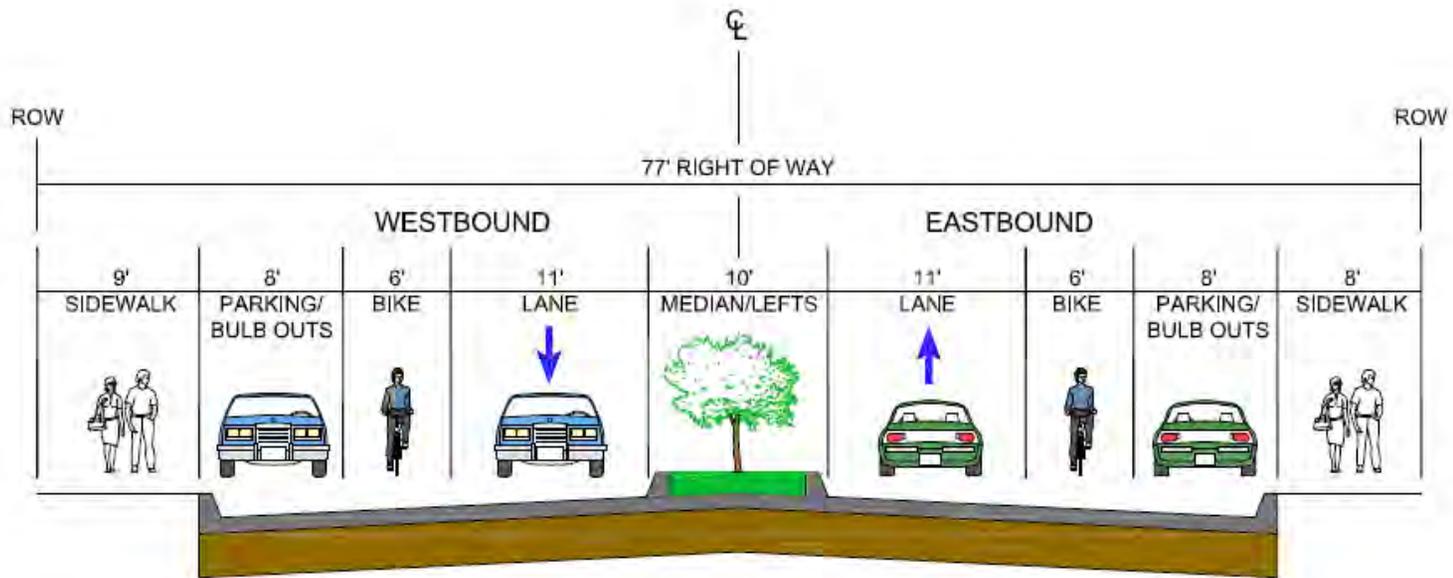
11. Graphic Depictions of the Public Realm



Figure 1, Option 1: Crowther Avenue Streetscape Photosimulation.



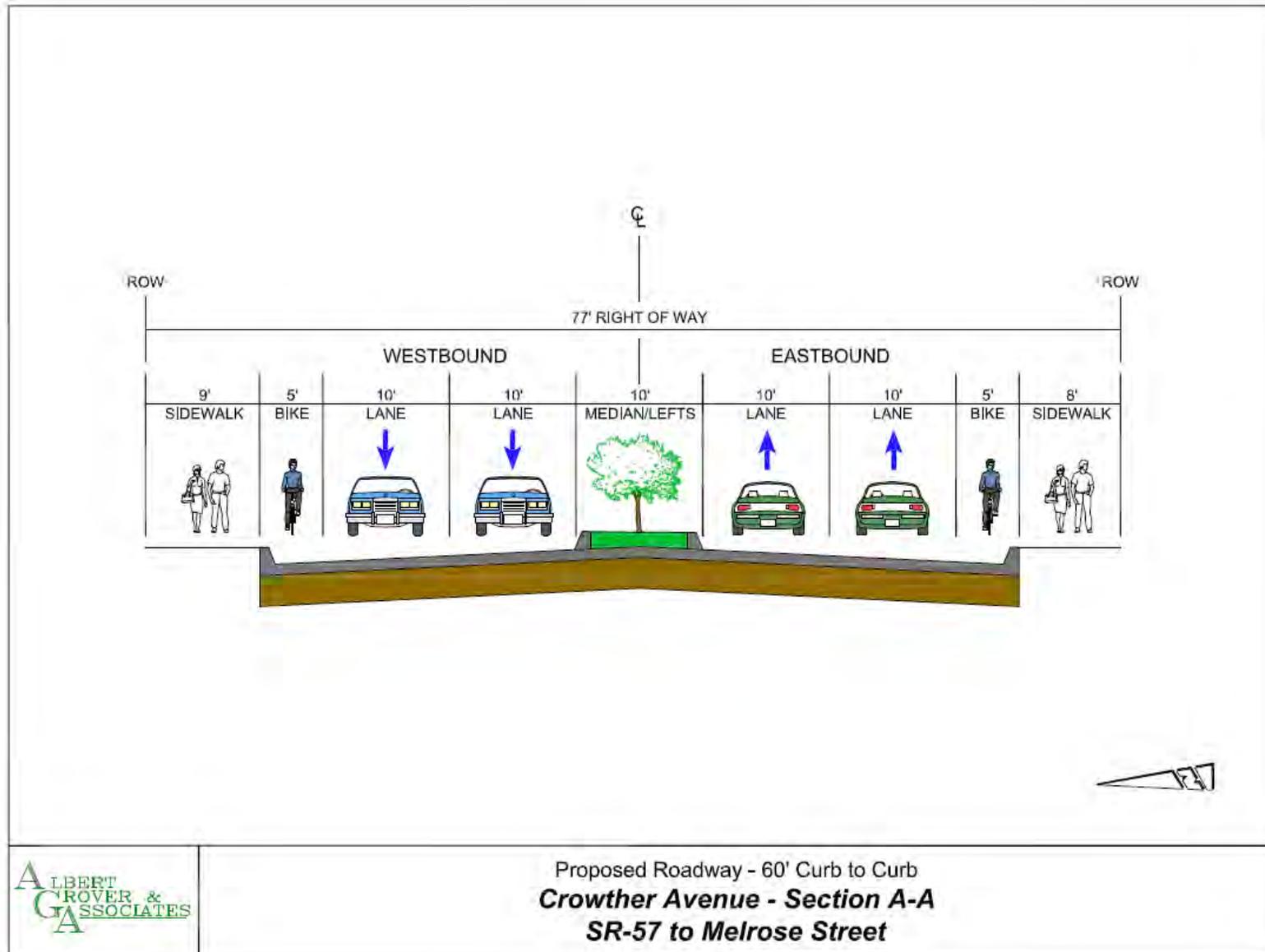
Figure 1, Option 2: Two Lane Crowther Avenue Streetscape Photosimulation.



RT
/ER &
OCIATES

Proposed Roadway - 60' Curb to Curb
Crowther Avenue - Section A-A
SR-57 to Melrose Street

Figure 2 CROWTHER AVENUE CROSS SECTIONS - SR57- Melrose -- Option with on-street parking



ALBERT
GROVER &
ASSOCIATES

Proposed Roadway - 60' Curb to Curb
Crowther Avenue - Section A-A
SR-57 to Melrose Street

Figure 3 CROWTHER AVENUE CROSS SECTIONS - SR57- Melrose

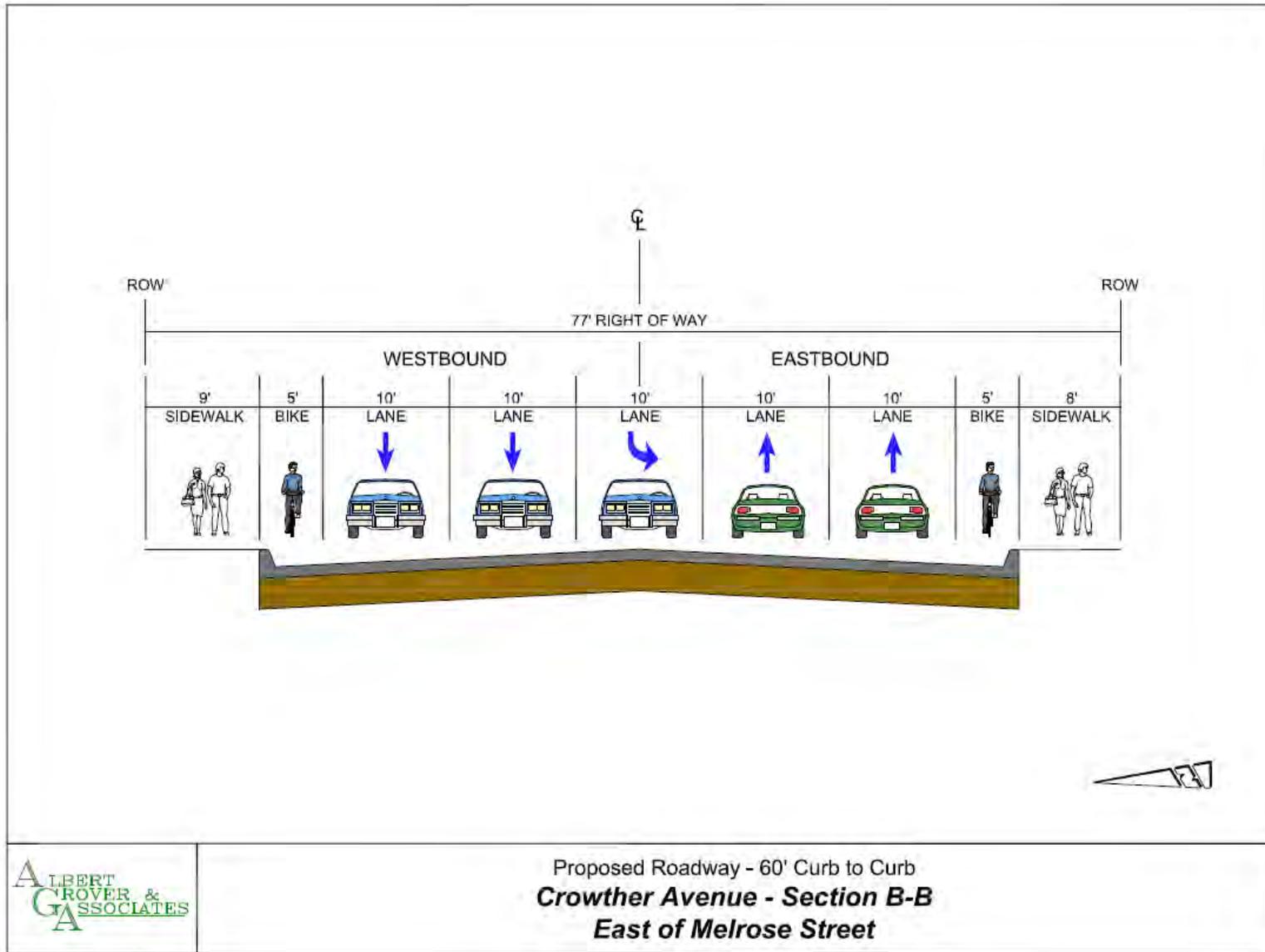


Figure 4 CROWTHER AVENUE CROSS SECTIONS – East to Melrose

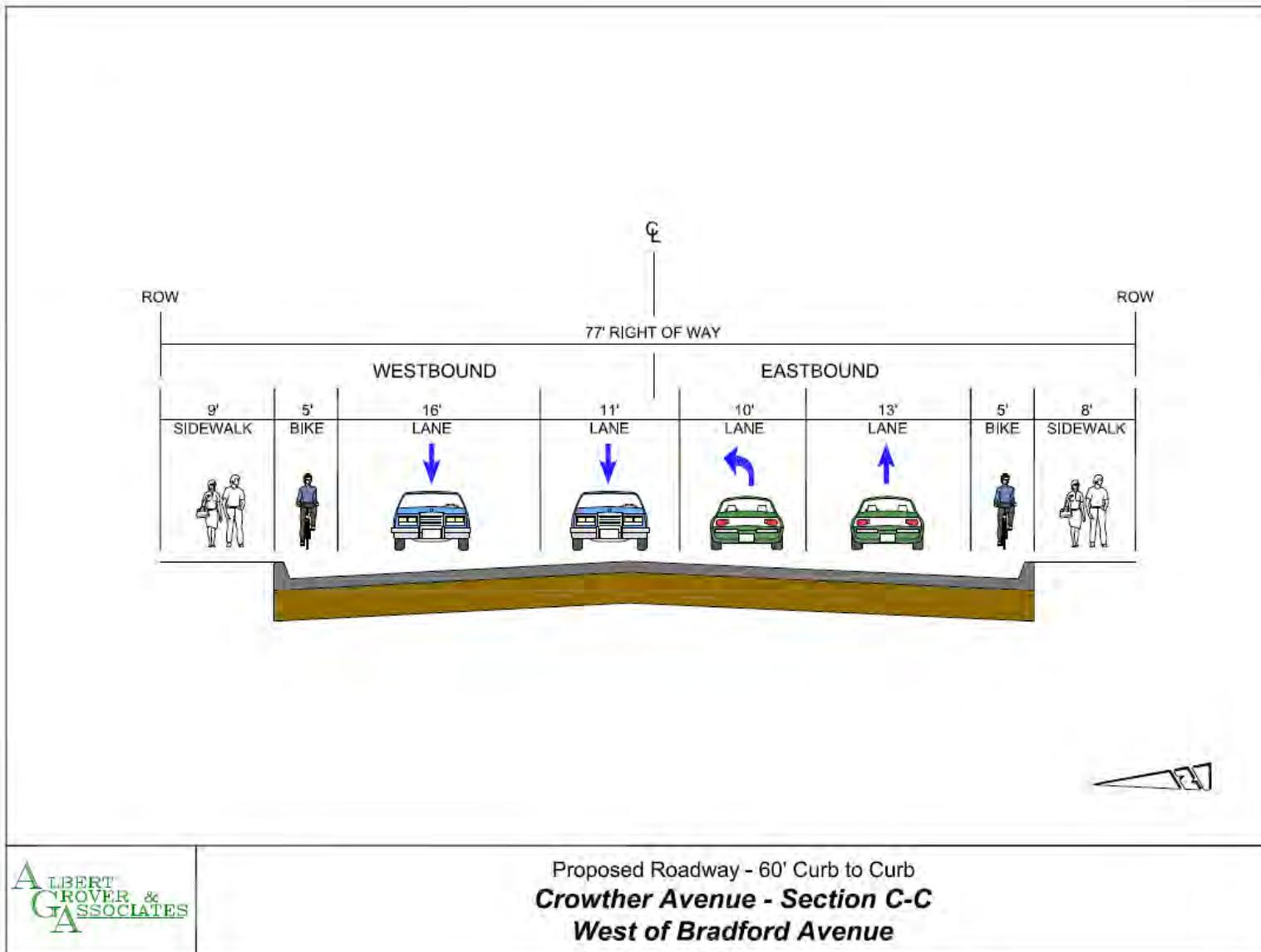
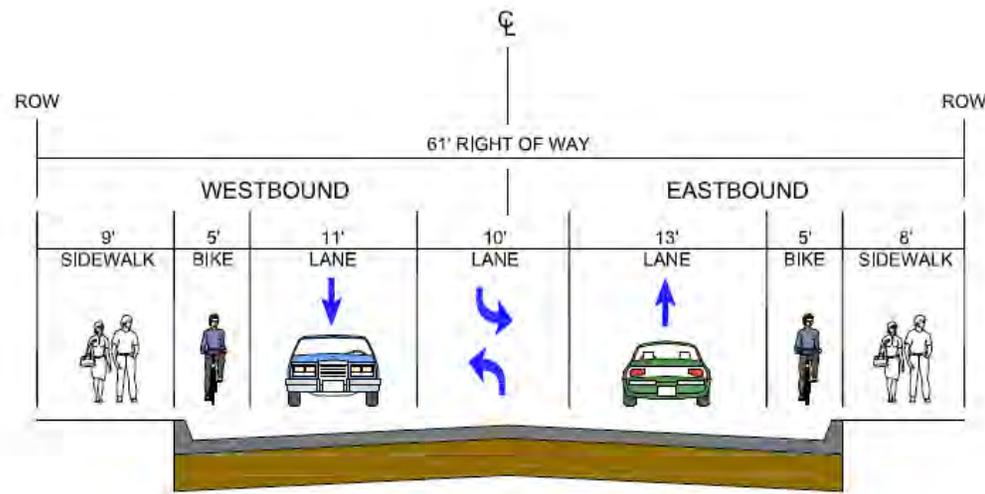
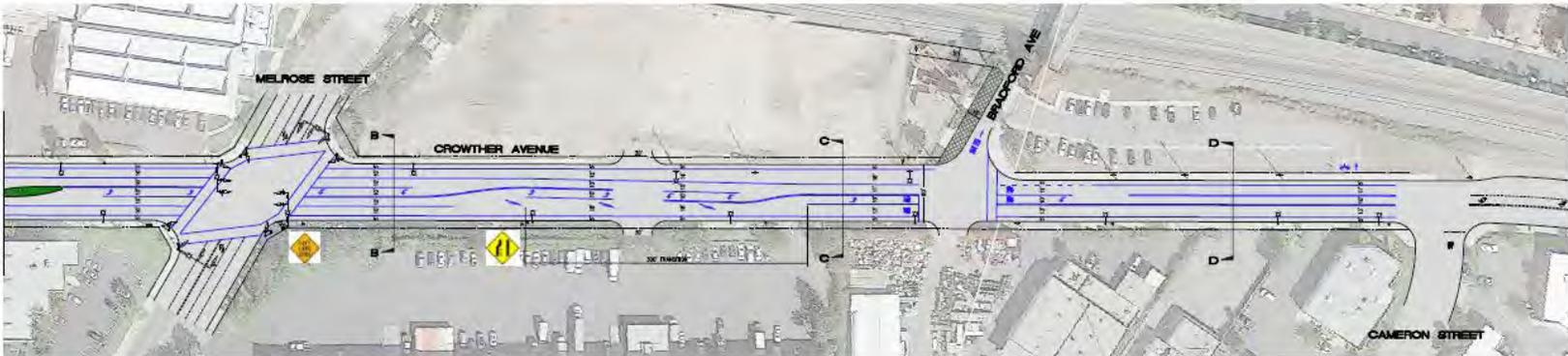
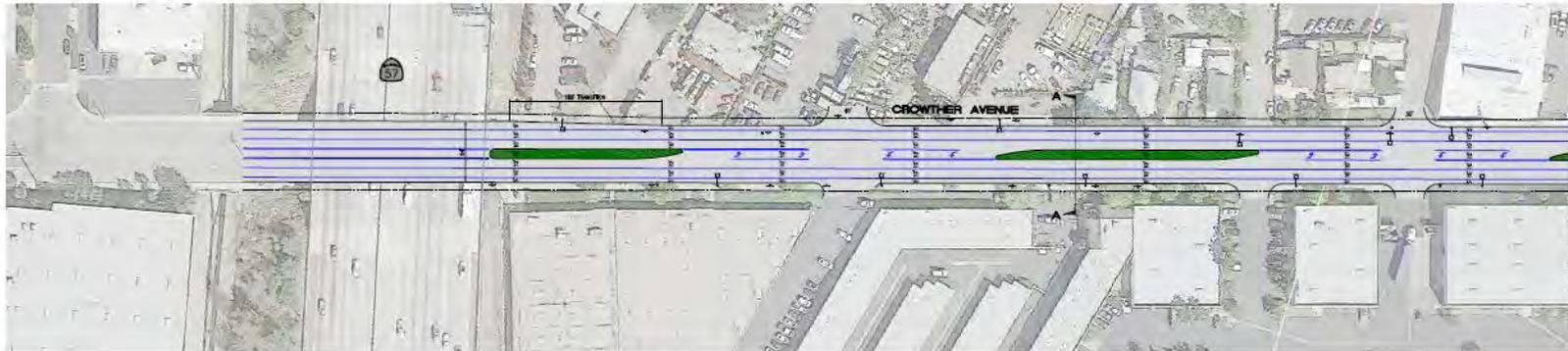


Figure 5 CROWTHER AVENUE CROSS SECTIONS - West to Bradford Ave



Proposed Roadway - 44' Curb to Curb
Crowther Avenue - Section D-D
 Bradford Avenue to Cameron Street

Figure 6 CROWTHER AVENUE CROSS SECTIONS - Bradford to Cameron



ROUGH ESTIMATE OF QUANTITIES

- NEW MEDIAN ISLAND: 5,200 S.F.
- NEW MEDIAN CURB: 1,200 L.F.
- NEW CURB & GUTTER: 2,100 L.F.
- ASPHALT FOR WIDENING: 25,200 S.F.
- RELOCATE/REMOVE UTILITY POLE: 16 EA.
- RELOCATE STREET LIGHT: 7 EA.
- RELOCATE TRAFFIC SIGNAL POLE: 4 EA.
- RELOCATE FIRE HYDRANT: 3 EA.
- CATCH BASINS: 4 EA.



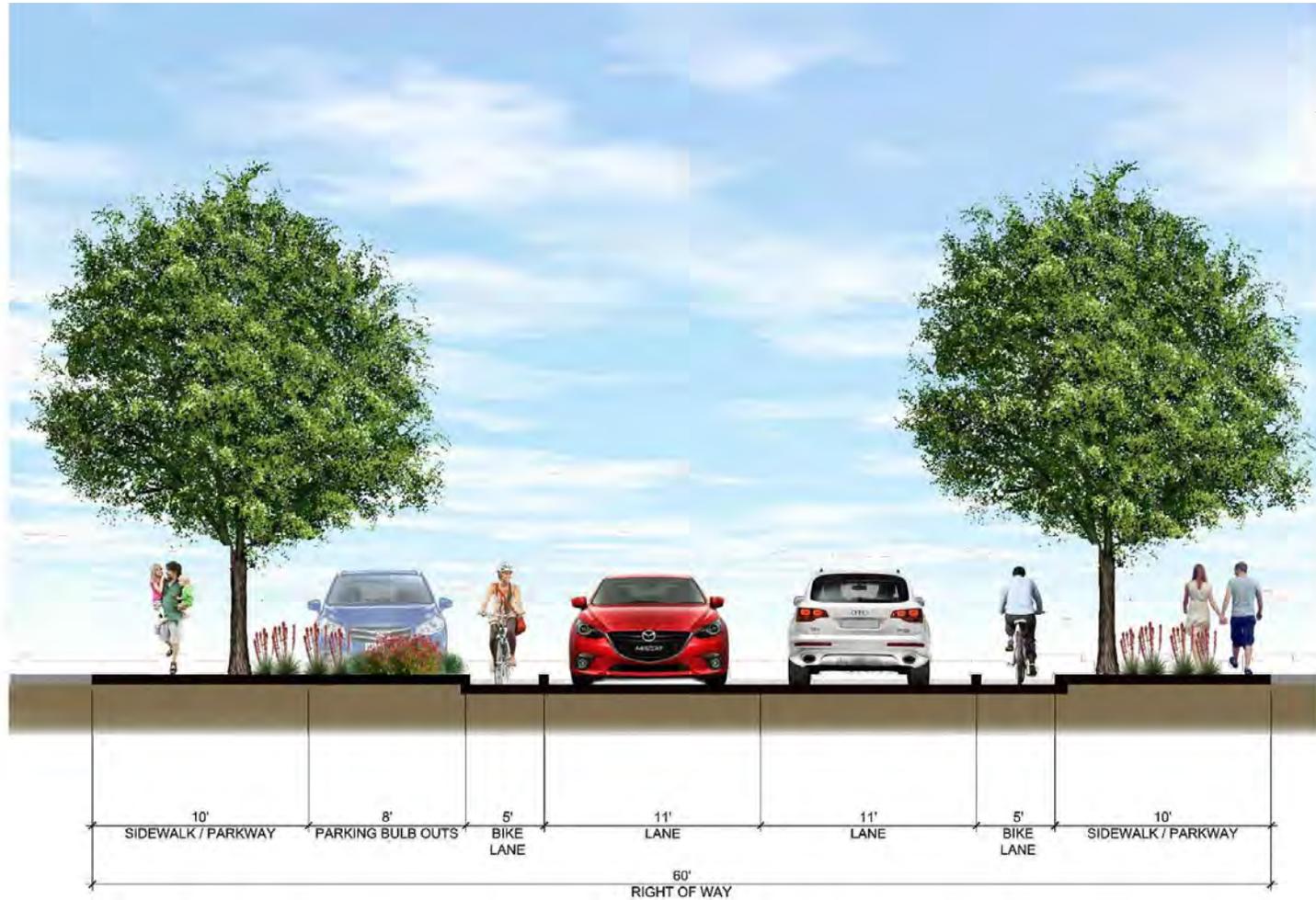
ACA Job No. 198-216
 ACA File Name: CROWTHER_WIDENING
 Issue Date: 8/15/2015
 Last Revision: 9/15/2015

CITY OF PLACENTIA CONCEPTUAL PLAN CROWTHER AVENUE SR-57 BRIDGE TO CAMERON STREET 60' CURB TO CURB
SCALE: 1"=50' Fig 1-2b

Figure 7 Conceptual ROW Plan Crowther Avenue



Figure 8 Bradford Avenue Looking Southbound from Chapman Avenue Streetscape Photo simulation



BRADFORD AVENUE
CHAPMAN AVE. TO CENTER ST. (SOUTHBOUND)

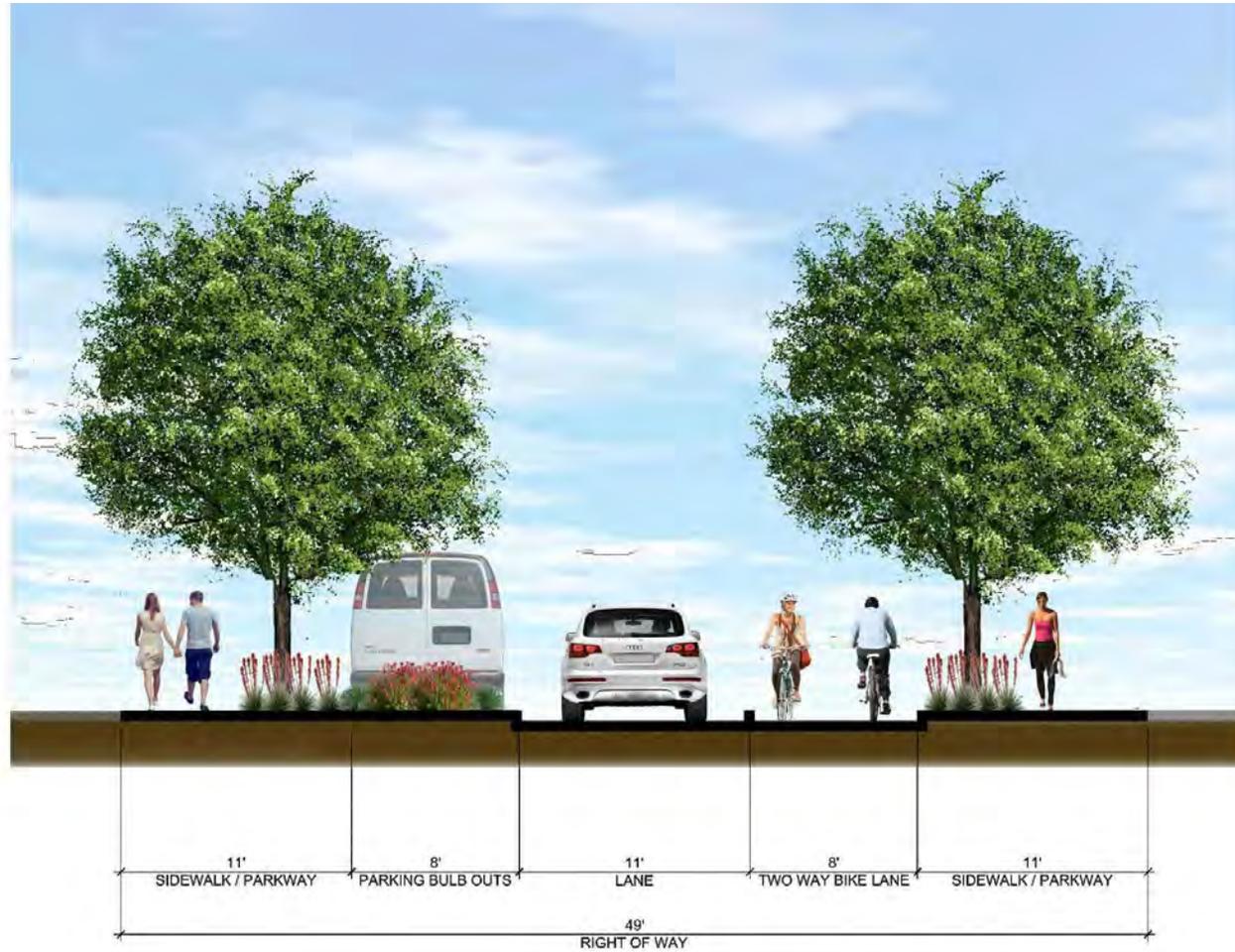
Section A - Bradford Avenue
 OLD TOWN PLACENTIA
 Placentia, CA



Figure 9 Bradford Avenue Looking Southbound from Chapman Avenue Cross Section



Figure 10 Bradford Avenue Looking Southbound from Center Street Photo simulation



**BRADFORD AVENUE
CENTER ST. TO SANTA FE AVE. (SOUTHBOUND)**

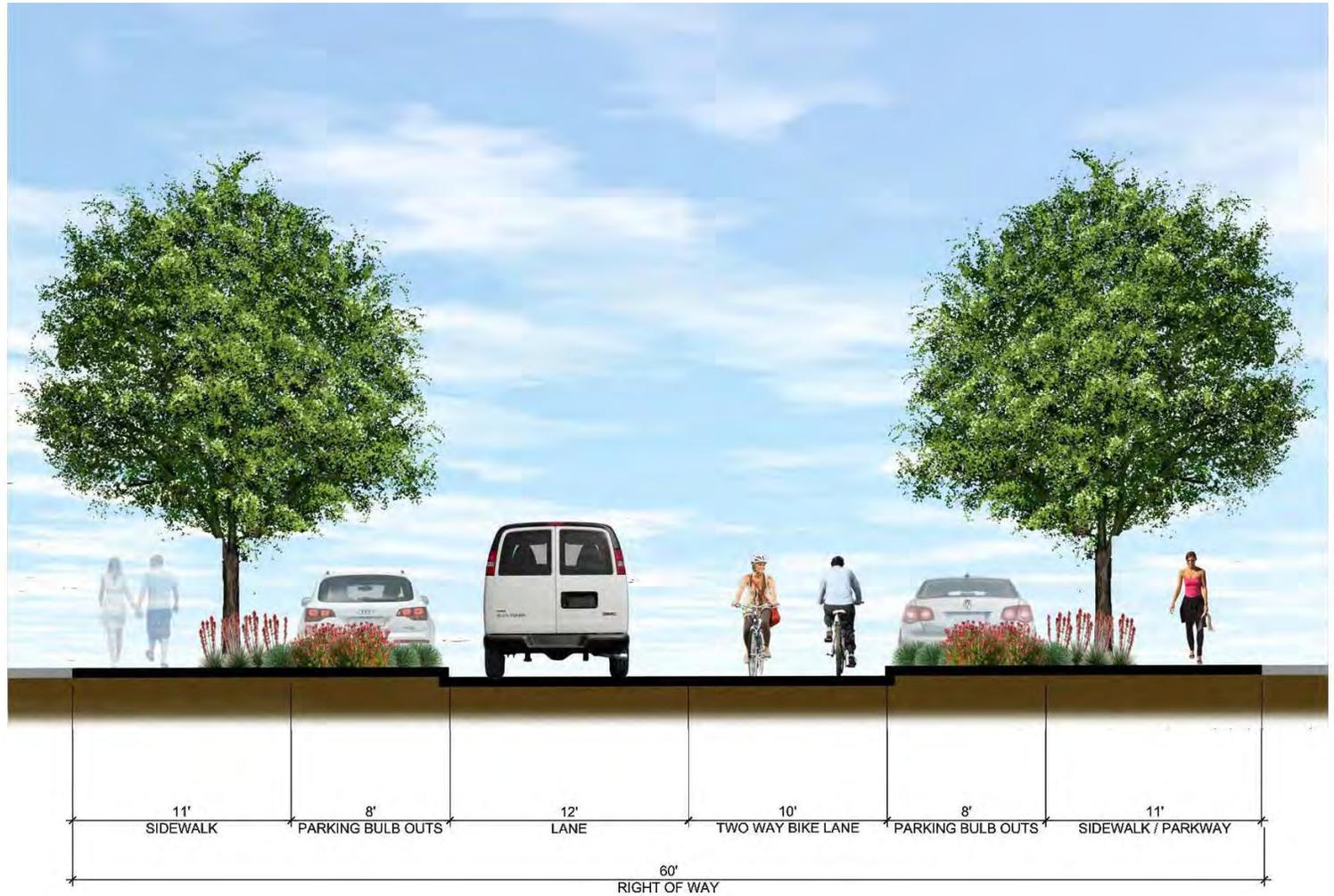
Figure 11 Bradford Avenue Looking Southbound from Center Street Cross Section



Figure 12, Option 1 Santa Fe Avenue Looking Westbound from Bradford Avenue Photo simulation

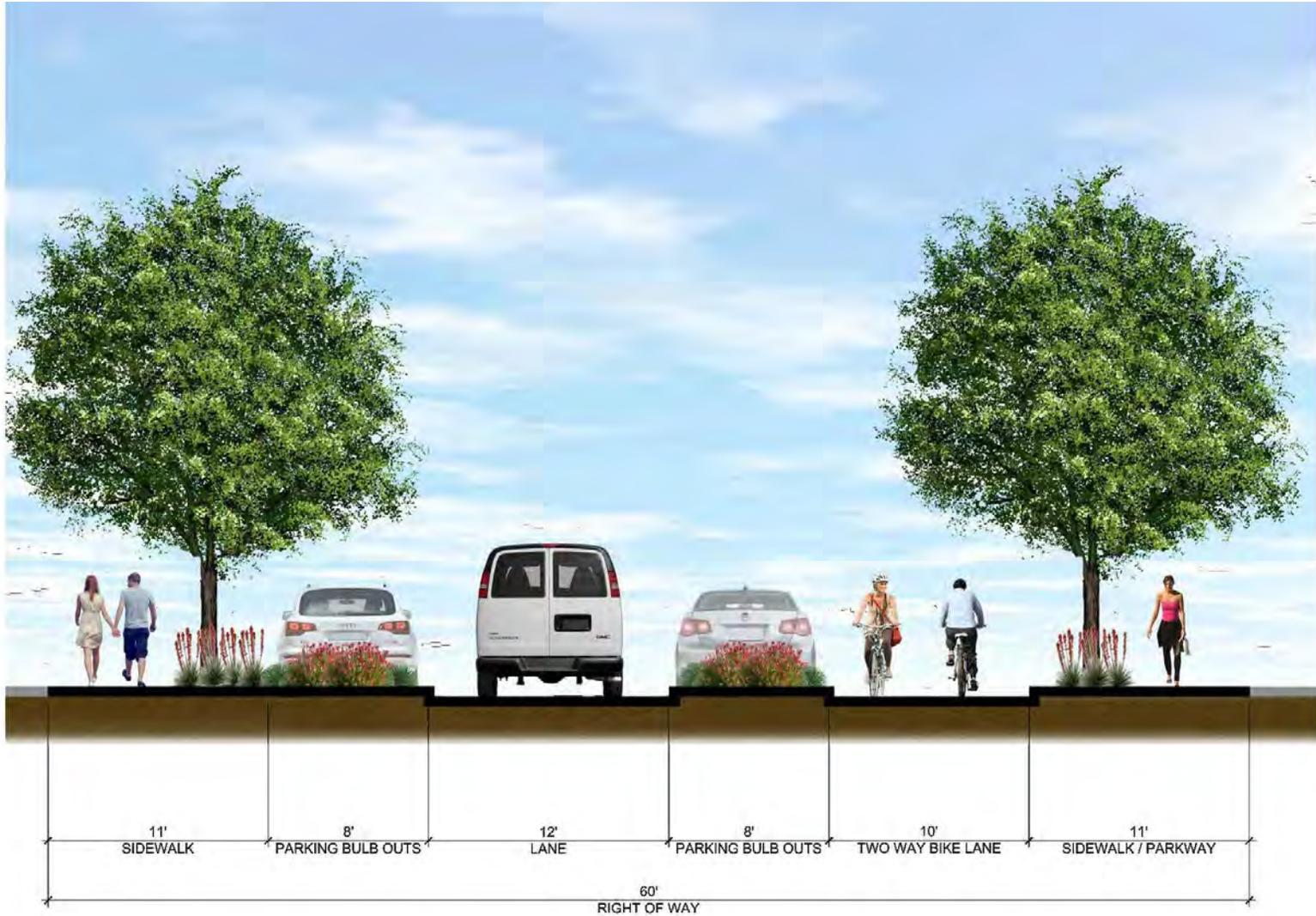


Figure 12, Option 2 Santa Fe Avenue Looking Westbound from Bradford Avenue Photo simulation



**SANTA FE AVENUE
BRADFORD AVE. TO TO MAIN ST. (WESTBOUND)**

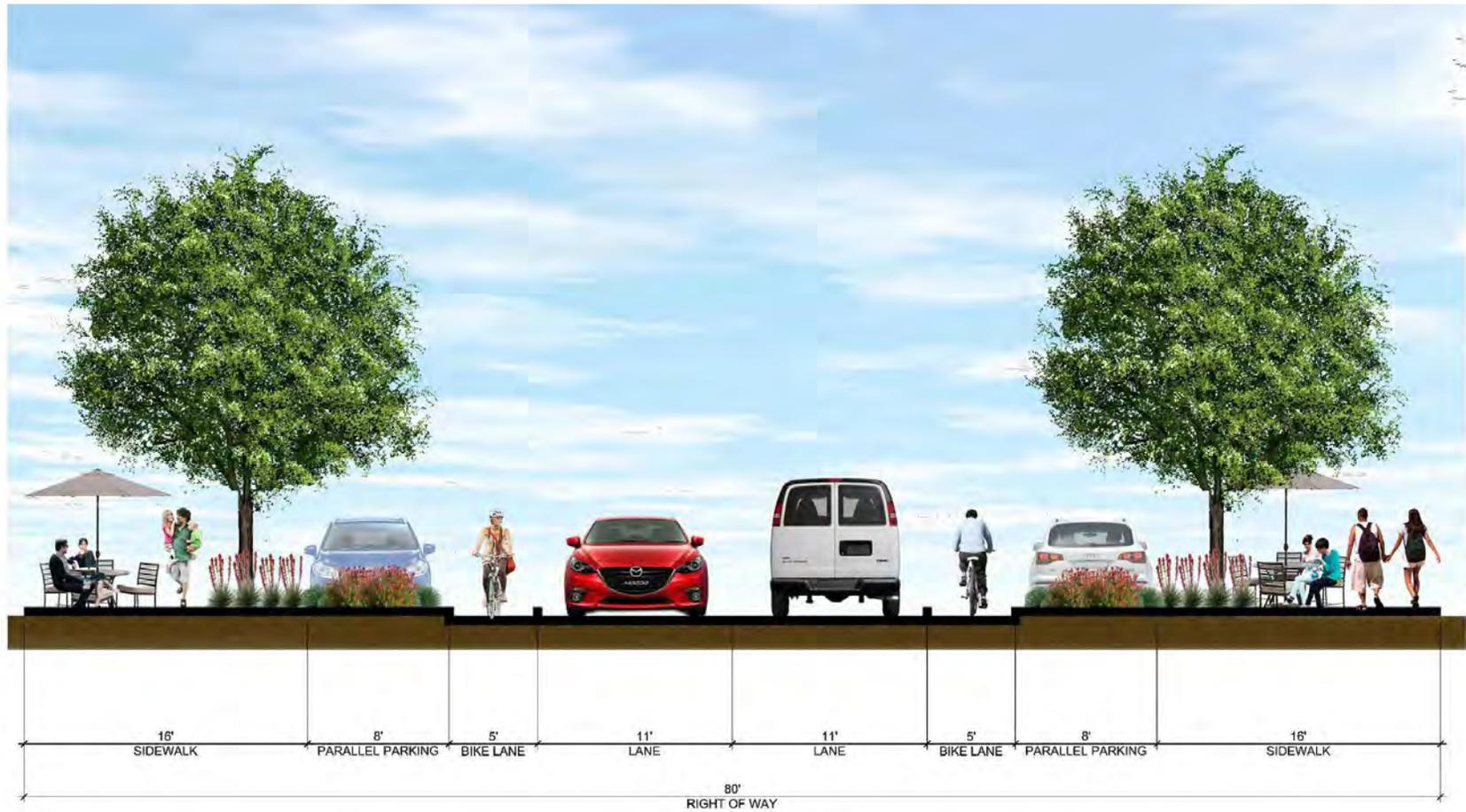
Figure 13, Option 1 Santa Fe Avenue Looking Westbound from Bradford Avenue Cross Section



anta Fe Avenue

SANTA FE AVENUE
BRADFORD AVE. TO TO MAIN ST. (WESTBOUND)

Figure 13, Option 2 Santa Fe Avenue Looking Westbound from Bradford Avenue Cross Section



**SANTA FE AVENUE
MAIN ST. TO MELROSE AVE. (WESTBOUND)**

Figure 14, Santa Fe Avenue Looking Westbound from Main Street Cross Section



*February 28, 2017
Final Working Draft*

Transit Oriented Development Packing House District Development Standards

*Lilley Planning Group
for the City of Placentia*



TRANSIT ORIENTED DEVELOPMENT PACKING HOUSE DISTRICT DEVELOPMENT STANDARDS

23.111.010 Purpose and Intent

The following provides detailed regulations for development of land uses within the Transit Oriented Development Packing House District (TOD Packing House District or “District”). The purpose of the TOD Packing House District is to encourage an appropriate mixture and density of activity around the Metrolink station to increase ridership and promote alternative modes of transportation to the automobile. The consequent intent is to decrease auto-dependency, and mitigate the effects of congestion and pollution. The development standards seek to achieve this by providing a pedestrian, bicycle, and transit-supportive environment configured in a compact pattern and a complementary mix of land uses all within a comfortable walking distance of the station. The specific objectives of this District are to:

- A. Encourage mixed-use and transit oriented development;
- B. Encourage people to walk, ride a bicycle or use transit;
- C. Encourage an active, pedestrian oriented streetscape with outdoor dining and other amenities;
- D. Promote public art and creative public places;
- E. Allow for a complementary mix of land uses to create an environment that engages people at the pedestrian level;
- F. Achieve a compact pattern of development that is more conducive to walking and bicycling;
- G. Provide sufficient density of employees, residents and recreational users to support transit;
- H. Provide a high level of amenities that create a comfortable environment for pedestrians, bicyclists, and other users;
- I. Create a physical connection with Old Town Placentia by activating the station area with a plaza and ground floor shops and restaurants in the TOD Packing House District;
- J. Promote affordable housing and provide housing for all economic segments of the community consistent with the City’s housing goals;
- K. Maintain an adequate level of parking and access for automobiles;
- L. Require high-quality, finely detailed identifiable architectural styles and urban form that provides interest and complexity at the level of the pedestrian and bicyclist;
- M. Generate a relatively high percentage of trips serviceable by transit;
- N. Encourage integrated development, including the consolidation of parcels; and
- O. Encourage lot and building orientation on Crowther Avenue and parcels extending from Crowther to the Railroad right-of-way, to create an active streetscape.

23.111.020 Applicability and General Provisions

The City of Placentia’s TOD Packing House District shall apply to lands delineated as such on the City’s official zoning map. All land uses and development within the District shall be located and developed in accordance with the following provisions. The standards of the TOD Packing House District shall not apply to development for which approvals were granted prior to the adoption of these regulations and which entitlements are still valid and for development which has current, valid building permits.



— — — — — TOD Boundary

23.111.030 Land Use and Permit Requirements

This section identifies the land use types allowed by the City in the TOD Packing House District.

A. Allowable Land Uses. A parcel or building within the District shall be occupied by only the land uses allowed by Table 1. Each land use in the table is defined in the glossary of this Ordinance or in the Placentia Municipal Code (PMC) (Definitions, Chapter 23.04).

1. **Multiple Uses.** Any one or more land use identified by Table 1 as being allowable within the District may be established on any parcel, subject to the planning permit requirement listed in the table, and in compliance with all applicable requirements of this Code.
2. **Mixed Use Development.** All new developments with parcels of 20,000 square feet or more, within the TOD zone must be mixed use development as defined in the definitions section in Chapter 23.04 of Municipal Code, except as noted in Section “D” (Table 1) below.
3. **Unlisted Uses.** The Development Services Director may determine an unlisted use is similar to another allowable permitted or conditionally permitted use and if all of the following findings can be made:
 - i. The use is no greater in density or intensity than other uses allowed, or conditionally allowed in the zone;
 - ii. The use is compatible with permitted or conditionally permitted uses in the zone;
 - iii. The use will meet the purpose of the zone;
 - iv. The use is consistent with the goals and policies of the General Plan; and
 - v. The use will not be detrimental to the public health, safety or welfare.

Applicants may appeal this decision using the Use Conformity Determination process, outlined in Section 23.39.035 of the PMC.

B. Permit Requirements. Table 1 provides for land uses that are:

1. **Permitted.** These uses are permitted subject to compliance with all applicable provisions of this Chapter and require a Development Plan Review or Site Plan Review in compliance with Chapter 23.75 of the PMC. These uses are shown as “P” uses in Table 1. All new construction projects as defined in Chapter 23.04 of Municipal Code, and in this Zone must be reviewed by the Planning and Development Ad Hoc Committee.
2. **Conditionally Permitted Uses.** These uses are allowed subject to the approval of a Use Permit and require a public hearing in compliance with Chapter 23.87 of the PMC. These uses are shown as a “UP” in Table 1.
3. **Not Permitted.** These uses are not permitted, and shown as “NP” in Table 1. A land use that is not listed in Table 1 is not allowed within the District, except as otherwise provided in Section 23.11.030 (A.3). Uses that are expressly listed as not permitted are prohibited.

C. Standards for Specific Land Uses. Where the last column in Table 1 (Specific Use Regulations) includes a section number, the regulations in the referenced section of this chapter and/or the PMC apply to the use. Provisions in other sections of this chapter may also apply.

Table 1: Allowed Land Uses and Permit Requirements

LAND USE TYPE	PERMIT REQUIREMENT P-permitted UP – use permit NP – not permitted	SPECIFIC USE REGULATIONS
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D. Mixed Use Requirement. All new developments within the TOD zone must be mixed use development, except for (1) the “catalyst site” or (2) those sites containing less than 20,000 square feet or (3) those sites east of Melrose Street and north of Crowther Avenue, however such developments shall, at a

minimum, include a significant commercial component facing Crowther on the ground floor.

E. Frontage on Crowther: Except as noted in Section “D” above, 75% of frontage must be designed and constructed for potential commercial with a minimum 15’ floor to ceiling height, 75% of building façade to have street level, transparent windows, and ground floor to be constructed with exhaust and grease trap systems for potential restaurant uses.

Recreation, Education, Public Assembly Uses		
1. Commercial recreation facility – indoor	NP	
2. Conference/Convention Facility	NP	
3. Health/Fitness Facility, including stand alone or roving fitness classes	NP	
4. Library, Museum	P	Permitted only in the historic Packing House Building ¹
5. Park, Playground	P	Only permitted when integrated into the overall development of a site.
6. School – specialized Education, training	NP	
7. Studio – art, dance, martial arts, music, cooking, fitness (such as yoga, Pilates, spin, etc.)	P	Permitted only above the ground floor within a mixed use development or above the ground floor of the Packing House building. Only one studio per development.
8. Theatre (live performing arts)	P	Movie Cinemas not permitted
Residential Uses		
9. Emergency/Transitional shelter	NP	
10. Home Occupation	P	PMC Section 23.81.020. No additional parking shall be permitted for those units with home occupation.
11. Live Work, in Packing House building	P	
12. Live Work	UP	
13. Mixed use project with residential	P	Maximum of 3 bedrooms per unit; 15% of all units may be up to 3 bedrooms The design and construction of multi-family residential developments as courtyard housing projects is encouraged. Ground floors in mixed

¹ The Packing House building is located at 341 S. Melrose Street.

		use projects must be plumbed/planned restaurant infrastructure including exhaust and grease control device.
14. Multi-Family Residential, Catalyst Site	UP	Maximum of 3 bedrooms per unit; 15% of all units may be up to 3 bedrooms. Project with only multi-family residential are permitted only on the “catalyst site.” See definition of “catalyst site.”
15. Non Mixed Use Project with a parcel size under 20,000 square feet	UP	Must be commercial on ground floor. May also include commercial, residential or office above ground floor. Must meet all other development standards. Must meet the Intent and Purpose of this chapter.
16. Residential Only	NP, except as permitted as a catalyst site as described in definitions.	
Retail/Commercial Uses		
17. Accessory Retail or services	P	Only permitted when primary commercial use is established. Must be incorporated into mixed-use or within Packing House; cannot stand alone.
18. Adult Entertainment Facility or Business	NP Pursuant to PMC Chapter 23.89	
19. Alcoholic beverage sales (not associated with bar, brewery, distillery, restaurant, or neighborhood market or grocery)	NP	
20. Antique or collectible store	P	Must be incorporated into mixed-use or within Packing House; cannot stand alone.
21. Artisan Shop	P	Must be incorporated into mixed-use or within Packing House; cannot stand alone.
22. Auto repair or auto parts sales	NP	
23. Bar, tavern, brewery, distillery, tasting	UP	Must be incorporated

rooms, wine cellar		into mixed-use or within Packing House; cannot stand alone.
24. Neighborhood Market (without alcohol beverage sales)	P	With alcohol sales, a use permit is required.
25. Drive-through (any uses)	NP	
26. Furniture, furnishings and appliance store	NP	
27. General retail – less than 5,000 sf	P	Must be incorporated into mixed-use or within Packing House; cannot stand alone.
28. General retail –5,000 sf to 20,000 sf	UP	Must be incorporated into mixed-use or within Packing House; cannot stand alone.
29. General retail – more than 20,000 sf (max 60,000 sf)	NP	
30. Groceries, specialty foods – 10,000 sf or less	P	With alcohol sales, a use permit is required.
31. Groceries, specialty foods – more than 10,000 sf	UP	
32. Medical Marijuana Facilities	NP Pursuant to PMC Chapter 23.46	
33. Nightclub (including comedy clubs)	UP	Must be incorporated into mixed-use or within Packing House; cannot stand alone. “Hostess” clubs are not permitted.
34. Outdoor Dining	P	Permitted in public right-of-way with an encroachment permit. Pursuant to ABC requirements as well as the Outdoor Dining Permit and Guidelines.
35. Outdoor display and sales	NP	May be permitted with a Special Event Permit as part of a coordinated event, pursuant to PMC Section 23.81.015. No more than 4 a year.
37. Restaurant with alcohol sales	UP	Must be incorporated into mixed-use or within Packing House; cannot stand alone.
38. Restaurant	P	Must be incorporated into mixed-use or within Packing House; cannot stand alone.
39. Secondhand/Thrift/Pawnshop/Charity	NP	

store		
40. Service Station	NP	
41. Tobacco Sales, including electronic smoking devices	UP	
Services – Business, Financial, Professional		
42. ATM	P	Must be integrated into building façade. Stand along kiosks not permitted.
43. Bank, over 2,000 sf	NP	Small banks of 2,000 sf or less are permitted.
44. Medical services	UP	See definition. May only be permitted on 2 nd story of mixed-use development.
45. Office	P	Upper floors; or in conjunction with live/work. Must be incorporated into mixed-use or within Packing House; cannot stand alone. May only be permitted on 2 nd story of mixed-use development.
Services – General		
46. Adult daycare	NP	
47. Commercial daycare center	NP	Large family daycare facilities not permitted. All child care facilities shall be integrated into the over development.
48. Lodging – Bed and Breakfast	UP	Maximum of 10 beds allowed. Are not required to contain residential units or uses.
49. Lodging – Hotel	UP	Are not required to contain residential units or uses. Permitted within 250 feet (verify) of freeway right of way. 1 st floor must include 25-50% of floor area as retail or restaurant or conference area. Retail/restaurant uses must be consistent with mixed use standards. Must include conference center.
50. Massage Establishments	UP	

	Pursuant to PMC Section 23.30.030	
51. Personal services	P	Must be incorporated into mixed-use or within Packing House; cannot consist of a stand-alone use or building. May only be permitted on 2 nd story of mixed-use development or Packing House.
52. Public Safety Facility	NP	Except that City Police Department satellite stations are permitted. Satellite stations may not be stand alone facilities.
53. Spa Services	UP	Must be incorporated into mixed-use or within Packing House; cannot stand alone. May only be permitted on 2 nd story of mixed-use development. Must include a full suite of services.
54. Spa Services with alcohol	UP	Must be incorporated into mixed-use or within Packing House; cannot stand alone. May only be permitted on 2 nd story of mixed-use development. Must include a full suite of services.
55. Cigar or Hookah Lounge	UP	
56. Meeting Halls, Banquet Centers (Stand alone)	NP	
57. Tattoo Parlors/Body Modification	UP	
58. Hostess Bars	NP	
Transportation, Communications & Infrastructure		
59. Broadcasting or Recording Studio	UP	Must be incorporated into mixed-use or within Packing House; cannot stand alone. May only be permitted on 2 nd story of mixed-use development.
60. Public Parking Structure	P	
61. Transit Station or terminal	P	
62. Telecommunication Cell Tower	Pursuant to PMC	

		Chapter 23.82	
Historic Packing House Building			
63. Adaptive Re-use of Packing House Building. The building and property located at 341 S Melrose Street is a local historic building and is listed on the California Register. As an historic building, it is eligible for adaptive re-use in order to preserve the historic elements and quality of the building and property.	UP, subject to an adaptive re-use plan prepared by a qualified preservation expert as deemed appropriate by the City.	Adaptive re-use plan may be reviewed for comment by the City of Placentia Historical Committee.	The adaptive re-use of this building is not subject to any development standards contained in this Chapter, however a finding must be made that the reuse plan meets and is consistent with the Intent and Purpose of this Chapter.

23.111.040 Development Standards

Table 2 identifies the development standards required for new land uses in new or modified buildings in the TOD Packing House District.

Parking Standards. On-site parking requirements for unlisted but similar uses shall be based on the parking requirements of similar uses found in this chapter and shall be at the discretion of the Development Services Director. The Development Services Director may require the preparation of a parking demand study by a qualified, licensed traffic engineer approved by the City to determine the parking requirement for unlisted but similar uses.

Parking Calculations. Parking standards are based on gross floor area.

Table 2. Development Standards

A. Architectural Review	Standard	Notes
	High quality, 360 degree, architectural and urban design is required. All new projects will require architectural review by a third party architectural expert, selected by the City.	Third party review costs are the responsibility of the applicant.
B. Building Placement Regulations	Standards	Notes
1. Density	65 dwelling unit/acre minimum and 95 dwelling units/acre maximum	Density shall be calculated using gross lot size, prior to any required right-of-way dedications.

		Dedications shall be required along Crowther Avenue.
2. Block Length and Lot Size Requirements. Each project along Crowther Avenue shall create an active and inviting environment for pedestrians.		
a. Maximum building length without breaks in building massing	350 ft.	Breaks in building massing mean courtyards, plazas, outdoor dining, etc. These should be open from ground to sky and constitute a true break in the building massing.
b. Lot Depth	No minimum lot depth	Integrated developments and lot consolidations are encouraged with lot orientation fronting on Crowther Avenue, and where possible, with parcels extending from Crowther to the railroad right-of-way.
c. Minimum Lot Size	20,000 square feet	
3. Setbacks. Minimum setbacks required and, where noted, maximum setbacks established, except where a frontage type standard allows exceptions or establishes different requirements. Setbacks are measured from property line after any required dedications. Fire Department requirements supersede any setback listed below.		
a. Setback From Railroad Track	0 feet	10' from rear ROW preferred by BNSF for above ground structures. Applicants should consider access to rear portion of new development.
b. Front Yard Setback	3 ft. min./15 ft. max.	
c. Side Yard Setback	0 feet, or 10' when adjacent to a property containing residential uses	
d. Rear Yard Setback	10 ft.	
e. Street Side Yard Setback	5 ft. min./15 ft. max	
4. Projections		
<p>a. Allowable Setback Projections</p> <p>i. Ground Floor:</p> <ul style="list-style-type: none"> • Awnings and canopies over windows: 60 inches; • Sun Shade Structures: 15 feet; • Bay Windows: 60 inches (not wider than 10 feet); • Cornices, belt courses, and similar architectural features: 12 inches; • Eaves, roof overhangs: 30 inches; and • Uncovered porches, decks and landings (may be covered by arbors or trellises): 10 feet. <p>ii. Above Ground Floor - Awnings, galleries, balconies, bay windows: 48 inches</p> <p>iii. Art, as determined by the approval of the public art component of the project.</p> <p>iv. For signs, see Sign Regulations, 23.110.050.</p>		

<p>v. All projections must maintain a minimum of 8' vertical height from ground.</p> <p>b. Public Right-of-Way Encroachments require approval of an encroachment permit.</p>		
<p>5. Building Height, Rooftop Amenities, Frontages, and Ground Floor</p>		
<p>a. Building Height</p>	<p>3 stories minimum, 35' minimum, 5 stories maximum, not to exceed 68'.</p>	
<p>b. Frontage Requirements. In order to support the pedestrian environment, building frontages onto streets and open spaces shall be maximized. No visible parking is permitted along frontages. A minimum of 75% of the site frontage shall be occupied as building frontage. A section of blank wall shall not exceed 20 linear feet without being interrupted by a window or entry or other façade treatment.</p>		
<p>c. Where commercial uses are required on ground floors, those commercial uses shall have a minimum 15' floor to ceiling height.</p>		
<p>6. Provision of Common Open Space (Residential Portion Only)</p>	<p>Standards</p>	<p>Notes</p>
<p>a. Amount per residential use</p>	<p>50 sf/unit for residential units; 50 sf/unit for 5 or more Live Work Units</p>	<p>Up to 75% of this requirement can be fulfilled by providing a public plaza in lieu of private common open space.</p>
<p>b. Types of Common Open Space Permitted</p>	<ul style="list-style-type: none"> • Common open space can be active or passive but must be accessible to all non-residential tenants (i.e. employees and employers) and residential residents. • Required setbacks may not be counted as common open space, except that rear yards counted as meeting the requirement for live/work units. • Common open space shall be fully landscaped and requires an approved landscape plan. • Examples may include: courtyards, clubhouses with accompanying landscaped areas, swimming pools, plazas, greens, parks, playgrounds, picnic areas, outdoor seating. 	
<p>c. Rooftop Amenities</p>	<ul style="list-style-type: none"> • Rooftop amenities are permitted if they provide additional recreational or common open space activities for the residents of the building. • 50% of the rooftop amenities (structures and active recreation amenities) may count towards the square footage requirement for either private or common open space. • Rooftop Amenities, such as and not limited to, clubhouses, swimming 	

	<p>pools, tennis courts, open space areas, fitness centers, are permitted to project 16' above the maximum height limit if integrated into the overall design of the project and the maximum rooftop building coverage is limited to 30% of the rooftop floor area.</p> <ul style="list-style-type: none"> • Roof top amenities shall be setback from the building edge such that no more than 20% of the rooftop structure can be visible from the primary public right of way at centerline of the street. • Rooftop Amenities are intended for the use of building residents. 	
d. Courtyard Common Open Space Requirements	<ul style="list-style-type: none"> • Courtyards shall be designed as a central courtyard or as partial, multiple, separated or interconnected courtyards. • Minimum courtyard dimension shall be 40 feet when the long axis of the courtyard is oriented EW and 30 feet for a NS orientation. The courtyard proportion is 1:1 between its width and height for at least 2/3 of the court's perimeter. As long as total open space requirement is met, this ratio could be modified by up to 10%. • When there are two or more courtyards, they shall be connected to each other. • The area required for first level patios shall not be deducted from the overall courtyard area. 	
7. Provision of Private Open Space (Residential Portion Only)		
a. Live Work	64 sf/unit	6 feet min in any direction; the total of 64 sq. ft. must be provided as one private open space area, not broken up into smaller sizes.
b. Residential-Attached & Multi-Family	64 sf/unit	6 feet min in any direction; the total of 64 sq. ft. must be provided as one private open space area, not broken up into smaller sizes.
8. Parking	Standards	Applicable Land Uses
a. Retail – spaces per 1,000	2 min./4 max.	Accessory retail, Antique,

sf		Artisan, General retail, Grocery, Retail complex, Personal services
b. Eating and Drinking Establishments– spaces per 1,000 sf	5 min./10 max.	Bar/Tavern, Restaurant, Brewery, etc.
c. Outdoor Dining on private property	0	<ul style="list-style-type: none"> • Outdoor dining is encouraged and shall be incorporated as part of the overall design of the building or project. • Outdoor dining may project into required setbacks. • No parking is required for outdoor dining unless the total outdoor dining square footage is greater than the total interior dining area. In this circumstance, project must provide parking for the amount over the interior square footage. • Acceptable barriers for defining outdoor dining areas shall include fences, railings, and planter boxes.
d. Specialty Goods & Foods– spaces per 1,000 sf	2 min./4 max.	
e. Entertainment & Recreation– spaces per 1,000 sf	6 min./10 max.	Health/Fitness, Playgrounds, Studios, Theatres cannot be stand alone
f. Commercial Goods– spaces per 1,000 sf	2 min./4 max.	
g. Civic & Cultural, including Libraries and Museums – spaces per 1,000 sf	3 min./no max.	
h. Office Professional – spaces per 1,000 sf	2 min./4 max.	
i. Personal Services	3 min./no max.	
j. Live Work	1 min./1.5 max.	
k. ATM	0	
l. Lodging – B&B	1 per sleeping room	No assembly space permitted.
m. Lodging – Hotel	1 per sleeping room, plus 1 space for every 75 sf of assembly area.	

Residential		
n. Spaces per studio unit	1 min./1 max.	
o. Spaces per 1 bed unit	1 min./1.5 max.	
p. Spaces per 2 bed unit	1.5 min./2 max.	
q. Spaces per 3 bed unit	2 min./ 2.5 max.	
r. Guest spaces per 10 units	2 min./3 max.	
s. Mixed Use	Parking shall meet the requirements for individual land uses. Residential parking shall be separated from non-residential parking and easily accessible through a controlled mechanism.	Reduced parking may be permitted through a parking study
Other		
t. Bike Parking – Short Term	Residential: One (1) resident bicycle parking space for every five (5) residential units, or portion thereof Non-Residential: One (1) bicycle parking space for every 5,000 square feet, or portion thereof, of non-residential floor area.	
u. Bike Parking – Long Term	Residential: Two (2) bicycle storage units for every five (5) dwelling units for the first 20, and one (1) for every five (5) additional units, or portion thereof; Non-Residential: Any establishment with a parking structure and a minimum of 10,000 square of non-residential space shall provide long-term bicycle parking at a minimum ratio of one (1) space per 20 vehicle spaces.	
v. Electric Vehicle Charging Stations	Minimum 10% of project's parking spaces must provide EV Level 2 charging stations. Alternatively, 5% of total spaces if installing DC Fast Charging Stations.	
w. Transit Station or terminal	As per Director of Development Services in coordination with transportation authority	
x. Telecommunication Facility	1 space to service facility.	
y. Surface Parking:	Surface parking is permitted as long as not visible from public street and is fully landscaped and screened from public view.	
z. Parking Structure	Structure parking permitted only if integrated into overall design of building and “wrapped” with the building, such that the parking area is not visible from any portion of the front, sides, rear or interior courtyards of the project.	
aa. Podium Parking	Permitted if fully integrated into a development with a “wrapped” parking	

	structure.	
bb. Underground Parking	Permitted if fully integrated into the design of the development.	
cc. Parking Reduction	Applicants may apply for parking reduction before the Planning Commission for residential and mixed use projects up to a maximum reduction of 25% through a parking demand study or shared parking analysis. One such incentive could include a Zip car or shared car plan.	

23.111.050 Sign Regulations

A. Purpose and Intent

These sign regulations are intended to appropriately limit the placement, type, size, and number of signs allowed within the TOD area, and to require the proper maintenance of signs.

The purposes of these limitations and requirements are to:

1. Avoid traffic safety hazards to motorists, bicyclists, and pedestrians, caused by visual distractions and obstructions;
2. Promote the aesthetic and environmental values of the community by providing for signs that do not impair the attractiveness of the City as a place to live, work, and shop;
3. Provide for signs as an effective channel of communication, while ensuring that signs are aesthetically proportioned in relation to adjacent structures and the structures to which they are attached;
4. Safeguard and protect the public health, safety, and general welfare; and
5. Promote the pedestrian scale of the district.

B. Applicability

1. These sign regulations apply to all signs in this zone, except that directional/instructional signs and real estate signs shall instead comply with the requirements of the City's Zoning Code (Sign Regulations).
2. The provisions of this Chapter do not regulate the message content of a sign (sign copy), regardless of whether the message content is commercial or noncommercial.
3. Sign installation within the areas subject to this Code shall require sign permit approval in compliance with the City's Zoning Code (Sign Regulations), unless exempted from sign permit requirements.
4. Sign Variances and Historic Sign Designation - See the Zoning Code (Variances).
5. Definitions of the specialized terms and phrases used in this section are in the Zoning Code (Sign Regulations).

C. Prohibited Signs

All sign types and sizes not expressly allowed by this Chapter shall be prohibited. Examples of prohibited signs include, but are not limited to the following:

1. Abandoned signs (includes signs on abandoned or closed businesses);
2. Animated and moving signs, including electronic message display signs, and variable intensity, blinking, or flashing signs, or signs that emit a varying intensity of light or color, except time and temperature displays (which are not considered signs), and barber poles;
3. Exposed cabinet/raceways behind channel letters;
4. Internally illuminated cabinet (can) signs;
5. Off-site signs (e.g., billboards, and signs mounted on vehicles);
6. Obscene signs;
7. Pole signs and other freestanding signs over six feet in height;
8. Roof signs;
9. Signs that simulate in color, size, or design, any traffic control sign or signal, or that make use of words, symbols, or characters in a manner that interferes with, misleads, or confuses pedestrian or vehicular traffic;
10. A sign burned, cut, or otherwise marked on or affixed to a rock, tree, or other natural feature;
11. A sign placed within a public right-of-way, except as provided by Table 3 (Sign Standards by Use);
12. A sign painted directly on a building;
13. Permanent signs that advertise continuous sales, special prices, or include phone numbers are prohibited.
14. Temporary signs, including the following;
 - a. Balloons and other inflatable devices;
 - b. Flags, except official national, state, or local government, institutional or corporate flags, properly displayed; and
 - c. Pennants and streamers, except in conjunction with an athletic event, carnival, circus, or fair.

D. General Requirements for All Signs

1. Sign area and height measurement

The measurement of sign area and height shall occur in compliance with the City's Zoning Code (Sign Regulations).

2. Sign location requirements

Each sign shall be located in compliance with the following requirements, and all other applicable provisions of this Chapter.

- a. On-premise signs required. Each sign shall be located on the same site as the subject of the sign, except as otherwise allowed by this Chapter.

- b. Setback requirements. Each sign shall comply with the setback requirements of the applicable zoning district, except for an approved projecting sign, and except for an approved freestanding sign, which shall be set back a minimum of 5 feet from the front and side street property lines.
- c. Placement on a building. No sign shall be placed so as to interfere with the operation of a door or window. Signs should not be located so that they cover prominent architectural features of the building.
- d. Signs within a public right-of-way. No sign shall be allowed in the public right-of-way except for the following:
 - i. A projecting sign in compliance with Table 3 (Sign Standards by Use);
 - ii. Public signs erected by or on behalf of a governmental agency to convey public information, identify public property, post legal notices, or direct or regulate pedestrian or vehicular traffic;
 - iii. Bus stop signs installed by a public transit company;
 - iv. Informational signs of a public utility regarding its lines, pipes, poles, or other facilities; or
 - v. Emergency warning signs erected by a governmental agency, a public utility company, or a contractor doing authorized within the public right-of-way.
- e. Any sign installed or placed within the public right-of-way other than in compliance with this Section shall be forfeited to the public and be subject to confiscation.

3. Sign design

The following design criteria shall be used in reviewing the design of individual signs. Substantial conformance with each of the following design criteria shall be required before a sign permit or Building Permit can be approved.

- a. Color

Colors on signs and structural members should be harmonious with one another and relate to the dominant colors of the buildings on the site. Contrasting colors may be utilized if the overall effect of the sign is still compatible with building colors.
- b. Design and construction
 - i. Except for banners, flags, temporary signs, and temporary window signs conforming with the requirements of this Chapter, each sign shall be constructed of permanent materials and shall be permanently attached to the ground, a building, or another structure by direct attachment to a rigid wall, frame, or structure.
 - ii. Each permanent sign shall be designed by a professional (e.g., architect, building designer, landscape architect, interior designer, or others whose principal business is the design, manufacture, or sale of signs), or who are capable of producing professional results.
 - iii. Each permanent sign shall be constructed by persons whose principal business is building construction or a related trade including sign manufacturing and installation, or others capable of producing professional results. The intent is to ensure public safety, achieve signs of careful construction, neat and readable copy, and durability, to reduce maintenance costs and prevent dilapidation.
- c. Materials and structure
 - i. Sign materials (including framing and supports) shall be representative of the type and scale of materials used on the site where the sign is located. Sign materials shall match those used on the buildings on the site and any other signs on the site.
 - ii. No sign shall include reflective material.
 - iii. Materials for permanent signs shall be durable and capable of withstanding weathering over the life of the sign with reasonable maintenance.
 - iv. The size of the structural members (e.g. columns, crossbeams, and braces) shall be proportional to the sign panel they are supporting.

- v. The use of individual letters incorporated into the building design is encouraged, rather than a sign with background and framing other than the structure wall.
 - d. Street address
The review authority may require that a sign include the street address of the site, where it determines that public safety and emergency vehicle response would be more effectively served than if the street address were displayed solely on one or more buildings on the site.
 - e. Copy design guidelines
The City does not regulate the message content (copy) of signs; however, the following are principles of copy design and layout that can enhance the readability and attractiveness of signs. Copy design and layout consistent with these principles is encouraged, but not required.
 - i. Sign copy should relate only to the name and/or nature of the business or commercial center.
 - ii. Permanent signs that advertise continuous sales, special prices, or include phone numbers are prohibited.
 - iii. Information should be conveyed briefly or by logo, symbol, or other graphic manner. The intent should be to increase the readability of the sign and thereby enhance the identity of the business.
 - iv. The area of letters or symbols should not exceed 40 percent of the background area in commercial uses or 60 percent for residential uses.
 - v. Freestanding signs should contain the street address of the parcel or the range of addresses for a multi-tenant center.
 - f. Sign lighting. Sign lighting shall be designed to minimize light and glare on surrounding rights-of-way and properties.
 - i. External light sources shall be directed and shielded so that they do not produce glare off the site, on any object other than the sign.
 - ii. Sign lighting shall not blink, flash, flutter, or change light intensity, brightness, or color.
 - iii. Colored lights shall not be used at a location or in a manner so as to be confused or construed as traffic control devices.
 - iv. Neither the direct nor reflected light from primary light sources shall create hazards for pedestrians or operators of motor vehicles.
 - v. For energy conservation, light sources shall be hard-wired fluorescent or compact fluorescent lamps, or other lighting technology that is of equal or greater energy efficiency. Incandescent lamps are prohibited.
4. Sign maintenance.
- a. Each sign and supporting hardware, including temporary signs and awning signs, shall be maintained in good repair and functioning properly at all times. Any damage to a sign or its illumination, including the failure of illumination shall be repaired within a maximum of 14 days from the date of damage or failure.
 - b. A repair to a sign shall be of materials and design of equal or better quality as the original sign.
 - c. A sign that is not properly maintained and is dilapidated shall be deemed a public nuisance, and may be abated in compliance with the City's Zoning Code.
 - d. When an existing sign is removed or replaced, all brackets, poles, and other supports that are no longer required shall be removed, and any/all damage to the exterior of the building shall be repaired/repainted to the satisfaction of the Development Services Director or his/her designee.

5. Sign Standards by Use

Each sign shall comply with the standards provided by this Section and comply with the requirements in the following Table 3, except as permitted by the approval of a Creative Sign Permit described below.

6. Master Sign Program

All mixed use projects shall require a Master Sign Program, which is reviewed and approved by the decision-making body in each case. Master sign plan" means a coordinated program of signage for new or existing commercial, office or residential which contain more than one business establishment or tenant. The Master Sign Program can permit signs that meet the intent and standards of the Sign Code and ensure that the all signs are integrated thoughtfully into the design of the structures, creating a unified architectural statement. The Master Sign Program provides a means for defining common sign regulations for multi-tenant projects, to encourage maximum incentive and latitude in the design and display of multiple signs, and to achieve, not circumvent, the intent of this chapter.

- a. *Application Requirements Revisions to Master Sign Programs.* A sign permit application for a master sign program shall include all information and materials required by the department, and the filing fee set by the city's Fee Resolution. Revisions to a master sign program may be approved by the Director with a standard sign permit if the intent of the original approval is not affected. Revisions that would substantially deviate from the original approval shall require the approval of a new master sign program.
- b. *Standards.* A master sign program shall comply with the following standards:
 - i. The program shall comply with the purpose of this chapter.
 - ii. The signs shall enhance the overall development, be in harmony with, and relate visually to other signs included in the master sign program, to the structures or developments they identify, and to surrounding development;
 - iii. The program shall accommodate future revisions that may be required because of changes in use or tenants; and
 - iv. The program shall comply with the standards of this chapter, except that flexibility is allowed with regard to sign area, number, location, or height to the extent that the master sign program will enhance the overall development and will more fully accomplish the purposes of this chapter.

7. Creative Sign Permit

- a. *Definition Creative Sign Permit.* Applicants may apply for a Creative Sign Permit for those signs which are not listed or which exceed the provisions of this Chapter. The Creative Sign Permit is intended for signs that meet the intent and standards of the Sign Code, but may not necessarily meet the standards shown in Table 3. An applicant may request approval of a creative sign permit to authorize on-site signs that employ standards that differ from the other provisions of this chapter but comply with the intent of this Chapter.
- b. *Purpose.* To encourage signs of unique design, and that exhibit a high degree of thoughtfulness, branding, imagination, inventiveness, and spirit; and to provide a process for the application of sign regulations in ways that will allow creatively designed signs that make a positive visual contribution to the overall image of the city, while mitigating the impacts of large or unusually designed signs.
- c. *Application and Procedure Requirements.* A sign permit application for a creative sign shall include all information and materials required by the department, and the filing fee set by the city's Fee Resolution. A sign permit application for a creative sign shall be subject to review and approval by the Director of Development Services when the proposed sign is fifty square feet or less, and

by the Commission when the sign is larger than fifty square feet. Notification for a sign permit for a creative sign shall be given in the same manner specified by this Zoning Ordinance for Director-approved development permits in Chapter 19.48.

- d. *Design Criteria.* In approving an application for a creative sign, the review authority shall ensure that a proposed sign meets the following design criteria.
 - i. *Design Quality Criteria.* The sign shall 1) constitute a substantial aesthetic improvement to the site and shall have a positive visual impact on the surrounding area; 2) be of unique design, and exhibit a high degree of thoughtfulness, imagination, inventiveness, and spirit; and 3) provide strong graphic character through the imaginative use of graphics, color, texture, quality materials, scale, and proportion.
 - ii. *Contextual Criteria.* The sign shall contain at least one of the following elements: 1) classic historic design style; 2) creative image reflecting current or historic character of the city; 3) symbols or imagery relating to the citrus packing industry; or 4) inventive representation of the use, name, or logo of the structure or business.
 - iii. *Architectural Criteria.* The sign shall: 1) utilize or enhance the architectural elements of the building; and 2) be placed in a logical location in relation to the overall composition of the building's façade and not cover any key architectural features and details of the façade.
 - iv. *Neighborhood Impacts.* The sign shall be located and designed not to cause light and glare impacts on neighboring residential uses.

Table 3. Sign Standards by Use

a. SIGN STANDARDS MULTI-FAMILY RESIDENTIAL USE			
Allowed Sign	Maximum Sign Height	Maximum No. of Signs Allowed per Parcel	Maximum Sign Area Allowed per Parcel
i. Wall or Freestanding	Wall signs: below edge of roof. Freestanding: 48 inches	1 wall sign or freestanding sign per entrance or street frontage	12 sf each per face area; 24 sf maximum total sf for all signs.

b. SIGN STANDARDS NON-RESIDENTIAL USE/MIXED USE		
Allowed Sign	Placement Standards	Maximum Number and Sign Area
i. Awning	Shall be entirely on awning valence; lettering max 66% of valence height; valence height max: 18 inches.	50% of the area of the valence front. 1 sign max per each separate awning valence.
ii. Marquee	To be established during project review. Allowed only for the entrance of a theatre or playhouse.	To be established during project review. 1 sign max
iii. Monument	5 ft. including base structure. Allowed only on a site with more than 100 ft. of continuous street frontage.	36 sf
iv. Projecting or suspended	16 inches from face of building and bottom of sign shall be no closer than 8 ft. above sidewalk surface below.	6 sf. No dimension greater than 3 ft. Sign shall be redwood sandblasted, hand carved or architecturally designed.

v.	Wall	2 ft. below parapet or eave. Individual letters 18 inches. Mounting 1-story: above 1 st floor windows. Mounting multi-story: between windows.	1 sf. per linear foot primary business. 1 sign allowed per business frontage with pedestrian entrance. Side street or rear entrance wall sign max 50% of the primary sign area.
vi.	Window Permanent	Within window area	15% of total window area max.
vii.	Window Temporary	Within window area	25% of total window area. Allowed for display a maximum of 15 days at 1 time, up to 3 times in a 12 month period.
viii.	A-boards and other portable sidewalk signs are permitted	May not impede pedestrian flow.	1 per business. Signs may only be permitted while the business is open. Requires an encroachment permit if in the public right-of-way
ix.	Building Wall Facing RR ROW	Businesses may have signage equal to or less than the allowable projecting or wall sign standards.	Building or parcel must front along Crowther Avenue and the Railroad ROW
x.	Directional Signage on private property		

7. Legal Nonconforming Signs

A legal nonconforming sign is any permanent or temporary sign that was legally established and maintained in compliance with the provisions of all applicable laws in effect at the time of original installation but that does not now comply with the provisions of this specific plan.

- a. General requirements. A legal nonconforming sign shall not be:
 - i. Changed to another nonconforming sign;
 - ii. Structurally altered to extend its useful life;
 - iii. Enlarged;
 - iv. Re-established after a business is discontinued for 60 days or more, subject to the amortization clause below; or
 - v. Re-established after damage or destruction to 50 percent or more of the value of the sign, or its components, as determined by the Building Official and subject to the amortization clause below.
- b. Maintenance and changes.

Sign copy and face changes, nonstructural modifications, and nonstructural maintenance (e.g., painting, rust removal) are allowed without a sign permit up to a maximum of 25 percent of the existing total area of the sign. Face changes not including copy, and any nonstructural modifications exceeding 25 percent of the existing total area of the sign, and any structural changes shall comply with all applicable standards of this Chapter.

23.111.60 Amortization and Existing Uses

A. In order to preserve private property rights, all legal uses, buildings or structures in existence immediately preceding the effective date of this Chapter, may be continued to operate as a legal nonconforming use, building or structure.

- B. Five (5) years after the effective date of this ordinance, the property may be sold or transferred and the legally nonconforming use, building, or structure may continue in the following circumstances:
- i. The business/property is transferred from a Parent to his/her Child, from a Child to his/her Parent as defined in Chapter 23.04 of Municipal Code.
 - ii. The business/property is transferred from an owner to his/her employee(s) such that the Ownership does not change as defined in Chapter 23.04 of Municipal Code.
- C. Notwithstanding the foregoing, five (5) years after the effective date of this ordinance, the exception set forth in subsection (B) shall only apply if:
- i. The same use in existence as of five years from effective date of this ordinance will continue to operate. If the primary use of the business/property (not accessory uses), remains unchanged, then the secondary uses may change. Secondary uses are defined in the definitions section of this chapter. Secondary uses may also be “accessory uses” as defined in Section 23.04.030 of the PMC and which means “a use incidental, appropriate, subordinate and devoted exclusively to the main use of the lot or building”; and
 - ii. The building or structure is not modified or expanded; and
- The use, building or structure is not abandoned or discontinued for twelve (12) months or more.
- The provisions of this section shall not apply to the Packing House, located at 341 S. Melrose Street, identified in the California Register of Historical Resources as eligible for designation as a historic resource. Due to its historical significance and the additional costs associated with bringing a historic resource that requires adaptive reuse into compliance with the TOD standards, the Packing House is exempt from amortization requirements as set forth herein.
- E. The City shall give notice to all property owners of properties within the TOD regarding this ordinance in the following manner:
- i. Within 180 days of adoption of this ordinance;
 - ii. Within 3 years after adoption of this ordinance; and
 - iii. At least 4 years after adoption of this ordinance.
- Failure to provide any of the notices above shall not prevent the City from enforcing the requirements of this chapter.

23.111.070 Public Art/Public Plazas

Applicability:

Public Art and Public Plazas are encouraged in every development. Public art or plazas may be required as part of a development agreement for those developments that include 20 or more units or which are over 20,000 square feet. Public art is encouraged in construction and remodel/rehabilitation of existing structures. Public art is encouraged to reflect the history of the Packing House District and citrus growing industry.

Generally, the plans for proposed plazas or public art shall be part of the entitlement package submitted. The plazas may be located on the project site or at another location set forth in a development agreement, but must be located within the TOD project area.

23.111.080 TOD Development Impact Fee Program

In addition to City baseline impact fees, the TOD zone will require additional public realm improvements and projects are subject to a TOD Impact Fee that ensures all public sector infrastructure improvements can be provided. In addition to the TOD Impact Fee, all projects will be required to install public infrastructure and streetscape elements up to the curb face of the public street immediately adjacent to the project, in accordance with the Public Realm Development Standards.

Definitions: to be added to Chapter 23.04 of Municipal Code.	
Term	Definitions
Adaptive Reuse Plan	Adaptive reuse refers to a detailed plan for reusing an old site or building for a purpose other than which it was originally designed for. Adaptive reuse seeks to preserve existing buildings by retrofitting spaces for new uses while retaining much of the original features of the structure, and making use of existing infrastructure and transportation networks. Adaptive reuse plans are prepared by preservation professionals.
Bed & Breakfast	A guest house or small hotel offering sleeping accommodations and a morning meal. This does not include owners of single family homes renting individual rooms.
Bike Parking – Long Term	A volume of space that can accommodate locked storage of one or more bicycles or an area located inside a building where bicycles can be stored. Generally for longer term storage of bicycles.
Bike Parking – Short Term	A fixture to which one or more bicycles can be securely locked. Generally for 2 hours or less.
Catalyst Site	The catalyst site is defined as the first entitled project within the TOD zone and has the following characteristics: <ol style="list-style-type: none"> 1. The catalyst site shall be a minimum of one acre and shall contain no less than 65 dwelling units per acre; 2. This site is permitted to be all residential, acting as a catalyst to further development in the zone. The catalyst site is permitted to be all residential (not mixed use) but is not required to be all residential; and 3. Should the first entitled project be withdrawn after entitlement, the next entitled project may be all residential only if there have been no other large scale projects entitled or developed in the zone. As a residential only project, the catalyst site may be exempt from the following development standards: <ol style="list-style-type: none"> i. Wrapped parking structure (23.111.040.A.8.z), however any proposed parking structure shall include design and landscape features to mitigate the visual impacts of the parking structure; ii. 15' Ground floor to ceiling height (Sections 23.11.030.E and 23.111.040.5.d); however no less than 10'; and iii. Commercial at ground floor (Section 12.11.030.E.15), however any proposed first floor residential shall include architectural features designed to create consistency with the TOD first floor commercial streetscape.
Child/Parent	“Child” and “Parent” shall have the same meaning as defined in California Probate Code Sections 26 and 54, respectively. In the event of any renumbering or repeal of Sections 26 and/or 54, the successor definition(s) provided pursuant to the provision shall apply.
Courtyard	An open space created by a minimum of 3 sides of a courtyard building and used for private recreation in residential developments.
Courtyard Housing	Building type consisting of residences that can be arranged in several possible configurations: townhouses, townhouses over apartments, apartment over

	apartments, where an apartment occupies a single floor.
Electric Vehicle Charging Stations	<p><u>Level 2: 240-volt:</u> Level 2 requires charging equipment to be purchased and installed and provides about 10-20 miles of range per hour of charge. From empty, a full size battery electric car takes about 4-7 hours to recharge.</p> <p><u>DC Fast Charging: 440-volt:</u> DC fast charging provides up to an 80% charge in about 30 minutes.</p>
Entitled Project	Entitled project shall mean a project that has obtained final approval of all necessary planning and other land use approvals.
General Retail	A business or person who sells goods to an individual consumer as opposed to a wholesaler or supplier, who normally sell their goods to another business. Any retail transaction, which has a good sold, is taxable by the State Board of Equalization.
Green	Available for informal active and passive recreation. A green may be spatially defined by ground plan landscape and informal trees and/or buildings.
Hostess Bar	Hostess clubs are nightclubs where staff cater to and/or engage with customers seeking drinks and/or attentive conversation. Typically the staff will be scantily clad. These are also called “bikini bars,” “bee clubs,” and other similar descriptions.
Live/Work	Integrated residence and working space, occupied and utilized by a single household in a structure that has been designed or structurally modified to accommodate joint residential occupancy and work activity. However, such residential use shall only be allowed on the second floor or above of said live/work space. The interior residential portion shall be clearly separated and not be visible from the commercial space.
Medical Offices/ Services	An office or health facility providing health services including, without limitation, preventative and rehabilitation treatment, diagnostic services, testing and analysis. This use includes offices providing medical, dental, surgical, rehabilitation, podiatric, optometric, chiropractic and psychiatric services, and medical or dental laboratories incidental to these offices, but exclude inpatient services and overnight accommodation.
Mixed Use	The combination of non-residential and residential uses in the same structure or on the same site, where the residential component is located either above (vertical mixed-use) or behind or next to (horizontal mixed-use) the non-residential component.
Neighborhood Market	A retail store specializing in fresh produce and staples including bread, cereal, dairy products, and may include a deli counter. More than 75% of floor plan shall be devoted to food sales.
New Construction	New construction means any new ground up building, or any additions/renovations of more than 50% of existing ground floor building square footage, or any major remodel projects of buildings that are over 10,000 square feet and or any major remodel of the Packing House building as part of an adaptive reuse plan.
Nightclub	Any bar, cocktail lounge, discotheque, or similar establishment which provides live entertainment (music and/or dancing, comedy, etc.) in conjunction with alcoholic beverage sales. Includes bars, taverns, pubs, karaoke bars, and similar establishments where any food service is subordinate to the sale of alcoholic beverages.
Office Use	A place of business providing administrative business professional services such as insurance agencies, real estate offices, law offices, architectural or design offices, accounting services, travel agencies, etc. This includes government offices, and postal facilities and businesses engaged in the production of intellectual property such as advertising agencies, computer software production and programming services, educational, scientific and research organizations, media post production services, photography and commercial art studios, and writers and artists offices. This definition does not include "banks and financial Services."

Ownership	Ownership shall mean the ownership of 51% or more interest of a business or real property, including all land, structures, and other interest in the property.
Personal Services	Personal services are any businesses where services are provided or performed through direct physical contact between patron and employee. These include but are not limited to: barbers, beauticians, aestheticians, cosmetologists, nail salons, tanning salons, massage therapists, and tattoo parlors/body modification studios. They do not include doctors, dentists, chiropractors, or other state-licensed medical professionals.
Plaza	An open area usually located near buildings and often featuring walkways, trees and shrubs, places to sit, and sometimes shops
Primary Use	Five (5) years from the effective date of this Ordinance, Primary Use shall mean the main use which occupancies at least 70% or more of the total building area.
Retail and/or Commercial Uses	Uses as listed as Retail/Commercial Uses in Table 1 herein.
Secondary Use	Secondary uses are uses unrelated to the primary uses, located in the same building as the primary use, but which take up less than 30% of the total building area. Secondary uses are not accessory uses as defined in Chapter 23.04.030.
Studio	A place for the study or practice of an art, skill or specific fitness activity (such as dancing, singing, acting, cooking, yoga, palates, spinning, etc.). Typically this is one room devoted to the activity and where there is a limited number of teachers, all teaching the same skill or activity.
Telecommunication Cell Tower	A cell tower not including building used for telecommunication businesses.
Transit Oriented Development (TOD)	Transit-oriented development, or TOD, is a type of community development that includes a mixture of housing, office, retail and/or other amenities integrated into a walkable neighborhood and located within a half-mile of quality public transportation.
Wrapped Parking	A building parking design that completely conceals on all sides a parking garage that is designed for occupancy by retail, service, office, and/or residential uses, or for an all residential development.

INITIAL STUDY

FOR THE

**GENERAL PLAN AMENDMENT (GPA) 2017-01 AND
ZONE CHANGE (ZC) 2017-01 TO ESTABLISH
THE PACKING HOUSE DISTRICT TRANSIT-ORIENTED
DEVELOPMENT PROJECT**

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February 2017

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ENVIRONMENTAL CHECKLIST FORM

INTRODUCTION

1. Project Title: General Plan Amendment (GPA) 2017-01 and Zone Change (ZC) 2017-01 to Establish the Packing House District Transit-Oriented Development (TOD) Project
2. Lead Agency Name: City of Placentia
Address: 401 E. Chapman Avenue
Placentia, CA 92870
3. Contact Person: Joe Lambert, Director of Development Services
Phone Number: (714) 993-8124; jlambert@placentia.org
4. Project Location: See below
5. Project Sponsor's Name and Address: City of Placentia
6. General Plan Designation: Industrial (IND)
7. Zoning: Manufacturing (M)
8. Project Description:

Introduction

In conjunction with the County of Orange, Orange County Transit Authority (OCTA), the City of Placentia (City) will install a new train station to accommodate access for City residents to the regional passenger train (Metrolink and Surfliner) system. The City proposes to support this new regional system connection by creating a Transit-Oriented Development (TOD) zone classification and land use designation in the Packing House District of the City, which is located immediately adjacent to the proposed train platform. The objective of these new land use designations/classifications is to allow high-density transit-oriented development in the immediate vicinity of the train platform to facilitate use of the regional system and redevelopment of the area surrounding the new station. To accomplish this, the City is proposing to adopt a TOD land use designation (General Plan Amendment (GPA 2017-01)); Zone Classification (Municipal Code, ZC 2017-01); and Development Standards to establish the Packing House District Transient-Oriented Development Project. This document evaluates the potential impacts on the environment of the City's proposed modifications to the General Plan land use designation and Municipal Code zone classification to accomplish this objective.

Project Location

The proposed project consists of the adoption of TOD designations and related development standards to establish a new land use district on approximately 28.2 acres located in the City of Placentia, south of and adjacent to the existing BNSF Railway east-west mainline rail corridor.

Figures 1 and 2 show the regional and area locations of this 28.2-acre area. The approximate 28.2-acre area where the TOD land use designation will be established is located north and south of Crowther Avenue, east of the State Highway 57 Freeway, south of the BNSF railroad tracks, and west of the extension of Bradford Avenue in the City of Placentia. East and west boundaries are defined by property parcel boundaries. Figure 3 consists of an aerial photo of the area that will be encompassed by the new TOD designation/classification.

Project Characteristics

The approximate 28.2-acre site is located in the southwestern portion of the City of Placentia. It encompasses approximately 30 parcels of land that support a mix of existing land uses which includes: single-family residential; multi-family residential; commercial-light industrial; industrial; and one vacant lot. The current General Plan Land Use Designation of the TOD area is Industrial (IND) and the current zone classification (zoning) is Manufacturing (M). This is an old area of the City that contains older structures, some dating back to 1910. Because of this, many of the existing uses are “non-conforming” with the existing General Plan and zoning. Thus, most future development within the area will require removal of existing uses and redevelopment of the properties with new uses that must conform to the General Plan Land Use Designations in place at the time of a development proposal, including the proposed TOD land use designations and development standards. Included in this project area is the 73,000 SF former Placentia Orange Growers Association packing warehouse. This building dates to 1935 and it is proposed to be re-used for mixed commercial uses.

The proposed location of the new Metrolink passenger platform is shown on Figure 4. To facilitate TOD development in the area adjacent to the platform, the City is proposing to adopt a new TOD land use district designation (which will support multiple uses) as part of the General Plan and Municipal Development Code. If the Zoning Code Amendment (ZCA) and General Plan Amendment (GPA) are approved, it will be accompanied by adoption of specific development standards in a new TOD zone classification. A copy of the proposed development standards for the TOD district is provided in Appendix 1 of this document.

The City has determined to limit the maximum number of residential units and commercial activities within the TOD area to the generation of a maximum of 5,000 daily vehicle trips, which is conceptually consistent with the 28.2-acre TOD designation. Appendix 1 provides the “Transit-Oriented Development Packing House District Development Standards.” The stated purpose and intent of the new TOD land use designation *“is to encourage an appropriate mixture and density of activity around the Metrolink station to increase ridership and promote alternative modes of transportation to the automobile. The consequent intent is to decrease auto-dependency, and mitigate the effects of congestion and pollution. The development standards seek to achieve this by providing a pedestrian-, bicycle-, and transit-supportive environment configured in a compact pattern and a complementary mix of land uses all within a comfortable walking distance of the station.”*

The specific objectives of the TOD land use district include:

- *Encourage mixed-use and transit-oriented development;*
- *Encourage people to walk, ride a bicycle or use transit;*
- *Promote public art and creative public spaces;*

- *Allow for a complementary mix of land uses to create an environment that engages people at the pedestrian level;*
- *Achieve a compact pattern of development that is more conducive to walking and bicycling;*
- *Provide sufficient density of employees, residents and recreational users to support transit;*
- *Provide a high level of amenities that create a comfortable environment for pedestrians, bicyclists, and other users;*
- *Create a physical connection with Old Town Placentia by activating the station area with a plaza and ground floor shops and restaurants in the TOD Packing House District;*
- *Promote affordable housing and provide housing for all economic segments of the community consistent with the City's housing goals;*
- *Maintain an adequate level of parking and access for automobiles;*
- *Create fine-grained detail in architectural and urban form that provides interest and complexity at the level of the pedestrian and bicyclist;*
- *Generate a relatively high percentage of trips serviceable by transit;*
- *Encourage integrated development, including the consolidation of parcels; and*
- *Encourage lot and building orientation on Crowther Avenue and parcels extending from Crowther to the Railroad right-of-way, to create an active streetscape...*

The following text summarizes the content of the TOD Development Standards that are provided in Appendix 1. Where more detailed information is needed, please refer to Appendix 1.

- A. All new development fronting Crowther Avenue within the TOD district must be mixed use development, except for the "catalyst site" which is defined in the definitions section of Appendix 1.
- B. Allowable Land Uses: The allowable land uses are listed in Table 1 of Appendix 1. Uses are identified as "permitted," "use permit" required, or "not permitted." Mixed Use development is required for all developments fronting Crowther Avenue within the TOD zone, except for the catalyst site, which can be developed as all residential and is defined in the definitions section of the Zoning Code. The City Development Services Director can approve an unlisted use if such use is determined to be similar in character and impacts to any allowable uses identified in Table 1.
- C. Certain uses, such as libraries, live work, or museums are only permitted in the historic Packing House Building.
- D. Park and Playground uses are permitted only when integrated into the overall development of a site.
- E. Certain uses, such as studios (art, dance, etc.), are permitted only above the ground floor within a mixed use development.
- F. Mixed use residential can have a maximum of 3 bedrooms per unit and ground floors must have exhaust and grease traps installed for future restaurant possibilities.
- G. Density: 65 du/ac min. and 95 du/ac max.; maximum building length without breaks in building massing is 350 feet; Setbacks: front yard 5 feet min/15 feet max; side yard: 5 feet min; 10 feet required where façade contains windows for residential; rear yard: 10 feet; 10' setback recommended from the railroad ROW.
- H. Building Height: 3 stories minimum and five stories maximum; and minimum 15 foot ground floor, floor to ceiling height required. Rooftop Amenities are allowed 12 feet

- above maximum height limit if integrated into the overall design of the project and maximum rooftop building coverage is limited to 30% of rooftop floor area.
- I. Open Space: 50/64 square feet for each residential unit and Live Work Units. Rooftop amenities do not count for square footage requirements for private or common open space.
 - J. Parking: Parking requirements vary from three spaces minimum per 1,000 square feet of retail to 1.5 spaces minimum for a two bedroom unit. Refer to Section 8, Parking, in Appendix 1 for details. This section also includes bicycle parking requirements, electric vehicle charging station requirements, and includes requirements for surface and parking structure requirements.
 - K. Sign regulations are outlined section 23.110.050 of Appendix 1.
 - L. All properties in the TOD district shall be legally nonconforming buildings, structures, uses, or signs for a period of five years from the effective date of this chapter's approval.
 - M. Affordable Housing (only with a development agreement): Minimum 10% of total dwellings for sale must be designed to low-moderate income levels; and density bonuses may be granted in accordance with existing Municipal Code.
 - N. Public art/plaza: encouraged and may be required as part of development agreements.
 - O. TOD development impact fees will be adopted to support public sector infrastructure improvements and a community facilities district may be established to fund infrastructure improvements.

The potential uses permitted under the proposed TOD district range from retail commercial through service uses and residential uses to office uses, some allowed only with a use permit. Maximum residential density within the project area would be 95 units per acre with a 65 unit per acre minimum. Maximum number of units within the new TOD district area will be 752 units, unless supplemental environmental evaluation is completed. For all but residential uses the floor area ratios established in the existing zone classification, such as commercial use or office use, would control the maximum square footage of development within the TOD area.

This Initial Study will examine the potential impacts of future development under the TOD district Development Standards (Appendix 1) compared to the existing environmental setting and the existing land use designation/zoning classification, Industrial (GPA) and Manufacturing Zone (M). At this time there is one specific project being considered by the City under the TOD district, which consists of an approximate 200 unit residential project, being considered as the "catalyst site". The catalyst site is being considered as the initial project to seed the transition to TOD uses within the 28.2-acre project area. The City anticipates additional potential uses and development within the TOD district may be considered in the near future as the Metrolink platform is implemented over the next 2 years. The potential environmental effects of adopting and implementing the TOD district as a General Plan designation and a zone classification will be evaluated at a general plan/zoning level of review, without examining detailed site specific issues at this time.

- 9. Surrounding land uses and setting: The project area is one of the older developer areas within the City of Placentia. Although designated for industrial use due to historic proximity to the BNSF Railway, the project area consists of a mix of land uses, including: commercial; single-family residential; light industrial; industrial; and warehouse.

10. Other agencies whose approval is required: None known

The City has identified the following agencies or parties that may have interest in the City's consideration and addition of a TOD district to its General Plan and Municipal Code. These are: Orange County, Metrolink and BNSF Railway.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|--|---|--|
| <input checked="" type="checkbox"/> Aesthetics | Agriculture and Forestry Resources | <input checked="" type="checkbox"/> Air Quality |
| Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Geology / Soils |
| <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input checked="" type="checkbox"/> Hydrology & Water Quality |
| Land Use / Planning | Mineral Resources | <input checked="" type="checkbox"/> Noise |
| Population / Housing | <input checked="" type="checkbox"/> Public Services | Recreation |
| <input checked="" type="checkbox"/> Transportation / Traffic | <input checked="" type="checkbox"/> Utilities / Service Systems | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

Note that all potentially significant impacts can be reduced to a less than significant impact level with implementation of identified mitigation measures.

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation, the following finding is made:

	The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
X	Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
	The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
	The proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
	Although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION , including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Tom Dodson & Associates
 Prepared by _____

January 2017
 Date _____


 Signature _____

1/31/2017
 Date _____

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
I. AESTHETICS: Would the project:				
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?		X		
c) Substantially degrade the existing visual character or quality of the site and its surroundings?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?		X		

SUBSTANTIATION

a) Have a substantial adverse effect on a scenic vista?

Less Than Significant Impact – Adverse impact to scenic vistas can occur in one of two ways. First, an area itself may contain an existing scenic vista that could be altered by new development. A field review of the project area determined that there are no scenic vistas located internally within the approximate 28.2-acre TOD project area. The TOD area visual setting consists of older structures, minimal landscaping, and no identifiable components of a scenic vista. Therefore, development in compliance with the new TOD development standards is not forecast to alter any important scenic vistas within the project area. A second scenic vista impact can occur when a scenic vista occurs from the project area or immediate vicinity and a proposed development may interfere with the view to the scenic vista in the middle ground or background views from or across the project area. Based on the level of development within the project area and the City as a whole, there are few scenic vistas and any such views are aligned with north-south roads which provide limited views to the higher topography of the Puente Hills. Field investigations of potential scenic vistas from the surrounding freeways (State Highway (SH) 91 and SH 57) resulted in the following findings. SH 91 is not elevated through the City of Placentia and there are no scenic vistas visible to the north into or over the City of Placentia. Although there are views to the east-northeast from overpasses and connecting bridge structures along SH 57, these views of Placentia are very fleeting and do not contain high value scenic resource values, essentially an urban visual setting with no distinctive scenic features. New structures of up to six stories integrated into the existing fully developed City will provide visual variety and will not interfere with any significant scenic vistas. Given these limited potential scenic views and the location of new structures outside of north/south roadway alignments (that provide limited views), approval of the proposed TOD designation is not forecast to cause any substantial adverse effects on any scenic vistas. This potential impact is considered a less than significant adverse aesthetic impact. No mitigation is required.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Less Than Significant With Mitigation Incorporated – The project area encompassed by the proposed Packing House District Transit-Oriented Development (TOD) is an older developed area of the City with a mix of land uses as described in the project description. There are no state scenic highways located

within the project area according to the City's General Plan. As a result of this eclectic mix of land uses, the project area does not contain any substantial scenic resources, including structures, trees, and/or rock outcroppings. However, many of the buildings are more than 50 years in age and some of these structures may be considered to have scenic value. Therefore, the following mitigation measure will be implemented to ensure that buildings within the TOD area that contain scenic resource value are not replaced by future high density residential uses without offsetting the loss of such resources, such as recordation or incorporation of scenic elements into the new project design. The following mitigation measure shall be implemented.

- I-1 Prior to approval of any new TOD facilities within the project area, the applicant shall submit an evaluation of the scenic value of structures that will be replaced by the new TOD facility. Based on the findings, the following actions may be required: no further action if no resource; recordation of the scenic values of a structure if merited; and integration of existing building scenic elements into the new building design. Implementation of these measures will avoid loss of any scenic resource values due to future TOD-related development within the project area.***

With implementation of this measure the potential for significant adverse impact to scenic resource values within the TOD project area can be controlled to a less than significant impact level.

- c) Substantially degrade the existing visual character or quality of the site and its surroundings?*

Less Than Significant Impact – A field review of the project area determined that there are no areas within the approximately 28.2 acre TOD project area that contain areas with substantial visual character or quality. New structures constructed within the project area will be reviewed by the City, which will evaluate the visual character of the new structures for consistency with the City's design guidelines, including the new TOD design guidelines, and through such mandatory reviews any potential degradation of existing visual quality characteristics can be reduced to an acceptable level. The purpose of the TOD designation is to bring in new, high quality, high-density development that can enhance the visual character of the TOD area. With this as a principle objective of the proposed project, the potential for adverse impact to visual quality within the existing area is considered a less than significant adverse aesthetic impact.

- d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

Less Than Significant With Mitigation Incorporated – The proposed TOD designations will introduce new structures into the project area, some of which may be five stories, which would equate to approximately 50-75 feet in height if a 10-15 foot per story average height is assumed. Potential new structures will require lighting, both exterior and interior. This will introduce a new source of lighting and glare into the project area. During design review of new structures, lighting would be evaluated by the City as part of the approval process. However, to ensure that light or glare (particularly off of structures with glass exteriors) does not result in intrusive lighting or glare to existing structures or persons in the project area, the following mitigation measures will be implemented.

- I-2 Future developers shall submit an analysis of potential glare from lighting or sunlight that may impact vehicles on adjacent roadways or structures. This analysis shall demonstrate that due to building orientation or exterior treatment of windows, no significant light or glare impacts may be caused that could adversely impact driver safety on the adjacent roadways or occupied structures in the vicinity of the new development. This analysis shall be***

submitted to the City for review and approval prior to issuance of the final building permit(s) for new structures within the TOD area.

- I-3 Future developers shall submit an analysis that potential lighting from new structures does not create an adverse light impact on adjacent structures. This analysis shall demonstrate that based on an approved lighting plan for new structures, adjacent structures or areas are not exposed to intrusive or harmful amounts of light. This analysis shall be submitted to the City for review and approval prior to issuance of the final building permit(s) for new structures within the TOD area.***

With implementation of these two measures in conjunction with existing City development code (requirements, the City can control potential adverse light and glare impacts due to the new TOD designation to a less than significant impact level.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
<p>II. AGRICULTURE AND FORESTRY RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</p>				
a) Convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

SUBSTANTIATION

- a) *Convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*

No Impact – The TOD project area is 100% urbanized with no open land, except for a small parcel being reclaimed for use. There are no current agricultural land use designations within the City; no farmland being used for agriculture; and no potential for impact to any agricultural uses or values. Refer to Figure 3 the aerial photo of the TOD project area. No adverse impact to any agricultural resources can occur from implementing the proposed project. No mitigation is required.

- b) *Conflict with existing zoning for agricultural use or a Williamson Act contract?*

No Impact – The project area is designated for Industrial uses and zoned for Manufacturing. No potential exists for a conflict between the proposed project and agricultural zoning or Williamson Act contracts within the project area as none exist. No mitigation is required.

- c) *Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?*

No Impact – Please refer to issues a) and b) above and Figure 3. The project site is 100% urbanized and the land use designation/classification (IND/M) does not support forest land or timberland uses or designations. No potential exists for a conflict between the proposed project and forest/timberland zoning. No mitigation is required.

- d) *Result in the loss of forest land or conversion of forest land to non-forest use?*

No Impact – There are no forest lands within the project area as it is 100% urbanized. No potential for loss of forest land can occur if the project is implemented. No mitigation is required.

- e) *Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?*

No Impact – The proposed project has no activities that could cause conversion of Farmland or forest land to alternative uses. No adverse impact can occur. No mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		X		
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?		X		
d) Expose sensitive receptors to substantial pollutant concentrations?		X		
e) Create objectionable odors affecting a substantial number of people?		X		

SUBSTANTIATION

Background

Placentia's climate, as with all of Southern California, is largely dominated by the strength and position of the semi-permanent high-pressure center over the Pacific Ocean near Hawaii. It creates cool summers, mild winters, infrequent rainfall, it drives the refreshing daytime sea breeze, and it maintains comfortable humidity's and ample sunshine. Unfortunately, the same atmospheric processes that create the desirable living climate combine to severely restrict the ability of the atmosphere to disperse the air pollution generated mainly by the large population attracted by the climate. Portions of the Los Angeles Basin, including northern Orange County, therefore, experience some of the worst air quality in the nation for certain pollutant species.

Regional air quality is controlled by the location and strength of pollutant sources and by the winds and inversions that control the horizontal and vertical regional dispersion patterns. Winds near the project site, as monitored at the South Coast Air Quality Management District (SCAQMD) measurement station in Anaheim, display several characteristic regimes. During the day, especially in summer, winds are from the west and southwest at 7-9 miles per hour. At night, especially in winter, the land becomes cooler than the ocean and an offshore wind of 3-5 miles per hour develops. One other important wind regime occurs when a high-pressure center forms over the western United States and creates strong offshore winds. These winds are warmed and dried by air compression as they descend from the upper desert regions into the basin. These winds are accelerated through local canyons and create hot, dry, gusty Santa Ana's from the east and northeast across northern Orange and southern Los Angeles counties.

The low frequency of calms and adequate daytime ventilation speed typically do not allow for any daytime stagnation of air pollutants in the Placentia area. The moderate onshore breeze carries any locally generated emissions eastward toward the Chino Hills or across northern Orange County and then up Santa Ana or Carbon Canyons toward receptors in western San Bernardino and Riverside Counties. Any daytime air quality problems occur mainly when winds shift more into the northwest and the daytime clean sea breeze is replaced by airflow across substantial pollution generation areas of southwestern Los Angeles County. These winds bring occasional unhealthy smog levels across the project site during the summer and early fall. Wind at night drifting seaward across the air basin and off the nearby hills is much slower and does allow for localized stagnation of pollution, but the density of vehicular sources in the upwind area is generally low enough to minimize any major air pollution problems. Any air pollution episodes, if they occur, are, therefore, due mainly to pollutants transported into the area rather than any locally generated emissions.

In addition to winds that govern the horizontal rate and trajectory of any air pollutants, Southern California experiences several characteristic temperature inversions that control the vertical depth through which pollutants can be mixed. The daytime onshore flow of marine air is capped by a massive dome of warm air that acts like a giant lid over the basin. As the clean ocean air moves inland, pollutants are continually added from below without any dilution from above. As this layer slows down in inland valleys of the basin and undergoes photochemical transformations under abundant sunlight, it creates very unhealthy levels of smog (mainly ozone).

Ambient Air Quality Standards

In order to gauge the significance of the air quality impacts of the proposed project, those impacts, together with existing background air quality levels, must be compared to the applicable ambient air quality standards. These standards are the levels of air quality considered safe, with an adequate margin of safety, to protect the public health and welfare. They are designed to protect those people most susceptible to further respiratory distress such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise, called "sensitive receptors." Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed. Recent research has shown, however, that chronic exposure to ozone (the primary ingredient in photochemical smog) may lead to adverse respiratory health even at concentrations close to the ambient standard.

National AAQS were established in 1971 for six pollution species with states retaining the option to add other pollutants, require more stringent compliance, or to include different exposure periods. The initial attainment deadline of 1977 was extended several times in air quality problem areas like Southern California. In 2003, the Environmental Protection Agency (EPA) adopted a rule, which extended and established a new attainment deadline for ozone for the year 2021. Because the State of California had established AAQS several years before the federal action and because of unique air quality problems introduced by the restrictive dispersion meteorology, there is considerable difference between state and national clean air standards. Those standards currently in effect in California are shown in Table III-1. Sources and health effects of various pollutants are shown in Table III-2.

The Federal Clean Air Act Amendments (CAAA) of 1990 required that the U.S. Environmental Protection Agency (EPA) review all national AAQS in light of currently known health effects. EPA was charged with modifying existing standards or promulgating new ones where appropriate. EPA subsequently developed standards for chronic ozone exposure (8+ hours per day) and for very small diameter particulate matter (called "PM-2.5"). New national AAQS were adopted in 1997 for these pollutants.

Planning and enforcement of the federal standards for PM-2.5 and for ozone (8-hour) were challenged by trucking and manufacturing organizations. In a unanimous decision, the U.S. Supreme Court ruled that EPA did not require specific congressional authorization to adopt national clean air standards. The Court

also ruled that health-based standards did not require preparation of a cost-benefit analysis. The Court did find, however, that there was some inconsistency between existing and "new" standards in their required attainment schedules. Such attainment-planning schedule inconsistencies centered mainly on the 8-hour ozone standard. EPA subsequently agreed to downgrade the attainment designation for a large number of communities to "non-attainment" for the 8-hour ozone standard.

Evaluation of the most current data on the health effects of inhalation of fine particulate matter prompted the California Air Resources Board (ARB) to recommend adoption of the statewide PM-2.5 standard that is more stringent than the federal standard. This standard was adopted in 2002. The State PM-2.5 standard is more of a goal in that it does not have specific attainment planning requirements like a federal clean air standard, but only requires continued progress towards attainment.

Similarly, the ARB extensively evaluated health effects of ozone exposure. A new state standard for an 8-hour ozone exposure was adopted in 2005, which aligned with the exposure period for the federal 8-hour standard. The California 8-hour ozone standard of 0.07 ppm is more stringent than the federal 8-hour standard of 0.075 ppm. The state standard, however, does not have a specific attainment deadline. California air quality jurisdictions are required to make steady progress towards attaining state standards, but there are no hard deadlines or any consequences of non-attainment. During the same re-evaluation process, the ARB adopted an annual state standard for nitrogen dioxide (NO₂) that is more stringent than the corresponding federal standard, and strengthened the state one-hour NO₂ standard.

As part of EPA's 2002 consent decree on clean air standards, a further review of airborne particulate matter (PM) and human health was initiated. A substantial modification of federal clean air standards for PM was promulgated in 2006. Standards for PM-2.5 were strengthened, a new class of PM in the 2.5 to 10 micron size was created, some PM-10 standards were revoked, and a distinction between rural and urban air quality was adopted. In December 2012, the federal annual standard for PM-2.5 was reduced from 15 µg/m³ to 12 µg/m³, which matches the California AAQS. The severity of the basin's non-attainment status for PM-2.5 may be increased by this action and thus require accelerated planning for future PM-2.5 attainment.

In response to continuing evidence that ozone exposure at levels just meeting federal clean air standards is demonstrably unhealthful, EPA had proposed a further strengthening of the 8-hour standard. A new 8-hour ozone standard was adopted in 2015 after extensive analysis and public input. The adopted national 8-hour ozone standard is 0.07 ppm, which matches the current California standard. It will require 3 years of ambient data collection, and then 2 years of non-attainment findings and planning protocol adoption, then several years of plan development and approval. Final air quality plans for the new standard are likely to be adopted around 2022. Ultimate attainment of the new standard in ozone problem areas such as Southern California might be after 2030.

In 2010 a new federal one-hour primary standard for nitrogen dioxide (NO₂) was adopted. This standard is more stringent than the existing state standard. Based upon air quality monitoring data in the South Coast Air Basin, the California Air Resources Board has requested the EPA to designate the basin as being in attainment for this standard. The federal standard for sulfur dioxide (SO₂) was also recently revised. However, with minimal combustion of coal and mandatory use of low sulfur fuels in California, SO₂ is typically not a problem pollutant.

**Table III-1
 AMBIENT AIR QUALITY STANDARDS**

Pollutant	Average Time	California Standards ¹		National Standards ²		
		Concentration ³	Method ⁴	Primary ^{3,5}	Secondary ^{3,6}	Method ⁷
Ozone (O3)	1 Hour	0.09 ppm (180 µg/m3)	Ultraviolet Photometry	–	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.070 ppm (137 µg/m3)		0.075 ppm (147 µg/m3)		
Respirable Particulate Matter (PM10)	24 Hour	50 µg/m3	Gravimetric or Beta Attenuation	150 µg/m3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m3		–		
Fine Particulate Matter (PM2.5)	24 Hour	–	–	35 µg/m3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m3	Gravimetric or Beta Attenuation	15 µg/m3		
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m3)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m3)	–	Non-Dispersive Infrared Photometry (NDIR)
	8 Hour	9 ppm (10 mg/m3)		9 ppm (10 mg/m3)	–	
	8 Hour (Lake Tahoe)	6 ppm (7 g/m3)		–	–	
Nitrogen Dioxide (NO2) ⁸	1 Hour	0.18 ppm (339 µg/m3)	Gas Phase Chemiluminescence	100 ppb (118 µg/m3)	–	Gas Phase Chemiluminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m3)		0.053 ppm (100 µg/m3)	Same as Primary Standard	
Sulfur Dioxide (SO2) ⁹	1 Hour	0.25 ppm (655 µg/m3)	Ultraviolet Fluorescence	75 ppb (196 µg/m3)	–	Ultraviolet Fluorescence; Spectrophotometry (Paraosaniline Method)
	3 Hour	–		–	0.5 ppm (1300 µg/m3)	
	24 Hour	0.04 ppm (105 µg/m3)		0.14 ppm (for certain areas) ⁹	–	
	Annual Arithmetic Mean	–		0.030 ppm (for certain areas) ⁹	–	
Lead ^{8,10,11}	30-Day Average	1.5 µg/m3	Atomic Absorption	–	–	–
	Calendar Quarter	–		1.5 µg/m3 (for certain areas) ¹¹	Same as Primary Standard	High Volume Sampler and Atomic Absorption
	Rolling 3-Month Avg	–		0.15 µg/m3)		
Visibility Reducing Particles ¹²	8 Hour	See footnote 12	Beta Attenuation and Transmittance through Filter Tape	No Federal Standards		
Sulfates	24 Hour	25 µg/m3	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m3)	Ultraviolet Fluorescence			
Vinyl Chloride ¹⁰	24 Hour	0.01 ppm (26 µg/m3)	Gas Chromatography			

1. California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PM10, PM2.5, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
2. National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24 hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above $150 \mu\text{g}/\text{m}^3$ is equal to or less than one. For PM2.5, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.
3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
4. Any equivalent measurement method which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.
5. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
6. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
7. Reference method as described by the U.S. EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the U.S. EPA.
8. On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.
9. On December 14, 2012, the national annual PM2.5 primary standard was lowered from $15 \mu\text{g}/\text{m}^3$ to $12.0 \mu\text{g}/\text{m}^3$. The existing national 24-hour PM2.5 standards (primary and secondary) were retained at $35 \mu\text{g}/\text{m}^3$, as was the annual secondary standard of $15 \mu\text{g}/\text{m}^3$. The existing 24-hour PM10 standards (primary and secondary) of $150 \mu\text{g}/\text{m}^3$ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
10. To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.
11. On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.
Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.
12. The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
13. The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard ($1.5 \mu\text{g}/\text{m}^3$ as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.
14. In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

For more information please call ARB-PIO at (916) 322-2990

California Air Resources Board (10/1/15)

**Table III-2
 HEALTH EFFECTS OF MAJOR CRITERIA POLLUTANTS**

Pollutants	Sources	Primary Effects
Carbon Monoxide (CO)	<ul style="list-style-type: none"> • Incomplete combustion of fuels and other carbon-containing substances, such as motor exhaust. • Natural events, such as decomposition of organic matter. 	<ul style="list-style-type: none"> • Reduced tolerance for exercise. • Impairment of mental function. • Impairment of fetal development. • Death at high levels of exposure. • Aggravation of some heart diseases (angina).
Nitrogen Dioxide (NO ₂)	<ul style="list-style-type: none"> • Motor vehicle exhaust. • High temperature stationary combustion. • Atmospheric reactions. 	<ul style="list-style-type: none"> • Aggravation of respiratory illness. • Reduced visibility. • Reduced plant growth. • Formation of acid rain.
Ozone (O ₃)	<ul style="list-style-type: none"> • Atmospheric reaction of organic gases with nitrogen oxides in sunlight. 	<ul style="list-style-type: none"> • Aggravation of respiratory and cardiovascular diseases. • Irritation of eyes. • Impairment of cardiopulmonary function. • Plant leaf injury.
Lead (Pb)	<ul style="list-style-type: none"> • Contaminated soil. 	<ul style="list-style-type: none"> • Impairment of blood function and nerve construction. • Behavioral and hearing problems in children.
Fine Particulate Matter (PM-10)	<ul style="list-style-type: none"> • Stationary combustion of solid fuels. • Construction activities. • Industrial processes. • Atmospheric chemical reactions. 	<ul style="list-style-type: none"> • Reduced lung function. • Aggravation of the effects of gaseous pollutants. • Aggravation of respiratory and cardio respiratory diseases. • Increased cough and chest discomfort. • Soiling. • Reduced visibility.
Fine Particulate Matter (PM-2.5)	<ul style="list-style-type: none"> • Fuel combustion in motor vehicles, equipment, and industrial sources. • Residential and agricultural burning. • Industrial processes. • Also, formed from photochemical reactions of other pollutants, including NO_x, sulfur oxides, and organics. 	<ul style="list-style-type: none"> • Increases respiratory disease. • Lung damage. • Cancer and premature death. • Reduces visibility and results in surface soiling.
Sulfur Dioxide (SO ₂)	<ul style="list-style-type: none"> • Combustion of sulfur-containing fossil fuels. • Smelting of sulfur-bearing metal ores. • Industrial processes. 	<ul style="list-style-type: none"> • Aggravation of respiratory diseases (asthma, emphysema). • Reduced lung function. • Irritation of eyes. • Reduced visibility. • Plant injury. • Deterioration of metals, textiles, leather, finishes, coatings, etc.

Source: California Air Resources Board, 2002.

Baseline Air Quality

Existing and probable future levels of air quality around the project area can best be best inferred from ambient air quality measurements conducted by the SCAQMD at the Anaheim monitoring station. This station measures both regional pollution levels such as smog, as well as primary vehicular pollution levels near busy roadways such as carbon monoxide and nitrogen oxides. Pollutants such as particulates (PM-10 and PM-2.5) are also monitored at Anaheim. Table III-3 is a 6-year summary of monitoring data for the major air pollutants compiled from this air monitoring station. From this data the following conclusions regarding air quality trends can be drawn:

- a. Photochemical smog (ozone) levels occasionally exceed standards. All state and federal ozone standards have been exceeded one percent or less of all days in the past 6 years. Measurements from more recent years demonstrate progressively improved ozone levels in the area except perhaps for some temporary “backsliding” in 2014. While ozone levels are still occasionally elevated, they are much lower than 10 to 20 years ago.
- b. Respirable dust (PM-10) levels occasionally exceed the state standard on approximately 2 percent of measured days. The less stringent federal PM-10 standard has not been exceeded in the last 6 years.
- c. The federal ultra-fine particulate (PM-2.5) standard of 35 $\mu\text{g}/\text{m}^3$ has been exceeded on less than one percent of measurement days in the last 6 years.
- d. More localized pollutants such as carbon monoxide, nitrogen oxides, etc. are very low near the project site. There is substantial excess dispersive capacity to accommodate localized vehicular air pollutants such as NO_x or CO without any threat of violating applicable AAQS. Data from a recent “near roadway” monitoring study directly along the I-5 shoulder (<50 feet) in Anaheim showed noticeably elevated levels of NO_x and CO, but even at this close distance federal clean air standards were not exceeded.

Although complete attainment of every clean air standard is not yet imminent, extrapolation of the steady improvement trend suggests that such attainment could occur within the reasonably near future.

Standards or Thresholds of Significance

Air quality impacts are considered “significant” if they cause clean air standards to be violated where they are currently met, or if they “substantially” contribute to an existing violation of standards. Any substantial emissions of air contaminants for which there is no safe exposure, or nuisance emissions such as dust or odors, would also be considered a significant impact.

Appendix G of the California CEQA Guidelines offers the following five tests of air quality impact significance. A project would have a potentially significant impact if it:

- a. Conflicts with or obstructs implementation of the applicable air quality plan.
- b. Violates any air quality standard or contributes substantially to an existing or projected air quality violation.
- c. Results in a cumulatively considerable net increase of any criteria pollutants for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).
- d. Exposes sensitive receptors to substantial pollutant concentrations.
- e. Creates objectionable odors affecting a substantial number of people.

**Table III-3
 AIR QUALITY MONITORING SUMMARY (2009-2014)
 (NUMBER OF DAYS STANDARDS WERE EXCEEDED, AND MAXIMUM LEVELS DURING SUCH VIOLATIONS)
 (ENTRIES SHOWN AS RATIOS = SAMPLES EXCEEDING STANDARD/SAMPLES TAKEN)**

Pollutant/Standard	2009	2010	2011	2012	2013	2014
Ozone						
1-Hour > 0.09 ppm (S)	0	1	0	0	0	2
8-Hour > 0.07 ppm (S)	2	1	1	0	0	6
8- Hour > 0.075 ppm (F)	1	1	0	0	0	4
Max. 1-Hour Conc. (ppm)	0.093	0.104	0.088	0.079	0.084	0.111
Max. 8-Hour Conc. (ppm)	0.077	0.088	0.072	0.067	0.070	0.081
Carbon Monoxide						
8- Hour > 9. ppm (S,F)	0	0	0	0	0	0
Max 8-hour Conc. (ppm)	2.7	2.0	2.1	2.3	2.6	2.1
Nitrogen Dioxide						
1-Hour > 0.18 ppm (S)	0	0	0	0	0	0
Max. 1-Hour Conc. (ppm)	0.068	0.073	0.074	0.067	0.082	0.076
Inhalable Particulates (PM-10)						
24-hour > 50 µg/m ³ (S)	1/56	0/57	2/57	0/61	1/59	2/61
24-hour > 150 µg/m ³ (F)	0/56	0/57	0/57	0/61	0/59	0/61
Max. 24-Hr. Conc. (µg/m ³)	62.	43.	53.	48.	77.	85.
Ultra-Fine Particulates (PM-2.5)						
24-Hour > 35 µg/m ³ (F)	4/334	0/331	2/352	4/347	1/331	6/334
Max. 24-Hr. Conc. (µg/m ³)	64.5	31.7	39.2	50.1	37.8	56.2

Source: South Coast AQMD Air Monitoring Station Data Summary, Anaheim Station (3176)

Primary Pollutants

Air quality impacts generally occur on two scales of motion. Near an individual source of emissions or a collection of sources such as a crowded intersection or parking lot, levels of those pollutants that are emitted in their already unhealthful form will be highest. Carbon monoxide (CO) is an example of such a pollutant. Primary pollutant impacts can generally be evaluated directly in comparison to appropriate clean air standards. Violations of these standards where they are currently met, or a measurable worsening of an existing or future violation, would be considered a significant impact. Many particulates, especially fugitive dust emissions, are also primary pollutants. Because of the non-attainment status of the South Coast Air Basin (SCAB) for PM-10, an aggressive dust control program is required to control fugitive dust during project construction.

Secondary Pollutants

Many pollutants, however, require time to transform from a more benign form to a more unhealthful contaminant. Their impact occurs regionally far from the source. Their incremental regional impact is

minute on an individual basis and cannot be quantified except through complex photochemical computer models. Analysis of significance of such emissions is based upon a specified amount of emissions (pounds, tons, etc.) even though there is no way to translate those emissions directly into a corresponding ambient air quality impact.

Because of the chemical complexity of primary versus secondary pollutants, the SCAQMD has designated significant emissions levels as surrogates for evaluating regional air quality impact significance independent of chemical transformation processes. Projects with daily emissions that exceed any of the following emission thresholds are recommended by the SCAQMD to be considered significant under CEQA guidelines. These daily emissions thresholds are included in Table III-4).

**Table III-4
DAILY EMISSIONS THRESHOLDS**

Pollutant	Construction	Operations
ROG	75	55
NOx	100	55
CO	550	550
PM-10	150	150
PM-2.5	55	55
SOx	150	150
Lead	3	3

Source: SCAQMD CEQA Air Quality Handbook, November, 1993 Rev.

Additional Indicators

In its CEQA Handbook, the SCAQMD also states that additional indicators should be used as screening criteria to determine the need for further analysis with respect to air quality. The additional indicators are as follows:

- Project could interfere with the attainment of the federal or state ambient air quality standards by either violating or contributing to an existing or projected air quality violation.
- Project could result in population increases within the regional statistical area which would be in excess of that projected in the AQMP and in other than planned locations for the project's build-out year.
- Project could generate vehicle trips that cause a CO hot spot.

Proposed Project

The proposed project consists of a General Plan Amendment to the City of Placentia General Plan to create the Transient Oriented Development (TOD) and the establishment of a new TOD Zone Classification and related development standards. There is no specific development project proposed at this time, although the TOD Zone development standards envision a catalyst site that is anticipated to develop in the near future. The proposed project will be established within an area of the City that is almost 100% developed (refer to the aerial photo in Figure 3). Therefore, it is very difficult to forecast changes in air emissions from future development for the following reasons. First, it is not possible to know whether future development will reuse existing structures, demolish existing structures, or add on to existing structures to meet the TOD designation objectives. Second, it would be speculative to make a forecast regarding future area source emissions. For example, new development using modern building standards could add substantial additional square footage and still use less energy than existing

buildings. To avoid speculation, the only viable analytical alternative is to require detailed evaluations of each specific future project, which is imposed as a mitigation measure in the following analysis.

The only available project-related emission variable to evaluate is the maximum 5,000 vehicle trips that will be permitted within the 20-acre TOD area at buildout. Based on the trip generation forecast contained in the Traffic Impact Study (refer to Appendix 5), the existing development in the project area generates an estimated 1,247 average trips per day (ADT). The cap of 5,000 vehicle trips (net) at buildout assumes that an estimated 752 dwelling units (DU) could be constructed under an all residential development scenario and stay within the 5,000 vehicle trip cap or, alternatively, a mix of 75% residential (564 DU) and 25% commercial (~30,000 square feet of gross leasable area (GLA)) could also stay within the 5,000 vehicle trip cap. The trip generation component of the proposed project can be analyzed for air emissions and an emission forecast is presented below that assumes buildout in 2018 (a worst case assumption).

Impact Evaluation – Air Quality

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact – Criteria for determining consistency with the AQMP are defined in Chapter 12, Section 12.2 and Section 12.3 of the SCAQMD's CEQA Air Quality Handbook (1993) (21). These indicators are discussed below.

- Consistency Criterion No. 1: The proposed project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

Operational Impacts

The project regional analysis demonstrates that project-related vehicle operation emissions would not exceed the applicable SCAQMD threshold, and would therefore not result in or cause violations of the CAAQS and NAAQS. On the basis of the preceding discussion, the project is consistent with the first criterion.

- Consistency Criterion No. 2: The Project will not exceed the assumptions in the AQMP based on the years of Project build-out phase.

The 2012 AQMP demonstrates that the applicable ambient air quality standards can be achieved within the timeframes required under federal law. Growth projections from local general plans adopted by cities in the district are provided to the Southern California Association of Governments (SCAG), which develops regional growth forecasts, which are then used to develop future air quality forecasts for the AQMP. The proposed TOD GPA, Zone Change and Development Standards will replace the existing Industrial and Manufacturing land use designations within the 28.2-acre project area. Even though the new designations will replace the existing land use designations, the proposed new land use designations are clearly consistent with SCAG regional programs.

SCAG RTP/SCS Regional Policies

The following analysis of SCAG's Regional Transportation Plan/Sustainable Communities policies is provided.

SCAG's 2012-2035 RTP/SCS Plan identifies coordinated transportation and land use planning strategies intended to reduce greenhouse gas (GHG) emissions in accordance with SB 375 and to benefit regional quality of life. The RTP/SCS Plan emphasizes placing higher intensity housing and jobs in locations with existing high quality transit infrastructure that make daily travel via transit or active transportation (biking, walking, etc) feasible and attractive alternatives to single occupancy vehicle travel. Placentia's TOD

designation (refer to Appendix 1) is designed to achieve this specific goal. Specific metrics identified in the SCAG Facts About California's Sustainable Communities Plans¹ (Fact Sheet) are: 2/3 of new housing will be multi-family by 2035; over 60% of all jobs will be within High Quality Transit Areas (HQTAs) by 2035; over half of new homes and jobs will be within walking distance of transit; fewer drive-alone trips and more transit use, biking and walking and HOV (high occupancy) trips; average auto trip length decreases through 2035; per capita vehicle miles traveled (VMT) decreases through 2035. The proposed project includes sidewalks, bike paths and most important, close proximity to mass transit, including the new Placentia Metrolink Station. The site is located within a HQTA and future TOD development will be within reasonable walking distance of mass transit. The project encourages the construction of mixed use development, including multi-family residences in a region where abundant job opportunities exist, such that future residents would be able to access employment via transit, biking or walking (multiple use development is highly encouraged).

The proposed project constitutes infill development, through redevelopment of an aging industrial area of the City. The California Air Resources Board (CARB) Technical Evaluation of the Greenhouse Gas Emission Reduction Quantification for the Southern California Association of Governments' SB 375 Sustainable Communities Strategy dated May 2012 notes that SCAG's SCS relies on the following key policies and strategies:

- Focusing new growth in existing and emerging population centers and along major transportation corridors;
- Creating significant areas of mixed use development and walkable communities;
- Targeting growth around existing and planned transit stations; and
- Preserving existing open space and protecting established residential areas.

The CARB Evaluation further states, "The preferred alternative is believed to meet demand for a broader range of housing types, with new housing and land use focused on the development of smaller lot single-family homes, townhomes, and multi-family condominiums and apartments." The proposed Project is consistent with the focus of future development on townhomes and multi-family condominiums and apartments. The Project area will eventually integrate into a walkable community oriented towards high quality mass transit availability after redevelopment is completed.

The proposed Project would be consistent with SCAG 2012 RTP/SCS Goals summarized as follows.

RTP/ SCS Goal 1: Align the plan investments and policies with improving regional economic development and competitiveness

Consistent. The proposed project establishes a new land use designation (TOD) that will facilitate redevelop an older area of the City to take advantage of a new Metrolink Station adjacent to the site. Appendix 1 identifies the anticipate infrastructure improvements (roadways, bike trails, sidewalks and mass transit) that will be created through the new TOD land use designation.

RTP/ SCS Goal 2: Maximize mobility and accessibility for all people and goods in the region

Consistent. Through a combination of higher density development; connections to mass transit systems; incorporation of new mass transit features and mixed-use (commercial and residential development), the new TOD designation fulfills this goal.

¹ http://www.arb.ca.gov/cc/sb375/scag_fact_sheet.pdf

RTP/ SCS Goal 3: Ensure travel safety and reliability for all people and goods in the region

Consistent. The proposed project will re-construct roadways within and surrounding the project site to their ultimate or half-width paved sections. Through fair share contributions improvements to the connecting circulation system will be enhanced. Both routine and emergency response will be enhanced to the project area.

RTP/ SCS Goal 4: Preserve and ensure a sustainable regional transportation system

Consistent. The proposed project will contribute to a sustainable regional transportation system through creation of high density residential development combined with high quality connections to both the local and regional transportation systems. Implementation of the TOD GPA and Zone Change is designed specifically to sustain alternative transportation systems to the automobile.

RTP/ SCS Goal 5: Maximize the productivity of our transportation system

Consistent. By creating a high density residential area adjacent to the new Metrolink Station the City's proposed TOD GPA and Zone Change will maximize productivity of the local and regional transportation systems.

RTP/ SCS Goal 6: Protect the environment and health of our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking)

Consistent. The proposed project includes sidewalks and bicycle trails that would provide safe and aesthetically pleasing opportunities for pedestrian and bicycle travel. The new land use designation is also designed to integrate retail commercial facilities to support the future residents. The specific goal of this new land use designation is to reduce vehicle trips and related air pollutant emissions while encouraging active alternative modes of transportation.

RTP/ SCS Goal 7: Actively encourage and create incentives for energy efficiency, where possible

Consistent. A specific objective of the new TOD designation is to facilitate redevelopment of the existing project area and to replace mostly older industrial buildings with either new buildings or through reuse of the existing structures. This transition to modern energy efficient structures will result in substantial incentive for energy efficient buildings.

RTP/ SCS Goal 8: Encourage land use and growth patterns that facilitate transit and non-motorized transportation

Consistent. The proposed project design requirements (Appendix 1) includes sidewalks and bike trails and connections to mass transit that will facilitate non-motorized transportation throughout the project area. The project is anticipated to foster a substantial reduction in average vehicle trip length, per capita vehicle miles traveled, and the percent of drive-alone vehicle trips.

RTP/ SCS Goal 9: Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies

Consistent. The proposed project would have no direct impact on system monitoring, rapid recovery planning, and coordination with other security agencies. However, the proposed project would generate on-going demand and funds that are indirectly designed to make the new Metrolink Station and other mass transit and alternative modes of transportation successful.

AQMP Consistency Conclusion

The project would not result in or cause NAAQS or CAAQS violations. The project is specifically designed to support the local and regional goals for use of alternative modes of transportation. It will be fully consistent with the SCAG RTP/SCS goals designed to meet SB 375. The proposed project is therefore considered to be consistent with the AQMP.

- b) *Violate any air quality standard or contribute substantially to an existing or projected air quality violation?*

Less Than Significant With Mitigation Incorporated – As indicated in the summary project description above, the proposed project does not presently consist of any specific projects for which construction emissions can be forecast. Due to the concept of redeveloping the project area that is already fully built out, it is too speculative for accurate construction emissions to be estimated. Also as noted above, the ability to forecast future area source emissions is considered too speculative until specific projects are submitted for review under the TOD designation/classification. However, to get a general assessment of a comparable project, research was conducted to identify a comparable local project with both demolition and construction impacts. Appendix 2 provides the air emission forecast for a project in nearby Anaheim (LA PALMA VILLAGE) and with appropriate mitigation incorporated the construction emissions can be controlled to a less than significant impact level. Based on this comparable example, it is reasonable to assume that future development within the TODA will be able to demonstrate compliance with the SCAQMD's construction CEQA significance thresholds. As older structures and uses are removed or reconstructed, the amount of energy consumed by the new use relative to the existing use will have to be estimated on a case-by-case basis.

III-1 *For each future project implemented within the TOD project area, the development shall identify project construction related emissions and specific best available control measures (BACMs) identified in Rule 403 required to ensure that fugitive dust or construction equipment exhaust emissions will not exceed SCAQMD construction thresholds of significance or emission concentrations at the nearest receptors identified by local significance thresholds. The specific BACMs identified shall be made conditions of approval to ensure implementation.*

III-2 *Only “Low-Volatile Organic Compounds” paints (no more than 100 gram/liter of VOC) and/or High Pressure Low Volume (HPLV) applications consistent with South Coast Air Quality Management District Rule 1113 shall be used.*

The City considered alternative development scenarios within the proposed TOD development area. As indicated in the project description, all efforts have been made to integrate mixed-uses and alternative modes into the project area to minimize future vehicle trips and vehicle miles traveled. The Traffic Impact Study estimated that the existing trips from the developed TOD area at 1,247 trips. Thus, to meet the objective of limiting future trips from the project area to 5,000 trips per day, the maximum number of trips that can be generated by future uses (all residential scenario and mix of residential and commercial) is 3,753. The following table provides the vehicle emission estimates based on based on CalEEMod defaults for the project area.

**Table III-5
 DAILY OPERATIONAL AIR POLLUTANT EMISSIONS YEAR 2018**

Source	Operational Emissions ¹						
	ROG	NOx	CO	SO ₂	PM ₁₀	PM _{2.5}	CO ₂
Mobile	8.2	39.6	111.4	0.3	27.6	7.7	36,031.1
SCAQMD Threshold	55	55	550	150	150	55	--
Exceeds Threshold (Yes/No)	No	No	No	No	No	No	--
¹ Emissions are expressed in pounds per day SOURCE: Giroux & Associates (January 2017)							

Based on this forecast, the future trips generated from the project area will not exceed the SCAQMD thresholds of significant for operational/occupancy emissions. Note that the detailed emission forecast data are provided in Appendix 2 of this document.

Because the City has included an assumption that total trips from the project area will not exceed 5,000 trips, the following mitigation measures will be implemented.

III-3 *As individual projects are submitted for entitlements in the future, the City will maintain a record of each individual project’s forecast trip generation and net area source emissions. When total trip generation (including the 1,247 existing trips) approaches 4,500, the City will not consider additional project entitlements within the TOD area, unless actual field monitoring of trips and area source verifies that actual trip generation is measured as being less than the SCAQMD thresholds when the verification is calculated. Field monitoring can consist of measuring trips and area source emissions from individual developments or monitoring trips on the local roadways entering and leaving the TOD area. Other verifiable measures may also be used to verify total trips, including interviews with residents or owners of businesses and verification of actual area source emissions. If the data indicate that the 5,000 trip ADT will be exceeded, the City will perform a new environmental evaluation in compliance with CEQA to assess whether continued development within the TOD area will exceed the emission significance thresholds in place at the time of measurement.*

Implementation of measure III-3 will ensure that air emission thresholds related to the adoption of the TOD GPA and Zone Change will not cause significant air pollution emissions within the South Coast Air Basin.

c) *Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?*

Less Than Significant With Mitigation Incorporated – The project area is designated as an extreme non-attainment area for ozone, and a non- attainment area for PM₁₀ and PM_{2.5}.

Construction Impacts

Project construction-source emissions would not exceed applicable SCAQMD regional thresholds based on implementing mitigation measures III-1 and III-2. Therefore, project construction-source emissions would be considered less than significant on a future project-specific and cumulative basis.

Operational Impacts

Project operational- source emissions would not exceed applicable SCAQMD regional thresholds with implementation of mitigation measure III-3. Therefore, project operational-source emissions would be considered less than significant on a project-specific and cumulative basis.

d) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant With Mitigation Incorporated – In this section the potential to expose sensitive receptors to substantial pollutant concentrations is evaluated. This section focuses on Localized Significance Thresholds and Carbon Monoxide (CO) emissions. The potential impact of project-generated air pollutant emissions at sensitive receptors has also been considered. Sensitive receptors can include uses such as long term health care facilities, rehabilitation centers, and retirement homes. Residences, schools, playgrounds, child care centers, and athletic facilities can also be considered as sensitive receptors.

Background on Localized Significance Threshold (LST) Development

The analysis makes use of methodology included in the SCAQMD *Final Localized Significance Threshold Methodology* (Methodology). The SCAQMD has established that impacts to air quality are significant if there is a potential to contribute or cause localized exceedances of the federal and/or state ambient air quality standards (NAAQS/CAAQS). Collectively, these are referred to as Localized Significance Thresholds (LSTs).

The significance of localized emissions impacts depends on whether ambient levels in the vicinity of any given project are above or below State standards. In the case of CO and NO₂, if ambient levels are below the standards, a project is considered to have a significant impact if project emissions result in an exceedance of one or more of these standards. If ambient levels already exceed a state or federal standard, then project emissions are considered significant if they increase ambient concentrations by a measurable amount. This would apply to PM₁₀ and PM_{2.5}; both of which are non-attainment pollutants.

The SCAQMD established LSTs in response to the SCAQMD Governing Board's Environmental Justice Initiative I-4. LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest residence or sensitive receptor. The SCAQMD states that lead agencies can use the LSTs as another indicator of significance in its air quality impact analyses.

LSTs were developed in response to environmental justice and health concerns raised by the public regarding exposure of individuals to criteria pollutants in local communities. To address the issue of localized significance, the SCAQMD adopted LSTs that show whether a project would cause or contribute to localized air quality impacts and thereby cause or contribute to potential localized adverse health effects. The analysis makes use of methodology included in the SCAQMD *Final Localized Significance Threshold Methodology* (LST Methodology).

Based on implementation of mitigation measures III-1, III-2, and III-3, LST emissions must be less than the LST significance thresholds for future individual projects, or the project would be required to prepare a follow-on CEQA compliance evaluation. Therefore, sensitive receptors would not be subject to a significant air quality impact during project construction or operation/occupancy.

CO Hotspot Analysis

As discussed below, the project would not result in potentially adverse CO concentrations or "hot spots." Further, detailed modeling of project-specific carbon monoxide (CO) "hot spots" is not needed to reach this conclusion.

An adverse CO concentration, known as a “hot spot”, would occur if an exceedance of the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm were to occur. At the time of the 1993 Handbook, the SCAB was designated nonattainment under the California AAQS and National AAQS for CO.

It has long been recognized that CO hotspots are caused by vehicular emissions, primarily when idling at congested intersections. In response, vehicle emissions standards have become increasingly stringent in the last 20 years. Currently, the allowable CO emissions standard in California is a maximum of 3.4 grams/mile for passenger cars (there are requirements for certain vehicles that are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of increasingly sophisticated and efficient emissions control technologies, CO concentration in the SCAB is now designated as attainment, as previously noted. Also, CO concentrations in the project vicinity have steadily declined, as indicated by historical emissions data presented previously (Table III-3).

To establish a more accurate record of baseline CO concentrations affecting the SCAB, a CO “hot spot” analysis was conducted in 2003 for four busy intersections in Los Angeles at the peak morning and afternoon time periods. This “hot spot” analysis did not predict any violation of CO standards, as shown on Table III-6.

Based on the SCAQMD’s 2003 AQMP and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan), peak carbon monoxide concentrations in the SCAB were a result of unusual meteorological and topographical conditions and not a result of traffic volumes and congestion at a particular intersection. As evidence of this, for example, 9.3 ppm 8-hr CO concentration measured at the Long Beach Blvd. and Imperial Hwy. intersection (highest CO generating intersection within the “hot spot” analysis), only 0.7 ppm was attributable to the traffic volumes and congestion at this intersection; the remaining 8.6 ppm were due to the ambient air measurements at the time the 2003 AQMP was prepared (39). In contrast, the ambient 8-hr CO concentration within the Project study area is estimated at 2.7 ppm (please refer to previous Table III-3). Therefore, even if the traffic volumes for the proposed Project were double or even triple of the traffic volumes generated at the Long Beach Blvd. and Imperial Hwy. intersection, coupled with the on-going improvements in ambient air quality, the Project would not be capable of resulting in a CO “hot spot” at any study area intersections.

**Table III-6
 CO MODEL RESULTS**

Intersection Location	Carbon Monoxide Concentrations (ppm)		
	Morning 1-hour	Afternoon 1-hour	8-hour
Wilshire-Veteran	4.6	3.5	4.2
Sunset-Highland	4	4.5	3.9
La Cienega-Century	3.7	3.1	5.8
Long Beach-Imperial	3	3.1	9.3

Similar considerations are also employed by other Air Districts when evaluating potential CO concentration impacts. More specifically, the Bay Area Air Quality Management District (BAAQMD) concludes that under existing and future vehicle emission rates, a given project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—in order to generate a significant CO impact (40).

Traffic volumes generating the CO concentrations for the “hot spot” analysis, shown on Table III-7. The busiest intersection evaluated was that at Wilshire Blvd. and Veteran Ave., which has a daily traffic volume of approximately 100,000 vehicles per day. The 2003 AQMP estimated that the 1-hour concentration for this intersection was 4.6 ppm; this indicates that, should the daily traffic volume increase

four times to 400,000 vehicles per day, CO concentrations (4.6 ppm x 4= 18.4 ppm) would still not likely exceed the most stringent 1-hour CO standard (20.0 ppm).²

The proposed project considered herein would not produce the volume of traffic required to generate a CO “hot spot” either in the context of the 2003 Los Angeles hot spot study, or based on representative BAAQMD CO threshold considerations. Therefore, CO “hot spots” are not an environmental impact of concern for the proposed Project. Localized air quality impacts related to mobile-source emissions would therefore be less than significant.

**Table III-7
 TRAFFIC VOLUMES FOR INTERSECTIONS EVALUATED IN AQMP**

Intersection Location	Peak Traffic Volumes (vph)				
	Eastbound (AM/PM)	Westbound (AM/PM)	Southbound (AM/PM)	Northbound (AM/PM)	Total (AM/PM)
Wilshire-Veteran	4,954/2,069	1,830/3,317	721/1,400	560/933	8,062/7,719
Sunset-Highland	1,417/1,764	1,342/1,540	2,304/1,832	1,551/2,238	6,614/5,374
La Cienega-Century	2,540/2,243	1,890/2,728	1,384/2,029	821/1,674	6,634/8,674
Long Beach-Imperial	1,217/2,020	1,760/1,400	479/944	756/1,150	4,212/5,514

e) *Create objectionable odors affecting a substantial number of people?*

Less Than Significant With Mitigation Incorporated – The potential for the project to generate objectionable odors has also been considered. Land uses generally associated with odor complaints include:

- Agricultural uses (livestock and farming)
- Wastewater treatment plants
- Food processing plants
- Chemical plants
- Composting operations
- Refineries
- Landfills
- Dairies
- Fiberglass molding facilities

Residential uses typically do not generate offensive odors and do not require any mitigation to be a less than significant odor source. However, the proposed project would allow uses that can generate odors, including retail commercial uses such as dry cleaners and restaurants, including fast food. The City will implement the following mitigation measure for commercial uses that can generate offensive odors.

III-4 For each future project implemented within the TOD project area that can generate offensive odors, the development shall identify project-specific best available control measures (BACMs) for the specific odors that ensure adjacent sensitive receptors will not be exposed to odor concentrations that would conflict with residential uses. The specific BACMs identified for odor control shall be made conditions of approval to ensure implementation.

² Based on the ratio of the CO standard (20.0 ppm) and the modeled value (4.6 ppm).

Potential sources of operational odors generated by the project could also include disposal of miscellaneous commercial refuse. Consistent with City requirements, all project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with solid waste regulations, thereby precluding substantial generation of odors due to temporary holding of refuse on-site. Moreover, SCAQMD Rule 402 acts to prevent occurrences of odor nuisances and can be utilized by sensitive odor receptors in the future to enforce effective management of any nuisance odors.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
IV. BIOLOGICAL RESOURCES: Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				X
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				X
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

SUBSTANTIATION: The following information utilized in this Section of the Initial Study was obtained from both a review of the project area and from the U.S. Fish and Wildlife Service IPaC Trust Resources Report, generated on October 12, 2016, pertaining to the TOD Project area only. The IPaC report is provided as Appendix 3 to this document.

- a) *Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*

No Impact – The TOD project area is 100% urbanized with no open land, no natural habitat and no potential habitat to support any species identified as candidate, sensitive or special status species. Though the IPaC report states that some threatened and endangered species exist within the project region, this report is provided as a general overview of the project area with no data specific to the project site itself. Therefore, because the TOD project area is 100% urbanized, there is no potential for impacts to any listed species as part of the implementation of the proposed project. With no habitat or species of concern located within the project area, the implementation of the TOD designation has no potential for impact to any native biological resources. No impacts are anticipated. No mitigation is required.

- b) *Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*

No Impact – The project area is 100% urbanized and does not contain any riparian habitat or other sensitive natural community resources. Therefore, no adverse impact to any native biological resources can occur from implementing the proposed project.

- c) *Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

No Impact – The project area is 100% urbanized and does not contain any wetlands as defined by Section 404 of the Clean Water Act) or any other sensitive natural community resources. Therefore, no adverse impact to any native biological resources, including wetlands, can occur from implementing the proposed project.

- d) *Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

No Impact – With no native habitat and no wildlife corridors through the project area, the project has no potential to interfere with the movement of native animals of any kind or to impede the use of any native wildlife nursery sites.

- e) *Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

No Impact – The project area is 100% urbanized and does not contain any native plants, including trees. Landscape plants and trees do occur sporadically throughout the area (refer to Figure 3), but these non-native plants are not covered by local policies or ordinances as there are no ordinances regarding the removal or preservation of native trees within the City of Placentia. Therefore, the proposed project does not have a potential to conflict with any policies or ordinances that protect native biological resources.

- f) *Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

No Impact – The project site is 100% urbanized and there are no adopted plans to protect native habitats or natural communities. As previously stated, the City of Placentia does not have any Habitat Conservation Plans, Natural Community Conservation Plans, or other local, regional or state habitat plans that would pertain to the project area. Therefore, the proposed project does not have a potential to conflict with any such plans.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
V. CULTURAL RESOURCES: Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in '15064.5?		X		
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to '15064.5?				X
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X
d) Disturb any human remains, including those interred outside of formal cemeteries?			X	
e) Cause a substantial adverse change in the significance of a tribal cultural resource pursuant to AB 52?			X	

SUBSTANTIATION

a) *Cause a substantial adverse change in the significance of a historical resource as defined in '15064.5?*

Less Than Significant With Mitigation Incorporated – As noted in the project description, the TOD project area is 100% developed with urban uses. Many of the existing structures are older than 50 years, some of them much older. Development of future TOD facilities will likely require demolition of existing structures in some instances. The exception to the currently proposed development is the former Placentia Orange Growers Association packing warehouse which is known to have some historic value and which is proposed to be retained and reused for mixed commercial uses. Although none of the structures have been identified by the City as historic, a potential does exist that such structures may have historical significance as defined in Section 15064.5 of the State CEQA Guidelines. Therefore, the following mitigation measure will be implemented to ensure that no significant adverse impact to a significant cultural resource will result from future redevelopment of a property within the TOD project area.

- V-1** *Prior to demolition of any structure greater than 50 years in age in support of a TOD facility, the City will require a comprehensive historical resource evaluation of the structure. If it is determined that the structure has significant historical value, specific management actions will be defined to reduce impacts to a less than significant impact level. If mitigation to a less than significant historical impact level cannot be achieved, the City will require the preparation of a second tier environmental document, most probably EIR, prior to allowing the TOD project to proceed.*

This measure can control the historical impacts of the TOD approval to a less than significant impact level, or it will result in preparation of a higher level document prior to demolition of any historically significant structure in support of the TOD project area.

b) *Cause a substantial adverse change in the significance of an archaeological resource pursuant to '15064.5?*

No Impact – The whole of the TOD area has been historically disturbed through grading, compaction and building or infrastructure construction. Therefore, the project area can no longer contain any archaeological resources/sites with integrity or contextual value. The proposed project has no potential to adversely impact significant archaeological resources or values.

c) *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

No Impact – The whole of the TOD area has been historically disturbed through grading, compaction and building or infrastructure construction. Therefore, the project area can no longer contain any paleontological resources/sites with integrity or contextual value. The proposed project has no potential to adversely impact significant paleontological resources or values.

d) *Disturb any human remains, including those interred outside of formal cemeteries?*

Less Than Significant Impact – Based on historic disturbance of the whole project area, the potential for encountering human remains is very low. If human remains are accidentally exposed during demolition or site grading, Section 7050.5 of the California Health and Safety Code requires a contractor to immediately stop work in the vicinity of the discovery and notify the County Coroner. The Coroner must then determine whether the remains are human and if such remains are human, the Coroner must determine whether the remains are or appear to be of a Native American. If deemed potential Native American remains, the Coroner contacts the Native American Heritage Commission to identify the most likely affected tribe and to initiate proper recovery of such remains. Since this process is mandatory, no mitigation is required to ensure that the impacts to human remains will be less than significant.

e) *Cause a substantial adverse change in the significance of a tribal cultural resource pursuant to AB 52?*

Less Than Significant Impact – The City of Placentia has been notified by two Native American tribes regarding possible occurrence of traditional cultural resources within its boundaries. AB 52 notification was sent to the following Native American groups: Gabrieleño Band of Mission Indians – Kizh Nation and Juaneño Band of Mission Indians – Acjachemen Nation. At the date of this publication no responses had been received.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
VI. GEOLOGY AND SOILS: Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
<ul style="list-style-type: none"> Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. 				X
<ul style="list-style-type: none"> Strong seismic ground shaking? 			X	
<ul style="list-style-type: none"> Seismic-related ground failure, including liquefaction? 			X	
<ul style="list-style-type: none"> Landslides? 				X
b) Result in substantial soil erosion or the loss of topsoil?		X		
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in onsite or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?		X		
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?		X		
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X

SUBSTANTIATION

- a) *Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:*
- Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.*

No Impact – According to the Draft General Plan Safety Element, the City of Placentia does not have any active faults located within its boundary, this is shown on the Fault Map obtained from the United States

Geological Survey (Figure VI-1). Therefore, future residential and commercial structures constructed within the TOD area will not be subject to surface rupture from a known earthquake fault.

- *Strong seismic ground shaking?*

Less Than Significant Impact – The Draft General Plan Safety Element indicates that the City is exposed to moderate to severe seismic shaking. Some degree of structural damage may occur due to stronger seismic shaking. However, the risk can be reduced through adherence to seismic design codes in the California Building Code, 2013. Since this is a General Plan policy and therefore mandatory for future development within the TOD area, no mitigation is required in order to minimize future impact to structures from ground shaking.

- *Seismic-related ground failure, including liquefaction?*

Less Than Significant Impact – The Draft General Plan Safety Element indicates that portions of the City are exposed to limited liquefaction hazards. The State of California Seismic Hazard Zones, Orange Quadrangle shows that the proposed project area is located within an area with historic occurrences of liquefaction (Figure VI-2). Some degree of structural damage may occur due to potential liquefaction within the project area. The City's building code requires structures in liquefaction areas to be designed to withstand the potential impacts that could be caused by liquefaction. Since this is a building code requirement and therefore mandatory, no mitigation is required in order to minimize future impact to structures from liquefaction hazard.

- *Landslides?*

No Impact – The project area does not have substantial slopes or steep topography located within its boundaries. The majority of the City, including the TOD area, is not identified as having a significant landslide hazard. With no potential for landslides, the proposed project will not expose future development in the TOD area to such hazards.

- b) *Result in substantial soil erosion or the loss of topsoil?*

Less Than Significant With Mitigation Incorporated – All future development under the TOD designation will occur within an existing urbanized area as re-development. The TOD area is an engineered environment with an existing stormwater runoff system already in place. Each City is required to ensure that site development implements a Storm Water Pollution Prevention Plan to control soil erosion, loss of topsoil and water pollution during construction and a Water Quality Management Plan to control soil erosion, loss of topsoil and water pollution over the long term. With implementation of these mandatory Plans, the mitigation outlined below, and their Best Management Practices (BMPs), future development under the TOD designation will not result in substantial soil erosion or loss of topsoil.

- VI-1** *Prior to approval of specific development projects within the TOD area in the future, the City will require comprehensive documentation of the erosion control and water quality best management practices (BMPs) that will be implemented by a proposed site specific project. This documentation shall demonstrate that erosion, sedimentation and discharge of storm water from the site during construction and after development will not cause degradation of storm water runoff from the project site that could cause or contribute to a violation of the beneficial uses and water quality standards downstream from the project site.*

- c) *Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in onsite or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?*

Less Than Significant With Mitigation Incorporated – Within the TOD area future structures may be about 75 feet in height (five stories). Although the existing development within the TOD area includes structures up to about 50 feet in height, the new structures may require additional geotechnical engineering to address the potential for lateral spreading, subsidence or liquefaction issues. Therefore, the following mitigation measure shall be implemented for new structures constructed within the TOD area that are over two stories.

- VI-2** *Concurrent with accepting an application for a residential structures within the TOD area, the developer shall submit a professionally prepared geotechnical report that includes geotechnical design specifications for the proposed structure at the project site. These design specifications shall demonstrate that any site specific sources of instability can be controlled to a less than significant impact level and these requirements shall be implemented through a condition of approval imposed by the City on the proposed structure.*

With implementation of this mitigation measure, the potential for geotechnical instability to adversely impact future structures constructed under the TOD designation can be controlled to a less than significant impact level.

- d) *Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?*

Less Than Significant With Mitigation Incorporated – All future development under the TOD designation will occur within an existing, relatively flat, urbanized area as re-development. As discussed in the General Plan, expansive soils within the City appear “to pose no significant development constraint or land use planning impact so long as adequate pre-development and designs are utilized” (Safety Element 1-13 to 1-14). These pre-development and design requirements are addressed in the City’s building code, and are therefore mandatory. Additionally, according to the United States Department of Agriculture Web Soil Survey, the project Area of Potential Effect (APE) is underlain by Mocho loam and Myford sandy loam, which are, according to the National Cooperative Soil Survey (see links below), moderately to extremely well-drained with slow permeability, and therefore are not considered expansive soils. However, there is insufficient information to conclude whether any expansive soil exists within the whole of the TOD area. Mitigation measure VI-2 contains requirements that will ensure that if expansive soil occurs at any location within the area, it will not result in creating a substantial risk to life or property.

https://soilseries.sc.egov.usda.gov/OSD_Docs/M/MOCHO.html
https://soilseries.sc.egov.usda.gov/OSD_Docs/M/MYFORD.html

- e) *Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?*

No Impact – The whole TOD area is presently served by a wastewater collection system (sewer) and no future structures will be utilizing septic tanks or alternative onsite disposal systems. Therefore, the proposed TOD designation does not rely on such soils and no adverse impact can result under this issue.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
VII. GREENHOUSE GAS EMISSIONS: Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?		X		
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?		X		

SUBSTANTIATION

- a) *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*
- b) *Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

Less Than Significant With Mitigation Incorporated – “Greenhouse gases” (so called because of their role in trapping heat near the surface of the earth) emitted by human activity are implicated in global climate change, commonly referred to as “global warming.” These greenhouse gases contribute to an increase in the temperature of the earth’s atmosphere by transparency to short wavelength visible sunlight, but near opacity to outgoing terrestrial long wavelength heat radiation in some parts of the infrared spectrum. The principal greenhouse gases (GHGs) are carbon dioxide, methane, nitrous oxide, ozone, and water vapor. For purposes of planning and regulation, Section 15364.5 of the California Code of Regulations defines GHGs to include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons and sulfur hexafluoride. Fossil fuel consumption in the transportation sector (on-road motor vehicles, off-highway mobile sources, and aircraft) is the single largest source of GHG emissions, accounting for approximately half of GHG emissions globally. Industrial and commercial sources are the second largest contributors of GHG emissions with about one-fourth of total emissions.

California has passed several bills and the Governor has signed at least three executive orders regarding greenhouse gases. GHG statues and executive orders (EO) include AB 32, SB 1368, EO S-03-05, EO S-20-06 and EO S-01-07.

AB 32 is one of the most significant pieces of environmental legislation that California has adopted. Among other things, it is designed to maintain California’s reputation as a “national and international leader on energy conservation and environmental stewardship.” It will have wide-ranging effects on California businesses and lifestyles as well as far reaching effects on other states and countries. A unique aspect of AB 32, beyond its broad and wide-ranging mandatory provisions and dramatic GHG reductions are the short time frames within which it must be implemented. Major components of the AB 32 include:

- Require the monitoring and reporting of GHG emissions beginning with sources or categories of sources that contribute the most to statewide emissions.
- Requires immediate “early action” control programs on the most readily controlled GHG sources.
- Mandates that by 2020, California’s GHG emissions be reduced to 1990 levels.

- Forces an overall reduction of GHG gases in California by 25-40%, from business as usual, to be achieved by 2020.
- Must complement efforts to achieve and maintain federal and state ambient air quality standards and to reduce toxic air contaminants.

Statewide, the framework for developing the implementing regulations for AB 32 is under way. Maximum GHG reductions are expected to derive from increased vehicle fuel efficiency, from greater use of renewable energy and from increased structural energy efficiency. Additionally, through the California Climate Action Registry (CCAR now called the Climate Action Reserve), general and industry-specific protocols for assessing and reporting GHG emissions have been developed. GHG sources are categorized into direct sources (i.e. company owned) and indirect sources (i.e. not company owned). Direct sources include combustion emissions from on-and off-road mobile sources, and fugitive emissions. Indirect sources include off-site electricity generation and non-company owned mobile sources.

Thresholds of Significance

In response to the requirements of SB97, the State Resources Agency developed guidelines for the treatment of GHG emissions under CEQA. These new guidelines became state laws as part of Title 14 of the California Code of Regulations in March, 2010. The CEQA Appendix G guidelines were modified to include GHG as a required analysis element. A project would have a potentially significant impact if it:

- Generates GHG emissions, directly or indirectly, that may have a significant impact on the environment, or,
- Conflicts with an applicable plan, policy or regulation adopted to reduce GHG emissions.

Section 15064.4 of the Code specifies how significance of GHG emissions is to be evaluated. The process is broken down into quantification of project-related GHG emissions, making a determination of significance, and specification of any appropriate mitigation if impacts are found to be potentially significant. At each of these steps, the new GHG guidelines afford the lead agency with substantial flexibility.

Emissions identification may be quantitative, qualitative or based on performance standards. CEQA guidelines allow the lead agency to “select the model or methodology it considers most appropriate.” The most common practice for transportation/combustion GHG emissions quantification is to use a computer model such as CalEEMod, as was used in the ensuing analysis.

The significance of those emissions then must be evaluated; the selection of a threshold of significance must take into consideration what level of GHG emissions would be cumulatively considerable. The guidelines are clear that they do not support a zero net emissions threshold. If the lead agency does not have sufficient expertise in evaluating GHG impacts, it may rely on thresholds adopted by an agency with greater expertise.

On December 5, 2008 the SCAQMD Governing Board adopted an Interim quantitative GHG Significance Threshold for industrial projects where the SCAQMD is the lead agency (e.g., stationary source permit projects, rules, plans, etc.) of 10,000 Metric Tons (MT) CO₂ equivalent/year. In September 2010, the SCAQMD CEQA Significance Thresholds GHG Working Group released revisions which recommended a threshold of 3,000 MT CO₂e for all land use projects. This 3,000 MT/year recommendation has been used as a guideline for this analysis. In the absence of an adopted numerical threshold of significance, project related GHG emissions in excess of the guideline level are presumed to trigger a requirement for enhanced GHG reduction at the project level. Project Related GHG Emissions Generation.

Proposed Project

The proposed project consists of a General Plan Amendment to the City of Placentia General Plan create the Transient Oriented Development (TOD) and the establishment of a new TOD Zone Classification and related development standards. There is no specific development project proposed at this time, although the TOD Zone development standards envision a catalyst site that is anticipated to develop in the near future. The proposed project will be established within an area of the City that is almost 100% developed (refer to the aerial photo in Figure 3). Therefore, it is very difficult to forecast changes in GHG emissions from future development for the following reasons. First, it is not possible to know whether future development will reuse existing structures, demolish existing structures, or add on to existing structures to meet the TOD designation objectives. Second, it would be speculative to make a forecast regarding future area source and energy emissions. For example, new development using modern building standards could add substantial additional square footage and still use less energy than existing buildings. This could result in an actual reduction in GHG emissions relative to the existing condition. To avoid speculation, the only viable analytical alternative is to require detailed evaluations of each specific future project, which is imposed as a mitigation measure in the following analysis.

The only available project-related GHG emission variable to evaluate is the maximum 5,000 vehicle trips that will be permitted within the 28.2-acre TOD area at buildout. Based on the trip generation forecast contained in the Traffic Impact Study (refer to Appendix 5), the existing development in the project area generates an estimated 1,247 average trips per day (ADT). The cap of 5,000 vehicle trips (net) at buildout assumes that an estimated 752 dwelling units (DU) could be constructed under an all residential development scenario and stay within the 5,000 vehicle trip cap or, alternatively, a mix of 75% residential (564 DU) and 25% commercial (~30,000 square feet of gross leasable area (GLA)) could also stay within the 5,000 vehicle trip cap. The trip generation component of the proposed project can be analyzed for GHG emissions and an emission forecast is presented below that assumes buildout in 2018 (a worst case assumption).

Construction Activity GHG Emissions

With no specific projects under consideration at this time, the amount of GHG emissions related to construction activities cannot be estimated. Regardless, the following mitigation measure will be implemented to control future project specific GHG emissions to a less than significant impact level.

VII-1 As individual projects are submitted for review in the future, the City will require a GHG emission forecast for proposed construction activities. If construction-related GHG emissions exceed regionally accepted thresholds, the City will require mitigation to offset such emissions. Mitigation may be in the form of GHG emission offsets or credits obtained from other projects or mitigation banks. If the data indicate that the construction GHG emissions will exceed thresholds of significance in place at the time of construction after application of mitigation, the City will perform a new environmental evaluation in compliance with CEQA to assess whether continued development will exceed the emission significance thresholds in place at the time of measurement.

Project Operational GHG Emissions

There is no GHG threshold of significance for a planning area project compared to an individual project, which has a threshold of 3,000 MTCO₂(e). Therefore, the following mitigation measure will be implemented by the City to control future individual project-related GHG emissions to the 3,000 MTCO₂(e), based on all GHG emissions generated by project operation/occupancy and the annualized construction emissions. To address future GHG emissions and control them below the 3,000 MTCO₂(e)

threshold for future project specific impacts, the following mitigation measure will be implemented by the City.

- VII-2** *As individual projects are submitted for entitlements in the future, the City will require a GHG evaluation on each project and ensure that project-related GHG emissions do not exceed the 3,000 MTCO₂(e) threshold. Where this threshold will be exceeded, the City will require the developer to provide project-related GHG emission reductions (such as higher energy conservation), use of recycled water or other GHG reduction measures. The City will also accept verifiable GHG emission offsets from projects. However, if the data indicate that the project specific GHG threshold will be exceeded, the City will perform a new environmental evaluation in compliance with CEQA to assess whether the development within the TOD area will exceed the emission significance thresholds.*

This measure combined with the project's implementation of regional SB 375 goals associated with TOD development will ensure that the proposed TOD GPA and Zone Change will not cause significant GHG emissions.

Consistency with GHG Plans, Programs and Policies

The City of Placentia has not yet developed a Greenhouse Gas Reduction Plan. The applicable GHG planning document is AB-32. As discussed above, the project is not expected to result in a significant increase in GHG emissions. As a result, the project results in GHG emissions below the recommended SCAQMD 3,000 MTCO₂(e) threshold established for future specific projects. Therefore, the project would not conflict with any applicable plan, policy, or regulation to reduce GHG emissions.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?		X		
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		X		
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?		X		
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X

SUBSTANTIATION

a) *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

Less Than Significant Impact With Mitigation Incorporated – The proposed TOD designation will allow future residential, office and commercial development within the existing developed project area. During

occupancy of the proposed project, either residential or commercial in nature, potentially hazardous materials such as fuel, paint products, solvents, and cleaning products, could be present on site once a TOD area site is developed. Such materials will be present on-site in small quantities for regular cleaning and maintenance activities associated with the operation of commercial uses. Residential uses do not routinely transport, use or generate hazardous materials or wastes in a quantity that poses a hazard to individual or the neighborhood. Minor quantities of household hazardous waste may be generated randomly by residential uses, but such generation is in small quantities and it is typically random, not routine. During the construction of future structures in the TOD area, there could be a potential for accidental release of petroleum products in sufficient quantity to pose a significant hazard to people or the environment. Therefore, the following mitigation measure will be incorporated into the SWPPP or erosion control plan prepared for all future construction within the TOD project area, and this will reduce any such potential hazards to a less than significant level.

VIII-1 All spills or leakage of petroleum products or other hazardous materials during construction activities will be remediated in compliance with applicable state and local regulations regarding cleanup and disposal of the contaminant released. The contaminated waste will be collected and disposed of at an appropriately licensed disposal or treatment facility. This measure will be incorporated into the SWPPP or erosion control plan prepared for site specific development within the project area.

b) *Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

Less Than Significant With Mitigation Incorporated – As noted in the previous discussion, residential uses have a very low potential to cause a significant hazard from release of hazardous material to the environment. Any household hazardous materials/wastes will be of such a small quantity that creation of a significant hazard due to upset or accident conditions is below a level of significant impact. Additionally, the commercial uses permitted under the TOD area are not of a nature that will require the use of and potential release of significant quantities of hazardous materials into the environment because hazardous materials will not be present on future sites in large enough quantities to pose a threat to the environment. However, during construction, accidental release of hazardous material, particularly construction equipment accidental release of petroleum products can occur and pose a hazard to the public or environment. Mitigation measure VIII-1 above is considered sufficient to mitigate any future significant impacts. Thus, implementation of this measure can ensure that no significant adverse impact to humans or the environment will result from future development under the TOD designation.

c) *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

No Impact – The project will not allow hazardous emissions to be emitted or to include handling hazardous or acutely hazardous materials, substances, or waste because the TOD restricts future uses to residential and commercial uses consistent with the TOD designation. No existing or proposed schools are located within a one-quarter mile distance of the project area. No adverse impacts are anticipated under this issue.

d) *Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

Less Than Significant With Mitigation Incorporated – Based on a review of hazardous materials sites gathered from the California State Water Board's GeoTracker website, there are 23 known hazardous materials sites located within one-half mile of the project area, with some occurring within the project

area. Most of these sites have been remediated (cleaned) and the cases closed. However, there is a potential for future development under the TOD designated area to expose the public to significant hazards from re-developing property within the project area. Therefore, the following mitigation measure shall be implemented prior to approval of any future project proposed under the TOD designation.

VIII-2 Prior to approval of any project under the TOD designation, a Phase I and/or Phase II Environmental Site Assessment shall be prepared to document the potential for any residual contamination at a site being developed within the TOD area. Any identified residual contamination shall be remediated to a level that will permit residential use prior to approval of any project proposed under the TOD designation.

Implementation of this measure can ensure that no significant adverse impact to humans or the environment will result from future development under the TOD designation.

e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?*

No Impact – There are no public airports located within two miles of the TOD designated area. Therefore, the project area has no potential to cause or experience any adverse impact related to public airport operations.

f) *For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?*

No Impact – There are no private airstrips located within two miles of the TOD designated area. Therefore, the project area has no potential to cause or experience any adverse impact related to public airport operations.

g) *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

Less Than Significant Impact – The TOD project area is not located along any primary evacuation routes located within the City of Placentia. Therefore, the potential for future development to physically interfere with adopted emergency response plan or evacuation plan is considered a less than significant impact.

h) *Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?*

No Impact – The City of Placentia does contain areas (along the northern perimeter of the City) that are exposed to wildland fire hazards. However, the TOD area located south of the BNSF Railway tracks does not contain any wildland fire hazards areas. Therefore, no potential exists to expose people or structures to such significant hazard.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
IX. HYDROLOGY AND WATER QUALITY: Would the project:				
a) Violate any water quality standards or waste discharge requirements?			X	
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?		X		
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation onsite or offsite?				X
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding onsite or offsite?				X
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	
f) Otherwise substantially degrade water quality?			X	
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			X	
j) Inundation by seiche, tsunami, or mudflow?				X

SUBSTANTIATION

a) *Violate any water quality standards or waste discharge requirements?*

Less Than Significant Impact – The TOD area is 100% developed and with minor exceptions is covered with impervious surface. For a developed area the only three sources of potential violation of water quality standards or waste discharge requirements are from generation of municipal wastewater; from storm water runoff; and potential discharges of pollutants, such as accidental spills. Wastewater from the project area is delivered to Orange County water reclamation facilities that meet waste discharge requirements imposed by the Santa Ana Regional Water Quality Control Board. To address storm water and accidental spills within this engineered environment, any new project must ensure that site development implements a Storm Water Pollution Prevention Plan (SWPPP) or erosion control plan to control potential sources of water pollution that could violate any standards or discharge requirements during construction and a Water Quality Management Plan (WQMP) to control water pollution over the long term. Mitigation to address both of these circumstances has been identified. Specifically, measures VI-1 and VIII-1 identify specific measures with performance standards that will ensure neither source of water pollution result in violation of any water quality standards or waste discharge requirements. With implementation of these measures and the BMPs, future development under the TOD designation will not cause violation of any water quality standards or waste discharge requirements.

b) *Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?*

Less Than Significant With Mitigation Incorporated – The TOD area is 100% developed and with minor exceptions is covered with impervious surface. Thus, the project area does not presently function as a recharge area for the regional aquifer and will not serve this function after development under the TOD designation. There are no groundwater wells located within the project area and the future construction of new structures has no potential to directly intercept the groundwater table within the project area since it is at least 50 feet below the ground surface. The project area already consumes potable water, primarily for industrial uses within the TOD area. However, the shift of uses to multi-family residential and commercial uses under the TOD designation may result in a substantial increase in the number of water connections, and a possible increase in actual groundwater consumption. Since it was not possible to obtain an accurate estimate of current water consumption, the following mitigation measure shall be implemented to address future water consumption and potential groundwater extractions:

IX-1 Concurrent with individual project applications in the future, the applicant for a project in the TOD area shall submit a review of existing water consumption on the property, and a forecast of future water consumption by the proposed development. If water consumption by the new project is less than currently occurs on the property, no further action is required. If water consumption is forecast to increase by more 25% than current water demand or 5,000 gallons per day per acre, the project applicant shall fund sufficient water conservation measures within the project area (including the proposed project) to offset the increase in demand on the local water purveyor. Specific conservation measures that can be funded include, but are not limited to: use of recycled water for exterior landscaping, ultra low flush toilets; interior water fixtures that reduce water consumption, such as on-demand water heaters; replacement of existing high water demand landscaping with xeric landscaping; installation of smart landscape/irrigation management/control systems (such as drip systems); and use of onsite low water demand landscaping. To verify adequate

water demand offset, the City shall consult with the local water purveyor and verify the adequacy of the offset.

With implementation of the above water conservation measures future development under the TOD designation can be implemented without adverse impact to any groundwater resources.

- c) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation onsite or offsite?*

No Impact – The local drainage pattern for the TOD area is already established as runoff from private property enters the local streets and is transported to the regional system. As previously noted the project area is fully developed, and an estimated 95% or more of the rainfall leaves the area as surface runoff. There are no streams or channels within the project area, which is 100% developed. The proposed project will not alter this existing drainage system and therefore has no potential to cause substantial erosion or siltation on- or offsite.

- d) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding onsite or offsite?*

No Impact – Please refer to the preceding discussion under issue c). The drainage pattern of the TOD area will not be altered and the existing development results in almost 100% impervious surface. Re-development of the project area under the TOD designation has no potential to cause an increase in surface runoff which could cause flooding onsite or offsite. In fact, by requiring additional landscaping and modern water quality management systems to be installed, less surface runoff may occur in the future.

- e) *Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*

Less Than Significant Impact – As indicated under issues c) and d), the project area is 100% developed with urban uses and runoff from the area is not forecast to increase as a result of future re-development of the project area under the TOD designation. Potential sources of pollution within the project area remain essentially the same, except as noted in preceding discussions where new SWPPPs and WQMPs must be implemented in conjunction with future development (Mitigation Measures VI-1 and VIII-1).

- f) *Otherwise substantially degrade water quality?*

Less Than Significant Impact – Under the TOD designation a mix of residential, office and commercial uses can be developed to replace primarily industrial uses. These are comparable uses to the existing development within the project area. Such uses will continue the pattern of urban pollution, but the future development with more stringent BMPs will not contribute to any additional substantial degradation of water quality, and should improve future storm water runoff. The proposed project impact is forecast to be a less than significant impact.

- g) *Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?*

No Impact – The TOD area is not located within an area subject to 100-year flood hazards. Therefore, future development under the TOD designation will not be exposed to such hazards.

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

No Impact – The TOD area is not located within an area subject to 100-year flood hazards. Therefore, future development under the TOD designation will not be exposed to such hazards. No potential exists to impede or redirect flood flows.

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

Less Than Significant Impact – The City of Placentia is exposed to limited dam inundation hazards from Carbon Canyon Dam. This hazard occurs in the eastern portion of the City along Carbon Canyon Creek. The TOD area is minimally exposed to this hazard, which represents a less than significant impact under this issue.

j) Inundation by seiche, tsunami, or mudflow?

No Impact – The project site is not located within a channel or area that would be exposed to any of the referenced hazards, i.e., seiche, tsunami or mudflow. No adverse impact under this issue can occur from future development under the TOD area.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
X. LAND USE AND PLANNING: Would the project:				
a) Physically divide an established community?			X	
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			X	
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

SUBSTANTIATION

a) Physically divide an established community?

Less Than Significant Impact – The project area is already divided by the BNSF Railway east-west main line tracks. The rationale for considering the TOD district is that a proposed new Metrolink passenger train station that will be installed within the project area. This new station creates an opportunity to redevelop the area surrounding the Metrolink station with a higher density, transit-oriented development (TOD) neighborhood. However, the City’s General Plan does not currently have a mixed-use land use designation that can accommodate higher density residential development with supporting commercial and office uses. The proposed TOD General Plan designation and zone classification will support this new circumstance and allow higher density residential, office and commercial uses to be developed to take advantage of this new mode of transportation that will provide transit connections throughout the southern California region. The TOD district is limited to the approximately 28.2-acre area shown on the project site maps and future TOD-related structures will not physically divide this existing highly urbanized area. Instead these new structures will be integrated into this existing mixed-use project area. Therefore, potential TOD designation impacts are forecast to result in a less than significant adverse impact to this established community. The objective of the City is to foster a major improvement in this area in conjunction with the installation of the new Metrolink station.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Less Than Significant Impact – At the present time the land uses within the area encompassed by the proposed TOD district are mixed, with the primary use of the area for industrial-related activities. This is consistent with the area’s historic proximity to the BNSF Railway east-west main line track serving as the northern boundary of this planning area. In anticipation of a new Metrolink passenger station, the City is seeking to allow high density residential development with supporting office and commercial uses to be developed in close proximity to the station (TOD development). The project area already contains limited residential and commercial uses, so the uses themselves will not be new. Future development under the TOD land use designation/classification must comply with all new TOD Development Standards and Policies as summarized in the Project Description and as detailed in Appendix 1. These Development Standards establish specific development and design standards that the City considers to be self

mitigating with regarding to consistency with the existing City General Plan. Also note that all existing General Plan policies and other regulations from other agencies, such as the Regional Board, will continue to apply to the project area. Therefore, future TOD projects will not be relieved from conforming and implementing any policies designed to avoid or mitigate environmental effects. The proposed project is not forecast to conflict with the applicable land use designations once it is approved because all future projects within the TOD area must be developed consistent with this new General Plan land use designation and zone classification. The TOD district will provide a new development option within the City consistent with the regional rail transportation plan. Thus, implementation of the TOD designation will create a less than significant conflict with the existing land use plan, policies and regulations applicable to the project area. Also, please refer to the discussion in the Air Quality Section regarding the proposed project's consistency with the SCAG SB 375 programs.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact – The City of Placentia does not contain any areas that are located within a habitat conservation planning area or natural community conservation planning area. Therefore, the proposed TOD project zone district has no potential to conflict with such planning areas.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XI. MINERAL RESOURCES: Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

SUBSTANTIATION

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact – The project area has been developed 100% with urban land uses. There are no known mineral resources within the project area and it is not designated for mineral resource exploitation. The addition of the TOD district will not cause any loss of mineral resource values to the region or residents of the state.

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact – Refer to the text under a) above. There are no known mineral resource recovery sites located within the project area and none are delineated on the City's General Plan or any other plan. Therefore, the proposed project can not result in the loss of availability of a mineral resource recovery site.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XII. NOISE: Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		X		
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?		X		
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?		X		
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		X		
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X

SUBSTANTIATION

Background

For a detailed analysis of the Noise and Vibration setting within the City of Placentia and in the vicinity of the BNSF Railway mainline tracks refer to Appendix 4, a noise study completed for a project just east of the project area. The thresholds of significance—noise standards—within the City of Placentia and as developed by the U.S. Department of Housing and Urban Management Guidelines and State of California Guidelines are utilized in this document as the applicable Noise Standards applied to the Project in determining whether a significant impact will occur. However, under the Placentia Municipal Code (Section 23.81.170), construction related activities are exempt from noise regulations provided that the activities take place between the hours of 7 a.m. to 7 p.m. Monday through Friday and 9:00 a.m. to 6:00 p.m. on Saturday. No construction activities are allowed on Sundays or Federal Holidays.

Baseline train operations noise levels at the Project site is 79 dB CNEL in the City of Placentia because the Burlington Northern Santa Fe Railroad (BNSF) line is located north and adjacent to the proposed project site. An estimated 50 trains per day, or two trains per hour, travel through this corridor.

CNEL-based standards apply to noise sources whose noise generation is preempted from local control (such as from on-road vehicles, trains, airplanes, etc.). Since local jurisdictions cannot regulate certain transportation noise generators (local jurisdictions are preempted by the State and Federal Governments), they typically exercise land use planning authority on the receiving property. Uses that are amenable to local control are generally considered "stationary sources." Local jurisdictions typically regulate the level of noise that one use may impose upon another.

a) *Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

Less Than Significant With Mitigation Incorporated – The Project site is located in an area of a high background noise environment (79 dB, CNEL) due to the presence of the BNSF railroad corridor just north of the project site, as described above. Other sources of ambient noise include traffic along roadways within the TOD project area. Table XII-1 provides existing noise levels along the various Placentia streets identified in the Traffic Impact Study, as well as forecasts into the future. Background noise levels throughout the TOD project area already exceed the residential noise standards for daytime and nighttime periods identified in Table XII-2. The modeled noise data indicate the noise levels “with” and “without” project conditions for the time frames evaluated in the Traffic Impact Study (Appendix 5). Project implementation does not create a change in noise levels greater than a +1.8 dB CNEL impact at 50 feet from the roadway centerline. The greatest change is forecast for Crowther Avenue east of Melrose. By 2035, with a larger volume of background traffic, the noise impact at this location decreases to +0.5 dB CNEL. In addition, most roadway segments demonstrate less than a +0.2 dB CNEL noise impact from the proposed project.

From an impact standpoint, noise mitigation (attenuation) will be required for the future residential developments within the TOD area. Most commercial development will benefit from noise mitigation, but it may not be required in all instances. Modest attenuation will be required along Crowther because the maximum CNEL in 2018 (assumes buildout) will not exceed 65 dB CNEL. Other roadways, such as Melrose will slightly exceed the 65 dB CNEL value and will require substantial attenuation to conform to the City’s noise threshold in Table XII-2. From an cumulative adverse noise impact standpoint, the proposed project will not increase noise by 3 dB below 65 dB CNEL or above 1.5 dB CNEL above 65 dB CNEL. Because these cumulative noise thresholds are not exceeded for the proposed project, future noise impacts along roadways will not be considered cumulatively considerable.

Noise mitigation for specific projects will vary in the future and need to be identified for each specific project site. Therefore, the following measure shall be implemented to ensure that future residential and commercial development within the TOD area are not exposed to significant noise levels.

XII-1 The City shall require a noise study for each future specific project that will identify whether noise attenuation features (such as dual-paned windows with specific sound transmission features, mechanical ventilation, balcony buffers, or street level buffers) must be installed to meet the City’s noise standards as identified in Table XII-2. This noise study shall be submitted with the project design and noise attenuation features shall be incorporated and identified on design plans submitted to the City for review and approval. Specific measures shall be implemented that demonstrate compliance with City noise standards, or a follow-on CEQA environmental document must be prepared for a project that cannot meet the standards.

Implementation of this measure can ensure that future development within the TOD project area will not be exposed to noise levels exceeding the City’s significance thresholds.

**Table XII-1
 NOISE AND LAND USE COMPATIBILITY MATRIX**

Land Use Category	Community Noise Exposure			
	Ldn or CNEL, dB			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential-Low Density	50-60	60-65	65-75	75-85
Residential-Multiple Family	50-60	60-65	65-75	75-85
<i>Transient Lodging-Motel, Hotels</i>	50-65	65-70	70-80	80-85
Schools, Libraries, Churches, Hospitals, Nursing Homes	50-60	60-65	65-80	80-85
Auditoriums, Concert Halls, Amphitheaters	NA	50-65	NA	65-85
Sports Arenas, Outdoor Spectator Sports	NA	50-70	NA	70-85
Playgrounds, Neighborhood Parks	50-70	NA	70-75	75-85
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50-70	NA	70-80	80-85
Office Buildings, Business Commercial and Professional	50-67.5	67.5-75	75-85	NA
Industrial, Manufacturing, Utilities, Agriculture	50-70	70-75	75-85	NA

NOTES:

NORMALLY ACCEPTABLE
 Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

CONDITIONALLY ACCEPTABLE
 New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

NORMALLY UNACCEPTABLE
 New Construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

CLEARLY UNACCEPTABLE
 New construction or development should generally not be undertaken.

NA: Not Applicable

Source: Modified from U.S. Department of Housing and Urban Development Guidelines and State of California Standards.

Table XII-2
CITY OF PLACENTIA RESIDENTIAL NOISE STANDARDS

Noise Zone	Noise Level	Time Period
Residential	55 db(A)	7:00 a.m. – 10:00 p.m.
	50 dB(A)	10:00 p.m. – 7:00 a.m.
Commercial	65 dB(A)	Anytime
Industrial	70 dB(A)	Anytime

b) *Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?*

Less Than Significant With Mitigation Incorporated – Vibration is the periodic oscillation of a medium or object. The rumbling sound caused by vibration of room surfaces is called structure borne noises. Sources of groundborne vibrations include natural phenomena (e.g. earthquakes, volcanic eruptions, sea waves, landslides) or human-made causes (e.g. explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous or transient. Vibration is often described in units of velocity (inches per second), and discussed in decibel (dB) units in order to compress the range of numbers required to describe vibration.

Due to the presence of the BNSF railroad corridor just north of the TOD project area, groundborne vibration is present within the area and may occur throughout the project area during construction of future development. Train vibration depends upon a variety of factors. The weight of the train, the travel speed, the condition of the track and the character of the subsoil all affect the observed vibration level. The USDOT (US Department of Transportation) Guideline called “Transit Noise and Vibration Impact Assessment” (May, 2006) suggests a significance threshold of 80 VdB for train vibrations if there are currently approximately 30 train movements per day, 75 VdB for between 30-70 events and 72 VdB for more than 70 events per day.

The closest TOD project area is approximately 100 feet to the track centerline. Vibration levels from heavy rail systems depend upon train travel speed. Freight trains are restricted to a 30-35 mph speed limit in areas of at-grade crossings. The RMS vibration level at 30 mph is approximately 3 VdB less than at 50 mph. A reference vibration level of 74 VdB has therefore been assumed at the closest building façade to the tracks. Vibration generally reduces as it propagates through a building.

Freight train vibration levels of 74 VdB at 115 feet from the track for a locomotive-powered freight train traveling at 30 mph would marginally exceed the VdB annoyance threshold without the effects of coupling losses if there are more than 70 train movements per day, which there are. Vibration mitigation for specific projects will vary in the future and need to be identified for each specific project site. Therefore, the following measure shall be implemented to ensure that future residential and commercial development within the TOD area are not exposed to significant vibration levels.

XII-2 *The City shall require a vibration study for each future specific project that will identify whether noise attenuation features (such as dual-paned windows, spread footings, or other vibration features) must be installed to meet the 72 VdB vibration threshold recommended for the volume of train traffic. This vibration study shall be submitted with the project design and vibration attenuation features shall be incorporated and identified on design plans submitted to the City for review and approval. Specific measures shall be implemented that demonstrate compliance with the 72 VdB threshold, or a follow-on CEQA environmental document must be prepared for a project that cannot meet the standards.*

Implementation of this measure can ensure that future development within the TOD project area will not be exposed to vibration levels exceeding the referenced significance threshold.

c) *A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?*

Less Than Significant With Mitigation Incorporated – Refer to the analysis in XII. a) above that identifies the potential permanent noise level increase associated with future traffic and the mitigation required to ensure that future TOD development projects will meet the City's noise standards.

d) *A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?*

Less Than Significant With Mitigation Incorporated – As stated in the background provided in this section, the City of Placentia regulated construction noise by setting limits on allowable daytime hours of activity, which is shown in Table XII-2. The nearest sensitive receptors are the residential uses located at specific locations within the TOD project area and those located across Orangethorpe Avenue to the north.

Construction equipment noise levels would range between 80 and 90 dB (Leq) at the about 50 feet from the equipment in use. Construction activities are allowed without limits only between the hours of 7:00 a.m. and 7:00 p.m. as stipulated in the City's Noise Ordinance. There does not appear to be any need for 24-hour construction activities, so the objective for short-term construction noise impacts is to minimize the intrusion on affected noise sensitive land uses, if they exist. The following is a list of potential construction noise mitigation that can be implemented in conjunction with a project that may adversely impact a noise sensitive land use. The specific construction noise mitigation measures that shall be implemented for a specific project must be identified in the noise study required in measure XII-1.

XII-3 *Future projects that may adversely impact noise sensitive uses shall use noise reducing barriers and other devices to reduce exterior noise levels at the nearest sensitive receptor to 65 CNEL or less during the daytime construction hours. This shall include installation of a temporary construction barrier around the source of construction noise.*

XII-4 *No construction activities shall occur during the hours of 7 PM through 7 AM, Monday through Saturday and at no time shall construction activities occur on Sundays or holidays, unless a declared emergency exists. Stated differently, construction activities shall be limited to 7 AM to 7 PM on weekdays; and no construction activities on Sunday or federal holidays.*

XII-5 *Stationary construction equipment that generates noise above the 65 dB threshold at the nearest sensitive receptor shall be placed behind a temporary noise construction barrier while in use.*

XII-6 *The project developer shall establish a noise complaint response program and shall respond to any noise complaints received for future specific project by measuring noise levels at the affected receptor site. If the noise level exceeds an CNEL of 60 dBA exterior or an CNEL of 45 dBA interior at the sensitive receptor, the applicant will implement adequate measures (which may include portable sound attenuation walls, use of quieter equipment, shift of construction schedule to avoid the presence of sensitive receptors, etc.) to reduce noise levels to the greatest extent feasible.*

- XII-7** *Project developer will require that all construction equipment be operated with mandated noise control equipment (mufflers or silencers). Enforcement will be accomplished by random field inspections by applicant personnel during construction activities.*
- XII-8** *Equipment not in use for five minutes shall be shut off.*
- XII-9** *Equipment shall be maintained and operated such that loads are secured from rattling or banging.*
- XII-10** *Where available, electric-powered equipment shall be used rather than diesel equipment and hydraulic-powered equipment shall be used instead of pneumatic power.*
- XII-11** *Construction employees shall be trained in the proper operation and use of equipment consistent with these mitigation measures, including no unnecessary revving of equipment.*
- XII-12** *No radios or other sound equipment shall be used at this site unless required for emergency response by the contractor.*
- XII-13** *Public notice shall be given 10 days prior to initiating construction. This notice shall be provided to all property owners and residents within 300 feet of the project site and shall be provided to property owners/residents at least one week prior to initiating construction. The notice shall identify the dates of construction and the name and phone number of a construction supervisor (contact person) in case of complaints. One contact person shall be assigned to the project. The public notice shall encourage the adjacent residents to contact the supervisor in the case of a complaint. Resident's would be informed if there is a change in the construction schedule. The supervisor shall be available 24/7 throughout construction by mobile phone. If a complaint is received, the contact person shall take all feasible steps to remove or attenuate the sound source causing the complaint.*

All of the preceding measures will not be required for every project and may need to be adjusted to minimize intrusion during future construction activities within the TOD project area. The noise study required in measure XII-1 shall identify the specific measures applicable to individual projects in the future.

- e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

No Impact – As previously discussed under section VII, the proposed project is not located within two miles of a public airport and is not located in an airport land use plan area and therefore would not expose people residing or working in the project area to excessive noise levels as a result of overhead flights. No impacts are anticipated. No mitigation is required.

- f) *For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?*

No Impact – No private airstrips are located within the vicinity of the project. Implementation of the Project as it has been proposed would not subject people working or residing in the project area to

excessive noise levels with operations at a private airstrip. No impacts are anticipated. No mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XIII. POPULATION AND HOUSING: Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?			X	
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?			X	

SUBSTANTIATION

a) *Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

Less Than Significant Impact – According to SCAG’s profile for the City of Placentia (May 2013), the City had a 2012 population of 51,084 persons and an average household size of 3.1 persons per unit, slightly higher than the 3.0 average household size for Orange County as a whole. Under a worst case assumption if the whole approximately 28.2-acre TOD area was developed with 752 residential units (the number of units that along with existing vehicle trips would result in the 5,000 trip cap assuming all residential within the TOD area, refer to Appendix 5, Traffic Impact Study), the population increase within the City under this proposed project could be approximately 1,550 persons (752 units – 11 sfr units = 741 units x 3.1 = 2,297 persons). This equates to an estimated 4.5% increase in the City’s overall population (2,297 persons/51,084 persons = 0.04496%). This increase in population is not considered a substantial direct increase and given that this area of the City has sufficient existing infrastructure to serve the future development envisioned for the TOD area, the overall effect of the project will be a less than significant impact on induced growth.

b) *Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?*

Less Than Significant Impact – The project area encompasses approximately 28.2 acres. The area is occupied by mixed uses that include an estimated eleven residences and commercial activities, but primarily industrial uses. The TOD district envisions up to 752 multifamily residential units that will be able to take advantage of the new Metrolink station that will be installed in Placentia. Even if any single-family residence is displaced by future TOD development, at a minimum density of 65 units per acre the loss of single-family residences will be fully offset. Thus, the potential adverse impact under this issue is considered a less than significant impact.

c) *Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

Less Than Significant Impact – The analysis in the preceding section b) indicates that a small number of residents (about 34 persons) within the TOD area may be displaced, but a substantially greater number of new residences will be created and offset those lost. Based on the eleven residences located within the project area, substantial numbers of people (estimated to be 34 persons) would not be displaced if the new TOD designation is established. Since future development that may occur within the TOD area will be private developer driven, it is assumed that, if property is assembled that includes the single-family residential property, the property owners will agree to the property purchase and will find alternative housing on their own, including possible occupancy in the new multifamily residential structures. Based on these facts and assumptions, the proposed project is not forecast to cause displacement of substantial numbers of people that would require construction of replacement of housing elsewhere. Thus, the potential adverse impact under this issue is considered a less than significant impact.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XIV. PUBLIC SERVICES: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?			X	
b) Police protection?		X		
c) Schools?			X	
d) Recreation/Parks?		X		
e) Other public facilities?				X

SUBSTANTIATION

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a) Fire protection?

Less Than Significant Impact – The Orange County Fire Authority provides fire protection and emergency response service to the City of Placentia. The nearest fire station, Station 35, is located at the intersection of Chapman Avenue and North Bradford Avenue within one-half mile of the TOD area. The TOD area is presently 100% developed with mixed urban uses, ranging from industrial uses and structures to commercial and single-family residential properties. The proposed project will allow redevelopment to proceed with high density residential use, office and commercial use structures in the TOD district, as well as the reuse of the historic Packing House Building. Many of the existing structures are very old (most more than 50 years old) and they do not include modern fire protection designs, such as fire sprinklers. The new structures that will be built under the TOD designation must incorporate all current fire protection measures included in the current applicable building code. Additionally, refurbishment and reuse of the historic Packing House Building will be required to incorporate all current fire protection measures included in the current building code, including any codes applicable to a historic structure if applicable. This requirement along with the increased value of the developed land, which will generate additional property tax, is considered sufficient to control impacts on the fire protection and emergency response system to a less than significant impact level. No substantial changes in existing fire protection facilities will result from implementing the proposed project.

b) *Police protection?*

Less Than Significant With Mitigation Incorporated – As noted in the preceding discussion regarding fire protection, the TOD area is already 100% developed with mixed urban uses. The proposed project would allow up to 5,000 new daily trips through a mixture of residential, office and commercial uses. These trips include the possibility of up to 752 new residential units at high density within the scope of the plans for the TOD project area. The City of Placentia Police Department provides police protection and assists with emergency responses to the project area. The proposed multifamily residential uses that can be developed within the project area, if the TOD district is approved, can add approximately 2,297 new City residents, assuming a density of 3.1 persons per unit. Based on current staffing levels at the City, between 50 and 60 sworn officers, the addition of these potential residents would require approximately one to two additional sworn officers, based solely on population. There are a variety of ways to assess the need for additional police officers, but using the population methodology would require proposed future development to demonstrate adequate funds to support additional police manpower. This can be accomplished by requiring the preparation of a fiscal impact analysis documenting future tax revenues or documenting with some detailed information that additional law enforcement personnel are not required. The following mitigation measure will be implemented.

XIV-1 Future projects implemented under the TOD district shall submit a fiscal impact analysis focused on law enforcement and recreation demand and costs to evaluate the need for additional fees to support these two City services. The documentation shall be reviewed and approved by the City and if additional fees must be paid, the City shall impose them as conditions of approval for the future projects either directly or through creation of a community facilities district. Alternatively, if the City imposes a Public Safety Impact Fee, this fee shall provide sufficient funding for the increased demand for these services.

Implementation of this measure can ensure that adequate law enforcement personnel are available to meet demand for law enforcement services from future TOD-related development.

c) *Schools?*

Less Than Significant Impact – The TOD designation includes the possibility of developing up to 752 new residential units at high density within the scope of the plans for the TOD district. Assuming average generation of 1.1 new students per unit, this would result in about 827 new students. This is a conservative value that may be less due to the type of new residential units. New residential units, office uses and commercial uses can bring new residents to the City. The state has mandated (SB 50) that payment of fees established for each new residential unit is sufficient to offset potential impacts to the affected school system(s). Based on this finding and the mandatory requirements for developers to pay fees per residential unit as well as the required development impact fees for future office and commercial development, the proposed project will not cause a significant adverse impact due to generation of new students. Thus, school impacts are considered less than significant.

d) *Recreation/Parks?*

Less Than Significant With Mitigation Incorporated – The proposed project may generate approximately 2,297 new residents in the City of Placentia. These residents will increase the demand for City parks and recreation facilities by some unquantifiable amount. Mitigation measure XIV-1 will provide the detailed evaluation of future TOD district project impacts on recreation and park facilities and indicate whether specific fees need to be collected to offset project-related demand for such facilities. Such fees, if justified, may be collected under the Quimby Act or as conditions of approval, particularly if future projects incorporate recreation components that may offset demand on public facilities. With implementation of measure XIV-1 impacts to recreation and park resources can be reduced to a less than significant impact.

e) *Other public facilities?*

No Impact – No other public facilities have been identified that might be impacted by the TOD project district.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XV. RECREATION:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?		X		
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?		X		

SUBSTANTIATION

a) *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*

Less Than Significant With Mitigation Incorporated – Please refer to the discussion under issue XIV.d and mitigation measure XIV-1. Implementation of new residences under the TOD district, as well as jobs generated from the commercial and office development under the TOD district can increase the use of public recreation and park facilities to the point that substantial physical deterioration could occur or could be accelerated. Until a specific profile of the future residents is developed and an evaluation of their demand for recreation/park facilities is discussed in some detail (including private recreational facilities provided by individual developments), it is not possible to forecast specifically whether future demand related to future TOD projects will cause adverse impact on recreational resources. Implementation of measure XIV-1 can provide sufficient information for each specific project to determine whether fees may be required to offset future project-specific demand for such facilities. With implementation of measure XIV-1 potential impacts to recreation/park facilities can be reduced to a less than significant impact level.

b) *Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

Less Than Significant With Mitigation Incorporated – Please refer to the discussion under issue XV.a and mitigation measures XIV-1. Consistent with the discussion under a) above, mitigation measure XIV-1 will provide specific data to allow a determination by the City of the need for additional recreation/park area(s) and the proportional fees that future TOD-related projects may need to pay to offset demand. With implementation of measure XIV-1 potential demand for additional recreation/park facilities can be reduced to a less than significant impact level.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XVI. TRANSPORTATION / TRAFFIC: Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?		X		
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?		X		
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?		X		
e) Result in inadequate emergency access?		X		
f) Result in inadequate parking capacity?			X	
g) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?		X		

SUBSTANTIATION

a) *Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?*

Less Than Significant Impact With Mitigation Incorporated – Under the proposed TOD designation, an expected maximum of 5,000 net daily trips are expected to be generated as a result of the project’s implementation. Level of service (LOS) analyzes roadway operations and the relationship between

capacity, traffic volumes, and delay resulting in LOS grades A through F (F being the lowest). The project's Traffic Impact Study prepared by Albert Grover & Associates dated August 18, 2016 and amended January 19, 2017 (provided as Appendix 5), analyzed 15 intersections within the Project Area and alternative street designs for Crowther Avenue. However, this traffic study prepared for the TOD project, is not a typical traffic study because a significant portion of the trips generated from the TOD project area are expected to be internal when buildout is achieved and will be to/from the planned Placentia Metrolink Station. Thus, under the TOD designation, a factor of 35% transit-oriented trips was used to determine the net number of trips to and from the Project Area as a maximum 5,000 trips.

The Traffic Study analyzed the LOS of 15 intersections under six scenarios for both morning and afternoon peak hours: Existing (2016) Conditions without Project Scenario; Existing (2016) Conditions with Project Scenario; Opening Day (Year 2018) Conditions without Project Scenario; Opening Day (Year 2018) Conditions with Project Scenario; Future Buildout (Year 2035) Conditions without Project Scenario; and Future Buildout (Year 2035) Conditions with Project Scenario. The City of Placentia's criteria for acceptable signalized intersections LOS is D or better, and a significant impact occurs when the signalized intersection operates at LOS E or F. All 15 intersections, at present, are currently operating within the City's "acceptable" criteria. Additionally, all signalized study intersections and unsignalized project driveway intersections operate at acceptable LOS D or better during the Existing and Opening Day Conditions with or without the project. According to the Traffic Study, the following intersections would be operating at deficient LOS of E or F by Future Buildout (2035) without the project based on the projected Citywide Future Buildout per the City of Placentia Draft General Plan Update: Chapman Avenue/SR-57 Southbound Ramps (PM); Chapman Avenue/SR-57 Northbound Ramps (AM and PM); Placentia Avenue/Crowther Avenue (PM); Orangethorpe Avenue/Placentia Avenue (PM); Orangethorpe Avenue/SR-57 Northbound Ramps (PM); and Orangethorpe Avenue/Melrose Street (PM); Kraemer Boulevard/Orangethorpe Avenue (AM and PM). For the Future Buildout "with Project" (2035) scenario, the LOS does not change at more than half of the study intersections, and most of the study intersections would operate at a deficient LOS under the "without Project" (2035) conditions and continue to remain deficient under "with Project" conditions. However, no new intersections would be impacted under the Future Buildout with Project (2035) scenario, instead several intersections would be more significantly impacted. Therefore, in order to mitigate and offset the impacts from the creation of the TOD district, the following mitigation measures will be implemented:

XVI-1 *Each future TOD project shall pay fair share fees for the intersection improvement costs at the time of entitlement based on the percentage of trips contributed at each intersection. A high level "order of magnitude" cost estimate is also provided in subsequent mitigation identified in the Traffic Impact Study. These are rough estimate costs for engineering and construction and will need to be refined during future preliminary engineering phase. The mitigation measures should be re-evaluated for any refinement of the Draft General Plan Update and/or additional development of the TOD project over and beyond 5,000 trips. All significantly impacted intersections require mitigation prior to Future Buildout. Mitigation for each intersection and estimated costs are listed below:*

- **Placentia/Crowther Avenue: Upgrade left turn signal phasing for all movements from permissive left turns to protected/permissive left turn phasing. Estimated Cost - \$100,000;**
- **Orangethorpe Avenue/Placentia Avenue: Provide eastbound/westbound dual left-turn Lanes at Orangethorpe Avenue/Placentia Avenue. Estimated Cost - \$450,000;**
- **Orangethorpe Avenue/SR-57 Northbound Ramps: Restripe Northbound Off-Ramp middle lane as shared Left-Turn/Thru/Right-Turn Lane. Estimated Cost - \$50,000;**

- **Orangethorpe Avenue/SR-57 Northbound Ramps:** *The westbound right turn movement is expected to increase from 550 vehicles per hour (vph) to 800 vph during the PM period for year 2035. This movement should be closely monitored and may require additional improvements to reduce congestion and queuing. An additional improvement would be to modify the existing median on Orangethorpe Avenue to add an exclusive Westbound Right-Turn Lane. Estimated Cost - \$200,000;*
- **Orangethorpe Avenue/Melrose Street:** *Provide an exclusive southbound right-turn lane without overlap signal phasing and northbound dual left-turn lanes at Orangethorpe Avenue/Melrose Street. Estimated Cost - \$100,000;*
- **Kraemer Boulevard/Orangethorpe Avenue:** *Restripe Orangethorpe Ave to provide eastbound dual left-turn lanes. Add additional north/south thru lane (three lanes each) by restriping the northbound and southbound right turn lanes to thru lanes. Consider modifying the north/south left-turn movements from protected-only left-turn phasing to protected-permissive left-turn phasing. Restripe the southbound left-turn approach to provide a positive offset for better sight distance between the north/south left turn movements. Estimated Cost - \$100,000.*

With implementation of the above mitigation measure, any long-term impacts that would result from the proposed TOD project are reduce to a less than significant impact on the circulation system. The proposed project also has the potential to impact the flow of traffic during the construction phase of the TOD implementation. In order to minimize any short-term construction impacts, the developer of each project shall be subject to the following mitigation measures:

- XVI-2** *Truck access for the parcel on the southwest corner of Melrose Street and Crowther Avenue must be maintained to and from this site.*
- XVI-3** *Construction hours should be five days a week, and in accordance with the City of Placentia Municipal Code, limited to the hours of 7 AM and 7 PM on working days (Monday through Friday).*
- XVI-4** *Construction truck and worker automobile traffic will utilize the proposed driveways along Melrose Street and Crowther Avenue for access to and from the project site.*
- XVI-5** *Trucks transporting materials to and from the project site must utilize the designated truck routes along Placentia Avenue, Crowther Avenue, Melrose Street, and Orangethorpe Avenue.*
- XVI-6** *Trucks entering or exiting the construction site will need to yield to public traffic at all times.*
- XVI-7** *It is unlikely that street traffic will be impacted by on-site construction activities; however, should it be necessary for temporary lane closures and/or detour routes for utility work or other such work in the public right-of-way those temporary traffic control activities are to be conducted in compliance with the requirements and guidelines outlined in the California Manual of Uniform Traffic Control Devices (MUTCD)*
- XVI-8** *Construction staging should be conducted on-site and under no circumstances will be allowed on local or residential streets.*

- XVI-9** *Construction work within the public right-of-way needs to be in compliance with City standards and the construction site shall be posted with the name, company and a phone number of a person to call for complaints.*
- XVI-10** *The applicant will be fully responsible for the repair of damages to any public facility due to the hauling or transporting of construction related materials.*
- XVI-11** *Parking for the construction trucks and worker trucks will be on-site, away from the adjacent public roadways and existing active businesses.*

With implementation of the above mitigation measures, any impacts from construction activities as a result of developing within the TOD project area are considered less than significant. No further mitigation is required.

To further enhance the focus on TOD experience along Crowther Avenue, the City requested that the traffic consultant evaluate the possibility of configuring Crowther as a Two-Lane Facility rather than a Four-Lane Facility. Figure XVI-1 shows the two alternative configurations and the evaluation indicates that throughout the planning period will be able to handle the forecast traffic on Crowther. Towards the buildout date of 2035, the roadway will still meet or exceed the approximate 22,000 vehicles per day maximum average daily traffic. This is a design issue and if the City seeks to maintain the Two-Lane Configuration permanently, it would have to seek concurrence from the Orange County Transportation Agency (OCTA), including a possible amendment to the OCTA Master Plan of Arterial Highways (MPAH). Since this issue does not need to be resolved at this time due to low traffic volumes on Crowther, the City can address the ultimate design of Crowther and modifications to the MPAH in the future when this issue rises to a level of concern.

- b) *Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?*

Less Than Significant Impact With Mitigation Incorporated – Please see the response under XVI.a. above. Implementation of mitigation measures XVI-1 through XVI-11 will reduce potential impacts associated with maintaining Level of Service standards to a less than significant level.

- c) *Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?*

No Impact – As discussed in Section VIII above, the project is not located within the vicinity of any airports. As a result, the project would not result in any changes in air traffic patterns, either at Fullerton Municipal Airport, located approximately 8 miles to the west of the project site, or John Wayne Airport, located approximately 15 miles to the south of the project site. Therefore, project implementation will not result in a change to air traffic patterns at the airport. No significant impacts are anticipated and no mitigation measures are required.

- d) *Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

Less Than Significant Impact With Mitigation Incorporated – The proposed project is located in an area that contains existing development. The project design does not include the construction of any sharp curves or dangerous intersections along existing roadways. Future projects will not include the construction of any structure or feature that will create a substantial increase in hazards due to a design feature. All future development under the TOD designation will be reviewed by the City to ensure that no incompatible uses or hazards due to a design feature are created. Access to the site, as previously

stated under issue XVI.a. above must comply with all City design standards. Mitigation measure XVI-1 will serve as sufficient mitigation to offset any future impacts under this issue. No further impacts are anticipated, and no further mitigation is required.

e) *Result in inadequate emergency access?*

Less Than Significant Impact With Mitigation Incorporated – Please see the response under XVI.a. above. Implementation of mitigation measures XVI-1 through XVI-11 will reduce potential impacts associated with inadequate emergency access both during construction and once the TOD area is developed to a less than significant level.

f) *Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?*

Less Than Significant Impact With Mitigation Incorporated – The proposed project will increase the availability of public transit, as the purpose of the project is to create a Transit-Oriented Development within the City to serve the residents by developing a TOD district (multi-use, higher density development) around the City's future Metrolink Station. According to the Traffic Study, pedestrian sidewalks surround the site, and the adjacent streets are sufficient width to accommodate bicycle traffic. Thus, the project is not expected to have a negative impact on any alternative modes of transportation. However, the TOD area is not currently served by OCTA bus routes, and as part of the creation of the TOD district, the City will need to confer with OCTA to discuss and plan future bus routes that will serve the future Metrolink Station. With implementation of mitigation, future TOD project will not directly conflict with any adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities, and therefore any impacts under this issue are considered less than significant.

XVI-12 *The City shall coordinate with OCTA to ensure that one or more bus routes to the future Placentia Metrolink Station will serve the TOD project area.*

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XVII. UTILITIES AND SERVICE SYSTEMS – Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X	
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?		X		
c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?		X		
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?		X		
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?		X		
f) Be served by a landfill(s) with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	
g) Comply with federal, state, and local statutes and regulations related to solid waste?			X	

SUBSTANTIATION

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Less Than Significant Impact – The issue of water quality and Regional Board treatment requirements is addressed in the Hydrology Section under issue IX.a). The proposed project will deliver wastewater generated from the residences to the regional wastewater reclamation plant operated by Orange County. Residential and commercial wastewater rarely contains constituents that would cause a wastewater treatment plant to exceed Regional Board requirements as established in Waste Discharge Requirements (WDR). No adverse impact from generation of wastewater onsite is forecast to result from project implementation. Although not considered “wastewater” the Regional Board through the regional MS-4 permit requires management of stormwater runoff to prevent indirect source (non-point source) contamination of surface runoff in the Santa Ana River Basin. As described in Section IX.a), the proposed project is implementing storm water quality controls that will meet the current requirements of

the Regional Board. Based on these findings, the proposed project will not cause a violation of wastewater treatment requirements of the Regional Board.

- b) *Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

Less Than Significant With Mitigation Incorporated – Although the proposed project will increase the intensity of use within the TOD area, it will add only minimal outdoor (landscape) water demand and based on past experience, multi-family residences use much less water than new single-family residences. Future residential and commercial projects will also generate additional municipal wastewater above that currently being generated. The scope of these changes in the existing water consumption and wastewater generation will, to a large extent, depend on the efficiency of the fixtures incorporated into the design of new facilities when compared to the water consumption of existing development. Because of this issue is currently open ended, the following mitigation measure will be implemented to ensure that neither the water or wastewater utility systems serving the TOD project area will be subject to a significant impact that would require new water or wastewater to expand in a manner that could cause significant environmental effects.

XVII-1 *Future projects implemented under the TOD district shall submit a detailed evaluation of water demand and wastewater generation based on the fixtures that will be installed. This information shall be compared to the current demand by existing development and a net impact determination made. This net impact shall be compared to available water supply capacity and wastewater treatment capacity of the serving utility systems. If the demand/generation exceeds the capacity of either utility system, the modifications to the system(s) shall be evaluated and a determination of indirect impact reached in a second tier environmental document. The documentation shall be reviewed and approved by the City and if specific measures must be implemented, the City shall impose them as conditions of approval for the future projects. In no instance shall a project be approved that would cause significant environmental effects on either the water or wastewater system, including adequacy of water supplies and treatment capacity. Mitigation in the form of offsets, such as funding water conservation or wastewater generation reductions at other location, shall be implemented where deemed necessary.*

- c) *Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

Less Than Significant With Mitigation Incorporated – As described in Section IX, the TOD area is essentially 100% impervious due to previous urban development. The existing drainage system has been designed to accommodate runoff from the project area. Although it is unlikely that additional runoff will be generated by the proposed project, future TOD development shall document that runoff will not be increased. This shall be done in accordance with the following mitigation measure.

XVII-2 *Future projects implemented under the TOD district shall submit a detailed evaluation of stormwater drainage from the new project relative to the existing development. If the future project will generate stormwater runoff that exceeds the existing volume or time of accumulation, onsite stormwater detention shall be installed as part of the site development of offset any increase that would exceed the capacity of the existing stormwater collection and transport systems. In no instance shall a project be approved that would cause significant environmental effects on either the existing drainage*

system, unless the system incremental stormwater increase is detained onsite or the drainage system altered to accommodate any change.

- d) *Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?*

Less Than Significant With Mitigation Incorporated – As noted under issue XVII.b, adequacy of water supply cannot be effectively determined until an evaluation of the difference between current consumption and future consumption is defined. Mitigation measure XVII-1 will provide this information to ensure that future development does not cause significant impact to water demand/supply issues.

- e) *Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

Less Than Significant With Mitigation Incorporated – As noted under issue XVII.b, adequacy of wastewater treatment capacity cannot be effectively determined until an evaluation of the difference between current generation and future generation is defined. Mitigation measure XVII-1 will provide this information to ensure that future development does not cause significant impact to existing facilities operated by the area's wastewater treatment provider.

- f) *Be served by a landfill(s) with sufficient permitted capacity to accommodate the project's solid waste disposal needs?*

Less Than Significant Impact – The City of Placentia is primarily served by the Olinda Landfill, operated by Orange County and located in Brea, California. This facility is permitted to operate through 2030. Due to the large available daily and long-term capacity at this landfill, the proposed project is not forecast to cause any adverse impact on the continued operation because it has sufficient permitted capacity to accept the project's solid waste disposal needs.

- g) *Comply with federal, state, and local statutes and regulations related to solid waste?*

Less Than Significant Impact – The proposed project is subject to Assembly Bill 1327, Chapter 18, Solid Waste Reuse and Recycling Access Act of 1991 (Act). The Act requires that adequate areas be provided for collecting and loading recyclable materials such as paper products, glass, and other recyclables. The project must conform to the City's requirements to ensure compliance with the Act. Based on these factors, it is anticipated that the project will have a less than significant impact related to compliance with statutes and regulations.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE:				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			X	
b) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?			X	
c) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?		X		
d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		X		

SUBSTANTIATION

The analysis in this Initial Study and the findings reached indicate that the proposed TOD GPA and Zone Change, including Development Standards, can be implemented without causing any new project specific or cumulatively considerable unavoidable significant adverse environmental impacts. Mitigation is required to control potential environmental impacts of the proposed project to a less than significant impact level. The following findings are based on the detailed analysis in the Initial Study of all environmental topics and the implementation of the mitigation measures identified in the previous text and summarized following this section.

- a) *Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?*

Less Than Significant Impact – The Project has no potential to adversely impact any biological resources. No mitigation was required or identified. The project has been identified as having no potential to degrade the quality of the natural environment, substantially reduce habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or

animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. The Project site is in an urban area with developed structures and infrastructure surrounding the property and no natural biological habitat exists within the APE. Based on the historic disturbance of the site, and its current disturbed condition, the potential for impacting archaeological is low, but mitigation is required to address the potential for historic resources due to the age of many of the structures within the TOD project area. Please see biological and cultural sections of this Initial Study.

- b) *Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?*

Less Than Significant Impact – The proposed project reflects the City and applicant's objective of creating a Transit-Oriented Development (TOD) land use district in conjunction with the future Metrolink Passenger Station. The creation of such a district meets a regional goal of higher density residential development associated with mixed commercial and service uses. Thus, based on the project's objectives and the lack of any significant adverse environmental impacts, this project meets both the short- and long-term environmental goals of the City of Placentia, with no identifiable disadvantage for either circumstance.

- c) *Does the project have impacts that are individually limited, but cumulatively considerable? "Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?*

Less Than Significant With Mitigation Incorporated – Based on the analysis in this Initial Study, the proposed TOD land use district has been evaluated as not having the potential to cause impacts that are individually or cumulatively considerable. There are no other projects in the project vicinity to which this project would contribute to a cumulatively considerable impact. The issues of Aesthetics, Air Quality/GHG, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, Public Services, Recreation, Transportation and Utilities require the implementation of mitigation measures to reduce impacts to a less than significant level and ensure that cumulative effects do not rise to a level of cumulatively considerable. All other environmental issues were found to have no significant impacts without implementation of mitigation. The potential cumulative environmental effects of implementing the proposed project have been determined to be less than considerable and thus, less than significant impacts.

- d) *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

Less Than Significant With Mitigation Incorporated – The proposed project includes activities that have a potential to cause direct substantial adverse effects on humans. The issues of Aesthetics, Air Quality/GHG, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, Public Services, Recreation, Transportation and Utilities require the implementation of mitigation measures to reduce human impacts to a less than significant level. All other environmental issues were found to have no significant impacts on humans without implementation of mitigation. The potential for direct human effects from implementing the proposed project have been determined to be less than significant.

Conclusion

This document evaluated all CEQA issues contained in the latest Initial Study Checklist form. The evaluation determined that either no impact or less than significant impacts would be associated with the issues of agricultural and forestry resources, biological resources, land use and planning, mineral resources, and population/housing. The issues of Aesthetics, Air Quality/GHG, Cultural Resources

Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, Public Services, Recreation, Transportation and Utilities require the implementation of mitigation measures to reduce impacts to a less than significant level. The required mitigation has been proposed in this Initial Study to reduce impacts for these issues to a less than significant impact.

Based on the findings in this Initial Study, the City of Placentia proposes to adopt a Mitigated Negative Declaration (MND) for the TOD GPA and Zone Change Project, including the proposed Development Standards. A Notice of Intent to Adopt a Mitigated Negative Declaration (NOI) will be issued for this project by the City of Placentia. The Initial Study and NOI will be circulated for 30 days of public comment because this project appears to involve future interactions with Caltrans as either a responsible or trustee agency. At the end of the 30-day review period, a final MND package will be prepared and it will be reviewed by the City of Placentia for possible adoption at a future City Council meeting, the date for which has yet to be determined. If you or your agency comments on the MND/NOI for this project, you will be notified about the meeting date in accordance with the requirements in Section 21092.5 of CEQA (statute).

SUMMARY OF MITIGATION MEASURES

Aesthetics

- I-1 Prior to approval of any new TOD facilities within the project area, the applicant shall submit an evaluation of the scenic value of structures that will be replaced by the new TOD facility. Based on the findings, the following actions may be required: no further action if no resource; recordation of the scenic values of a structure if merited; and integration of existing building scenic elements into the new building design. Implementation of these measures will avoid loss of any scenic resource values due to future TOD-related development within the project area.
- I-2 Future developers shall submit an analysis of potential glare from lighting or sunlight that may impact vehicles on adjacent roadways or structures. This analysis shall demonstrate that due to building orientation or exterior treatment of windows, no significant light or glare impacts may be caused that could adversely impact driver safety on the adjacent roadways or occupied structures in the vicinity of the new development. This analysis shall be submitted to the City for review and approval prior to issuance of the final building permit(s) for new structures within the TOD area.
- I-3 Future developers shall submit an analysis that potential lighting from new structures does not create an adverse light impact on adjacent structures. This analysis shall demonstrate that based on an approved lighting plan for new structures, adjacent structures or areas are not exposed to intrusive or harmful amounts of light. This analysis shall be submitted to the City for review and approval prior to issuance of the final building permit(s) for new structures within the TOD area.

Air Quality

- III-1 For each future project implemented within the TOD project area, the development shall identify project construction related emissions and specific best available control measures (BACMs) identified in Rule 403 required to ensure that fugitive dust or construction equipment exhaust emissions will not exceed SCAQMD construction thresholds of significance or emission concentrations at the nearest receptors identified by local significance thresholds. The specific BACMs identified shall be made conditions of approval to ensure implementation.
- III-2 Only "Low-Volatile Organic Compounds" paints (no more than 100 gram/liter of VOC) and/or High Pressure Low Volume (HPLV) applications consistent with South Coast Air Quality Management District Rule 1113 shall be used.
- III-3 As individual projects are submitted for entitlements in the future, the City will maintain a record of each individual project's forecast trip generation and net area source emissions. When total trip generation (including the 1,247 existing trips) approaches 4,500, the City will not consider additional project entitlements within the TOD area, unless actual field monitoring of trips and area source verifies that actual trip generation is measured as being less than the SCAQMD thresholds when the verification is calculated. Field monitoring can consist of measuring trips and area source emissions from individual developments or monitoring trips on the local roadways entering and leaving the TOD area. Other verifiable measures may also be used to verify total trips, including interviews with residents or owners of businesses and verification of actual area source emissions. If the data indicate that the 5,000 trip ADT will be exceeded, the City will perform a new environmental evaluation in compliance with CEQA to assess whether continued development within the TOD area will exceed the emission significance thresholds in place at the time of measurement.

- III-4 For each future project implemented within the TOD project area that can generate offensive odors, the development shall identify project-specific best available control measures (BACMs) for the specific odors that ensure adjacent sensitive receptors will not be exposed to odor concentrations that would conflict with residential uses. The specific BACMs identified for odor control shall be made conditions of approval to ensure implementation.

Cultural Resources

- V-1 Prior to demolition of any structure greater than 50 years in age in support of a TOD facility, the City will require a comprehensive historical resource evaluation of the structure. If it is determined that the structure has significant historical value, specific management actions will be defined to reduce impacts to a less than significant impact level. If mitigation to a less than significant historical impact level cannot be achieved, the City will require the preparation of a second tier environmental document, most probably EIR, prior to allowing the TOD project to proceed.

Geology and Soils

- VI-1 Prior to approval of specific development projects within the TOD area in the future, the City will require comprehensive documentation of the erosion control and water quality best management practices (BMPs) that will be implemented by a proposed site specific project. This documentation shall demonstrate that erosion, sedimentation and discharge of storm water from the site during construction and after development will not cause degradation of storm water runoff from the project site that could cause or contribute to a violation of the beneficial uses and water quality standards downstream from the project site.
- VI-2 Concurrent with accepting an application for a residential structures within the TOD area, the developer shall submit a professionally prepared geotechnical report that includes geotechnical design specifications for the proposed structure at the project site. These design specifications shall demonstrate that any site specific sources of instability can be controlled to a less than significant impact level and these requirements shall be implemented through a condition of approval imposed by the City on the proposed structure.

Greenhouse Gas Emissions

- VII-1 As individual projects are submitted for review in the future, the City will require a GHG emission forecast for proposed construction activities. If construction-related GHG emissions exceed regionally accepted thresholds, the City will require mitigation to offset such emissions. Mitigation may be in the form of GHG emission offsets or credits obtained from other projects or mitigation banks. If the data indicate that the construction GHG emissions will exceed thresholds of significance in place at the time of construction after application of mitigation, the City will perform a new environmental evaluation in compliance with CEQA to assess whether continued development will exceed the emission significance thresholds in place at the time of measurement.
- VII-2 As individual projects are submitted for entitlements in the future, the City will require a GHG evaluation on each project and ensure that project-related GHG emissions do not exceed the 3,000 MTCO₂(e) threshold. Where this threshold will be exceeded, the City will require the developer to provide project-related GHG emission reductions (such as higher energy conservation), use of recycled water or other GHG reduction measures. The City will also accept verifiable GHG emission offsets from projects. However, if the data indicate that the project specific GHG threshold will be exceeded, the City will perform a new environmental evaluation in

compliance with CEQA to assess whether the development within the TOD area will exceed the emission significance thresholds.

Hazards and Hazardous Materials

- VIII-1 All spills or leakage of petroleum products or other hazardous materials during construction activities will be remediated in compliance with applicable state and local regulations regarding cleanup and disposal of the contaminant released. The contaminated waste will be collected and disposed of at an appropriately licensed disposal or treatment facility. This measure will be incorporated into the SWPPP or erosion control plan prepared for site specific development within the project area.
- VIII-2 Prior to approval of any project under the TOD designation, a Phase I and/or Phase II Environmental Site Assessment shall be prepared to document the potential for any residual contamination at a site being developed within the TOD area. Any identified residual contamination shall be remediated to a level that will permit residential use prior to approval of any project proposed under the TOD designation.

Hydrology and Water Quality

- IX-1 Concurrent with individual project applications in the future, the applicant for a project in the TOD area shall submit a review of existing water consumption on the property, and a forecast of future water consumption by the proposed development. If water consumption by the new project is less than currently occurs on the property, no further action is required. If water consumption is forecast to increase by more 25% than current water demand or 5,000 gallons per day per acre, the project applicant shall fund sufficient water conservation measures within the project area (including the proposed project) to offset the increase in demand on the local water purveyor. Specific conservation measures that can be funded include, but are not limited to: use of recycled water for exterior landscaping, ultra low flush toilets; interior water fixtures that reduce water consumption, such as on-demand water heaters; replacement of existing high water demand landscaping with xeric landscaping; installation of smart landscape/irrigation management/control systems (such as drip systems); and use of onsite low water demand landscaping. To verify adequate water demand offset, the City shall consult with the local water purveyor and verify the adequacy of the offset.

Noise

- XII-1 The City shall require a noise study for each future specific project that will identify whether noise attenuation features (such as dual-paned windows with specific sound transmission features, mechanical ventilation, balcony buffers, or street level buffers) must be installed to meet the City's noise standards as identified in Table XII-2. This noise study shall be submitted with the project design and noise attenuation features shall be incorporated and identified on design plans submitted to the City for review and approval. Specific measures shall be implemented that demonstrate compliance with City noise standards, or a follow-on CEQA environmental document must be prepared for a project that cannot meet the standards.
- XII-2 The City shall require a vibration study for each future specific project that will identify whether noise attenuation features (such as dual-paned windows, spread footings, or other vibration features) must be installed to meet the 72 VdB vibration threshold recommended for the volume of train traffic. This vibration study shall be submitted with the project design and vibration attenuation features shall be incorporated and identified on design plans submitted to the City for review and approval. Specific measures shall be implemented that demonstrate

compliance with the 72 VdB threshold, or a follow-on CEQA environmental document must be prepared for a project that cannot meet the standards.

- XII-3 Future projects that may adversely impact noise sensitive uses shall use noise reducing barriers and other devices to reduce exterior noise levels at the nearest sensitive receptor to 65 CNEL or less during the daytime construction hours. This shall include installation of a temporary construction barrier around the source of construction noise.
- XII-4 No construction activities shall occur during the hours of 7 PM through 7 AM, Monday through Saturday and at no time shall construction activities occur on Sundays or holidays, unless a declared emergency exists. Stated differently, construction activities shall be limited to 7 AM to 7 PM on weekdays; and no construction activities on Sunday or federal holidays.
- XII-5 Stationary construction equipment that generates noise above the 65 dB threshold at the nearest sensitive receptor shall be placed behind a temporary noise construction barrier while in use.
- XII-6 The project developer shall establish a noise complaint response program and shall respond to any noise complaints received for future specific project by measuring noise levels at the affected receptor site. If the noise level exceeds an CNEL of 60 dBA exterior or an CNEL of 45 dBA interior at the sensitive receptor, the applicant will implement adequate measures (which may include portable sound attenuation walls, use of quieter equipment, shift of construction schedule to avoid the presence of sensitive receptors, etc.) to reduce noise levels to the greatest extent feasible.
- XII-7 Project developer will require that all construction equipment be operated with mandated noise control equipment (mufflers or silencers). Enforcement will be accomplished by random field inspections by applicant personnel during construction activities.
- XII-8 Equipment not in use for five minutes shall be shut off.
- XII-9 Equipment shall be maintained and operated such that loads are secured from rattling or banging.
- XII-10 Where available, electric-powered equipment shall be used rather than diesel equipment and hydraulic-powered equipment shall be used instead of pneumatic power.
- XII-11 Construction employees shall be trained in the proper operation and use of equipment consistent with these mitigation measures, including no unnecessary revving of equipment.
- XII-12 No radios or other sound equipment shall be used at this site unless required for emergency response by the contractor.
- XII-13 Public notice shall be given 10 days prior to initiating construction. This notice shall be provided to all property owners and residents within 300 feet of the project site and shall be provided to property owners/residents at least one week prior to initiating construction. The notice shall identify the dates of construction and the name and phone number of a construction supervisor (contact person) in case of complaints. One contact person shall be assigned to the project. The public notice shall encourage the adjacent residents to contact the supervisor in the case of a complaint. Resident's would be informed if there is a change in the construction schedule. The supervisor shall be available 24/7 throughout construction by mobile phone. If a complaint is received, the contact person shall take all feasible steps to remove or attenuate the sound source causing the complaint.

Public Services

XIV-1 Future projects implemented under the TOD district shall submit a fiscal impact analysis focused on law enforcement and recreation demand and costs to evaluate the need for additional fees to support these two City services. The documentation shall be reviewed and approved by the City and if additional fees must be paid, the City shall impose them as conditions of approval for the future projects either directly or through creation of a community facilities district. Alternatively, if the City imposes a Public Safety Impact Fee, this fee shall provide sufficient funding for the increased demand for these services.

Transportation / Traffic

XVI-1 Each future TOD project shall pay fair share fees for the intersection improvement costs at the time of entitlement based on the percentage of trips contributed at each intersection. A high level “order of magnitude” cost estimate is also provided in subsequent mitigation identified in the Traffic Impact Study. These are rough estimate costs for engineering and construction and will need to be refined during future preliminary engineering phase. The mitigation measures should be re-evaluated for any refinement of the Draft General Plan Update and/or additional development of the TOD project over and beyond 5,000 trips. All significantly impacted intersections require mitigation prior to Future Buildout. Mitigation for each intersection and estimated costs are listed below:

- Placentia/Crowther Avenue: Upgrade left turn signal phasing for all movements from permissive left turns to protected/permissive left turn phasing. Estimated Cost - \$100,000;
- Orangethorpe Avenue/Placentia Avenue: Provide eastbound/westbound dual left-turn Lanes at Orangethorpe Avenue/Placentia Avenue. Estimated Cost - \$450,000;
- Orangethorpe Avenue/SR-57 Northbound Ramps: Restripe Northbound Off-Ramp middle lane as shared Left-Turn/Thru/Right-Turn Lane. Estimated Cost - \$50,000;
- Orangethorpe Avenue/SR-57 Northbound Ramps: The westbound right turn movement is expected to increase from 550 vehicles per hour (vph) to 800 vph during the PM period for year 2035. This movement should be closely monitored and may require additional improvements to reduce congestion and queuing. An additional improvement would be to modify the existing median on Orangethorpe Avenue to add an exclusive Westbound Right-Turn Lane. Estimated Cost - \$200,000;
- Orangethorpe Avenue/Melrose Street: Provide an exclusive southbound right-turn lane without overlap signal phasing and northbound dual left-turn lanes at Orangethorpe Avenue/Melrose Street. Estimated Cost - \$100,000;
- Kraemer Boulevard/Orangethorpe Avenue: Restripe Orangethorpe Avenue to provide eastbound dual left-turn lanes. Add additional north/south thru lane (three lanes each) by restriping the northbound and southbound right turn lanes to thru lanes. Consider modifying the north/south left-turn movements from protected-only left-turn phasing to protected- permissive left-turn phasing. Restripe the southbound left-turn approach to provide a positive offset for better sight distance between the north/south left turn movements. Estimated Cost - \$100,000.

XVI-2 Truck access for the parcel on the southwest corner of Melrose Street and Crowther Avenue must be maintained to and from this site.

- XVI-3 Construction hours should be five days a week, and in accordance with the City of Placentia Municipal Code, limited to the hours of 7 AM and 7 PM on working days (Monday through Friday).
- XVI-4 Construction truck and worker automobile traffic will utilize the proposed driveways along Melrose Street and Crowther Avenue for access to and from the project site.
- XVI-5 Trucks transporting materials to and from the project site must utilize the designated truck routes along Placentia Avenue, Crowther Avenue, Melrose Street, and Orangethorpe Avenue.
- XVI-6 Trucks entering or exiting the construction site will need to yield to public traffic at all times.
- XVI-7 It is unlikely that street traffic will be impacted by on-site construction activities; however, should it be necessary for temporary lane closures and/or detour routes for utility work or other such work in the public right-of-way those temporary traffic control activities are to be conducted in compliance with the requirements and guidelines outlined in the California Manual of Uniform Traffic Control Devices (MUTCD)
- XVI-8 Construction staging should be conducted on-site and under no circumstances will be allowed on local or residential streets.
- XVI-9 Construction work within the public right-of-way needs to be in compliance with City standards and the construction site shall be posted with the name, company and a phone number of a person to call for complaints.
- XVI-10 The applicant will be fully responsible for the repair of damages to any public facility due to the hauling or transporting of construction related materials.
- XVI-11 Parking for the construction trucks and worker trucks will be on-site, away from the adjacent public roadways and existing active businesses.
- XVI-12 The City shall coordinate with OCTA to ensure that one or more bus routes to the future Placentia Metrolink Station will serve the TOD project area.

Utilities and Service Systems

- XVII-1 Future projects implemented under the TOD district shall submit a detailed evaluation of water demand and wastewater generation based on the fixtures that will be installed. This information shall be compared to the current demand by existing development and a net impact determination made. This net impact shall be compared to available water supply capacity and wastewater treatment capacity of the serving utility systems. If the demand/generation exceeds the capacity of either utility system, the modifications to the system(s) shall be evaluated and a determination of indirect impact reached in a second tier environmental document. The documentation shall be reviewed and approved by the City and if specific measures must be implemented, the City shall impose them as conditions of approval for the future projects. In no instance shall a project be approved that would cause significant environmental effects on either the water or wastewater system, including adequacy of water supplies and treatment capacity. Mitigation in the form of offsets, such as funding water conservation or wastewater generation reductions at other location, shall be implemented where deemed necessary.
- XVII-2 Future projects implemented under the TOD district shall submit a detailed evaluation of stormwater drainage from the new project relative to the existing development. If the future project will generate stormwater runoff that exceeds the existing volume or time of

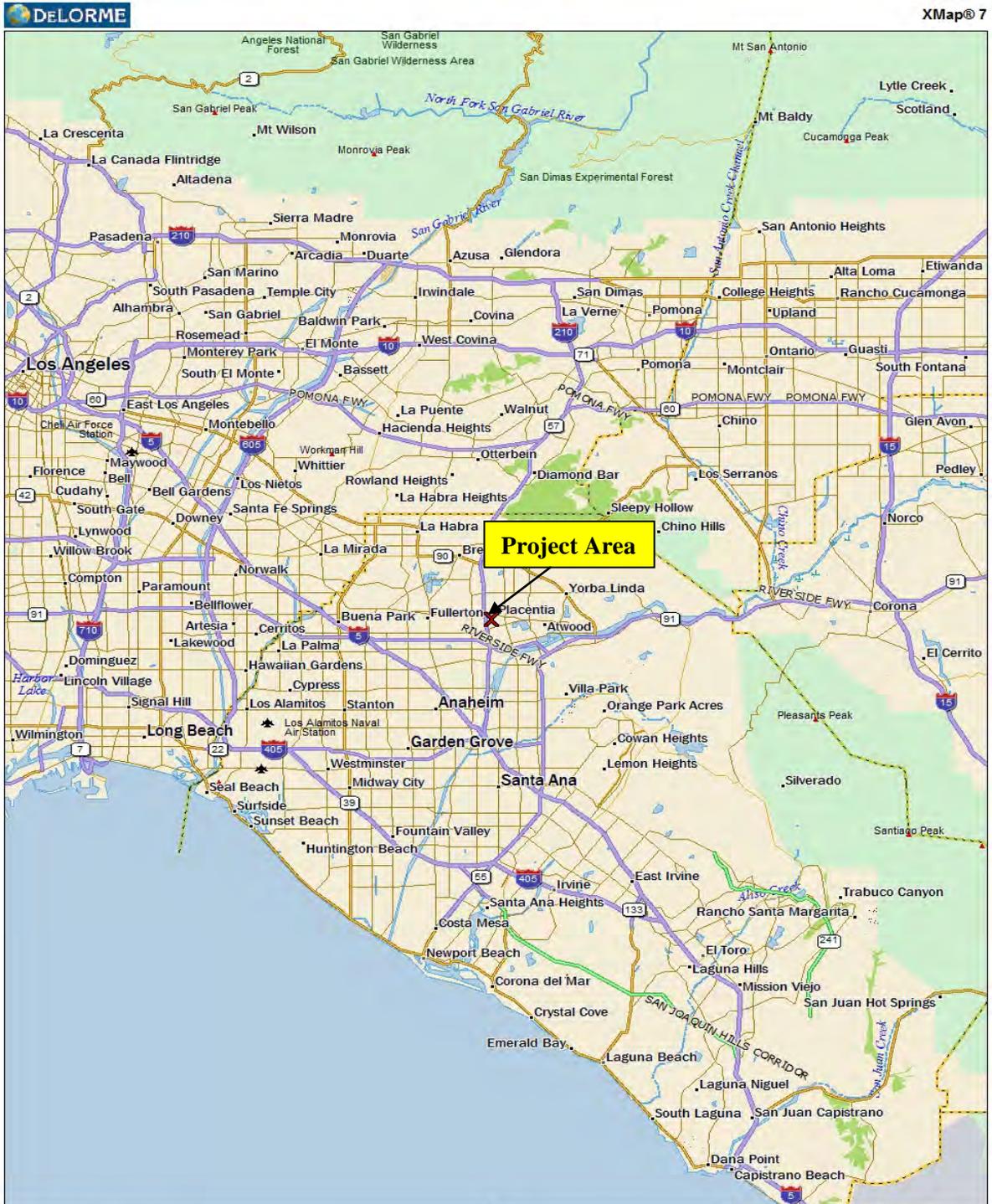
accumulation, onsite stormwater detention shall be installed as part of the site development of offset any increase that would exceed the capacity of the existing stormwater collection and transport systems. In no instance shall a project be approved that would cause significant environmental effects on either the existing drainage system, unless the system incremental stormwater increase is detained onsite or the drainage system altered to accommodate any change.

REFERENCES

- Albert Grover & Associates, "Addendum to Traffic Impact Study for the Proposed Redevelopment of the Packing House Area," January 19, 2017
- Albert Grover & Associates, "Traffic Impact study for the Proposed Packing House Area Redevelopment," August 18, 2016
- Giroux & Associates, "Emission Forecasts for TOD Packing House District," January 2017
- Giroux & Associates, "Noise Analysis for TOD Packing House District," January 2017
- Giroux & Associates, "*Noise Impact Analysis, Veteran's Village, City of Placentia, California,*" November 8, 2016
- Lilley Planning Group for the City of Placentia, "Development Standards for Transit-Oriented Development Packing House District," December 13, 2016
- Placentia, Final Administrative Draft TOD Packing House District, Public Realm Guidelines, August 15, 2016
- Placentia General Plan, <http://www.placentia.org/generalplan>
- Placeworks, "Initial Study for La Palma Village, City of Anaheim," November 2015
- SCAG's Regional Transportation Plan/Sustainable Communities policies
- U.S. Department of Transportation) Guideline, "Transit Noise and Vibration Impact Assessment," May 2006
- U.S. Fish and Wildlife Services, Packing House District Transit-Oriented Development "*IPaC Trust Resources Report,*" generated October 12, 2016
- http://www.gswater.com/placentia/files/2012/12/Placentia_2010_UWMP.pdf
- <http://www.placentia.org/index.aspx?NID=613> (accessed November 9, 2016) Proposed Placentia General Plan Update November 2014
- https://soilseries.sc.egov.usda.gov/OSD_Docs/M/MOCHO.html
- https://soilseries.sc.egov.usda.gov/OSD_Docs/M/MYFORD.html

FIGURES

FIGURE 1 Regional Location



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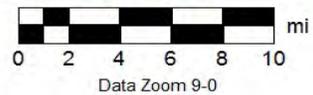
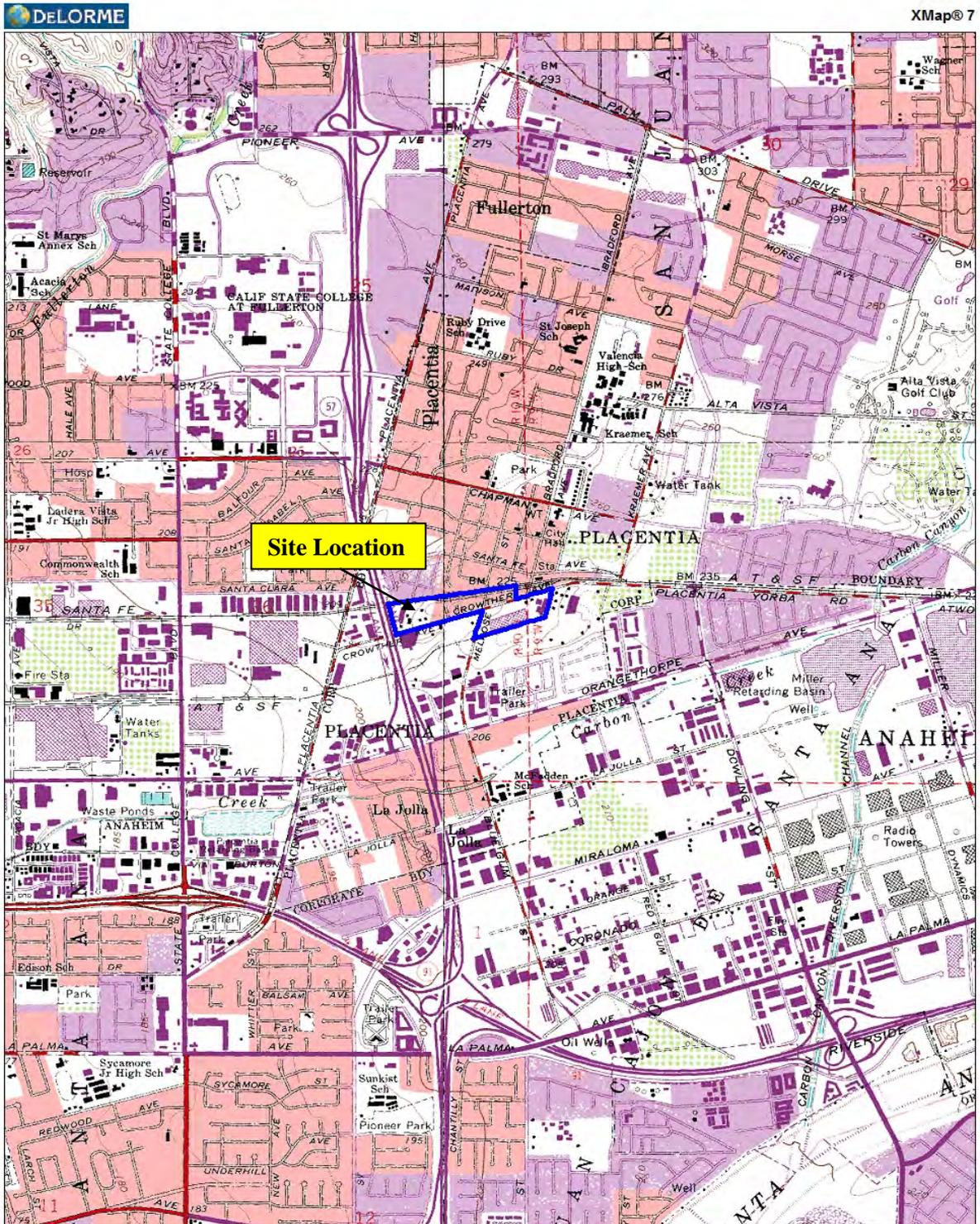


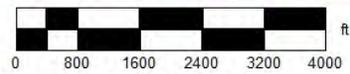
FIGURE 2
Site Location



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Data Zoom 13-0

FIGURE 3
Aerial Photo of Area Encompassed by TOD Overlay Area

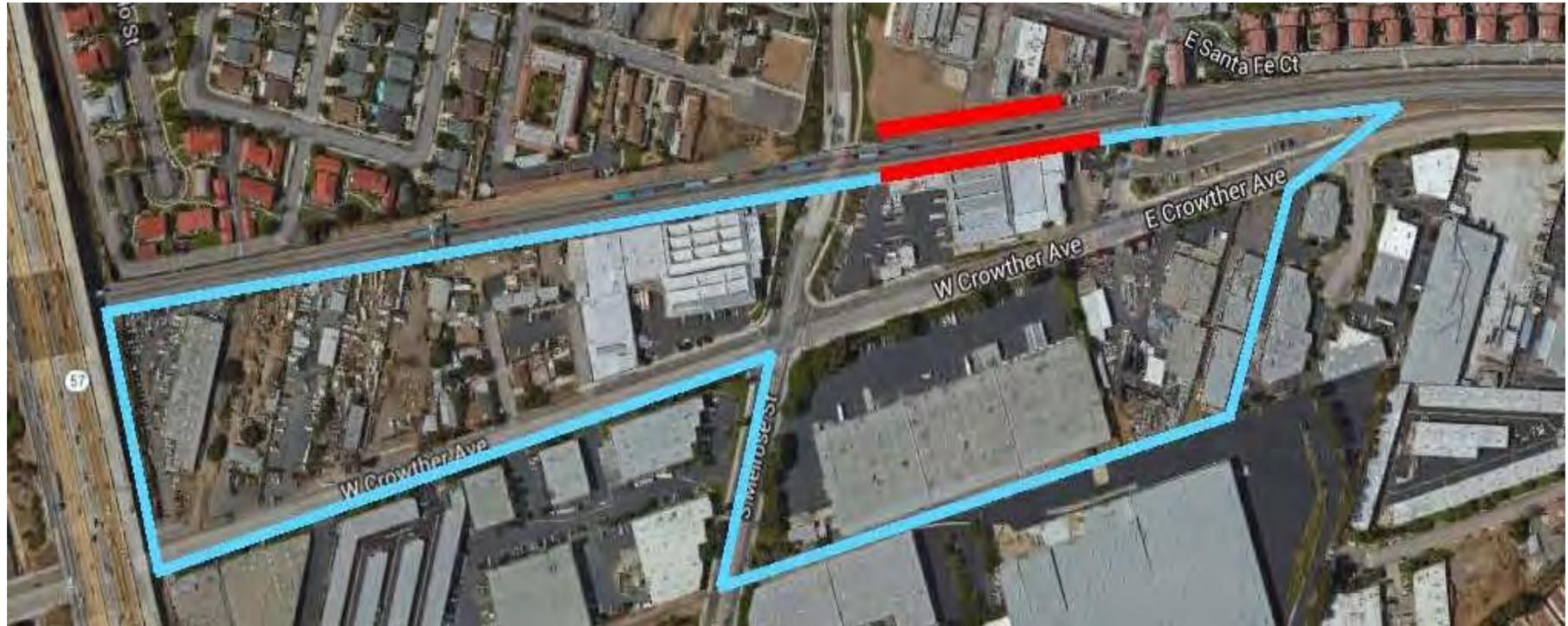
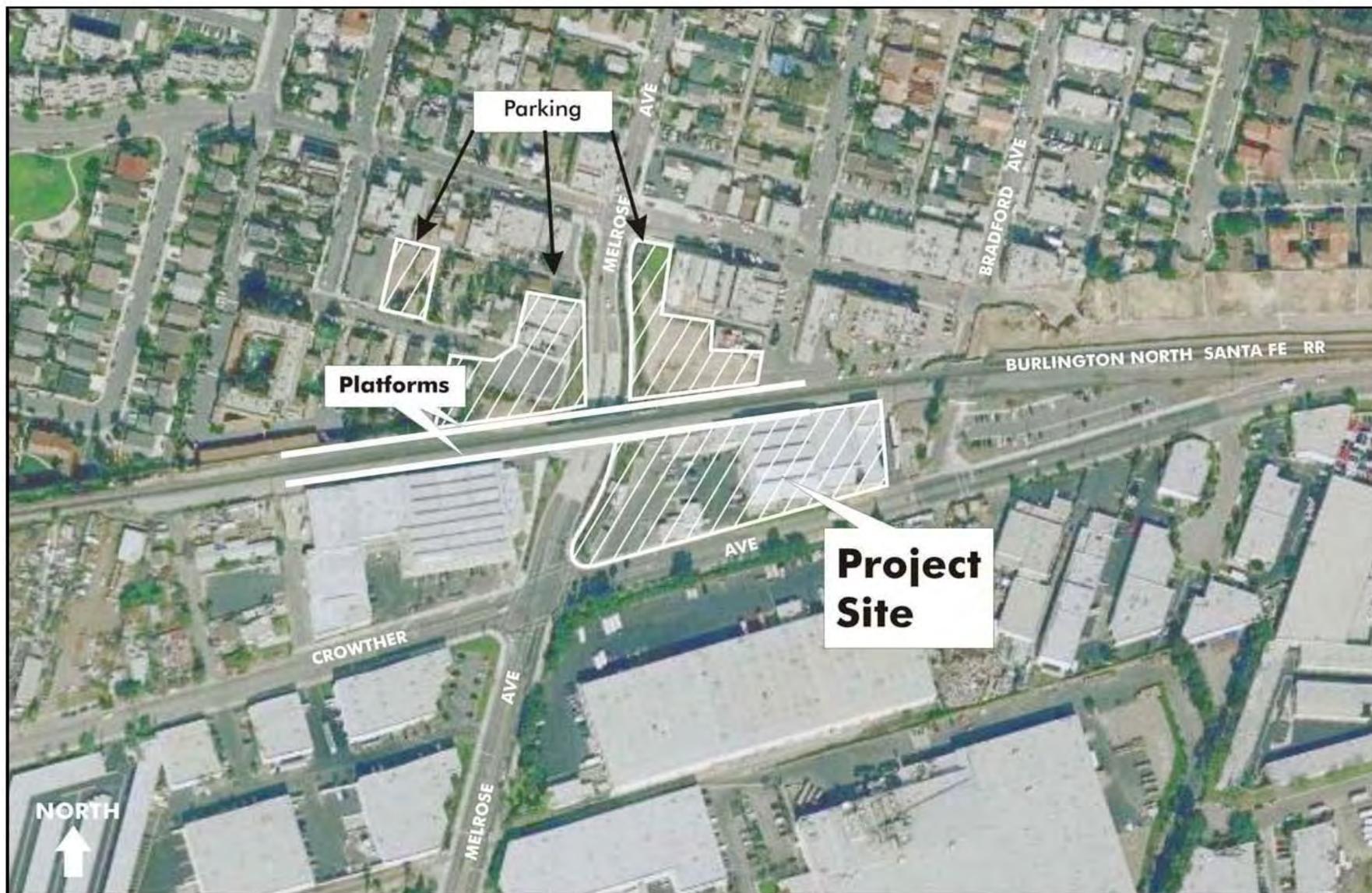


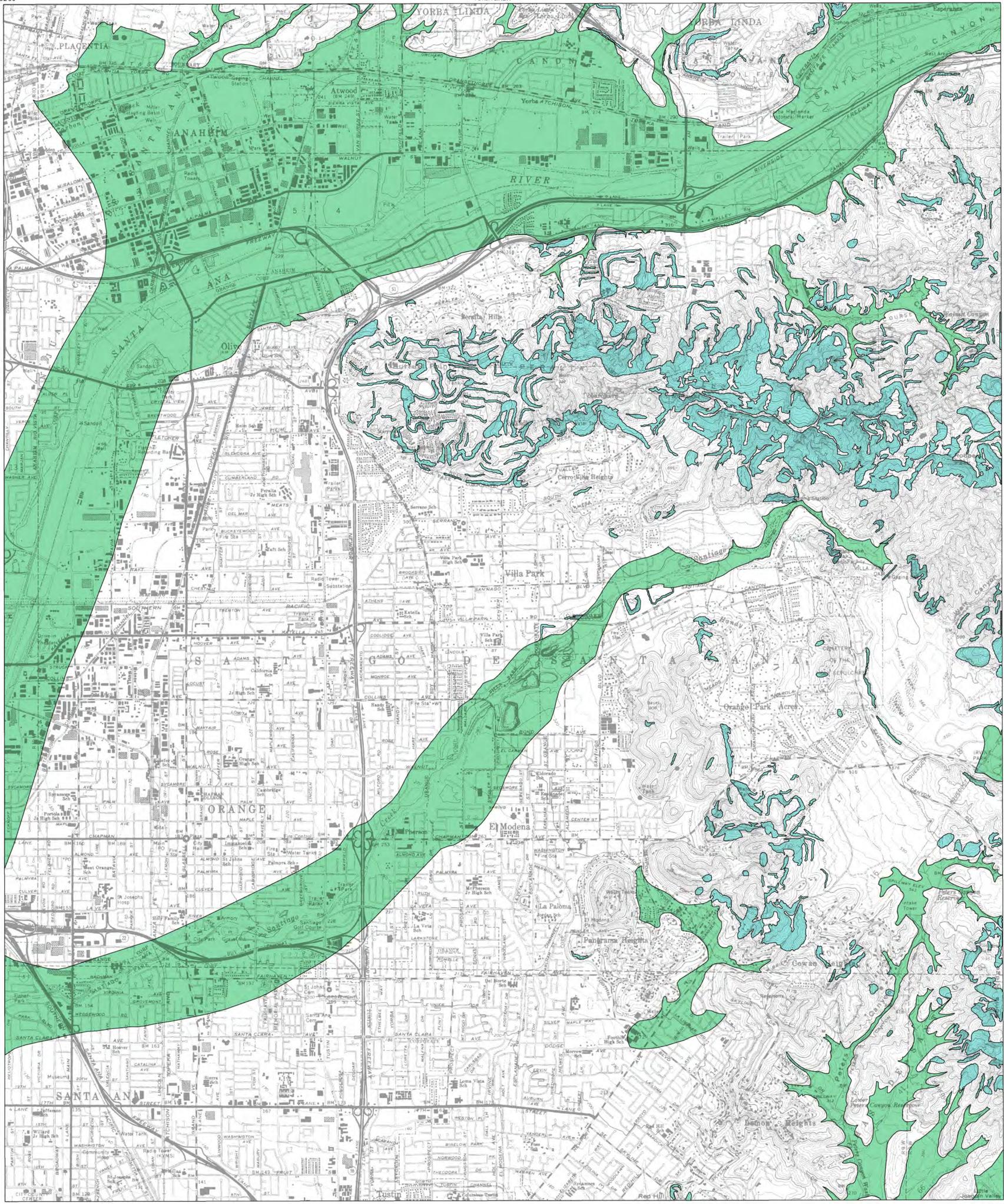
FIGURE 4
Proposed Location of New Metrolink Passenger Platform



Source: City of Placentia Westlake Metrolink Station, Draft EIR (March 7, 2007)

**FIGURE VI-1
USGS Fault Map**





Base Map prepared by U.S. Geological Survey, 1964, photorevised 1981

PURPOSE OF MAP

This map will assist cities and counties in fulfilling their responsibilities for protecting the public safety from the effects of earthquake-triggered ground failure as required by the Seismic Hazards Mapping Act (Public Resources Code Sections 2690-2699.6).

For information regarding the scope and recommended methods to be used in conducting the required site investigations, see DMG Special Publication 117, Guidelines for Evaluating and Mitigating Seismic Hazards in California.

For a general description of the Seismic Hazards Mapping Program, the Seismic Hazards Mapping Act and regulations, and related information, please refer to the draft User's Guide (see <http://www.consrv.ca.gov/dmg/sheep/userguide.html>).

Production of this map was funded by the Federal Emergency Management Agency's Hazard Mitigation Program and the Department of Conservation in cooperation with the Governor's Office of Emergency Services.

IMPORTANT - PLEASE NOTE

1) This map may not show all areas that have the potential for liquefaction, landsliding, strong earthquake ground shaking or other earthquake and geologic hazards. Also, a single earthquake capable of causing liquefaction or triggering landslide failure will not uniformly affect the entire area zoned.

2) Liquefaction zones may also contain areas susceptible to the effects of earthquake-induced landslides. This situation typically exists at or near the toe of existing landslides, downslope from rockfall or debris flow source areas, or adjacent to steep stream banks.

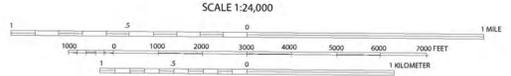
3) This map does not show Alquist-Priolo earthquake fault zones, if any, that may exist in this area. Please refer to the latest official map of earthquake fault zones for disclosures and other actions that are required by the Alquist-Priolo Earthquake Fault Zoning Act. For more information on this subject and index to available maps, see DMG Special Publication 42.

4) Landslide zones on this map were determined, in part, by adapting methods first developed by the U.S. Geological Survey (USGS). A new generation of landslide hazard maps being prepared by the USGS (Jibson and Harp, in preparation) uses an experimental approach designed to explore new methods to assess earthquake-induced landslide hazards. Although aspects of this new methodology may be incorporated in future seismic hazard zone maps, the experimental USGS maps should not be used as substitutes for these official earthquake-induced landslide zone maps.

5) U.S. Geological Survey base map standards provide that 90 percent of cultural features be located within 40 feet (horizontal accuracy) at the scale of this map. The identification and location of liquefaction and earthquake-induced landslide zones are based on available data. However, the quality of data used is varied. The zone boundaries depicted have been drawn as accurately as possible at this scale.

6) Information on this map is not sufficient to serve as a substitute for the geologic and geotechnical site investigations required under Chapters 7.5 and 7.8 of Division 2 of the Public Resources Code.

7) **DISCLAIMER:** The State of California and the Department of Conservation make no representations or warranties regarding the accuracy of the data from which these maps were derived. Neither the State nor the Department shall be liable under any circumstances for any direct, indirect, special, incidental or consequential damages with respect to any claim by any user or any third party on account of or arising from the use of this map.



STATE OF CALIFORNIA SEISMIC HAZARD ZONES

Delimited in compliance with Chapter 7.8, Division 2 of the California Public Resources Code (Seismic Hazards Mapping Act)

ORANGE QUADRANGLE OFFICIAL MAP

Released: April 15, 1998

James F. Davis
STATE GEOLOGIST

MAP EXPLANATION

Zones of Required Investigation:

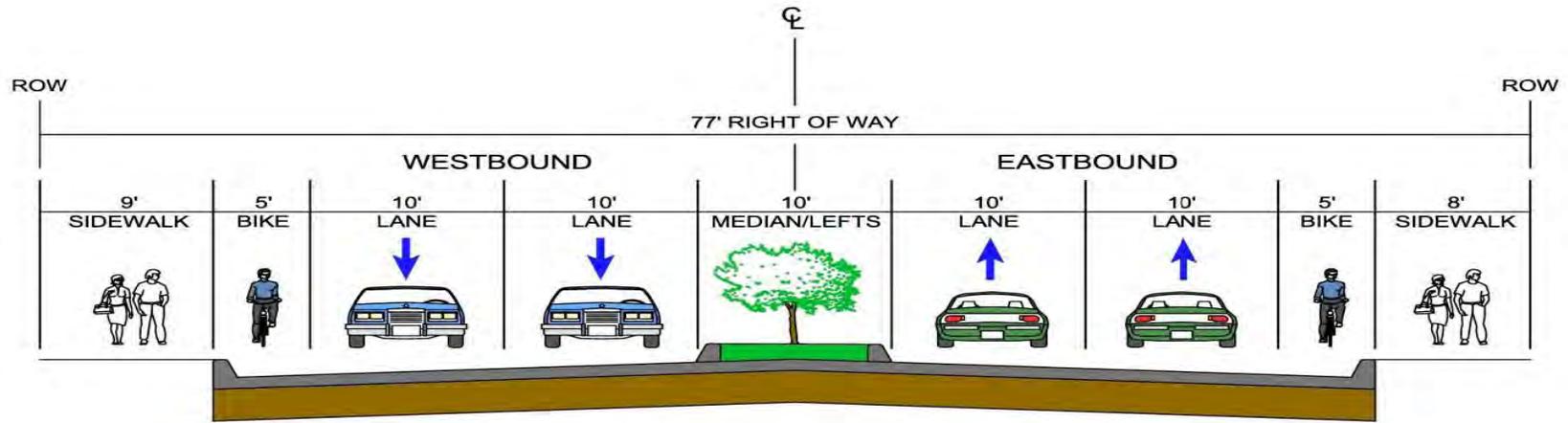
-  **Liquefaction**
Areas where historic occurrence of liquefaction, or local geological, geotechnical and groundwater conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required.
-  **Earthquake-Induced Landslides**
Areas where previous occurrence of landslide movement, or local topographic, geological, geotechnical and subsurface water conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required.

DATA AND METHODOLOGY USED TO DEVELOP THIS MAP ARE PRESENTED IN THE FOLLOWING:

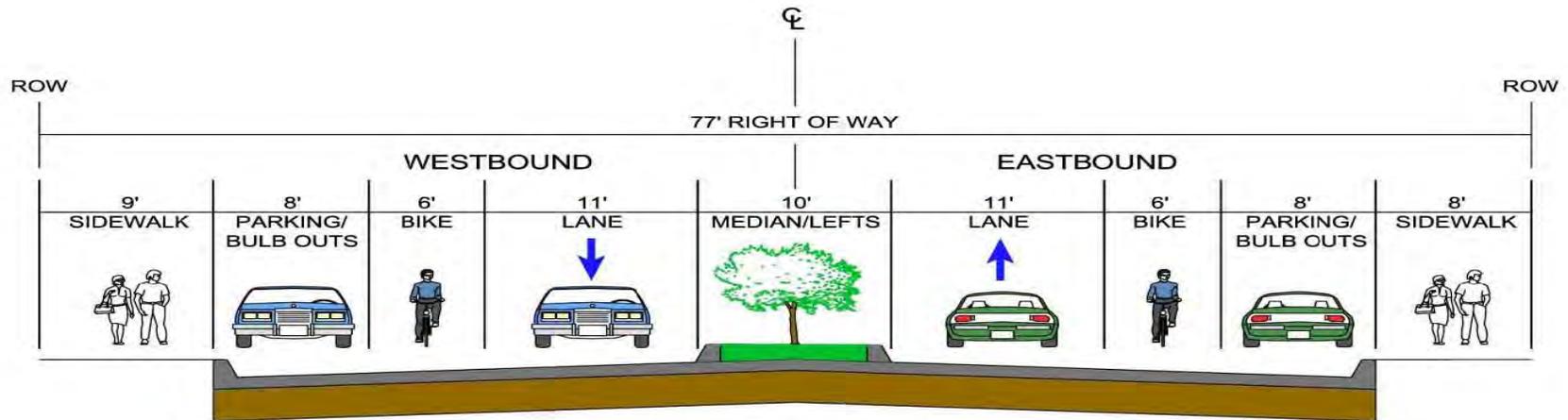
Seismic Hazard Evaluation of the Orange 7.5-minute quadrangle, Los Angeles County, California: California Department of Conservation, Division of Mines and Geology Open-File Report 97-19.

For additional information on seismic hazards in this map area, the rationale used for zoning, and additional references consulted, refer to DMG's World Wide Web site (<http://www.consrv.ca.gov/dmg/>).

FIGURE XVI-1
Crowther Avenue Alternative Design Configurations



Crowther Avenue as a Four-Lane Facility



Crowther Avenue as a Two-Lane Facility

Source: Addendum to Traffic Impact Study prepared by Albert Gover & Associates, January 2017

APPENDIX 1



*January 26, 2017
Final Working Draft*

Transit Oriented Development Packing House District Development Standards

*Lilley Planning Group
for the City of Placentia*



TRANSIT ORIENTED DEVELOPMENT PACKING HOUSE DISTRICT DEVELOPMENT STANDARDS

23.111.010 Purpose and Intent

The following provides detailed regulations for development of land uses within the Transit Oriented Development Packing House District (TOD Packing House District or “District”). The purpose of the TOD Packing House District is to encourage an appropriate mixture and density of activity around the Metrolink station to increase ridership and promote alternative modes of transportation to the automobile. The consequent intent is to decrease auto-dependency, and mitigate the effects of congestion and pollution. The development standards seek to achieve this by providing a pedestrian, bicycle, and transit-supportive environment configured in a compact pattern and a complementary mix of land uses all within a comfortable walking distance of the station. The specific objectives of this District are to:

- A. Encourage mixed-use and transit oriented development;
- B. Encourage people to walk, ride a bicycle or use transit;
- C. Encourage an active, pedestrian oriented streetscape with outdoor dining and other amenities;
- D. Promote public art and creative public places;
- E. Allow for a complementary mix of land uses to create an environment that engages people at the pedestrian level;
- F. Achieve a compact pattern of development that is more conducive to walking and bicycling;
- G. Provide sufficient density of employees, residents and recreational users to support transit;
- H. Provide a high level of amenities that create a comfortable environment for pedestrians, bicyclists, and other users;
- I. Create a physical connection with Old Town Placentia by activating the station area with a plaza and ground floor shops and restaurants in the TOD Packing House District;
- J. Promote affordable housing and provide housing for all economic segments of the community consistent with the City’s housing goals;
- K. Maintain an adequate level of parking and access for automobiles;
- L. Require high-quality, finely detailed architecture and urban form that provides interest and complexity at the level of the pedestrian and bicyclist;
- M. Generate a relatively high percentage of trips serviceable by transit;
- N. Encourage integrated development, including the consolidation of parcels; and
- O. Encourage lot and building orientation on Crowther Avenue and parcels extending from Crowther to the Railroad right-of-way, to create an active streetscape.

23.111.020 Applicability and General Provisions

The City of Placentia’s TOD Packing House District shall apply to lands delineated as such on the City’s official zoning map. All land uses and development within the District shall be located and developed in accordance with the following provisions. The standards of the TOD Packing House District shall not apply to development for which approvals were granted prior to the adoption of these regulations and which entitlements are still valid and for development which has current, valid building permits.



— — — — — TOD Boundary

23.111.030 Land Use and Permit Requirements

This section identifies the land use types allowed by the City in the TOD Packing House District.

A. Allowable Land Uses. A parcel or building within the District shall be occupied by only the land uses allowed by Table 1. Each land use in the table is defined in the glossary of this Ordinance or in the Placentia Municipal Code (PMC) (Definitions, Chapter 23.04).

1. **Multiple Uses.** Any one or more land use identified by Table 1 as being allowable within the District may be established on any parcel, subject to the planning permit requirement listed in the table, and in compliance with all applicable requirements of this Code.
2. **Mixed Use Development.** All new developments with parcels of 20,000 square feet or more, within the TOD zone must be mixed use development as defined in the definitions section in Chapter 23.04 of Municipal Code, except for the catalyst site as defined in the definitions section in Chapter 23.04 of Municipal Code.
3. **Unlisted Uses.** The Development Services Director may determine an unlisted use is similar to another allowable permitted or conditionally permitted use and if all of the following findings can be made:
 - i. The use is no greater in density or intensity than other uses allowed, or conditionally allowed in the zone;
 - ii. The use is compatible with permitted or conditionally permitted uses in the zone;
 - iii. The use will meet the purpose of the zone;
 - iv. The use is consistent with the goals and policies of the General Plan; and
 - v. The use will not be detrimental to the public health, safety or welfare.

Applicants may appeal this decision using the Use Conformity Determination process, outlined in Section 23.39.035 of the PMC.

B. Permit Requirements. Table 1 provides for land uses that are:

1. **Permitted.** These uses are permitted subject to compliance with all applicable provisions of this Chapter and require a Development Plan Review or Site Plan Review in compliance with Chapter 23.75 of the PMC. These uses are shown as “P” uses in Table 1. All new construction projects as defined in Chapter 23.04 of Municipal Code, and in this Zone must be reviewed by the Planning and Development Ad Hoc Committee.
2. **Conditionally Permitted Uses.** These uses are allowed subject to the approval of a Use Permit and require a public hearing in compliance with Chapter 23.87 of the PMC. These uses are shown as a “UP” in Table 1.
3. **Not Permitted.** These uses are not permitted, and shown as “NP” in Table 1. A land use that is not listed in Table 1 is not allowed within the District, except as otherwise provided in Section 23.11.030 (A.3). Uses that are expressly listed as not permitted are prohibited.

C. Standards for Specific Land Uses. Where the last column in Table 1 (Specific Use Regulations) includes a section number, the regulations in the referenced section of this chapter and/or the PMC apply to the use. Provisions in other sections of this chapter may also apply.

Table 1: Allowed Land Uses and Permit Requirements

LAND USE TYPE	PERMIT REQUIREMENT P-permitted UP – use permit NP – not permitted	SPECIFIC USE REGULATIONS
<p>D. Mixed Use Requirement. All new developments fronting Crowther Avenue within the TOD zone must be mixed use development, except for the “catalyst site” or those sites containing less than 20,000 square feet. E. Frontage on Crowther: 75% of frontage must be designed and constructed for potential commercial with a minimum 15’ floor to ceiling height, 75% of building façade to have street level, transparent windows, and ground floor to be constructed with exhaust and grease trap systems for potential restaurant uses.</p>		
Recreation, Education, Public Assembly Uses		
1. Commercial recreation facility – indoor	NP	
2. Conference/Convention Facility	NP	
3. Health/Fitness Facility, including stand alone or roving fitness classes	NP	
4. Library, Museum	P	Permitted only in the historic Packing House Building ¹
5. Park, Playground	P	Only permitted when integrated into the overall development of a site.
6. School – specialized Education, training	NP	
7. Studio – art, dance, martial arts, music, cooking, fitness (such as yoga, Pilates, spin, etc.)	P	Permitted only above the ground floor within a mixed use development or above the ground floor of the Packing House building. Only one studio per development.
8. Theatre (live performing arts)	P	Movie Cinemas not permitted
Residential Uses		
9. Emergency/Transitional shelter	NP	
10. Home Occupation	P	PMC Section 23.81.020. No additional parking shall be permitted for those units with home occupation.
11. Live Work, in Packing House building	P	
12. Live Work	UP	
13. Mixed use project with residential	P	Maximum of 3 bedrooms per unit; 15% of all units may be up to 3 bedrooms

¹ The Packing House building is located at 341 S. Melrose Street.

LAND USE TYPE	PERMIT REQUIREMENT P-permitted UP – use permit NP – not permitted	SPECIFIC USE REGULATIONS
		The design and construction of multi-family residential developments as courtyard housing projects is encouraged. Ground floors in mixed use projects must be plumbed/planned restaurant infrastructure including exhaust and grease control device.
14. Multi-Family Residential, Catalyst Site	UP	Maximum of 3 bedrooms per unit; 15% of all units may be up to 3 bedrooms. Project with only multi-family residential are permitted only on the “catalyst site.” See definition of “catalyst site.”
15. Non Mixed Use Project with a parcel size under 20,000 square feet	UP	Must be commercial on ground floor. May also include commercial, residential or office above ground floor. Must meet all other development standards. Must meet the Intent and Purpose of this chapter.
16. Residential Only	NP, except as permitted as a catalyst site as described in definitions.	
Retail/Commercial Uses		
17. Accessory Retail or services	P	Only permitted when primary commercial use is established. Must be incorporated into mixed-use or within Packing House; cannot stand alone.
18. Adult Entertainment Facility or Business	NP Pursuant to PMC Chapter 23.89	

LAND USE TYPE	PERMIT REQUIREMENT P-permitted UP – use permit NP – not permitted	SPECIFIC USE REGULATIONS
19. Alcoholic beverage sales (not associated with bar, brewery, distillery, restaurant, or neighborhood market or grocery)	NP	
20. Antique or collectible store	P	Must be incorporated into mixed-use or within Packing House; cannot stand alone.
21. Artisan Shop	P	Must be incorporated into mixed-use or within Packing House; cannot stand alone.
22. Auto repair or auto parts sales	NP	
23. Bar, tavern, brewery, distillery, tasting rooms, wine cellar	UP	Must be incorporated into mixed-use or within Packing House; cannot stand alone.
24. Neighborhood Market (without alcohol beverage sales)	P	With alcohol sales, a use permit is required.
25. Drive-through (any uses)	NP	
26. Furniture, furnishings and appliance store	NP	
27. General retail – less than 5,000 sf	P	Must be incorporated into mixed-use or within Packing House; cannot stand alone.
28. General retail –5,000 sf to 20,000 sf	UP	Must be incorporated into mixed-use or within Packing House; cannot stand alone.
29. General retail – more than 20,000 sf (max 60,000 sf)	NP	
30. Groceries, specialty foods – 10,000 sf or less	P	With alcohol sales, a use permit is required.
31. Groceries, specialty foods – more than 10,000 sf	UP	
32. Medical Marijuana Facilities	NP Pursuant to PMC Chapter 23.46	
33. Nightclub (including comedy clubs)	UP	Must be incorporated into mixed-use or within Packing House; cannot stand alone. “Hostess” clubs are not permitted.
34. Outdoor Dining	P	Permitted in public right-of-way with an encroachment permit. Pursuant to ABC requirements as well as

LAND USE TYPE	PERMIT REQUIREMENT P-permitted UP – use permit NP – not permitted	SPECIFIC USE REGULATIONS
		the Outdoor Dining Permit and Guidelines.
35. Outdoor display and sales	NP	May be permitted with a Special Event Permit as part of a coordinated event, pursuant to PMC Section 23.81.015. No more than 4 a year.
37. Restaurant with alcohol sales	UP	Must be incorporated into mixed-use or within Packing House; cannot stand alone.
38. Restaurant	P	Must be incorporated into mixed-use or within Packing House; cannot stand alone.
39. Secondhand/Thrift/Pawnshop/Charity store	NP	
40. Service Station	NP	
41. Tobacco Sales, including electronic smoking devices	UP	
Services – Business, Financial, Professional		
42. ATM	P	Must be integrated into building façade. Stand along kiosks not permitted.
43. Bank, over 2,000 sf	NP	Small banks of 2,000 sf or less are permitted.
44. Medical services	UP	See definition. May only be permitted on 2 nd story of mixed-use development.
45. Office	P	Upper floors; or in conjunction with live/work. Must be incorporated into mixed-use or within Packing House; cannot stand alone. May only be permitted on 2 nd story of mixed-use development.
Services – General		
46. Adult daycare	NP	
47. Commercial daycare center	NP	Large family daycare facilities not permitted. All child care facilities

LAND USE TYPE	PERMIT REQUIREMENT P-permitted UP – use permit NP – not permitted	SPECIFIC USE REGULATIONS
		shall be integrated into the over development.
48. Lodging – Bed and Breakfast	UP	Maximum of 10 beds allowed. Are not required to contain residential units or uses.
49. Lodging – Hotel	UP	Are not required to contain residential units or uses. Permitted within 250 feet (verify) of freeway right of way. 1 st floor must include 25-50% of floor area as retail or restaurant or conference area. Retail/restaurant uses must be consistent with mixed use standards. Must include conference center.
50. Massage Establishments	UP Pursuant to PMC Section 23.30.030	
51. Personal services	P	Must be incorporated into mixed-use or within Packing House; cannot consist of a stand-alone use or building. May only be permitted on 2 nd story of mixed-use development or Packing House.
52. Public Safety Facility	NP	Except that City Police Department satellite stations are permitted. Satellite stations may not be stand alone facilities.
53. Spa Services	UP	Must be incorporated into mixed-use or within Packing House; cannot stand alone. May only be permitted on 2 nd story of mixed-

LAND USE TYPE	PERMIT REQUIREMENT P-permitted UP – use permit NP – not permitted	SPECIFIC USE REGULATIONS
		use development. Must include a full suite of services.
54. Spa Services with alcohol	UP	Must be incorporated into mixed-use or within Packing House; cannot stand alone. May only be permitted on 2 nd story of mixed-use development. Must include a full suite of services.
55. Cigar or Hookah Lounge	UP	
56. Meeting Halls, Banquet Centers (Stand alone)	NP	
57. Tattoo Parlors/Body Modification	UP	
58. Hostess Bars	NP	
Transportation, Communications & Infrastructure		
59. Broadcasting or Recording Studio	UP	Must be incorporated into mixed-use or within Packing House; cannot stand alone. May only be permitted on 2 nd story of mixed-use development.
60. Public Parking Structure	P	
61. Transit Station or terminal	P	
62. Telecommunication Cell Tower	Pursuant to PMC Chapter 23.82	
Historic Packing House Building		
63. Adaptive Re-use of Packing House Building. The building and property located at 341 S Melrose Street is a local historic building and is listed on the California Register. As an historic building, it is eligible for adaptive re-use in order to preserve the historic elements and quality of the building and property.	UP, subject to an adaptive re-use plan prepared by a qualified preservation expert as deemed appropriate by the City.	Adaptive re-use plan may be reviewed for comment by the local Historical Committee. The adaptive re-use of this building is not subject to any development standards contained in this Chapter, however a finding must be made that the reuse plan meets and is consistent with the Intent and Purpose of this Chapter.

23.111.040 Development Standards

Table 2 identifies the development standards required for new land uses in new or modified buildings in the TOD Packing House District.

Parking Standards. On-site parking requirements for unlisted but similar uses shall be based on the parking requirements of similar uses found in this chapter and shall be at the discretion of the Development Services Director. The Development Services Director may require the preparation of a parking demand study by a qualified, licensed traffic engineer approved by the City to determine the parking requirement for unlisted but similar uses.

Parking Calculations. Parking standards are based on gross floor area.

Table 2. Development Standards

A. Architectural Review	Standard	Notes
	<p>High quality, 360 degree, architectural and urban design is required. All new projects will require architectural review by a third party expert, selected by the City.</p>	<p>Third party review costs are the responsibility of the applicant.</p>
B. Building Placement Regulations	Standards	Notes
<p>1. Density</p>	<p>65 dwelling unit/acre minimum and 95 dwelling units/acre maximum</p>	<p>Density shall be calculated using gross lot size, prior to any required right-of-way dedications. Dedications shall be required along Crowther Avenue.</p>
<p>2. Block Length and Lot Size Requirements. Each project along Crowther Avenue shall create an active and inviting environment for pedestrians.</p>		
<p>a. Maximum building length without breaks in building massing</p>	<p>350 ft.</p>	<p>Breaks in building massing mean courtyards, plazas, outdoor dining, etc. These should be open from ground to sky and constitute a true break in the building massing.</p>
<p>b. Lot Depth</p>	<p>No minimum lot depth</p>	<p>Integrated developments and lot consolidations are encouraged with lot orientation fronting on Crowther Avenue, and where possible, with parcels extending from Crowther to the railroad right-of-way.</p>
<p>c. Minimum Lot Size</p>	<p>20,000 square feet</p>	

3. Setbacks. Minimum setbacks required and, where noted, maximum setbacks established, except where a frontage type standard allows exceptions or establishes different requirements. Setbacks are measured from property line after any required dedications. Fire Department requirements supersede any setback listed below.		
a. Setback From Railroad Track	0 feet	10' from rear ROW preferred by BNSF for above ground structures. Applicants should consider access to rear portion of new development.
b. Front Yard Setback	5 ft min./15 ft. max.	
c. Side Yard Setback	0 feet, or 10' when adjacent to a property containing residential uses	
d. Rear Yard Setback	10 ft	
e. Street Side Yard Setback	5 ft min./15 ft. max	
4. Projections and Encroachments		
a. Allowable Setback Projections		
i. Ground Floor:		
<ul style="list-style-type: none"> • Awnings and canopies over windows: 60 inches; • Outdoor dining; • Barriers for defining outdoor dining areas such as fences, railings, planter boxes: as needed to encompass outdoor dining area; • Sun Shade Structures: 15 feet; • Bay Windows: 60 inches (not wider than 10 feet); • Cornices, belt courses, and similar architectural features: 12 inches; • Eaves, roof overhangs: 30 inches; and • Uncovered porches, decks and landings (may be covered by arbors or trellises): 10 feet. 		
ii. Above Ground Floor - Awnings, galleries, balconies, bay windows: 48 inches		
iii. Art, as determined by the approval of the public art component of the project.		
iv. For signs, see Sign Regulations, 23.110.050.		
v. All projections must maintain a minimum of 8' vertical height from ground.		
b. Public Right-of-Way Encroachments require approval of an encroachment permit.		
5. Building Height, Rooftop Amenities, Frontages, and Ground Floor		
a. Building Height	3 stories minimum, 35' minimum, 5 stories maximum, not to exceed 68'.	
b. Frontage Requirements. In order to support the pedestrian environment, building frontages onto streets and open spaces shall be maximized. No visible parking is permitted along frontages. A minimum of 75% of the site frontage shall be occupied as building frontage. A section of blank wall shall not exceed 20 linear feet without being interrupted by a window or entry or other façade treatment.		
c. Ground Floors shall contain commercial uses and have a minimum 15' floor to ceiling.		
6. Provision of Common Open Space (Residential Only)	Standards	Notes
a. Amount per residential use	50 sf/unit for residential units; 50 sf/unit for 5 or more Live Work Units	
b. Types of Common Open Space Permitted	<ul style="list-style-type: none"> • Common open space can be active or passive but must be accessible to 	

	<p>all non-residential tenants (i.e. employees and employers) and residential residents.</p> <ul style="list-style-type: none"> • Required setbacks may not be counted as common open space, except that rear yards counted as meeting the requirement for live/work units. • Common open space shall be fully landscaped and requires an approved landscape plan. • Examples may include: courtyards, clubhouses with accompanying landscaped areas, swimming pools, plazas, greens, parks, playgrounds, picnic areas, outdoor seating. 	
<p>c. Rooftop Amenities</p>	<ul style="list-style-type: none"> • Rooftop amenities are permitted if they provide additional recreational or common open space activities for the residents of the building. • 50% of the rooftop amenities (structures and active recreation amenities) may count towards the square footage requirement for either private or common open space. • Rooftop Amenities, such as and not limited to, clubhouses, swimming pools, tennis courts, open space areas, fitness centers, are permitted to project 16' above the maximum height limit if integrated into the overall design of the project and the maximum rooftop building coverage is limited to 30% of the rooftop floor area. • Roof top amenities shall be setback from the building edge such that no more than 20% of the rooftop structure can be visible from the primary public right of way at centerline of the street. • Rooftop Amenities are intended for the use of building residents. 	
<p>d. Courtyard Common Open Space Requirements</p>	<ul style="list-style-type: none"> • Courtyards shall be designed as a central courtyard or as partial, multiple, separated or interconnected courtyards. • Minimum courtyard dimension shall be 40 feet when the long axis of the courtyard is oriented EW and 30 feet for a NS orientation. The 	

	<p>courtyard proportion is 1:1 between its width and height for at least 2/3 of the court’s perimeter. As long as total open space requirement is met, this ratio could be modified by up to 10%.</p> <ul style="list-style-type: none"> • When there are two or more courtyards, they shall be connected to each other. • The area required for first level patios shall not be deducted from the overall courtyard area. 	
7. Provision of Private Open Space (Residential Only)		
a. Live Work	64 sf/unit	6 feet min in any direction; the total of 64 sq. ft. must be provided as one private open space area, not broken up into smaller sizes.
b. Residential-Attached & Multi-Family	64 sf/unit	6 feet min in any direction; the total of 64 sq. ft. must be provided as one private open space area, not broken up into smaller sizes.
8. Parking		
	Standards	Applicable Land Uses
a. Retail – spaces per 1,000 sf	2 min./4 max.	Accessory retail, Antique, Artisan, General retail, Grocery, Retail complex, Personal services
b. Eating and Drinking Establishments– spaces per 1,000 sf	5 min./10 max.	Bar/Tavern, Restaurant, Brewery, etc.
c. Outdoor Dining	0 (Pursuant to PMC 23.81.165)	<ul style="list-style-type: none"> • Outdoor dining is encouraged and shall be incorporated as part of the overall design of the building or project. • Outdoor dining may project into required setbacks. • No parking is required for outdoor dining unless the total outdoor dining square footage is greater than the total interior dining area. In this circumstance, project must provide parking for the amount over the interior square footage.

d. Specialty Goods & Foods– spaces per 1,000 sf	2 min./4 max.	
e. Entertainment & Recreation– spaces per 1,000 sf	6 min./10 max.	Health/Fitness, Playgrounds, Studios, Theatres cannot be stand alone
f. Commercial Goods– spaces per 1,000 sf	2 min./4 max.	
g. Civic & Cultural, including Libraries and Museums – spaces per 1,000 sf	3 min./no max.	
h. Office Professional – spaces per 1,000 sf	2 min./4 max.	
i. Personal Services	3 min./no max.	
j. Live Work	1 min./1.5 max.	
k. ATM	0	
l. Lodging – B&B	1 per sleeping room	No assembly space permitted.
m. Lodging – Hotel	1 per sleeping room, plus 1 space for every 75 sf of assembly area.	
Residential		
n. Spaces per studio unit	1 min./1 max.	
o. Spaces per 1 bed unit	1 min./1.5 max.	
p. Spaces per 2 bed unit	1.5 min./2 max.	
q. Spaces per 3 bed unit	2 min./ 2.5 max.	
r. Guest spaces per 10 units	2 min./3 max.	
s. Mixed Use	Parking shall meet the requirements for individual land uses. Residential parking shall be separated from non-residential parking and easily accessible through a controlled mechanism.	Reduced parking may be permitted through a parking study
Other		
t. Bike Parking – Short Term	Residential: One (1) resident bicycle parking space for every five (5) residential units, or portion thereof Non-Residential: One (1) bicycle parking space for every 5,000 square feet, or portion thereof, of non-residential floor area.	
u. Bike Parking – Long Term	Residential: Two (2) bicycle storage units for every five (5) dwelling units for the first 20, and one (1) for every five (5) additional units, or portion thereof; Non-Residential: Any establishment with a parking structure and a minimum of 10,000 square of non-residential space shall provide long-term bicycle parking at a minimum ratio of one (1) space per 20 vehicle spaces.	

v. Electric Vehicle Charging Stations	Minimum 10% of project's parking spaces must provide EV Level 2 charging stations. Alternatively, 5% of total spaces if installing DC Fast Charging Stations.	
w. Transit Station or terminal	As per Director of Development Services in coordination with transportation authority	
x. Telecommunication Facility	1 space to service facility.	
y. Surface Parking:	Surface parking is permitted as long as not visible from public street and is fully landscaped and screened from public view.	
z. Parking Structure	Structure parking permitted only if integrated into overall design of building and "wrapped" with the building, such that the parking area is not visible from any portion of the front, sides, rear or interior courtyards of the project.	
aa. Podium Parking	Permitted if fully integrated into a development with a "wrapped" parking structure.	
bb. Underground Parking	Permitted if fully integrated into the design of the development.	
cc. Parking Reduction	Applicants may apply for parking reduction before the Planning Commission for residential and mixed use projects up to a maximum reduction of 25% through a parking demand study or shared parking analysis. One such incentive could include a Zip car or shared car plan.	

23.111.050 Sign Regulations

A. Purpose and Intent

These sign regulations are intended to appropriately limit the placement, type, size, and number of signs allowed within the TOD area, and to require the proper maintenance of signs.

The purposes of these limitations and requirements are to:

1. Avoid traffic safety hazards to motorists, bicyclists, and pedestrians, caused by visual distractions and obstructions;
2. Promote the aesthetic and environmental values of the community by providing for signs that do not impair the attractiveness of the City as a place to live, work, and shop;
3. Provide for signs as an effective channel of communication, while ensuring that signs are aesthetically proportioned in relation to adjacent structures and the structures to which they are attached;
4. Safeguard and protect the public health, safety, and general welfare; and
5. Promote the pedestrian scale of the district.

B. Applicability

1. These sign regulations apply to all signs in this zone, except that directional/instructional signs and real estate signs shall instead comply with the requirements of the City's Zoning Code (Sign Regulations).
2. The provisions of this Chapter do not regulate the message content of a sign (sign copy), regardless of whether the message content is commercial or noncommercial.
3. Sign installation within the areas subject to this Code shall require sign permit approval in compliance with the City's Zoning Code (Sign Regulations), unless exempted from sign permit requirements.
4. Sign Variances and Historic Sign Designation - See the Zoning Code (Variances).
5. Definitions of the specialized terms and phrases used in this section are in the Zoning Code (Sign Regulations).

C. Prohibited Signs

All sign types and sizes not expressly allowed by this Chapter shall be prohibited. Examples of prohibited signs include, but are not limited to the following:

1. Abandoned signs (includes signs on abandoned or closed businesses);
2. Animated and moving signs, including electronic message display signs, and variable intensity, blinking, or flashing signs, or signs that emit a varying intensity of light or color, except time and temperature displays (which are not considered signs), and barber poles;
3. Exposed cabinet/raceways behind channel letters;
4. Internally illuminated cabinet (can) signs;
5. Off-site signs (e.g., billboards, and signs mounted on vehicles);
6. Obscene signs;
7. Pole signs and other freestanding signs over six feet in height;
8. Roof signs;
9. Signs that simulate in color, size, or design, any traffic control sign or signal, or that make use of words, symbols, or characters in a manner that interferes with, misleads, or confuses pedestrian or vehicular traffic;
10. A sign burned, cut, or otherwise marked on or affixed to a rock, tree, or other natural feature;
11. A sign placed within a public right-of-way, except as provided by Table 3 (Sign Standards by Use);
12. A sign painted directly on a building;
13. Permanent signs that advertise continuous sales, special prices, or include phone numbers are prohibited.

14. Temporary signs, including the following;

- a. Balloons and other inflatable devices;
- b. Flags, except official national, state, or local government, institutional or corporate flags, properly displayed; and
- c. Pennants and streamers, except in conjunction with an athletic event, carnival, circus, or fair.

D. General Requirements for All Signs

1. Sign area and height measurement

The measurement of sign area and height shall occur in compliance with the City's Zoning Code (Sign Regulations).

2. Sign location requirements

Each sign shall be located in compliance with the following requirements, and all other applicable provisions of this Chapter.

- a. On-premise signs required. Each sign shall be located on the same site as the subject of the sign, except as otherwise allowed by this Chapter.
- b. Setback requirements. Each sign shall comply with the setback requirements of the applicable zoning district, except for an approved projecting sign, and except for an approved freestanding sign, which shall be set back a minimum of 5 feet from the front and side street property lines.
- c. Placement on a building. No sign shall be placed so as to interfere with the operation of a door or window. Signs should not be located so that they cover prominent architectural features of the building.
- d. Signs within a public right-of-way. No sign shall be allowed in the public right-of-way except for the following:
 - i. A projecting sign in compliance with Table 3 (Sign Standards by Use);
 - ii. Public signs erected by or on behalf of a governmental agency to convey public information, identify public property, post legal notices, or direct or regulate pedestrian or vehicular traffic;
 - iii. Bus stop signs installed by a public transit company;
 - iv. Informational signs of a public utility regarding its lines, pipes, poles, or other facilities; or
 - v. Emergency warning signs erected by a governmental agency, a public utility company, or a contractor doing authorized within the public right-of-way.
- e. Any sign installed or placed within the public right-of-way other than in compliance with this Section shall be forfeited to the public and be subject to confiscation.

3. Sign design

The following design criteria shall be used in reviewing the design of individual signs. Substantial conformance with each of the following design criteria shall be required before a sign permit or Building Permit can be approved.

- a. Color
Colors on signs and structural members should be harmonious with one another and relate to the dominant colors of the buildings on the site. Contrasting colors may be utilized if the overall effect of the sign is still compatible with building colors.
- b. Design and construction

- i. Except for banners, flags, temporary signs, and temporary window signs conforming with the requirements of this Chapter, each sign shall be constructed of permanent materials and shall be permanently attached to the ground, a building, or another structure by direct attachment to a rigid wall, frame, or structure.
 - ii. Each permanent sign shall be designed by a professional (e.g., architect, building designer, landscape architect, interior designer, or others whose principal business is the design, manufacture, or sale of signs), or who are capable of producing professional results.
 - iii. Each permanent sign shall be constructed by persons whose principal business is building construction or a related trade including sign manufacturing and installation, or others capable of producing professional results. The intent is to ensure public safety, achieve signs of careful construction, neat and readable copy, and durability, to reduce maintenance costs and prevent dilapidation.
- c. Materials and structure
- i. Sign materials (including framing and supports) shall be representative of the type and scale of materials used on the site where the sign is located. Sign materials shall match those used on the buildings on the site and any other signs on the site.
 - ii. No sign shall include reflective material.
 - iii. Materials for permanent signs shall be durable and capable of withstanding weathering over the life of the sign with reasonable maintenance.
 - iv. The size of the structural members (e.g. columns, crossbeams, and braces) shall be proportional to the sign panel they are supporting.
 - v. The use of individual letters incorporated into the building design is encouraged, rather than a sign with background and framing other than the structure wall.
- d. Street address
- The review authority may require that a sign include the street address of the site, where it determines that public safety and emergency vehicle response would be more effectively served than if the street address were displayed solely on one or more buildings on the site.
- e. Copy design guidelines
- The City does not regulate the message content (copy) of signs; however, the following are principles of copy design and layout that can enhance the readability and attractiveness of signs. Copy design and layout consistent with these principles is encouraged, but not required.
- i. Sign copy should relate only to the name and/or nature of the business or commercial center.
 - ii. Permanent signs that advertise continuous sales, special prices, or include phone numbers are prohibited.
 - iii. Information should be conveyed briefly or by logo, symbol, or other graphic manner. The intent should be to increase the readability of the sign and thereby enhance the identity of the business.
 - iv. The area of letters or symbols should not exceed 40 percent of the background area in commercial uses or 60 percent for residential uses.
 - v. Freestanding signs should contain the street address of the parcel or the range of addresses for a multi-tenant center.
- f. Sign lighting. Sign lighting shall be designed to minimize light and glare on surrounding rights-of-way and properties.
- i. External light sources shall be directed and shielded so that they do not produce glare off the site, on any object other than the sign.
 - ii. Sign lighting shall not blink, flash, flutter, or change light intensity, brightness, or color.
 - iii. Colored lights shall not be used at a location or in a manner so as to be confused or construed as traffic control devices.

- iv. Neither the direct nor reflected light from primary light sources shall create hazards for pedestrians or operators of motor vehicles.
- v. For energy conservation, light sources shall be hard-wired fluorescent or compact fluorescent lamps, or other lighting technology that is of equal or greater energy efficiency. Incandescent lamps are prohibited.

4. Sign maintenance.

- a. Each sign and supporting hardware, including temporary signs and awning signs, shall be maintained in good repair and functioning properly at all times. Any damage to a sign or its illumination, including the failure of illumination shall be repaired within a maximum of 14 days from the date of damage or failure.
- b. A repair to a sign shall be of materials and design of equal or better quality as the original sign.
- c. A sign that is not properly maintained and is dilapidated shall be deemed a public nuisance, and may be abated in compliance with the City's Zoning Code.
- d. When an existing sign is removed or replaced, all brackets, poles, and other supports that are no longer required shall be removed, and any/all damage to the exterior of the building shall be repaired/repainted to the satisfaction of the Development Services Director or his/her designee.

5. Sign Standards by Use

Each sign shall comply with the standards provided by this Section and comply with the requirements in the following Table 3, except as permitted by the approval of a Creative Sign Permit described below.

6. Master Sign Program

All mixed use projects shall require a Master Sign Program, which is reviewed and approved by the decision-making body in each case. Master sign plan" means a coordinated program of signage for new or existing commercial, office or residential which contain more than one business establishment or tenant. The Master Sign Program can permit signs that meet the intent and standards of the Sign Code and ensure that the all signs are integrated thoughtfully into the design of the structures, creating a unified architectural statement. The Master Sign Program provides a means for defining common sign regulations for multi-tenant projects, to encourage maximum incentive and latitude in the design and display of multiple signs, and to achieve, not circumvent, the intent of this chapter.

- a. *Application Requirements Revisions to Master Sign Programs.* A sign permit application for a master sign program shall include all information and materials required by the department, and the filing fee set by the city's Fee Resolution. Revisions to a master sign program may be approved by the Director with a standard sign permit if the intent of the original approval is not affected. Revisions that would substantially deviate from the original approval shall require the approval of a new master sign program.
- b. *Standards.* A master sign program shall comply with the following standards:
 - i. The program shall comply with the purpose of this chapter.
 - ii. The signs shall enhance the overall development, be in harmony with, and relate visually to other signs included in the master sign program, to the structures or developments they identify, and to surrounding development;
 - iii. The program shall accommodate future revisions that may be required because of changes in use or tenants; and

- iv. The program shall comply with the standards of this chapter, except that flexibility is allowed with regard to sign area, number, location, or height to the extent that the master sign program will enhance the overall development and will more fully accomplish the purposes of this chapter.

7. Creative Sign Permit

- a. *Definition Creative Sign Permit.* Applicants may apply for a Creative Sign Permit for those signs which are not listed or which exceed the provisions of this Chapter. The Creative Sign Permit is intended for signs that meet the intent and standards of the Sign Code, but may not necessarily meet the standards shown in Table 3. An applicant may request approval of a creative sign permit to authorize on-site signs that employ standards that differ from the other provisions of this chapter but comply with the intent of this Chapter.
- b. *Purpose.* To encourage signs of unique design, and that exhibit a high degree of thoughtfulness, branding, imagination, inventiveness, and spirit; and to provide a process for the application of sign regulations in ways that will allow creatively designed signs that make a positive visual contribution to the overall image of the city, while mitigating the impacts of large or unusually designed signs.
- c. *Application and Procedure Requirements.* A sign permit application for a creative sign shall include all information and materials required by the department, and the filing fee set by the city's Fee Resolution. A sign permit application for a creative sign shall be subject to review and approval by the Director of Development Services when the proposed sign is fifty square feet or less, and by the Commission when the sign is larger than fifty square feet. Notification for a sign permit for a creative sign shall be given in the same manner specified by this Zoning Ordinance for Director-approved development permits in Chapter 19.48.
- d. *Design Criteria.* In approving an application for a creative sign, the review authority shall ensure that a proposed sign meets the following design criteria.
 - i. *Design Quality Criteria.* The sign shall 1) constitute a substantial aesthetic improvement to the site and shall have a positive visual impact on the surrounding area; 2) be of unique design, and exhibit a high degree of thoughtfulness, imagination, inventiveness, and spirit; and 3) provide strong graphic character through the imaginative use of graphics, color, texture, quality materials, scale, and proportion.
 - ii. *Contextual Criteria.* The sign shall contain at least one of the following elements: 1) classic historic design style; 2) creative image reflecting current or historic character of the city; 3) symbols or imagery relating to the citrus packing industry; or 4) inventive representation of the use, name, or logo of the structure or business.
 - iii. *Architectural Criteria.* The sign shall: 1) utilize or enhance the architectural elements of the building; and 2) be placed in a logical location in relation to the overall composition of the building's façade and not cover any key architectural features and details of the façade.
 - iv. *Neighborhood Impacts.* The sign shall be located and designed not to cause light and glare impacts on neighboring residential uses.

Table 3. Sign Standards by Use

a. SIGN STANDARDS MULTI-FAMILY RESIDENTIAL USE			
Allowed Sign	Maximum Sign Height	Maximum No. of Signs Allowed per Parcel	Maximum Sign Area Allowed per Parcel
i. Wall or Freestanding	Wall signs: below edge of roof. Freestanding: 48 inches	1 wall sign or freestanding sign per entrance or street frontage	12 sf each per face area; 24 sf maximum total sf for all signs.

b. SIGN STANDARDS NON-RESIDENTIAL USE/MIXED USE		
Allowed Sign	Placement Standards	Maximum Number and Sign Area
i. Awning	Shall be entirely on awning valence; lettering max 66% of valence height; valence height max: 18 inches.	50% of the area of the valence front. 1 sign max per each separate awning valence.
ii. Marquee	To be established during project review. Allowed only for the entrance of a theatre or playhouse.	To be established during project review. 1 sign max
iii. Monument	5 ft including base structure. Allowed only on a site with more than 100 ft. of continuous street frontage.	36 sf
iv. Projecting or suspended	16 inches from face of building and bottom of sign shall be no closer than 8 ft above sidewalk surface below.	6 sf. No dimension greater than 3 ft. Sign shall be redwood sandblasted, hand carved or architecturally designed.
v. Wall	2 ft below parapet or eave. Individual letters 18 inches. Mounting 1-story: above 1 st floor windows. Mounting multi-story: between windows.	1 sf. per linear foot primary business. 1 sign allowed per business frontage with pedestrian entrance. Side street or rear entrance wall sign max 50% of the primary sign area.
vi. Window Permanent	Within window area	15% of total window area max.
vii. Window Temporary	Within window area	25% of total window area. Allowed for display a maximum of 15 days at 1 time, up to 3 times in a 12 month period.
viii. A-boards and other portable sidewalk signs are permitted	May not impede pedestrian flow.	1 per business. Signs may only be permitted while the business is open. Requires an encroachment permit if in the public right-of-way
ix. Building Wall Facing RR ROW	Businesses may have signage equal to or less than the allowable projecting or wall sign standards.	Building or parcel must front along Crowther Avenue and the Railroad ROW
x. Directional Signage on private property		

7. Legal Nonconforming Signs

A legal nonconforming sign is any permanent or temporary sign that was legally established and maintained in compliance with the provisions of all applicable laws in effect at the time of original installation but that does not now comply with the provisions of this specific plan.

- a. General requirements. A legal nonconforming sign shall not be:
 - i. Changed to another nonconforming sign;
 - ii. Structurally altered to extend its useful life;
 - iii. Enlarged;
 - iv. Re-established after a business is discontinued for 60 days or more, subject to the amortization clause below; or
 - v. Re-established after damage or destruction to 50 percent or more of the value of the sign, or its components, as determined by the Building Official and subject to the amortization clause below.
- b. Maintenance and changes.

Sign copy and face changes, nonstructural modifications, and nonstructural maintenance (e.g., painting, rust removal) are allowed without a sign permit up to a maximum of 25 percent of the existing total area of the sign. Face changes not including copy, and any nonstructural modifications exceeding 25 percent of the existing total area of the sign, and any structural changes shall comply with all applicable standards of this Chapter.

23.111.60 Amortization and Existing Uses

A. In order to preserve private property rights, all legal uses, buildings or structures in existence immediately preceding the effective date of this Chapter, may be continued to operate as a legal nonconforming use, building or structure. Additionally, said uses may be expanded, transferred or assigned for five (5) years from the effective date of this ordinance.

B. Five (5) years after the effective date of this ordinance, the property may be sold or transferred and the legally nonconforming use, building, or structure may continue in the following circumstances:

- i. The business/property is transferred from a Parent to his/her Child, from a Child to his/her Parent as defined in Chapter 23.04 of Municipal Code.
- ii. The business/property is transferred from an owner to his/her employee(s) such that the Ownership does not change as defined in Chapter 23.04 of Municipal Code.

C. Notwithstanding the foregoing, five (5) years after the effective date of this ordinance, the exception set forth in subsection (B) shall only apply if:

- i. The same use in existence as of five years from effective date of this ordinance will continue to operate. If the primary use of the business/property (not accessory uses), remains unchanged, then the secondary uses may change. Secondary uses are defined in the definitions section of this chapter. Secondary uses may also be “accessory uses” as defined in Section 23.04.030 of the PMC and which means “a use incidental, appropriate, subordinate and devoted exclusively to the main use of the lot or building”; and
- ii. The building or structure is not modified or expanded; and

The use, building or structure is not abandoned or discontinued for twelve (12) months or more.

The provisions of this section shall not apply to the Packing House, located at 341 S. Melrose Street, identified in the California Register of Historical Resources as eligible for designation as a historic resource. Due to its historical significance and the additional costs associated with bringing a historic resource that requires adaptive reuse into compliance with the TOD standards, the Packing House is exempt from amortization requirements as set forth herein.

E. The City shall give notice to all property owners of properties within the TOD regarding this ordinance in the following manner:

- i. Within 180 days of adoption of this ordinance;
- ii. Within 3 years after adoption of this ordinance; and
- iii. At least 4 years after adoption of this ordinance.

Failure to provide any of the notices above shall not prevent the City from enforcing the requirements of this chapter.

23.111.070 Public Art/Public Plazas

Applicability:

Public Art and Public Plazas are encouraged in every development. Public art or plazas may be required as part of a development agreement for those developments that include 20 or more units or which are over 20,000 square feet. Public art is encouraged in construction and remodel/rehabilitation of existing structures. Public art is encouraged to reflect the history of the Packing House District and citrus growing industry.

Generally, the plans for proposed plazas or public art shall be part of the entitlement package submitted. The plazas may be located on the project site or at another location set forth in a development agreement, but must be located within the TOD project area.

23.111.080 TOD Development Impact Fee Program

In addition to City baseline impact fees, the TOD zone will require additional public realm improvements and projects are subject to a TOD Impact Fee that ensures all public sector infrastructure improvements can be provided. In addition to the TOD Impact Fee, all projects will be required to install public infrastructure and streetscape elements up to the curb face of the public street immediately adjacent to the project, in accordance with the Public Realm Development Standards.

Definitions: *to be added to Chapter 23.04 of Municipal Code.*

Term	Definitions
Adaptive Reuse Plan	Adaptive reuse refers to a detailed plan for reusing an old site or building for a purpose other than which it was originally designed for. Adaptive reuse seeks to preserve existing buildings by retrofitting spaces for new uses while retaining much of the original features of the structure, and making use of existing infrastructure and transportation networks. Adaptive reuse plans are prepared by preservation professionals.
Bed & Breakfast	A guest house or small hotel offering sleeping accommodations and a morning meal. This does not include owners of single family homes renting individual rooms.
Bike Parking – Long Term	A volume of space that can accommodate locked storage of one or more bicycles or an area located inside a building where bicycles can be stored. Generally for longer term storage of bicycles.
Bike Parking – Short Term	A fixture to which one or more bicycles can be securely locked. Generally for 2 hours or less.

Catalyst Site	<p>The catalyst site is defined as the first entitled project within the TOD zone and has the following characteristics:</p> <ol style="list-style-type: none"> 1. The catalyst site shall be a minimum of one acre and shall contain no less than 65 dwelling units per acre; 2. This site is permitted to be all residential, acting as a catalyst to further development in the zone. The catalyst site is permitted to be all residential (not mixed use) but is not required to be all residential; and 3. Should the first entitled project be withdrawn after entitlement, the next entitled project may be all residential only if there have been no other large scale projects entitled or developed in the zone. As a residential only project, the catalyst site may be exempt from the following development standards: <ol style="list-style-type: none"> i. Wrapped parking structure (23.111.040.A.8.z), however any proposed parking structure shall include design and landscape features to mitigate the visual impacts of the parking structure; ii. 15' Ground floor to ceiling height (Sections 23.11.030.E and 23.111.040.5.d); however no less than 10'; and iii. Commercial at ground floor (Section 12.11.030.E.15), however any proposed first floor residential shall include architectural features designed to create consistency with the TOD first floor commercial streetscape.
Child/Parent	<p>“Child” and “Parent” shall have the same meaning as defined in California Probate Code Sections 26 and 54, respectively. In the event of any renumbering or repeal of Sections 26 and/or 54, the successor definition(s) provided pursuant to the provision shall apply.</p>
Courtyard	<p>An open space created by a minimum of 3 sides of a courtyard building and used for private recreation in residential developments.</p>
Courtyard Housing	<p>Building type consisting of residences that can be arranged in several possible configurations: townhouses, townhouses over apartments, apartment over apartments, where an apartment occupies a single floor.</p>
Electric Vehicle Charging Stations	<p><u>Level 2: 240-volt:</u> Level 2 requires charging equipment to be purchased and installed and provides about 10-20 miles of range per hour of charge. From empty, a full size battery electric car takes about 4-7 hours to recharge.</p> <p><u>DC Fast Charging: 440-volt:</u> DC fast charging provides up to an 80% charge in about 30 minutes.</p>
Entitled Project	<p>Entitled project shall mean a project that has obtained final approval of all necessary planning and other land use approvals.</p>
General Retail	<p>A business or person who sells goods to an individual consumer as opposed to a wholesaler or supplier, who normally sell their goods to another business. Any retail transaction, which has a good sold, is taxable by the State Board of Equalization.</p>
Green	<p>Available for informal active and passive recreation. A green may be spatially defined by ground plan landscape and informal trees and/or buildings.</p>
Hostess Bar	<p>Hostess clubs are nightclubs where staff cater to and/or engage with customers seeking drinks and/or attentive conversation. Typically the staff will be scantily clad. These are also called “bikini bars,” “bee clubs,” and other similar descriptions.</p>
Live/Work	<p>Integrated residence and working space, occupied and utilized by a single household in a structure that has been designed or structurally modified to accommodate joint residential occupancy and work activity. However, such residential use shall only be allowed on the second floor or above of said live/work space. The interior residential portion shall be clearly separated and not be visible from the commercial space.</p>
Medical Offices/	<p>An office or health facility providing health services including, without limitation,</p>

Services	preventative and rehabilitation treatment, diagnostic services, testing and analysis. This use includes offices providing medical, dental, surgical, rehabilitation, podiatric, optometric, chiropractic and psychiatric services, and medical or dental laboratories incidental to these offices, but exclude inpatient services and overnight accommodation.
Mixed Use	The combination of non-residential and residential uses in the same structure or on the same site, where the residential component is located either above (vertical mixed-use) or behind or next to (horizontal mixed-use) the non-residential component.
Neighborhood Market	A retail store specializing in fresh produce and staples including bread, cereal, dairy products, and may include a deli counter. More than 75% of floor plan shall be devoted to food sales.
New Construction	New construction means any new ground up building, or any additions/renovations of more than 50% of existing ground floor building square footage, or any major remodel projects of buildings that are over 10,000 square feet and or any major remodel of the Packing House building as part of an adaptive reuse plan.
Nightclub	Any bar, cocktail lounge, discotheque, or similar establishment which provides live entertainment (music and/or dancing, comedy, etc.) in conjunction with alcoholic beverage sales. Includes bars, taverns, pubs, karaoke bars, and similar establishments where any food service is subordinate to the sale of alcoholic beverages.
Office Use	A place of business providing administrative business professional services such as insurance agencies, real estate offices, law offices, architectural or design offices, accounting services, travel agencies, etc. This includes government offices, and postal facilities and businesses engaged in the production of intellectual property such as advertising agencies, computer software production and programming services, educational, scientific and research organizations, media post production services, photography and commercial art studios, and writers and artists offices. This definition does not include "banks and financial Services."
Ownership	Ownership shall mean the ownership of 51% or more interest of a business or real property, including all land, structures, and other interest in the property.
Personal Services	Personal services are any businesses where services are provided or performed through direct physical contact between patron and employee. These include but are not limited to: barbers, beauticians, aestheticians, cosmetologists, nail salons, tanning salons, massage therapists, and tattoo parlors/body modification studios. They do not include doctors, dentists, chiropractors, or other state-licensed medical professionals.
Plaza	An open area usually located near buildings and often featuring walkways, trees and shrubs, places to sit, and sometimes shops
Primary Use	Five (5) years from the effective date of this Ordinance, Primary Use shall mean the main use which occupancies at least 70% or more of the total building area.
Retail and/or Commercial Uses	Uses as listed as Retail/Commercial Uses in Table 1 herein.
Secondary Use	Secondary uses are uses located in the same building as the primary use but which take up less than 30% of the total building area. Secondary uses may also be "accessory uses" as defined in Section 23.04.030 of the PMC and which means "a use incidental, appropriate, subordinate and devoted exclusively to the main use of the lot or building."
Studio	A place for the study or practice of an art, skill or specific fitness activity (such as dancing, singing, acting, cooking, yoga, palates, spinning, etc.). Typically this is one room devoted to the activity and where there is a limited number of teachers, all teaching the same skill or activity.
Telecommunication Cell Tower	A cell tower not including building used for telecommunication businesses.

Transit Oriented Development (TOD)	Transit-oriented development, or TOD, is a type of community development that includes a mixture of housing, office, retail and/or other amenities integrated into a walkable neighborhood and located within a half-mile of quality public transportation.
Wrapped Parking	A building parking design that completely conceals on all sides a parking garage that is designed for occupancy by retail, service, office, and/or residential uses, or for an all residential development.

DRAFT

APPENDIX 2a

Used CalEEMod 2016.3.1

752 Apartments, 3,753 trips per day

Operational year 2018

Daily Operational Air Pollutant Emissions Year 2018

Source	Operational Emissions ¹						
	ROG	NOx	CO	SO ₂	PM ₁₀	PM _{2.5}	CO ₂
Mobile	8.2	39.6	111.4	0.3	27.6	7.7	36,031.1
SCAQMD Threshold	55	55	550	150	150	55	--
Exceeds Threshold (Yes/No)	No	No	No	No	No	No	--
¹ Emissions are expressed in pounds per day SOURCE: Giroux & Associates (January 2017)							

Operational GHG Emissions Metric Tons CO₂(e)

Consumption Source	Year 2018
	MTCO ₂ (e)
Mobile Source	5,717.9
Significance Threshold	3,000

Placentia TOD - South Coast Air Basin, Summer

Placentia TOD
South Coast Air Basin, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	752.00	Dwelling Unit	19.79	752,000.00	2151

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	31
Climate Zone	8			Operational Year	2019
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	702.44	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Operational Emissions Only

Off-road Equipment -

Off-road Equipment - Operational Emissions

Trips and VMT - No construction

Vehicle Trips - 3753 trips per traffic report

Architectural Coating - No construction

Area Mitigation -

Placentia TOD - South Coast Air Basin, Summer

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Residential_Exterior	507,600.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Interior	1,522,800.00	0.00
tblConstructionPhase	NumDays	20.00	1.00
tblConstructionPhase	PhaseEndDate	1/9/2017	1/10/2017
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblProjectCharacteristics	OperationalYear	2018	2019
tblTripsAndVMT	WorkerTripNumber	108.00	0.00
tblVehicleTrips	ST_TR	6.39	4.99
tblVehicleTrips	SU_TR	5.86	4.99
tblVehicleTrips	WD_TR	6.65	4.99

2.0 Emissions Summary

Placentia TOD - South Coast Air Basin, Summer

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	215.1384	16.3249	444.7792	0.9789		57.7857	57.7857		57.7857	57.7857	7,043.9226	13,647.7113	20,691.6340	21.1160	0.4781	21,362.0050
Energy	0.3121	2.6669	1.1349	0.0170		0.2156	0.2156		0.2156	0.2156		3,404.6027	3,404.6027	0.0653	0.0624	3,424.8346
Mobile	8.1961	39.6150	111.3515	0.3547	27.2541	0.3954	27.6495	7.2923	0.3720	7.6643		35,984.3932	35,984.3932	1.8692		36,031.1231
Total	223.6465	58.6068	557.2656	1.3506	27.2541	58.3966	85.6508	7.2923	58.3732	65.6656	7,043.9226	53,036.7073	60,080.6299	23.0504	0.5405	60,817.9627

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	19.4011	11.9491	67.1256	0.0749		1.2493	1.2493		1.2493	1.2493	0.0000	14,443.9466	14,443.9466	0.3844	0.2628	14,531.8573
Energy	0.3121	2.6669	1.1349	0.0170		0.2156	0.2156		0.2156	0.2156		3,404.6027	3,404.6027	0.0653	0.0624	3,424.8346
Mobile	8.1961	39.6150	111.3515	0.3547	27.2541	0.3954	27.6495	7.2923	0.3720	7.6643		35,984.3932	35,984.3932	1.8692		36,031.1231
Total	27.9093	54.2310	179.6120	0.4466	27.2541	1.8603	29.1145	7.2923	1.8369	9.1293	0.0000	53,832.9426	53,832.9426	2.3188	0.3252	53,987.8150

Placentia TOD - South Coast Air Basin, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	87.52	7.47	67.77	66.93	0.00	96.81	66.01	0.00	96.85	86.10	100.00	-1.50	10.40	89.94	39.84	11.23

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Architectural Coating	Architectural Coating	1/10/2017	1/10/2017	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	0	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Placentia TOD - South Coast Air Basin, Summer

3.2 Architectural Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000							

Placentia TOD - South Coast Air Basin, Summer

3.2 Architectural Coating - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000							

4.0 Operational Detail - Mobile

Placentia TOD - South Coast Air Basin, Summer

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	8.1961	39.6150	111.3515	0.3547	27.2541	0.3954	27.6495	7.2923	0.3720	7.6643		35,984.39 32	35,984.39 32	1.8692		36,031.12 31
Unmitigated	8.1961	39.6150	111.3515	0.3547	27.2541	0.3954	27.6495	7.2923	0.3720	7.6643		35,984.39 32	35,984.39 32	1.8692		36,031.12 31

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	3,752.48	3,752.48	3,752.48	12,822,794	12,822,794
Total	3,752.48	3,752.48	3,752.48	12,822,794	12,822,794

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.548893	0.044275	0.199565	0.124385	0.017503	0.005874	0.020174	0.028962	0.001990	0.002015	0.004673	0.000702	0.000989

Placentia TOD - South Coast Air Basin, Summer

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.3121	2.6669	1.1349	0.0170		0.2156	0.2156		0.2156	0.2156		3,404.6027	3,404.6027	0.0653	0.0624	3,424.8346
NaturalGas Unmitigated	0.3121	2.6669	1.1349	0.0170		0.2156	0.2156		0.2156	0.2156		3,404.6027	3,404.6027	0.0653	0.0624	3,424.8346

Placentia TOD - South Coast Air Basin, Summer

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	28939.1	0.3121	2.6669	1.1349	0.0170		0.2156	0.2156		0.2156	0.2156		3,404.6027	3,404.6027	0.0653	0.0624	3,424.8346
Total		0.3121	2.6669	1.1349	0.0170		0.2156	0.2156		0.2156	0.2156		3,404.6027	3,404.6027	0.0653	0.0624	3,424.8346

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	28.9391	0.3121	2.6669	1.1349	0.0170		0.2156	0.2156		0.2156	0.2156		3,404.6027	3,404.6027	0.0653	0.0624	3,424.8346
Total		0.3121	2.6669	1.1349	0.0170		0.2156	0.2156		0.2156	0.2156		3,404.6027	3,404.6027	0.0653	0.0624	3,424.8346

6.0 Area Detail

6.1 Mitigation Measures Area

Placentia TOD - South Coast Air Basin, Summer

Use only Natural Gas Hearths

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	19.4011	11.9491	67.1256	0.0749		1.2493	1.2493		1.2493	1.2493	0.0000	14,443.9466	14,443.9466	0.3844	0.2628	14,531.8573
Unmitigated	215.1384	16.3249	444.7792	0.9789		57.7857	57.7857		57.7857	57.7857	7,043.9226	13,647.7113	20,691.6340	21.1160	0.4781	21,362.0050

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.2892					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	14.8896					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	197.0511	15.6027	382.4310	0.9756		57.4440	57.4440		57.4440	57.4440	7,043.9226	13,536.0000	20,579.9226	21.0063	0.4781	21,247.5524
Landscaping	1.9085	0.7222	62.3482	3.2800e-003		0.3416	0.3416		0.3416	0.3416		111.7113	111.7113	0.1097		114.4527
Total	215.1384	16.3249	444.7792	0.9789		57.7857	57.7857		57.7857	57.7857	7,043.9226	13,647.7113	20,691.6340	21.1160	0.4781	21,362.0050

Placentia TOD - South Coast Air Basin, Summer

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.2892					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	14.8896					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.3138	11.2269	4.7774	0.0717		0.9077	0.9077		0.9077	0.9077	0.0000	14,332.2353	14,332.2353	0.2747	0.2628	14,417.4046
Landscaping	1.9085	0.7222	62.3482	3.2800e-003		0.3416	0.3416		0.3416	0.3416		111.7113	111.7113	0.1097		114.4527
Total	19.4011	11.9491	67.1256	0.0749		1.2493	1.2493		1.2493	1.2493	0.0000	14,443.9466	14,443.9466	0.3844	0.2628	14,531.8573

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Placentia TOD - South Coast Air Basin, Summer

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

Placentia TOD - South Coast Air Basin, Annual

Placentia TOD
South Coast Air Basin, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	752.00	Dwelling Unit	19.79	752,000.00	2151

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	31
Climate Zone	8			Operational Year	2019
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	702.44	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Operational Emissions Only

Off-road Equipment -

Off-road Equipment - Operational Emissions

Trips and VMT - No construction

Vehicle Trips - 3753 trips per traffic report

Architectural Coating - No construction

Area Mitigation -

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Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Residential_Exterior	507,600.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Interior	1,522,800.00	0.00
tblConstructionPhase	NumDays	20.00	1.00
tblConstructionPhase	PhaseEndDate	1/9/2017	1/10/2017
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblProjectCharacteristics	OperationalYear	2018	2019
tblTripsAndVMT	WorkerTripNumber	108.00	0.00
tblVehicleTrips	ST_TR	6.39	4.99
tblVehicleTrips	SU_TR	5.86	4.99
tblVehicleTrips	WD_TR	6.65	4.99

2.0 Emissions Summary

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Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
		Highest		

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.6543	0.2853	12.5739	0.0126		0.7608	0.7608		0.7608	0.7608	79.8767	166.1635	246.0403	0.2506	5.4200e-003	253.9219
Energy	0.0570	0.4867	0.2071	3.1100e-003		0.0394	0.0394		0.0394	0.0394	0.0000	1,577.3072	1,577.3072	0.0527	0.0190	1,584.2831
Mobile	1.4031	7.5495	19.3808	0.0620	4.8703	0.0721	4.9423	1.3051	0.0678	1.3729	0.0000	5,710.3407	5,710.3407	0.3057	0.0000	5,717.9823
Waste						0.0000	0.0000		0.0000	0.0000	70.2186	0.0000	70.2186	4.1498	0.0000	173.9637
Water						0.0000	0.0000		0.0000	0.0000	15.5441	312.6147	328.1588	1.6094	0.0404	380.4243
Total	7.1144	8.3215	32.1619	0.0777	4.8703	0.8722	5.7424	1.3051	0.8679	2.1730	165.6395	7,766.4261	7,932.0656	6.3682	0.0648	8,110.5753

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2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	3.2076	0.2306	7.8532	1.3100e-003		0.0541	0.0541		0.0541	0.0541	0.0000	175.1927	175.1927	0.0156	2.9800e-003	176.4693
Energy	0.0570	0.4867	0.2071	3.1100e-003		0.0394	0.0394		0.0394	0.0394	0.0000	1,577.3072	1,577.3072	0.0527	0.0190	1,584.2831
Mobile	1.4031	7.5495	19.3808	0.0620	4.8703	0.0721	4.9423	1.3051	0.0678	1.3729	0.0000	5,710.3407	5,710.3407	0.3057	0.0000	5,717.9823
Waste						0.0000	0.0000		0.0000	0.0000	70.2186	0.0000	70.2186	4.1498	0.0000	173.9637
Water						0.0000	0.0000		0.0000	0.0000	15.5441	312.6147	328.1588	1.6094	0.0404	380.4243
Total	4.6677	8.2668	27.4412	0.0664	4.8703	0.1655	5.0357	1.3051	0.1612	1.4663	85.7628	7,775.4553	7,861.2180	6.1331	0.0623	8,033.1228

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	34.39	0.66	14.68	14.53	0.00	81.03	12.31	0.00	81.43	32.52	48.22	-0.12	0.89	3.69	3.77	0.95

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Architectural Coating	Architectural Coating	1/10/2017	1/10/2017	5	1	

Acres of Grading (Site Preparation Phase): 0

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Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	0	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

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3.2 Architectural Coating - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000							

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000							

4.0 Operational Detail - Mobile

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4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.4031	7.5495	19.3808	0.0620	4.8703	0.0721	4.9423	1.3051	0.0678	1.3729	0.0000	5,710.3407	5,710.3407	0.3057	0.0000	5,717.9823
Unmitigated	1.4031	7.5495	19.3808	0.0620	4.8703	0.0721	4.9423	1.3051	0.0678	1.3729	0.0000	5,710.3407	5,710.3407	0.3057	0.0000	5,717.9823

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	3,752.48	3,752.48	3752.48	12,822,794	12,822,794
Total	3,752.48	3,752.48	3,752.48	12,822,794	12,822,794

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.548893	0.044275	0.199565	0.124385	0.017503	0.005874	0.020174	0.028962	0.001990	0.002015	0.004673	0.000702	0.000989

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5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1,013.6370	1,013.6370	0.0419	8.6600e-003	1,017.2633
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1,013.6370	1,013.6370	0.0419	8.6600e-003	1,017.2633
NaturalGas Mitigated	0.0570	0.4867	0.2071	3.1100e-003		0.0394	0.0394		0.0394	0.0394	0.0000	563.6702	563.6702	0.0108	0.0103	567.0198
NaturalGas Unmitigated	0.0570	0.4867	0.2071	3.1100e-003		0.0394	0.0394		0.0394	0.0394	0.0000	563.6702	563.6702	0.0108	0.0103	567.0198

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5.2 Energy by Land Use - Natural Gas

Unmitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	1.05628e+007	0.0570	0.4867	0.2071	3.1100e-003		0.0394	0.0394		0.0394	0.0394	0.0000	563.6702	563.6702	0.0108	0.0103	567.0198
Total		0.0570	0.4867	0.2071	3.1100e-003		0.0394	0.0394		0.0394	0.0394	0.0000	563.6702	563.6702	0.0108	0.0103	567.0198

Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	1.05628e+007	0.0570	0.4867	0.2071	3.1100e-003		0.0394	0.0394		0.0394	0.0394	0.0000	563.6702	563.6702	0.0108	0.0103	567.0198
Total		0.0570	0.4867	0.2071	3.1100e-003		0.0394	0.0394		0.0394	0.0394	0.0000	563.6702	563.6702	0.0108	0.0103	567.0198

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5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	3.18132e+006	1,013.6370	0.0419	8.6600e-003	1,017.2633
Total		1,013.6370	0.0419	8.6600e-003	1,017.2633

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	3.18132e+006	1,013.6370	0.0419	8.6600e-003	1,017.2633
Total		1,013.6370	0.0419	8.6600e-003	1,017.2633

6.0 Area Detail

6.1 Mitigation Measures Area

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Use only Natural Gas Hearths

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	3.2076	0.2306	7.8532	1.3100e-003		0.0541	0.0541		0.0541	0.0541	0.0000	175.1927	175.1927	0.0156	2.9800e-003	176.4693
Unmitigated	5.6543	0.2853	12.5739	0.0126		0.7608	0.7608		0.7608	0.7608	79.8767	166.1635	246.0403	0.2506	5.4200e-003	253.9219

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.2353					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.7174					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	2.4631	0.1950	4.7804	0.0122		0.7181	0.7181		0.7181	0.7181	79.8767	153.4957	233.3724	0.2382	5.4200e-003	240.9432
Landscaping	0.2386	0.0903	7.7935	4.1000e-004		0.0427	0.0427		0.0427	0.0427	0.0000	12.6679	12.6679	0.0124	0.0000	12.9787
Total	5.6543	0.2853	12.5739	0.0126		0.7608	0.7608		0.7608	0.7608	79.8767	166.1635	246.0403	0.2506	5.4200e-003	253.9219

Placentia TOD - South Coast Air Basin, Annual

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.2353					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.7174					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0164	0.1403	0.0597	9.0000e-004		0.0114	0.0114		0.0114	0.0114	0.0000	162.5248	162.5248	3.1200e-003	2.9800e-003	163.4906
Landscaping	0.2386	0.0903	7.7935	4.1000e-004		0.0427	0.0427		0.0427	0.0427	0.0000	12.6679	12.6679	0.0124	0.0000	12.9787
Total	3.2076	0.2306	7.8533	1.3100e-003		0.0541	0.0541		0.0541	0.0541	0.0000	175.1927	175.1927	0.0156	2.9800e-003	176.4693

7.0 Water Detail

7.1 Mitigation Measures Water

Placentia TOD - South Coast Air Basin, Annual

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	328.1588	1.6094	0.0404	380.4243
Unmitigated	328.1588	1.6094	0.0404	380.4243

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	48.9958 / 30.8887	328.1588	1.6094	0.0404	380.4243
Total		328.1588	1.6094	0.0404	380.4243

Placentia TOD - South Coast Air Basin, Annual

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	48.9958 / 30.8887	328.1588	1.6094	0.0404	380.4243
Total		328.1588	1.6094	0.0404	380.4243

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	70.2186	4.1498	0.0000	173.9637
Unmitigated	70.2186	4.1498	0.0000	173.9637

Placentia TOD - South Coast Air Basin, Annual

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	345.92	70.2186	4.1498	0.0000	173.9637
Total		70.2186	4.1498	0.0000	173.9637

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	345.92	70.2186	4.1498	0.0000	173.9637
Total		70.2186	4.1498	0.0000	173.9637

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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Placentia TOD - South Coast Air Basin, Annual

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

APPENDIX 2b

The following pages are extracted from the La Palma Village Initial Study.

November 2015 | Initial Study

LA PALMA VILLAGE

City of Anaheim

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City of Anaheim

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1. Introduction

1.2.3 Existing Zoning and General Plan

The project site is zoned C-G (General Commercial) and I (Industrial) and designated Mixed Use and Open Space by the General Plan Land Use Map. Figures 5, *Existing Zoning*, and 6, *Existing General Plan Land Use*, show the respective land use designations for the project site.

1.3 PROJECT DESCRIPTION

1.3.1 Proposed Land Use

La Palma Village

The proposed La Palma Village project involves the demolition of all existing onsite structures and construction of a 162-unit attached residential community with 922 square feet of retail space at buildout on a 6.79-acre site (see Figure 7a, *Proposed Site Plan (Phase I)*, and Figure 7b, *Proposed Site Plan (Phase II)*). The Proposed Project would require the following discretionary actions from the City:

- General Plan Amendment to change a portion of the project site's land use designation from Open Space to Mixed Use; the remainder of the project site is already designated for Mixed Use. A General Plan Amendment to revise circulation maps in the Circulation Element to reflect the new street alignment for La Palma Avenue. (GPA2015-00499)
- Reclassification of the project site to add the Mixed Use (MU) Overlay Zone to the project site's existing Commercial General (CG) and Industrial (I) zones (RCL2015-00276).
- Conditional Use Permit to allow a mixed-use project with single-family attached residential units and modification of development standards (CUP2015-05780).
- Tentative Tract Map No. 17846 to establish a single residential lot with 152 condominium units.
- Tentative Tract Map No. 17992 to establish a single residential lot with 10 condominium units.

Demolition

A total of 67,052 square feet of onsite buildings and ancillary structures—such as a wash rack, storage containers, and shade structures—would be demolished. All surface parking, driveways, and onsite ornamental trees, including 35 palm trees and other vegetation, would also be removed.

La Palma Village Construction

The project site would be developed with 162 attached residential units totaling 287,633 square feet, which includes 922 square feet of retail space (see Figure 7a, *Proposed Site Plan (Phase I)* and Figure 7b, *Proposed Site Plan (Phase II)*). It should be noted that the Proposed Project would be constructed in two phases as shown in the respective site plans. Phase I development would include 152 units and Phase II development would include 10 units plus 922 square feet of retail space. The proposed development would generally be comprised of three product types: 1) townhomes (TH) totaling 104 units; 2) one corner product with 922 square feet of retail space and 4 townhome units; and 3) 27 duplexes totaling 54 units. Figures 8 through 11 show sample

1. Introduction

building elevations for 5-, 6-, 8-, and 9-plex TH product types that could be used for the Proposed Project. All TH products would be three stories high and 40 feet from the ground to the top of ridge. There are four different floor plans for the TH products with two to three bedrooms, and some have an extra den or office space. Figures 12 and 13 show the elevations and perspective views of the corner unit, with 922 square feet retail space with corner flat unit type. As shown, the corner product would be approximately 51 feet tall to the top of ridge. Twenty-seven duplex products would be three stories high and would not directly face the public streets. The duplex units would have three architectural styles, Traditional, Cape Cod, and Colonial (see Figures 14 to 16, *Duplex Building Elevations*). The Proposed Project would also include a 484-square-foot recreation center and a 20 foot x 40 foot swimming pool (see Figure 17, *Recreation Center Elevation*). Though no specific tenant has been identified, the proposed retail use would comply with Anaheim Municipal Code Section 18.32.30.030, “Mixed Use (MU) Overlay Zone, Compatibility Standards for Mixed Use Development.”

Table 2, *La Palma Village Building Summary at Buildout*, describes proposed building products, number of units, and total building area.

Table 2 La Palma Village Building Summary at Buildout

Plan Type	Building SF	Bedrooms	Garage	Total Units	Total SF	Parking per Unit Type
Town Homes						
Phase I						
Plan 1	1,450	2	2 - Tandem	24	34,800	48
Plan 2	1,495	2 + Den	2 - Standard	24	35,880	48
Plan 3	1,688	3 + Den	2 - Standard	21	35,448	42
Plan 4	1,774	3 + Den	2 - Standard	29	51,446	58
Phase I Town Home Subtotal				98	157,574	196
Phase II						
Plan 1	1,450	2	2 - Tandem	2	2,900	4
Plan 2	1,495	2 + Den	2 - Standard	2	2,990	4
Plan 3	1,688	3 + Den	2 - Standard	1	1,688	2
Plan 4	1,774	3 + Den	2 - Standard	1	1,774	2
Phase II Town Home Subtotal				6	9,352	12
Town Homes Subtotal				104	166,926	208
Duplexes (Phase I)						
Plan 1	1,900	3 + Office	2 - Standard	18	34,200	36
Plan 2	2,198	3 + Den	2 - Standard	22	48,356	44
Plan 3	2,307	3 + Den	2 - Standard	5	11,535	10
Plan 3X	2,307	3 + Den	3 - Standard	9	20,763	27
Subtotal				54	114,854	117
Corner Flats (Phase II)						
Town A	1,620 922 (retail)	2	2 - Tandem	1	2,542	2
Corner B	1,415	2	2 - Tandem	1	1,415	2
Corner C	1,942	3	2 - Tandem	1	1,942	2
Corner D	1,954	3	2 - Tandem	1	1,954	2
Subtotal				4	7,853	8
Residential Unit Total				162	289,633	
Recreation Center	484			n/a	484	
Total				162	290,117	

1. Introduction

Access and Parking

La Palma Village would be accessed via two driveways, one from La Palma Avenue and one from Anaheim Boulevard. The La Palma Avenue driveway would generally align with Anaheim Boulevard at the southeast corner of the project site, and the Anaheim Boulevard driveway would be at the northwest corner of the project site. Phase I development would provide 313 garage spaces (standard and tandem) and 110 uncovered guest parking spaces for a total of 423 parking spaces. Phase II development would provide 20 garage spaces (standard and tandem) and 10 uncovered guest parking spaces, including a loading space for the retail use, for a total of 30 parking spaces.

Right-of-Way Modification

Implementation of the Proposed Project would require right-of-way modification of La Palma Avenue and Anaheim Boulevard. La Palma Avenue right-of-way adjacent to the project site would be improved with a multi-use trail, a parkway, two right turn lanes, and a traffic lane. Anaheim Boulevard right-of-way adjacent to the project site would be improved with a sidewalk, a parkway, a bike lane, and two traffic lanes. Anaheim Boulevard would also be widened, and custom sign bridges would be provided to alert drivers of lane configurations and truck lanes as additional design treatment to facilitate vehicle tracking. Figure 18, *Modified Street Sections*, shows preliminary section views of the proposed right-of-way modifications. The actual layout of the street modifications and appropriate striping plan would be drafted under the direction of the Anaheim Public Works Department, Engineering Division, and would require review and approval by the City.

1.3.2 Project Phasing

The Proposed Project is tentatively scheduled to start in Winter 2015 and be completed by Spring 2019.

- Demolition (2 months)
- Site Preparation (1 month)
- Rough and Fine Grading (3 months)
- Building Construction (28 months)

1.4 EXISTING ZONING AND GENERAL PLAN

The project site is zoned C-G (General Commercial) and I (Industrial) and designated Mixed Use and Open Space by the General Plan Land Use Map.

3. Environmental Analysis

- e) **Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?**

No Impact. The project site is urban, built-up land with various industrial and commercial uses and would not result in the conversion of farmland to nonagricultural or forest land to non-forest use. No impact would occur, and no mitigation measures are required.

3.3 AIR QUALITY

The Air Quality section addresses the impacts of the Proposed Project on ambient air quality and the exposure of people, especially sensitive individuals, to unhealthful pollutant concentrations. A background discussion on the air quality regulatory setting, meteorological conditions, existing ambient air quality in the vicinity of the project site, and air quality modeling can be found in Appendix A.

The primary air pollutants of concern for which ambient air quality standards (AAQS) have been established are ozone (O₃), carbon monoxide (CO), coarse inhalable particulate matter (PM₁₀), fine inhalable particulate matter (PM_{2.5}), sulfur dioxide (SO₂), nitrogen dioxides (NO₂), and lead (Pb). Areas are classified under the federal and California Clean Air Act as either in attainment or nonattainment for each criteria pollutant based on whether the AAQS have been achieved. The South Coast Air Basin (SoCAB), which is managed by the South Coast Air Quality Management District (SCAQMD), is designated nonattainment for O₃, and PM_{2.5} under the California and National AAQS, nonattainment for PM₁₀ under the California AAQS, and nonattainment for lead (Los Angeles County only) under the National AAQS (CARB 2014a).

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

- a) **Conflict with or obstruct implementation of the applicable air quality plan?**

Less Than Significant Impact. A consistency determination plays an important role in local agency project review by linking local planning and individual projects to the Air Quality Management Plan (AQMP). It fulfills the CEQA goal of informing decision makers of the environmental effects of the project under consideration at an early enough stage to ensure that air quality concerns are fully addressed. It also provides the local agency with ongoing information as to whether they are contributing to clean air goals in the AQMP. The most recent comprehensive plan is the 2012 AQMP, adopted on December 7, 2012 (see Appendix A for a description of the 2012 AQMP).

Regional growth projections are used by SCAQMD to forecast future emission levels in the SoCAB. For Southern California, these regional growth projections are provided by the Southern California Association of Governments (SCAG) and are partially based on land use designations in city/county general plans. An amendment to the Anaheim General Plan would be required to redesignate a portion of the project site to a mixed-use designation, and thus the Proposed Project would not be wholly consistent with the existing land use designation. However, only large, regionally significant projects typically have the potential to affect the regional growth projections. The Proposed Project is not considered a regionally significant project that

3. Environmental Analysis

would warrant Intergovernmental Review by SCAG under CEQA Guidelines Section 15206. Thus, it would not have the potential to substantially affect the regional growth projections. Additionally, the regional emissions generated by construction and operation of the Proposed Project would be less than the SCAQMD emissions thresholds with incorporation of MM AQ-1 (see the discussion in Section 3.3(b) below), and SCAQMD would not consider the project a substantial source of air pollutant emissions that would have the potential to affect the attainment designations in the SoCAB. Therefore, the project would not affect the regional emissions inventory or conflict with strategies in the AQMP. Impacts are less than significant and no mitigation measures are required.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Less Than Significant Impact With Mitigation Incorporated. The following describes project-related impacts from short-term construction activities and long-term operation of the Proposed Project.

Short-Term Air Quality Impacts

Construction activities would result in the generation of air pollutants. These emissions would primarily be 1) exhaust emissions from off-road diesel-powered construction equipment; 2) dust generated by demolition, grading, earthmoving, and other construction activities; 3) exhaust emissions from on-road vehicles; and 4) off-gas emissions of volatile organic compounds (VOCs) from application of asphalt, paints, and coatings.

Construction would involve building and asphalt demolition, site preparation, site grading, utility trenching, building construction, paving, and architectural coating. Construction is anticipated to commence in the latter half of 2015 with an anticipated completion year of 2019. Construction emissions were estimated using the California Emissions Estimator Model (CalEEMod), Version 2013.2.2, based on the project's preliminary construction schedule, phasing, and equipment list provided by the Applicant. The construction schedule and equipment mix is based on preliminary engineering and is subject to changes during final design and as dictated by field conditions. Except for nitrogen oxide (NO_x), results of the construction emission modeling in Table 3, *Maximum Daily Regional Construction Emissions*, show that air pollutant emissions from construction-related activities would be less than their respective SCAQMD regional significance threshold values. Without implementation of mitigation, construction-related NO_x generated during the overlap of building and asphalt demolition activities and associated hauling activities would exceed SCAQMD regional emissions threshold for NO_x. However, as shown in Table 4, *Maximum Daily Regional Construction Emissions with Mitigation During Demolition*, implementation of Mitigation Measure AQ-1, which would require use of construction equipment with Tier 3 rated engines during demolition, would reduce NO_x emission to below the SCAQMD significance threshold. Therefore, air quality impacts from project-related construction activities would be less than significant with the incorporation of mitigation.

3. Environmental Analysis

Table 3 Maximum Daily Regional Construction Emissions

Source	Criteria Air Pollutants (lbs/day) ^{1,2}					
	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Year 2015						
Building Demolition + Haul and Asphalt Demolition + Haul	10	103	79	<1	7	5
Year 2016						
Site Preparation	5	55	43	<1	11	7
Rough Grading + Haul and Utility Trenching	6	66	50	<1	7	4
Utility Trenching and Building Construction	4	36	31	<1	4	2
Year 2017						
Utility Trenching and Building Construction	4	33	30	<1	3	2
Building Construction and Fine Grading	7	65	53	<1	8	5
Building Construction, Fine Grading, and Architectural Coating	11	67	56	<1	9	6
Building Construction, Architectural Coating, and Asphalt Paving	10	51	45	<1	5	3
Building Construction, Architectural Coating, and Finishing/Landscaping	7	32	31	<1	4	2
Year 2018						
Building Construction, Architectural Coating, and Finishing/Landscaping	7	29	29	<1	3	2
Year 2019						
Building Construction, Architectural Coating, and Finishing/Landscaping	7	26	28	<1	3	2
Maximum Daily Emissions	11	103	79	<1	11	7
SCAQMD Regional Threshold	75	100	550	150	150	55
Exceeds Regional Threshold?	No	Yes	No	No	No	No

Source: CalEEMod, version 2013.2.2.

Notes: Totals may not equal 100 percent due to rounding.

¹ Construction phasing is based on the preliminary information provided by the Applicant. Where specific information regarding project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by SCAQMD of construction equipment and phasing for comparable projects.

² Includes implementation of fugitive dust control measures required by SCAQMD under Rule 403, including watering disturbed areas a minimum of two times per day, reducing speed limit to 15 miles per hour on unpaved surfaces, replacing ground cover quickly, and street sweeping with Rule 1186-compliant sweepers. Modeling also assumes a VOC of 50 g/L for interior paints and 100 g/L for exterior paints for residential building and a VOC of 75 g/L for interior paints and 150 g/L for exterior paints for non-residential buildings based on construction information provided by the Applicant.

3. Environmental Analysis

Table 4 Maximum Daily Regional Construction Emissions With Mitigation During Demolition

Source	Criteria Air Pollutants (lbs/day) ^{1,2}					
	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Year 2015						
Building Demolition + Haul and Asphalt Demolition + Haul ³	2	44	58	<1	4	2
Maximum Daily Emissions	11	67	58	<1	11	7
SCAQMD Regional Threshold	75	100	550	150	150	55
Exceeds Regional Threshold?	No	No	No	No	No	No

Source: CalEEMod, version 2013.2.2.

Notes: Totals may not equal 100 percent due to rounding.

¹ Construction phasing is based on the preliminary information provided by the Applicant. Where specific information regarding project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by SCAQMD of construction equipment and phasing for comparable projects.

² Includes implementation of fugitive dust control measures required by SCAQMD under Rule 403, including watering disturbed areas a minimum of two times per day, reducing speed limit to 15 miles per hour on unpaved surfaces, replacing ground cover quickly, and street sweeping with Rule 1186-compliant sweepers. Modeling also assumes a VOC of 50 g/L for interior paints and 100 g/L for exterior paints for residential building and a VOC of 75 g/L for interior paints and 150 g/L for exterior paints for non-residential buildings based on construction information provided by the Applicant.

³ Includes reductions from incorporation of Mitigation Measure AQ-1, which requires use of Tier 3 rated engines for construction equipment greater than 50 horsepower.

Long-Term Operation-Related Air Quality Impact

Long-term air pollutant emissions generated by the project would be generated by area sources (e.g., landscape fuel use, aerosols, and architectural coatings), mobile sources from vehicle trips, water and wastewater generation, solid waste generation, and energy use (natural gas) associated with the proposed residences. Criteria air pollutant emissions for the Proposed Project were modeled using CalEEMod. Table 5, *Maximum Daily Regional Operational Phase Emissions*, identifies criteria air pollutant emissions from the existing land uses and the Proposed Project. For purposes of this analysis, the existing land uses are assumed to not generate mobile-source emissions, which would yield a conservative net change in overall emissions with the Proposed Project.

As shown in the table, the net change in project-related air pollutant emissions from area sources, mobile sources, and energy (i.e., natural gas) use would be nominal and would not exceed the SCAQMD's regional emissions thresholds for operational activities. Therefore, long-term operation-related impacts to air quality would be less than significant and no mitigation measures are required.

3. Environmental Analysis

Table 5 Net Maximum Daily Regional Operational Phase Emissions

Source	Criteria Air Pollutants (lbs/day)					
	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Existing¹						
Area	2	<1	<1	0	<1	<1
Energy	<1	<1	<1	<1	<1	<1
Subtotal	2	<1	<1	<1	<1	<1
Proposed Project						
Area	7	<1	13	<1	<1	<1
Energy	<1	1	<1	<1	<1	<1
Mobile	3	3	31	<1	8	2
Subtotal	10	4	45	<1	9	3
Net Change						
Area	6	<1	14	<1	<1	<1
Energy	<1	<1	<1	<1	<1	<1
Mobile	3	3	31	<1	8	2
Total Emissions	8	4	45	<1	9	3
SCAQMD Regional Threshold	55	55	550	150	150	55
Exceeds Regional Threshold?	No	No	No	No	No	No

Source: CalEEMod Version 2013.2.2.

Note: Highest winter or summer emissions are reported. Totals may not total to 100 percent due to rounding.

¹ Assumes no mobile source emissions for existing land uses, which yields a conservative net change.

Mitigation Measure

Short-Term Construction

AQ-1 The construction contractor(s) shall use equipment that meets the United States Environmental Protection Agency (EPA) Certified Tier 3 off-road emissions standards for off-road diesel-powered construction equipment greater than 50 horsepower utilized for demolition activities. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine, as defined by California Air Resources Board (CARB) regulations. Prior to construction, the project engineer shall ensure that all construction management plans clearly show the requirement for EPA Tier 3 or higher emissions standards for construction equipment over 50 horsepower used for demolition activities. During construction, the construction contractor shall maintain a list of all operating equipment in use on the project site for verification by the Building Division Official or their designee. The construction equipment list shall state the makes, models, and numbers of construction equipment onsite. Equipment shall be properly serviced and maintained in accordance with the manufacturer's recommendations. Construction contractors shall also ensure that all nonessential idling of all construction equipment is restricted to five minutes or less, in compliance with CARB's Rule 2449.

3. Environmental Analysis

- c) **Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?**

Less Than Significant Impact. The SoCAB is designated nonattainment for O₃ and PM_{2.5} under the California and National AAQS, nonattainment for PM₁₀ under the California AAQS, and nonattainment for lead under the National AAQS (CARB 2014a). According to SCAQMD methodology, any project that does not exceed or can be mitigated to less than the daily threshold values would not add significantly to a cumulative impact (SCAQMD 1993). Operational activities would not result in emissions that would exceed SCAQMD's significance thresholds. With incorporation of MM AQ-1, construction activities would also not result in emissions in excess of SCAQMD's significant thresholds. Therefore, the project would not result in a cumulatively considerable net increase in criteria pollutants, and impacts would be less than significant. No mitigation measures are required.

- d) **Expose sensitive receptors to substantial pollutant concentrations?**

Less Than Significant Impact. The Proposed Project could expose sensitive receptors to elevated pollutant concentrations if it would cause or contribute significantly to elevated pollutant concentration levels. Unlike regional emissions, localized emissions are typically evaluated in terms of air concentration rather than mass so they can be more readily correlated to potential health effects.

Construction LSTs

Localized significance thresholds (LSTs) are based on the California AAQS, which are the most stringent AAQS that have been established by CARB to provide a margin of safety in the protection of public health and welfare. They are designated to protect sensitive receptors most susceptible to further respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and people engaged in strenuous work or exercise. Construction LSTs are based on the size of the project site, distance to the nearest sensitive receptor, and Source Receptor Area. . The nearest sensitive receptors proximate to the project site include the adjacent commercial uses directly to the north and east and the residential uses approximately 170 feet to the south across La Palma Avenue.

Air pollutant emissions generated by construction activities are anticipated to cause temporary increases in air pollutant concentrations. Table 6, *Localized Construction Emissions*, shows the maximum daily construction emissions (pounds per day) generated during onsite construction activities compared with the SCAQMD's LSTs. As shown in the table, construction activities would not exceed the LSTs. Therefore, localized impacts would be less than significant, and no mitigation measures are required.

3. Environmental Analysis

Table 6 Localized Construction Emissions

Source	Pollutants(lbs/day) ^{1,2}			
	NO _x	CO	PM ₁₀	PM _{2.5}
Year 2016 Utility Trenching and Building Construction	33	22	2	2
Year 2017 Utility Trenching and Building Construction	30	22	2	2
Year 2017 Building Construction, Architectural Coating, and Asphalt Paving	49	34	3	3
Year 2017 Building Construction, Architectural Coating, and Finishing/Landscaping	30	21	2	2
Year 2018 Building Construction, Architectural Coating, and Finishing/Landscaping	26	21	2	2
Year 2019 Building Construction, Architectural Coating, and Finishing/Landscaping	24	20	1	1
SCAQMD 1.31-acre LST	117	597	13	5
Exceeds LST?	No	No	No	No
Year 2015 Building Demolition + Haul and Asphalt Demolition + Haul	100	75	7	5
SCAQMD 2.00-acre LST	147	762	18	6
Exceeds LST?	No	No	No	No
Year 2016 Rough Grading + Haul and Utility Trenching	43	30	5	4
SCAQMD 2.50-acre LST	159	853	20	7
Exceeds LST?	No	No	No	No
Year 2017 Building Construction and Fine Grading	62	44	7	5
Year 2017 Building Construction, Fine Grading, and Architectural Coating	65	45	7	5
SCAQMD 3.31-acre LST	179	1,002	25	8
Exceeds LST?	No	No	No	No
Year 2016 Site Preparation	55	41	11	7
SCAQMD 3.50-acre LST	178	1,387	26	8
Exceeds LST?	No	No	No	No

Source: CalEEMod Version 2013.2.2; SCAQMD 2006, Appendix A: Localized Significance Methodology.

Notes: In accordance with SCAQMD methodology, only onsite stationary sources and mobile equipment occurring on the proposed project site are included in the analysis. LSTs for NO_x and CO are based on receptors within 82 feet (25 meters) of the proposed project site in Source Receptor Area (SRA) 16. LSTs for PM₁₀ and PM_{2.5} are based on receptors within 170 feet (52 meters) of the proposed project site in SRA 16.

¹ Construction phasing is based on the preliminary information provided by the Applicant. Where specific information regarding project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by SCAQMD of construction equipment and phasing for comparable projects.

² Includes implementation of fugitive dust control measures required by SCAQMD under Rule 403, including watering disturbed areas a minimum of two times per day, reducing speed limit to 15 miles per hour on unpaved surfaces, replacing ground cover quickly, and street sweeping with Rule 1186-compliant sweepers.

Operation LSTs

Operation of the Proposed Project would not generate substantial quantities of emission from onsite stationary sources. Land uses with the potential to generate substantial emissions that would require a permit from SCAQMD include industrial land uses, such as chemical processing, and warehousing operations, where substantial truck idling could occur on site. The Proposed Project does not fall within these categories of

3. Environmental Analysis

uses. While operation of the Proposed Project would result in the use of standard onsite mechanical equipment such as heating, ventilation, and air conditioning units, in addition to the occasional use of landscaping equipment for project site maintenance, air pollutant emissions generated from these activities would be nominal (see Table 5). Therefore, localized air quality impacts related to stationary-source emissions would be less than significant and no mitigation measures are required.

Carbon Monoxide Hotspots

Areas of vehicle congestion have the potential to create pockets of CO called hotspots. These pockets have the potential to exceed the state one-hour standard of 20 parts per million (ppm) or the eight-hour standard of 9.0 ppm. Because CO is produced in greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to ambient air quality standards is typically demonstrated through an analysis of localized CO concentrations. Hotspots are typically produced at intersections, where traffic congestion is highest because vehicles queue for longer periods and are subject to reduced speeds.

The SoCAB has been designated in attainment under both the National and California AAQS for CO. Under existing and future vehicle emission rates, a project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited—in order to generate a significant CO impact (BAAQMD 2011).² The Proposed Project would result in up to 111 daily peak hour trips and would not have the potential to substantially increase CO hotspots at intersections in the vicinity of the project site. Localized air quality impacts related to mobile-source emissions would be less than significant, and no mitigation measures are required.

Health Risk Assessment

SCAQMD currently does not require health risk assessments to be conducted for short-term emissions from construction equipment. Emissions from construction equipment primarily consist of diesel particulate matter (DPM). The Office of Environmental Health Hazards Assessment (OEHHA) adopted new guidance for the preparation of health risk assessments in March, 2015. OEHHA has developed a cancer risk factor and non-cancer chronic reference exposure level for DPM, based on continuous exposure over a long time frame (e.g., 30 years for residents and 25 years for workers). No acute (short-term) or 8-hour reference exposure levels (RELs) have been developed for DPM. The Proposed Project would be constructed in approximately 3.5 years, which would limit the exposure of offsite receptors to construction related DPM. SCAQMD currently does not require the evaluation of long-term excess cancer risk or chronic health impacts for a short-term project. In addition, construction activities would not exceed LST significance thresholds. For the reasons stated above, it is anticipated that construction emissions would not pose a threat to offsite receptors in close proximity to the project site. Therefore, project-related construction health impacts would be less than significant, and no mitigation measures are required.

² Vertical mixing is the dispersion of air pollutants as warm air rises through and over the cooler air above. Horizontal mixing is the dispersion of air pollutants propagated by wind patterns.

3. Environmental Analysis

Operation of the Proposed Project would expose sensitive receptors to elevated pollutant concentrations if it would place the project in an area with pollutant concentrations above ambient concentrations in the SoCAB. Recent air pollution studies have shown an association between proximity to major air pollution sources and a variety of health effects attributed to a high concentration of air pollutants. Guidance from the CARB and the California Air Pollutant Control Officer’s Association (CAPCOA) recommends the evaluation of various emission sources within 1,000 feet of sensitive land uses (i.e., residences, schools, daycare centers, and hospitals). The Proposed Project involves siting residential land uses within 500 feet of two truck distribution centers, and several SCAQMD-permitted facilities are within a 1,000 foot radius. Therefore, health risks from diesel-fueled trucks and stationary sources were evaluated and included as Appendix B to this Initial Study. The health risk assessment (HRA) evaluated carcinogenic and non-carcinogenic health risks and risks from toxic air contaminants.

Carcinogenic Health Risks

Health risks associated with exposure to carcinogenic compounds at the project site can be defined in terms of the probability of developing cancer as a result of exposure to a chemical at a given concentration. The Proposed Project would result in housing persons in proximity to two truck distribution centers and several SCAQMD-permitted facilities. Diesel-fueled truck engines emit substantial amounts of DPM, among other pollutants. The evaluated permitted facilities emit various amounts of VOCs from natural gas combustion engines, automotive refinishing, and chemical blending operations. These pollutants could be linked to a risk of developing cancer and is an issue that requires examination with regard to the Proposed Project. The State of California has established that a project would result in a significant impact with regard to increasing exposure to carcinogens regulated under Proposition 65 if the project increases cancer risk by one in 100,000 (1.0×10^{-5}) or more. SCAQMD has established a maximum incremental cancer risk of 10 in a million (1.0×10^{-5}) for projects evaluated under CEQA.

Results of the HRA indicate that the estimated incremental cancer risk for a 30-year exposure of project residents to truck activity and stationary sources is 2.1 in a million (0.21E-05; see Table 7, which shows the potential cancer and non-cancer risk for the project site). This is below the threshold level of 10 in a million (1.0E-05). Therefore, cancer risk impacts to future residents would be less than significant, and no mitigation measures are required.

Table 7 Health Risk Assessment Results

Sources	Cancer Risk (per million) ¹	Chronic Hazard Index	Acute Hazard Index
All Emission Sources	2.1	0.005	0.007
SCAQMD Threshold	10	1.0	1.0
Exceeds Threshold?	No	No	No

Source: Lakes AERMOD View, 8.8.1; OEHHA 2015.

¹ The cancer risk impact determination was based on the recommended 30-year exposure duration for residences (OEHHA, 2015). For informational purposes, the cancer risks using the 70-year and 9-year exposure durations were also determined. The 70-year duration represents the maximum lifetime residential cancer risk, and the 9-year duration represents the central tendency or average residence time. The calculated 70-year cancer risk was 2.4 in a million, and the 9-year cancer risk was 1.7 in a million. Both the 70-year and 9-year cancer risks, as well as the 30-year risk, are below the SCAQMD’s threshold of 10 in a million.

3. Environmental Analysis

Non-carcinogenic Health Risks

Health risks associated with exposure to non-carcinogenic compounds can be defined in terms of the developing an adverse health effect resulting from chronic (i.e., long-term) or acute (i.e., short-term) exposure to a substance. Examples of non-carcinogenic adverse health effects could be a skin rash, bronchitis, or other bodily irritation. To quantify non-carcinogenic impacts, the hazard index approach was used. The hazard index assumes that chronic and acute exposures adversely affect a specific organ or organ system (toxicological endpoint). To calculate the hazard index, each chemical concentration or dose is divided by the appropriate toxicity value. For compounds affecting the same toxicological endpoint, this ratio is summed. Where the total equals or exceeds one, a health hazard is presumed to exist. SCAQMD has established a hazard index significance threshold of one for projects evaluated under CEQA.

The HRA performed for the Proposed Project indicates that the hazard index identified for each toxicological endpoint totaled less than one (see Table 7, *Health Risk Assessment Results*) for both chronic and acute hazards. Therefore, non-carcinogenic impacts to future would be residents of the Proposed Project would be less than significant and no mitigation measures are required.

e) Create objectionable odors affecting a substantial number of people?

Less Than Significant Impact. The Proposed Project would not result in objectionable odors. The threshold for odor is if a project creates an odor nuisance pursuant to SCAQMD Rule 402, Nuisance, which states:

A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

The type of facilities that are considered to have objectionable odors include wastewater treatments plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities. The residential and retail land uses proposed by the project do not fall within the aforementioned land uses. Emissions from construction equipment, such as diesel exhaust and VOCs from architectural coatings, may generate odors. However, these odors would be low in concentration, temporary, and are not expected to affect a substantial number of people. Therefore, implementation of the Proposed Project would result in less than significant odor impacts, and no mitigation measures are required.

APPENDIX 3

PACKING HOUSE DISTRICT TRANSIT ORIENTED DEVELOPMENT

IPaC Trust Resources Report

Generated October 12, 2016 02:37 PM MDT, IPaC v3.0.9

This report is for informational purposes only and should not be used for planning or analyzing project level impacts. For project reviews that require U.S. Fish & Wildlife Service review or concurrence, please return to the IPaC website and request an official species list from the Regulatory Documents page.



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- Project Description [1](#)
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- Wetlands [8](#)

U.S. Fish & Wildlife Service

IPaC Trust Resources Report



NAME

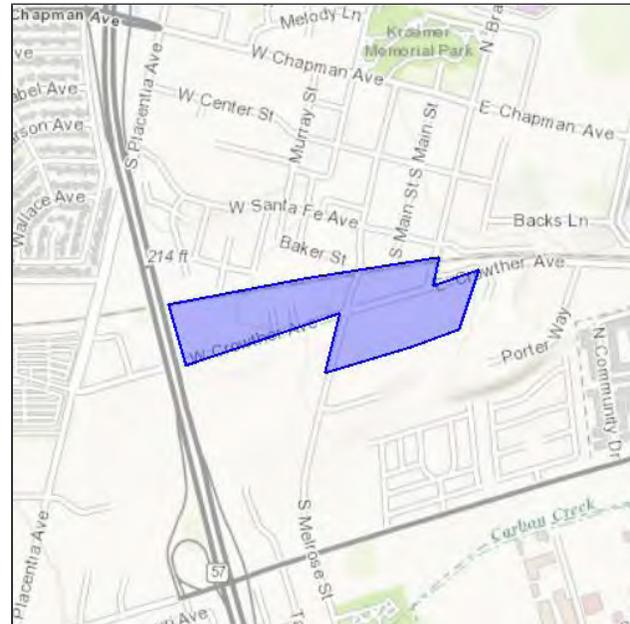
PACKING HOUSE DISTRICT
TRANSIT ORIENTED
DEVELOPMENT

LOCATION

Orange County, California

IPAC LINK

[https://ecos.fws.gov/ipac/project/
3DF25-HXQGR-ERHO3-5LVU4-FXZL7E](https://ecos.fws.gov/ipac/project/3DF25-HXQGR-ERHO3-5LVU4-FXZL7E)



U.S. Fish & Wildlife Service Contact Information

Trust resources in this location are managed by:

Carlsbad Fish And Wildlife Office

2177 Salk Avenue - Suite 250

Carlsbad, CA 92008-7385

(760) 431-9440

Endangered Species

Proposed, candidate, threatened, and endangered species are managed by the [Endangered Species Program](#) of the U.S. Fish & Wildlife Service.

This USFWS trust resource report is for informational purposes only and should not be used for planning or analyzing project level impacts.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list from the Regulatory Documents section.

[Section 7](#) of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency.

A letter from the local office and a species list which fulfills this requirement can only be obtained by requesting an official species list either from the Regulatory Documents section in IPaC or from the local field office directly.

The list of species below are those that may occur or could potentially be affected by activities in this location:

Birds

Coastal California Gnatcatcher *Poliophtila californica californica* Threatened

CRITICAL HABITAT

There is **final** critical habitat designated for this species.

http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B08X

Least Bell's Vireo *Vireo bellii pusillus* Endangered

CRITICAL HABITAT

There is **final** critical habitat designated for this species.

http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B067

Fishes

Santa Ana Sucker *Catostomus santaanae* Threatened

CRITICAL HABITAT

There is **final** critical habitat designated for this species.

http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=E07W

Flowering Plants

Ventura Marsh Milk-vetch *Astragalus pycnostachyus* var. *lanosissimus* Endangered

CRITICAL HABITAT

There is **final** critical habitat designated for this species.

http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=Q076

Critical Habitats

There are no critical habitats in this location

Migratory Birds

Birds are protected by the [Migratory Bird Treaty Act](#) and the [Bald and Golden Eagle Protection Act](#).

Any activity that results in the take of migratory birds or eagles is prohibited unless authorized by the U.S. Fish & Wildlife Service.^[1] There are no provisions for allowing the take of migratory birds that are unintentionally killed or injured.

Any person or organization who plans or conducts activities that may result in the take of migratory birds is responsible for complying with the appropriate regulations and implementing appropriate conservation measures.

1. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

Additional information can be found using the following links:

- Birds of Conservation Concern
<http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php>
- Conservation measures for birds
<http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php>
- Year-round bird occurrence data
<http://www.birdscanada.org/birdmon/default/datasummaries.jsp>

The following species of migratory birds could potentially be affected by activities in this location:

Bald Eagle <i>Haliaeetus leucocephalus</i>	Bird of conservation concern
Season: Wintering http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B008	
Bell's Vireo <i>Vireo bellii</i>	Bird of conservation concern
Season: Breeding http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B0JX	
Brewer's Sparrow <i>Spizella breweri</i>	Bird of conservation concern
Season: Year-round http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B0HA	
Burrowing Owl <i>Athene cunicularia</i>	Bird of conservation concern
Season: Year-round http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B0NC	

Cactus Wren <i>Campylorhynchus brunneicapillus</i> Season: Year-round http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0FZ	Bird of conservation concern
Costa's Hummingbird <i>Calypte costae</i> Season: Breeding http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0JE	Bird of conservation concern
Fox Sparrow <i>Passerella iliaca</i> Season: Wintering	Bird of conservation concern
Green-tailed Towhee <i>Pipilo chlorurus</i> Season: Breeding http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0IO	Bird of conservation concern
Lawrence's Goldfinch <i>Carduelis lawrencei</i> Season: Year-round http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0J8	Bird of conservation concern
Least Bittern <i>Ixobrychus exilis</i> Season: Year-round http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B092	
Lesser Yellowlegs <i>Tringa flavipes</i> Season: Wintering http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0MD	Bird of conservation concern
Lewis's Woodpecker <i>Melanerpes lewis</i> Season: Wintering http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0HQ	Bird of conservation concern
Long-billed Curlew <i>Numenius americanus</i> Season: Wintering http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B06S	Bird of conservation concern
Marbled Godwit <i>Limosa fedoa</i> Season: Wintering http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0JL	Bird of conservation concern
Mountain Plover <i>Charadrius montanus</i> Season: Wintering http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B078	Bird of conservation concern
Nuttall's Woodpecker <i>Picoides nuttallii</i> Season: Year-round http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0HT	Bird of conservation concern
Oak Titmouse <i>Baeolophus inornatus</i> Season: Year-round http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0MJ	Bird of conservation concern

Olive-sided Flycatcher <i>Contopus cooperi</i> Season: Breeding http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B0AN	Bird of conservation concern
Peregrine Falcon <i>Falco peregrinus</i> Season: Wintering http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B0FU	Bird of conservation concern
Red-crowned Parrot <i>Amazona viridigenalis</i> Season: Year-round http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B0GO	Bird of conservation concern
Rufous-crowned Sparrow <i>Aimophila ruficeps</i> Season: Year-round http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B0MX	Bird of conservation concern
Short-eared Owl <i>Asio flammeus</i> Season: Wintering http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B0HD	Bird of conservation concern
Snowy Plover <i>Charadrius alexandrinus</i> Season: Breeding	Bird of conservation concern
Tricolored Blackbird <i>Agelaius tricolor</i> Season: Year-round http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B06P	Bird of conservation concern
Western Grebe <i>aechmophorus occidentalis</i> Season: Wintering http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B0EA	Bird of conservation concern
Red Knot <i>Calidris canutus ssp. roselaari</i> Season: Wintering http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B0G6	Bird of conservation concern

Wildlife refuges and fish hatcheries

There are no refuges or fish hatcheries in this location

Wetlands in the National Wetlands Inventory

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

DATA LIMITATIONS

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

DATA EXCLUSIONS

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tubercid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

DATA PRECAUTIONS

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

There are no wetlands in this location

APPENDIX 4a

Placentia TOD
Traffic Noise Impact Analysis
(dBA CNEL at 50 feet from centerline)

Segment	Existing No Project	Existing With Project	2018 No Project	2018 With Project	2035 No Project	2035 With Project
Chapman Ave/ W of Placentia	69.4	69.4	69.5	69.5	70.3	70.4
E of Placentia	68.2	68.2	68.2	68.2	69.5	69.5
W of Kraemer	67.3	67.3	67.6	67.6	68.3	68.3
E of Kreamer	65.9	65.9	66.1	66.1	67.3	67.3
Crowther Ave/ W of Placentia	63.3	63.3	63.4	63.4	64.6	64.6
E of Placentia	62.1	63.1	62.0	63.2	68.0	68.3
W of Melrose	63.4	64.5	63.5	64.7	69.2	69.4
E of Melrose	62.3	64.1	63.0	64.6	67.9	68.3
W of Kraemer	63.7	64.3	64.2	64.8	67.4	67.6
E of Kreamer	61.1	61.5	61.7	62.1	66.8	66.9
Orangethrope/ W of Placentia	69.6	69.8	69.7	70.3	71.8	71.8
E of Placentia	70.1	70.1	70.2	70.6	72.5	72.5
W of Melrose	71.3	71.4	71.5	71.6	72.9	73.0
E of Melrose	69.9	69.9	69.9	69.9	71.6	71.6
W of Kraemer	69.8	69.8	69.8	69.8	71.6	71.6
E of Kreamer	67.7	67.7	67.8	67.8	69.5	69.5
Placentia Ave/ N of Chapman	69.3	69.4	69.4	69.5	70.6	70.6
S of Chapman	69.5	69.6	69.6	69.7	70.8	70.8
N of Crowther	69.0	69.0	69.1	69.1	70.5	70.6
S of Crowther	69.0	69.2	69.1	69.3	70.9	71.0
N of Orangethrope	68.4	68.6	68.5	68.7	71.1	71.2
S of Orangethrope	66.2	66.4	66.3	66.5	70.3	70.4
Melrose/ N of Crowther	65.1	65.3	66.0	66.1	68.6	68.6
S of Crowther	66.1	66.6	66.6	67.1	69.0	69.2
N of Orangethrope	67.4	67.8	67.8	68.1	69.2	69.4
S of Orangethrope	68.0	68.1	68.2	68.3	69.8	69.9
Kraemer Blvd/ N of Chapman	70.5	70.5	70.6	70.7	71.5	71.5
S of Chapman	71.0	71.1	71.1	71.2	71.8	71.8
N of Crowther	70.5	71.0	71.1	71.1	72.1	72.1
S of Crowther	70.8	70.9	71.0	71.0	71.4	71.4
N of Orangethrope	70.4	70.5	70.6	70.6	71.4	71.5
S of Orangethrope	70.6	70.6	70.7	70.7	71.5	71.6

**Project Impact
(dBA CNEL at 50 feet from centerline)**

Segment	Project Only Existing	Project Only 2018	Project Only 2035	Cumulative*		
Chapman Ave/	W of Placentia	0.0	0.0	0.0	1.0	
	E of Placentia	0.0	0.0	0.0	1.3	
	W of Kraemer	0.0	0.0	0.0	1.0	
	E of Kreamer	0.0	0.0	0.0	1.4	
Crowther Ave/	W of Placentia	0.0	0.0	0.0	1.3	
	E of Placentia	1.0	1.2	0.3	6.1	
	W of Melrose	1.2	1.2	0.3	6.1	
	E of Melrose	1.8	1.6	0.5	6.0	
	W of Kraemer	0.6	0.6	0.2	3.9	
	E of Kreamer	0.5	0.4	0.1	5.9	
	Orangethrope/	W of Placentia	0.1	0.5	0.1	2.2
		E of Placentia	0.0	0.4	0.0	2.4
W of Melrose		0.1	0.1	0.1	1.6	
E of Melrose		0.0	0.0	0.0	1.7	
W of Kraemer		0.0	0.0	0.0	1.9	
E of Kreamer		0.0	0.0	0.0	1.9	
Placentia Ave/	N of Chapman	0.1	0.1	0.0	1.3	
	S of Chapman	0.1	0.1	0.1	1.3	
	N of Crowther	0.0	0.1	0.1	1.6	
	S of Crowther	0.2	0.2	0.1	2.0	
	N of Orangethrope	0.2	0.2	0.1	2.8	
	S of Orangethrope	0.1	0.1	0.0	4.1	
Melrose/	N of Crowther	0.2	0.1	0.0	3.5	
	S of Crowther	0.5	0.5	0.2	3.1	
	N of Orangethrope	0.4	0.4	0.2	2.1	
	S of Orangethrope	0.1	0.1	0.0	1.8	
Kraemer Blvd/	N of Chapman	0.0	0.0	0.0	1.1	
	S of Chapman	0.0	0.0	0.0	0.8	
	N of Crowther	0.5	0.0	0.0	1.6	
	S of Crowther	0.1	0.0	0.0	0.6	
	N of Orangethrope	0.1	0.1	0.1	1.0	
	S of Orangethrope	0.1	0.1	0.0	1.0	

*The difference between “2035 with project” and “existing no project” traffic noise levels
Note: May be off by +/- 0.1 dB due to round off in excel

All roads analyzed at 40 mph except for Chapman which was analyzed at a traffic speed of 35 mph per the city of Placentia website (http://qcode.us/codes/placentia/?view=desktop&topic=13-13_28-13_28_010).

Project only impact is the difference between the “with” and “without” project conditions for each time frame for which there is data in the project traffic report (existing, 2018 and 2035). Project implementation does not create greater than a +1.8 dB CNEL impact at 50 feet from centerline. This impact occurs on Crowther Avenue east of Melrose. By 2035, with a larger volume of background traffic, that impact decreases to +0.5 dB CNEL. Most roadway segments demonstrate less than a +0.2 dB CNEL impact.

Cumulative impacts are defined as the difference between “build out with traffic (year 2035)” and existing “no project” conditions. As shown, several roadway segments in the project vicinity are predicted to incur more than a +3.0 dB CNEL cumulative traffic impact. However, these impacts would occur even without project implementation and are caused by area growth.

APPENDIX 4b

NOISE IMPACT ANALYSIS
VETERAN'S VILLAGE
CITY OF PLACENTIA, CALIFORNIA

Prepared for:

Tom Dodson & Associates
Attn: Kaitlyn Dodson
2150 N. Arrowhead Avenue
San Bernardino, California 92405

Date:

November 8, 2016

Project No.: P16-059 N

ENVIRONMENTAL SETTING

CHARACTERISTICS OF SOUND

Sound is mechanical energy transmitted by pressure waves in a compressible medium such as air. Noise is generally considered to be unwanted sound. Sound is characterized by various parameters that describe the rate of oscillation of sound waves, the distance between successive troughs or crests, the speed of propagation, and the pressure level or energy content of a given sound. In particular, the sound pressure level has become the most common descriptor used to characterize the loudness of an ambient sound level.

The decibel (dB) scale is used to quantify sound pressure levels. Although decibels are most commonly associated with sound, "dB" is a generic descriptor that is equal to ten times the logarithmic ratio of any physical parameter versus some reference quantity. For sound, the reference level is the faintest sound detectable by a young person with good auditory acuity.

Since the human ear is not equally sensitive to all sound frequencies within the entire auditory spectrum, human response is factored into sound descriptions by weighting sounds within the range of maximum human sensitivity more heavily in a process called "A-weighting," written as dB(A). Any further reference in this discussion to decibels written as "dB" should be understood to be A-weighted.

Time variations in noise exposure are typically expressed in terms of a steady-state energy level equal to the energy content of the time varying period (called LEQ), or alternately, as a statistical description of the sound pressure level that is exceeded over some fraction of a given observation period. Finally, because community receptors are more sensitive to unwanted noise intrusion during the evening and at night, state law requires that, for planning purposes, an artificial dB increment be added to quiet time noise levels in a 24-hour noise descriptor called the Ldn (day-night) or the Community Noise Equivalent Level (CNEL). The CNEL metric has gradually replaced the Ldn factor, but the two descriptors are essentially identical.

CNEL-based standards are generally applied to transportation-related sources because local jurisdictions are pre-empted from exercising direct noise control over vehicles on public streets, aircraft, trains, etc. The City of Placentia therefore regulates the noise exposure of the receiving property through land use controls.

For "stationary" noise sources, or noise sources emanating from private property, such as a parking structure, the City does have legal authority to establish noise performance standards designed to not adversely impact adjoining uses. These standards are typically articulated in the jurisdictional Municipal Code. These standards recognize the varying noise sensitivity of both transmitting and receiving land uses. The property line noise performance standards are normally structured according to land use and time-of-day.

PLANNING STANDARDS

The City of Placentia has developed compatibility guidelines based on the California State model for acceptable community noise levels that are based upon the CNEL rating scale to insure that noise exposure is considered in any development. As discussed, CNEL-based standards apply to

noise sources whose noise generation is preempted from local control (such as from on-road vehicles, trains, airplanes, etc.) and are used to make land use decisions as to the suitability of a given site for its intended use. These CNEL-based standards are stated in the Noise Element of the General Plan. Local jurisdictions generally regulate the level of non-transportation noise that one use may impose upon another through a Noise Ordinance.

The Noise Element of the City of Placentia General Plan establishes exterior noise quality compatibility guidelines for land use categories consistent with this sensitivity criterion. The Noise Element specifies acceptable noise exposure based on noise sensitivity of the impacted land use. These exterior noise standards apply to all recreational uses within backyards, patios, balconies or decks. The General Plan states that multi-family residential uses, as a maximally sensitive land use, can experience a noise exposure of up to 60 dB CNEL without consideration of special noise abatement procedures. A noise exposure of 65 dB CNEL is considered "conditionally acceptable" for residential uses if all available mitigation has been employed and if a means to shut out the noise is provided (usually closed windows with air conditioning). Noise Exposures in excess of 75 dB CNEL for residential uses are strongly discouraged. Figure 1 shows this noise/land use compatibility matrix.

NOISE STANDARDS

Noise ordinance limits generally apply to “stationary” sources such as mechanical equipment or vehicles operating on private property. The City of Placentia noise standards are presented in Table 1. Applicable noise standards must be met at the nearest residential property line. For residential use, the noise standard is 55 dB Leq day time and 50 dB Leq night time.

The City’s noise ordinance limits are stated in terms of a 30-minute limit with allowable deviations from this 50th percentile standard. This noise level describes the noise that is exceeded during a certain percentage of the measurement period. For example, the L₅₀ is the level exceeded 50% of the measurement period of thirty minutes in an hour. The larger the deviation, the shorter the allowed duration up to a never-to-exceed 20 dB increase above the 50th percentile standard. Because residential uses are rarely a source of steady-state noise generation, noise ordinance standards are rarely an issue in terms of the project impacting the environment. In frequent load assembly, noisy animals, etc. are enforced under nuisance abatement prohibitions separate from the City’s Noise Ordinance.

In accordance with Section 23.81.170 of the Placentia Municipal Code, construction related activities are except from noise regulations provided the activities take place during the hours of 7 a.m. to 7 p.m. Monday through Friday and 9:00 a.m. to 6:00 p.m. on Saturday. No construction activities are allowed on Sundays or Federal Holidays. Since the project will not likely entail noise generating operational activities, the noise standards were not used for project evaluation and are presented for informational purposes only.

**FIGURE 1
NOISE AND LAND USE COMPATIBILITY MATRIX**

Land Use Category	Community Noise Exposure			
	Ldn or CNEL, dB			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential-Low Density	50-60	60-65	65-75	75-85
Residential-Multiple Family	50-60	60-65	65-75	75-85
Transient Lodging-Motel, Hotels	50-65	65-70	70-80	80-85
Schools, Libraries, Churches, Hospitals, Nursing Homes	50-60	60-65	65-80	80-85
Auditoriums, Concert Halls, Amphitheaters	NA	50-65	NA	65-85
Sports Arenas, Outdoor Spectator Sports	NA	50-70	NA	70-85
Playgrounds, Neighborhood Parks	50-70	NA	70-75	75-85
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50-70	NA	70-80	80-85
Office Buildings, Business Commercial and Professional	50-67.5	67.5-75	75-85	NA
Industrial, Manufacturing, Utilities, Agriculture	50-70	70-75	75-85	NA
NOTES:				
<p>NORMALLY ACCEPTABLE Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.</p> <p>CONDITIONALLY ACCEPTABLE New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.</p> <p>NORMALLY UNACCEPTABLE New Construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.</p> <p>CLEARLY UNACCEPTABLE New construction or development should generally not be undertaken.</p> <p>NA: Not Applicable</p>				
Source: Modified from U.S. Department of Housing and Urban Development Guidelines and State of California Standards.				

Table 1

City of Placentia Residential Noise Standards

Noise Zone	Noise Level	Time Period
Residential	55 dB(A)	7:00 a.m.--10:00 p.m.
	50 dB(A)	10:00 p.m.--7:00 a.m.
Commercial	65 dB(A)	Anytime
Industrial	70 dB(A)	Anytime

It is unlawful for any person at any location within the incorporated area of the city to create any noise, or to allow the creation of any noise on property owned, leased, occupied, or otherwise controlled by such person, when the foregoing causes the noise level, when measured on any other residential, commercial, or industrial property, either incorporated or unincorporated to exceed:

- (1) The noise standards for a cumulative period of time more than thirty (30) minutes in any hour; or
 - (2) The noise standard plus five (5) dB(A) for a cumulative period of more than fifteen (15) minutes in any hour; or
 - (3) The noise standard plus ten (10) dB(A) for a cumulative period of more than five (5) minutes in any hour; or
 - (4) The noise standard plus fifteen (15) dB(A) for a cumulative period of more than one (1) minute in any hour; or
 - (5) The noise standard plus twenty (20) dB(A) for any period of time.
- (c) In the event the ambient noise level exceeds any of the first four (4) noise limit categories above, the cumulative period applicable to said category shall be increased to reflect said ambient noise level. In the event the ambient noise level exceeds the fifth noise limit category, the maximum allowable noise level under said category shall be increased to reflect the maximum ambient noise level.
- (d) In the event that the noise source and the affected property are within different noise zones, the noise standard applicable to the affected property shall apply. (Ord. 75-O-105 § 5, 1975)

BASELINE NOISE LEVELS

The primary noise source in the City of Placentia near the proposed project site is the Burlington Northern Santa Fe Railroad (BNSF) line located in the southern portion of the City. This rail-line traverses the City in an east/west direction, generally parallel to Crowther and Orangethorpe Avenues. The rail corridor, which serves the ports of Los Angeles and Long Beach, is referred to as the Orange County Gateway. An estimated 50 trains per day, or two trains per hour, travel through this corridor. Approximately 90 percent of daily rail traffic is related to freight operations. The remaining traffic is comprised of passenger operations, including MetroLink and Amtrak service.

On-site noise measurements were attempted on September 28, 2016 along the southern site boundary in order to categorize train noise. Unfortunately, the \$70 million dollar Lakeview Avenue overcrossing construction project is currently in full swing. The operation of pile drivers, crushers and cement mixers precludes obtaining a meaningful noise baseline. The measurement of 61 dB Leq along the southern project fence line would suggest an existing level of 63 dB CNEL, but that reading was contaminated by a variety of sources that will disappear at the completion of the overcrossing project.

However, an Environmental Impact Report (EIR) was prepared for the Westgate Metrolink Station in Placentia, in March of 2007¹. The noise consultant conducted noise monitoring at varying distances from the rail-line. At a distance of about 110 feet, the consultant observed a CNEL of 79 dB. The closest Placentia Veteran's Village building façade is approximately 115 feet from the rail-line. Therefore the 79 dB CNEL reference value was not adjusted for distance and has been used as a basis to analyze project impacts.

Traffic from Orangethorpe Avenue is also a consideration. According to the Noise Element of the Placentia General Plan there are approximately 21,000 vehicles per day traveling on Orangethorpe Avenue between Richfield Road to Lakeview Avenue. At build-out traffic is expected to increase to 23,000 vehicles per day. The corresponding noise levels observed in the General Plan are 68.5 dB CNEL at 100 feet from the roadway center line for existing conditions and 68.7 dB CNEL at 100 feet from centerline for build-out conditions. The proposed project has slightly more than a 200 foot setback from the Orangethorpe Avenue centerline. This would reduce noise levels by 3 dB for an existing noise level of 65.5 dB CNEL existing and 65.8 dB CNEL future at the closest Placentia Veteran's Village building façade. Because the evaluated train noise is already 79 dB CNEL, traffic noise from Orangethorpe Avenue would negligibly contribute to the noise environment and was not considered further.

¹ <http://www.placentia.org/DocumentCenter/Home/View/86>

NOISE IMPACTS

IMPACT SIGNIFICANCE CRITERIA

Noise impacts are considered significant if:

1. They create violations of noise standards, or,
2. They substantially worsen an already excessive noise environment, or,
3. They substantially increase an existing quiet environment even if noise standards are not violated by the proposed action.

Two characteristic noise sources are typically identified with land use intensification such as that proposed for the Placentia Veteran's Village project. Construction activities, especially heavy equipment, will create short-term noise increases near the project site. Such impacts may be important for possible nearby noise-sensitive receptors. Upon completion, project-related traffic will cause an incremental increase in area-wide noise levels throughout the project area. Traffic noise impacts are generally analyzed both to insure that the project not adversely impact the acoustic environment of the surrounding community, as well as to insure that the project site is not exposed to an unacceptable level of noise resulting from the ambient noise environment acting on the project. This project will cause an increase in area wide traffic but the increase will likely be small relative to the overall traffic volumes. It is the ambient noise level from transportation sources, particularly from the adjacent rail-line, acting on the project which is of concern for this site.

THRESHOLDS OF SIGNIFICANCE

According to the current CEQA Appendix G guidelines, noise impacts are considered potentially significant if they cause:

- a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Operational noise levels generated by project activities exceeding the City of Placentia Noise Standards would be considered significant. Similarly, exposure of project residents to roadway noise exceeding noise/land use compatibility guidelines would be a potentially significant impact.
- b. Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels.
- c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

- d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

CEQA Guidelines also identify potential impact significance due to aircraft noise. There are no airports within any reasonable noise impact distance from the proposed project area.

CONSTRUCTION NOISE THRESHOLDS

Construction noise is governed by ordinance limits on allowable times of equipment operations. The Placentia noise ordinance does not contain performance standards for construction equipment noise. There are therefore, no applicable local policies or standards available to judge the significance of short-term construction noise in Placentia. However, the speech interference threshold for residential users was applied as a surrogate for this project. To evaluate construction impact for adjacent sensitive uses, noise limits are defined in this analysis as speech interference during the day and sleep disturbance during the night.

- **Speech Interference.** Speech interference is an indicator of the effects of noise on typical daytime and evening activities. A speech interference threshold, in the context of impact duration and time of day, is used to identify substantial increases in noise resulting from temporary construction activities. For indoor noise environments, the highest noise level that permits relaxed conversation with 100 percent intelligibility throughout the room is 45 dB. Speech interference is considered to be intolerable when normal conversation is precluded at 3 feet, which occurs when background noise levels exceed 60 dB. Since a typical building can reduce noise levels by 25 dB (with closed windows), an exterior noise level of 70 dB at receptor locations would maintain an acceptable interior noise environment of 45 dB. For this analysis, a significant noise impact would occur if noise levels remained above the 70-dB speech interference threshold to preclude interference with normal daytime residential interior activities..

As indicated, the City of Placentia regulates construction noise by setting limits on allowable daytime hours of activity. Nocturnal construction, which has sleep disturbance potential, is not permitted and is therefore not examined in this analysis.

For this project the nearest sensitive receptors are the residential uses to the north, across Orangethorpe Avenue, and are more than 250 feet from the edge of the site. The homes are located behind block walls which provide protection from Orangethorpe Avenue traffic noise. In addition, as part of the project, an 8-foot noise wall will be installed at the northern project property line. These noise walls will attenuate noise by at least 5 dBA.

Table 2 presents the estimated construction noise levels that could occur at the closest residences and represent the highest noise levels that would be expected during construction. Table 2 identifies highest (L_{max}) noise levels associated with each type of equipment, then adjusts this noise level for distance to the closest sensitive receptor and the extent of equipment usage (usage factor), which is represented as L_{eq} . As indicated in this table, construction equipment noise levels would range between 51 and 55 dB (L_{eq}) at the closest residential structure. Such noise levels would not exceed the 70 dB adopted noise threshold and therefore indicates a less-than-

significant impact. Since all other noise-sensitive receptors are located farther from the project site, the project’s construction-related noise levels would be lower and also would be less than significant. In addition, background train traffic noise levels well over 68 dB Leq from the adjacent track would minimize any potential residual construction noise impact.

Table 2
Project-related Construction Noise Levels at the Closest Noise-sensitive Receptor

Principal Noise Sources	Reference Noise Level, Lmax in dBA at 50 feet ^a	Assumed Usage Factor	Noise Level Adjustment Factor for Usage	Noise Level Adjustment for Wall	Noise Level Adjustment Factor for Distance	Leq Noise Level Adjusted for Distance and Usage
Drill Rig	79	20%	-7	-5	-14	53
Crane	81	16%	-8	-5	-14	54
Loader/Backhoe	78	40%	-4	-5	-14	55
Flat Bed Truck	74	40%	-4	-5	-14	51

NOTES:

^a Reference noise levels and equipment usage factors are based on noise measurements collected during a roadway tunnel project (FHWA, 2011).

According to the City of Placentia Municipal Code, permissible hours of construction are 7 a.m. to 7 p.m. Monday through Friday and 9:00 a.m. to 6:00 p.m. on Saturday. Construction is not allowed on Sundays or public holidays. Adherence to this schedule reduces impacts to less-than-significant.

CONSTRUCTION ACTIVITY VIBRATION

Typical background vibration levels in residential areas are usually 50 VdB or lower, below the threshold of human perception. Perceptible vibration levels inside residences are typically attributed to the operation of heating and air conditioning systems, door slams or street traffic. Construction activities and street traffic are some of the most common external sources of vibration that can be perceptible inside residences.

Construction activities generate ground-borne vibration when heavy equipment travels over unpaved surfaces or when it is engaged in soil movement. The effects of ground-borne vibration include discernable movement of building floors, rattling of windows, shaking of items on shelves or hanging on walls, and rumbling sounds. Vibration related problems generally occur due to resonances in the structural components of a building because structures amplify groundborne vibration. Within the “soft” sedimentary surfaces of much of Southern California, ground vibration is quickly damped out. Groundborne vibration is almost never annoying to people who are outdoors (FTA 2006).

Groundborne vibrations from construction activities rarely reach levels that can damage structures. Because vibration is typically not an issue, very few jurisdictions have adopted vibration significance thresholds. Vibration thresholds have been adopted for major public works

construction projects, but these relate mostly to structural protection (cracking foundations or stucco) rather than to human annoyance.

Vibration is most commonly expressed in terms of the root mean square (RMS) velocity of a vibrating object. RMS velocities are expressed in units of vibration decibels. The range of vibration decibels (VdB) is as follows:

- 65 VdB - threshold of human perception
- 72 VdB - annoyance due to frequent events
- 80 VdB - annoyance due to infrequent events
- 94-98 VdB - minor cosmetic damage

To determine potential impacts of the project’s construction activities, estimates of vibration levels induced by the construction equipment at various distances are presented in Table 3.

Table 3
Approximate Vibration Levels Induced by Construction Equipment

Equipment	Approximate Vibration Levels (VdB)*			
	25 feet	50 feet	100 feet	250 feet
Pile Driver	93	87	81	63
Large Bulldozer	87	81	75	67
Loaded Truck	86	80	74	66
Jackhammer	79	73	67	59
Small Bulldozer	58	52	46	38

* (FTA Transit Noise & Vibration Assessment, Chapter 12, Construction, 2006)

The nearest residential property line across Orangethorpe Avenue is more than 250 feet from the edge of the site. The on-site construction equipment that will create the maximum potential vibration is a large truck. The stated vibration source level in the FTA Handbook for such equipment is 81 VdB at 50 feet from the source. By 250 feet the vibration level dissipates to 66 VdB which would be below the annoyance threshold and much less than the damage threshold. In addition, vibration from passing trains would dominate any residual construction vibration.

ON-SITE NOISE IMPACTS

As discussed earlier in this report, a maximal 79 dB CNEL noise loading is expected at the Veteran’s Village northern building façade adjacent to the rail-line. This noise loading considers both train activity and traffic noise. An 8-foot wall is planned along the shared property line with the railroad tracks and will mitigate noise for the ground level units. However, the project is expected to be 3 stories high. Upper levels will be exposed to the full noise loading and will not benefit from the proposed 8-foot wall.

The Placentia Veteran’s Village structure is oriented such that all balconies and patios are on the side of the building facing away from the rail line and Orangethorpe Avenue. These balconies

will be noise protected by the structure itself. In addition, almost all the decks are partially recessed (approximately half of the total depth) which would also provide noise protection. With this design strategy, project balconies and decks would be expected to achieve a 65 dB CNEL level with no mitigation.

Units adjacent to the track are designed such that only hallway corridors front the tracks. No habitable rooms will directly face the track. Bedrooms and living areas are oriented towards the front of the structure. No habitable rooms will have any windows, doors or decks with a clear line-of-sight to the rail line. Project design maximizes noise protection by providing an additional wall and air space between any living space and any noise source.

The requirement for habitable interior space is a noise level of less than 45 dB CNEL with windows and doors closed. Requiring that windows and doors remain closed to achieve an acceptable interior noise level will typically necessitate the use of air conditioning and/or mechanical ventilation. In modern construction structural attenuation is expected to be 25-30 dBA with closed windows (U.S. Environmental Protection Agency (EPA), 1974). However, because project design provides an extra layer of protection with no living space immediately adjacent to the railroad track, an extra 5 dBA of noise protection is afforded. Therefore, an exterior noise level of 80 dBA would maintain an interior noise standard of 45 dBA with closed windows. No mitigation is required to ensure the interior noise standard is met.

CNEL is an imperfect metric for noise nuisance from train activity. CNEL is a weighted 24-hour average that correlates well to annoyance, speech interference, or sleep disturbance for semi-continuous sources such as on-road traffic. Trains and perhaps airplanes are characterized by extended periods of essentially no sound punctuated by a sudden short period noise spike.

To the extent possible, structural noise protection should be incorporated into units closest to the tracks and over-designed beyond minimum requirements. While “standard” dual-paned windows will be adequate to meet the interior noise standard for habitable rooms (no such rooms will directly face the tracks), side windows on these buildings in living or sleeping areas should be premium dual-paned with a minimum sound transmission class (STC) rating of 33 or higher. Additionally, installation of a mechanical ventilation system affording comfort under closed window conditions is required.

Multiple family units which share common wall assemblies must have sound-rated “party” walls. The California Building Code requires that such walls have a “sound transmission class” (STC) rating of 50 or better. The STC rating and the test report documentation must be shown on building plans. Typically shared wall assemblies that meet fire retardant requirements also meet STC standards with a substantial margin of safety.

ON SITE VIBRATION IMPACTS

Railroads generate ground-borne vibration that may be perceptible at on-site uses. Construction of residential units in close proximity to railroad tracks can cause rattling windows and throbbing floors. Ground-borne vibration is generally not a problem for buildings near railroad tracks at-

or above-grade, because the airborne noise from trains typically overshadows effects of vibration. Vibration noise becomes an issue in cases where airborne noise is particularly blocked, such as for buildings near tunnels. Vibration is most commonly expressed in terms of the root mean square (RMS) velocity of a vibrating object.

Train vibration depends upon a variety of factors. The weight of the train, the travel speed, the condition of the track and the character of the subsoil all affect the observed vibration level. The USDOT (US Department of Transportation) Guideline called “Transit Noise and Vibration Impact Assessment” (May, 2006) suggests a significance threshold of 80 VdB for train vibrations if there are currently approximately 30 train movements per day, 75 VdB for between 30-70 events and 72 VdB for more than 70 events per day.

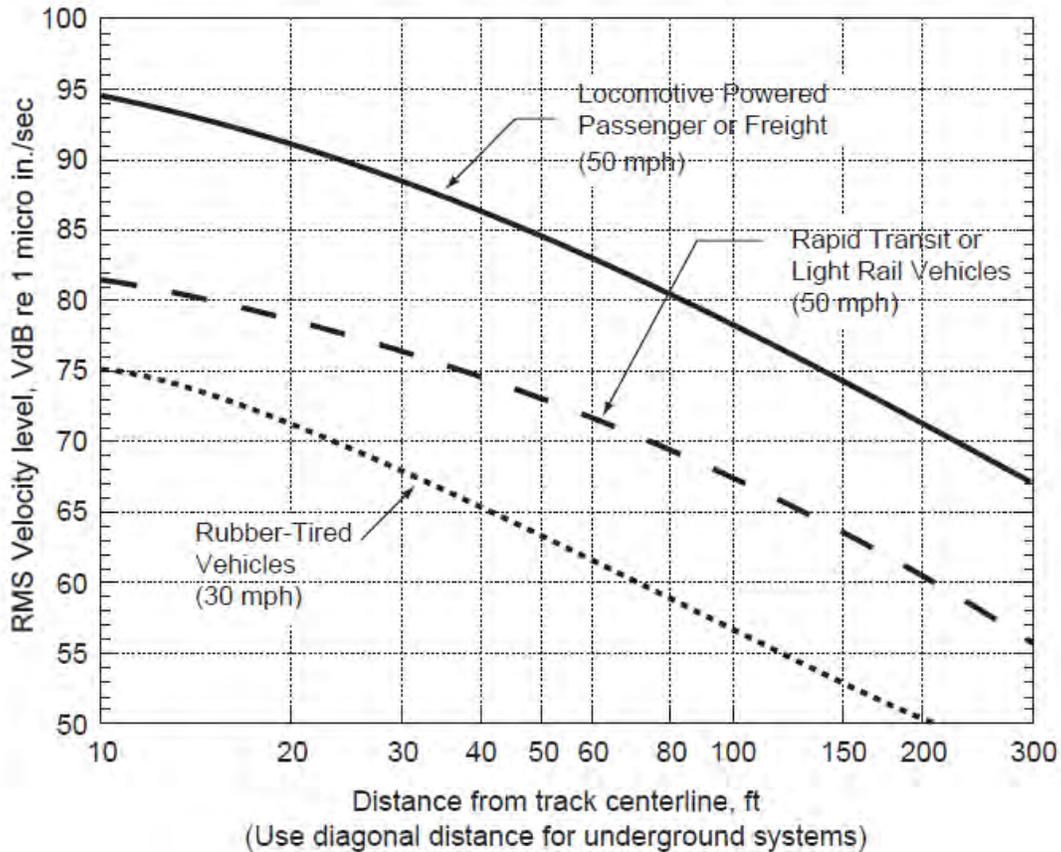
The closest Veteran’s Village building façade is approximately 115 feet to the track centerline. As shown in Figure 4, use of DOT data predicts vibration levels of 77 VdB at 115 feet from the track for locomotive powered passenger and freight trains traveling at 50 mph. Vibration levels from heavy rail systems depend upon train travel speed. Freight trains are restricted to a 30-35 mph speed limit in areas of at-grade crossings. The RMS vibration level at 30 mph is approximately 3 VdB less than at 50 mph. A reference vibration level of 74 VdB has therefore been assumed at the closest building façade to the tracks.

Vibration generally reduces as it propagates through a building. In addition large masonry buildings with spread footings have a low response to ground vibration. The following coupling losses are generally observed in the indicated types of construction per USDOT Guidelines:

Wood Frame	-5 VdB
1-2 Story Commercial	-7 VdB
3-4 Story Masonry	-10 VdB
Large Masonry on Piles	-10 VdB
Large Masonry on Spread Footings	-13 VdB

For this project a -10 dB coupling loss “credit” was taken per building since the proposed buildings are at three stories high. Freight train vibration levels of 74 VdB at 115 feet from the track for a locomotive-powered freight train traveling at 30 mph would marginally exceed the VdB annoyance threshold without the effects of coupling losses if there are more than 70 train movements per day.

FIGURE 4
GENERALIZE GROUND SURFACE VIBRATION
CURVES



These vibration estimates are at slab level. The upstairs residential uses will not experience the full vibration level that is observed at slab level. Floor/ceiling assemblies and floor coverings (especially carpet) will absorb a portion of the vibration energy. Vibration reduction “credit” for hard floor surfaces (tile, light weight concrete, etc.) is -2 VdB at ground levels and increases by an additional -2 dB upstairs. Measurements of impact isolation show that carpets and pads reduce vibration by more than 10 VdB.

Counteracting absorption effects, the USDOT guidelines suggest a +6 VdB factor be included to account for amplification due to resonance of floors, walls and ceilings. Table 4 summarizes the appropriate credits and losses, and shows that vibration levels experienced by a person standing indoors for living space on each level. With the use of carpeted floors or hard surface flooring, the thresholds suggested for residential use of 80 VdB daytime and 72 VdB nighttime will not be exceeded. Vibration levels for hard surfaces could be close to the recommended levels, but are well below the structural damage threshold for stucco or similar materials which requires vibration levels close to 100 VdB. It should be noted that the federal vibration guidelines for infrequent events (<70 day) are 80 VdB. Neither daytime nor nocturnal train passage vibration

levels will exceed the federal 80 VdB annoyance threshold on second or third story residential floors.

Additionally all units facing the railroad tracks should be equipped with dual-paned windows with upgraded seals for noise control. These more robust windows will have little tendency to rattle. Vibration effects within residential units passing through floors or windows will be less-than-significant.

Table 4
Interior Vibration Levels (VdB)
(at 115 feet to track centerline)

	1st Story Hard Floor	1stStory Carpet & Pad	2nd Story Hard Floor	2nd Story Carpet & Pad	3rd Story Hard Floor	3rd Story Carpet & Pad
Max. Unmitigated Vibration	74	74	74	74	74	74
Coupling Losses	-7	-7	-7	-7	-7	-7
Building Resonance	+6	+6	+6	+6	+6	+6
Floor-to-Floor Absorption	0	0	-2	-2	-4	-4
Floor Covering	-2	-10	-2	-10	-2	-10
Net Vibration	71	63	69	61	67	59

SUMMARY

Conditions for construction compliance are:

- The hours of construction operation shall be limited to be between the hours of 7 a.m. to 7 p.m. Monday through Friday and 9:00 a.m. to 6:00 p.m. on Saturday. No construction activity is allowed on Sundays and Federal holidays.
- All construction equipment shall use properly operating mufflers.
- All construction staging areas should be as far away as feasible from any surrounding existing homes.

To the extent possible, structural noise protection incorporated into units abutting the tracks should be over-designed beyond minimum requirements. While “standard” dual-paned windows will be adequate to meet the interior noise standard for habitable rooms (no such rooms will directly face the tracks), side windows on these buildings in living or sleeping areas should be premium dual-paned with a minimum sound transmission class (STC) rating of 33 or higher. Additionally, installation of a mechanical ventilation system affording comfort under closed window conditions is required.

Documentation of intra-unit sound isolation in party wall or floor/ceiling assemblies shall be included in a final acoustical report required as part of plan check.

APPENDIX 5a

TRAFFIC IMPACT STUDY
for the Proposed
PACKING HOUSE AREA
REDEVELOPMENT

Submitted to



August 18, 2016

Submitted By





August 18, 2016

Mr. Charles Rangel
Senior Planner
City of Placentia
401 E. Chapman Avenue
Placentia, California 92870

RE: Traffic Impact Study for the Proposed Redevelopment of the Packing House Area

Dear Mr. Rangel:

Albert Grover & Associates (AGA) is pleased to present to City of Placentia this evaluation of a traffic impact analysis for the proposed redevelopment of the Packing House area in the City of Placentia. The study area encompasses the area north of Crowther Avenue, east of the SR-57 freeway, west of Melrose Street and south of the railroad tracks and the area on the southeast corner of the intersection of Melrose Street and Crowther Avenue. The proposed project is a Transit Oriented Development (TOD) which is a moderate- to high-density mixed-use development to be located within walking distance of the new Placentia Metrolink station.

The purpose of this traffic impact analysis is to evaluate any potential traffic impacts of the proposed project on the surrounding intersections, and determine if any mitigation is required at these intersections.

Should you have any questions regarding any aspects of this study, please contact me.

Respectfully submitted,

ALBERT GROVER & ASSOCIATES

[original signed by]

David L. Chen, P.E.
Design Engineer

Placentia198-014\Letter Report Cover Letter.docx

TRANSPORTATION CONSULTING ENGINEERS

211 Imperial Highway, Suite 208, Fullerton, CA 92835
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I. INTRODUCTION

Purpose of the Traffic Impact Analysis

The City of Placentia desires to see the area south and west of the planned Metrolink Station, commonly referred to as the packing house area, redeveloped into a modern walkable, vibrant, and sustainable Transit Oriented Development (TOD) project. TOD projects are typically mixed-use residential and commercial developments designed to maximize access to public transport by incorporating features to encourage transit ridership and reduce dependency on automobile use for mobility. The purpose of this study report is to analyze and evaluate potential traffic impacts of TOD type projects in the vicinity of the Metrolink Station, and to provide decision-makers in the City of Placentia with a comprehensive assessment of the most probable traffic and transportation outcomes.

The TOD Traffic Study is not a typical traffic study per say, because unlike in a typical traffic study, a significant portion of trips generated from the TOD site will be to/from the planned Placentia Metrolink Station. These commuter trips will largely be to/from large metropolitan areas such as Downtown Los Angeles and/or Central Orange County (i.e., Santa Ana and Irvine). This TOD project will be a mixed-use residential and commercial development with the majority of commercial-use trips being internal trips. The project encompasses approximately 21 acres and could generate 5,000 or more trips. The City has determined that a maximum of 5,000 trips is a threshold that will accommodate the anticipated new development. The *Comparison of Vehicle Trip Generation Rates* section (pp. 36-40) of the Transit Cooperative Research Program (TCRP) Report 128 – “Effects of TOD on Housing, Parking, and Travel (see Appendix A) has research indicating that for projects within ¼ mile of a metrorail station an average TOD trip generation to be approximately 50% of the Institute of Transportation Engineers (ITE) average trip rates. For example, the City of Fullerton currently uses a factor of 25% transit-oriented trip reduction for the existing Fullerton Transportation Center. It should be noted that Fullerton Transportation Center, located in the heart of Downtown Fullerton, is largely commercial use with many restaurants and businesses that attract people besides just the transportation center. For the Placentia TOD in the packing house area, a factor of 35% transit-oriented trips is appropriate, because unlike the Fullerton Transportation Center, there are less restaurants and businesses that will attract outside traffic. With the expected reduced trips due to TOD, the total net trips will be approximately 5,000. The CEQA analysis conducted for this project was done based on a trip cap of 5,000 trips for the entire project area. Once the 5,000 trips has been reached by development actually constructed, then new applicants will be required to do additional CEQA analysis to determine if there are any additional traffic circulation impacts. The City will track the number of vehicle trips generated by each development. If additional development within the project site generates more than 5,000 trips, then additional analyses will be required. It is assumed that residents who choose to live here made a conscious decision to rely on Metrolink and bus as primary modes of transportation. It is very likely that a large portion of the Placentia TOD residents will be Fullerton students because rental rates will be lower here than in Fullerton. Also assumed is that these are students who do not own a car, and must rely on alternative modes of transportation. Local bus services, or shuttle, will run from the Placentia TOD to Fullerton and other work centers.



Project Location and Description

At the time of the writing of this report, there were no specific development proposals before the City for consideration. However, in anticipation of one or more future TOD projects in the southern and western vicinity of the planned Placentia Metrolink Station, the City has undertaken this proactive study effort to determine possible traffic impacts of such projects. The possible TOD projects are anticipated to be comprised of moderate to high-density residential mixed with commercial uses. The proposed project sites, as outlined in **Figure 1-1**, are located along Crowther Avenue, between the SR-57 freeway and Cameron Street. For the purposes of this report, the study area was divided into the following three sub-areas for evaluation centered on the intersection of Crowther Avenue and Melrose Street; the northwest corner lot, southeast corner lot, and the northeast corner lot. The northwest corner lot is approximately 9.63 acres in size and is currently occupied by a number of industrial, commercial, and residential uses. The southeast corner area is approximately 5.63 acres in size occupied by a 118,548 square foot industrial warehouse. The northeast corner area is a planned Metrolink parking lot of approximately 3.03 acres in size.

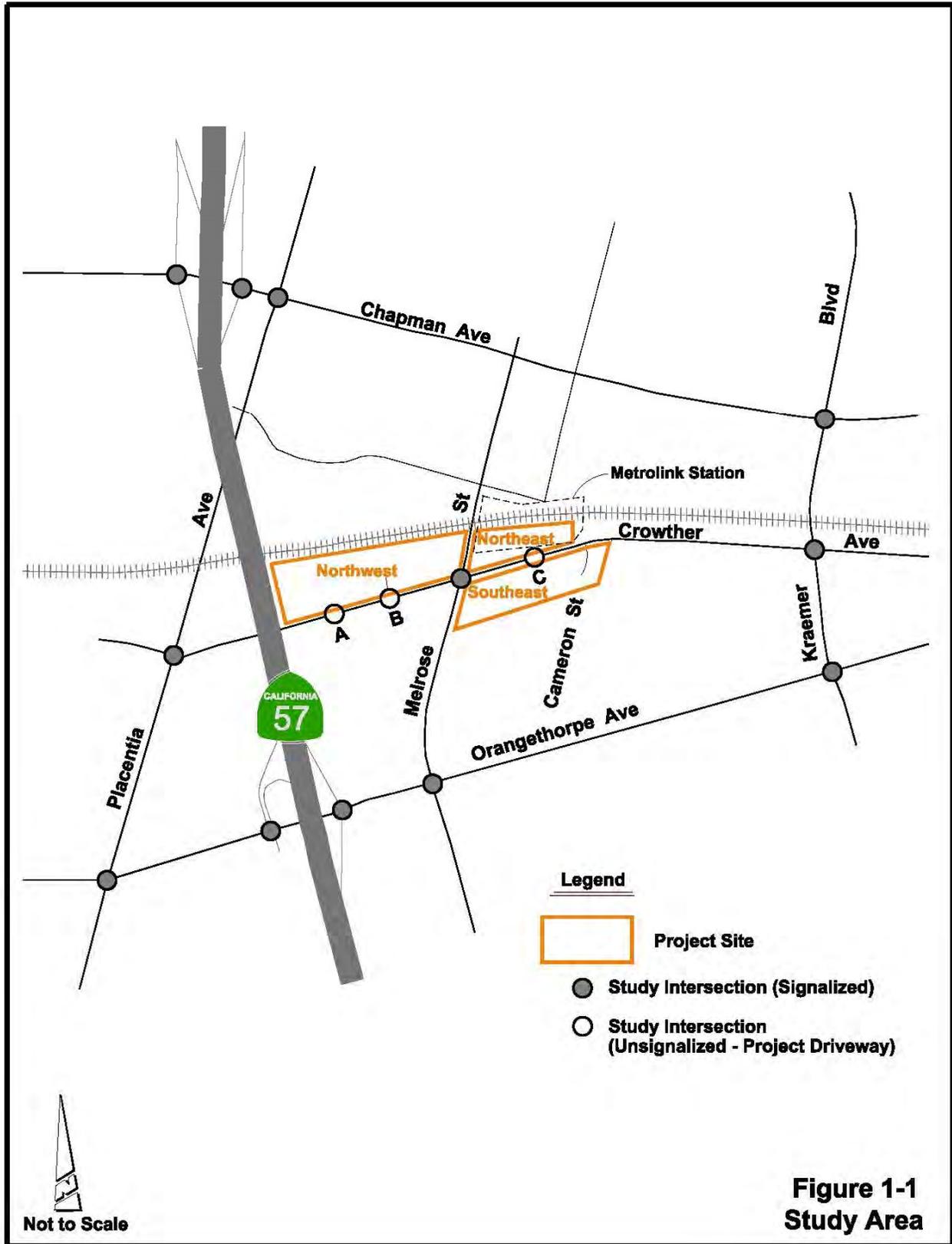
All three study sub-areas are located within a short walk of the planned Placentia Metrolink Station. With the proposed opening of the station sometime in 2017, it is anticipated that the Packing House area will become a key transportation hub and focal point for mobility in the City. The station is expected to provide quick and convenient access to commuter rail service for area residents wishing to travel to Los Angeles or Riverside for employment opportunities. In addition, it is anticipated that the station will also be a key arrival and departure point for students, faculty, and staff traveling to and from California State University Fullerton (CSUF) from distant communities in the metrorail service area. It is also anticipated that local bus service or shuttles will ultimately be provided to connect the Placentia Metrolink Station to the campus.

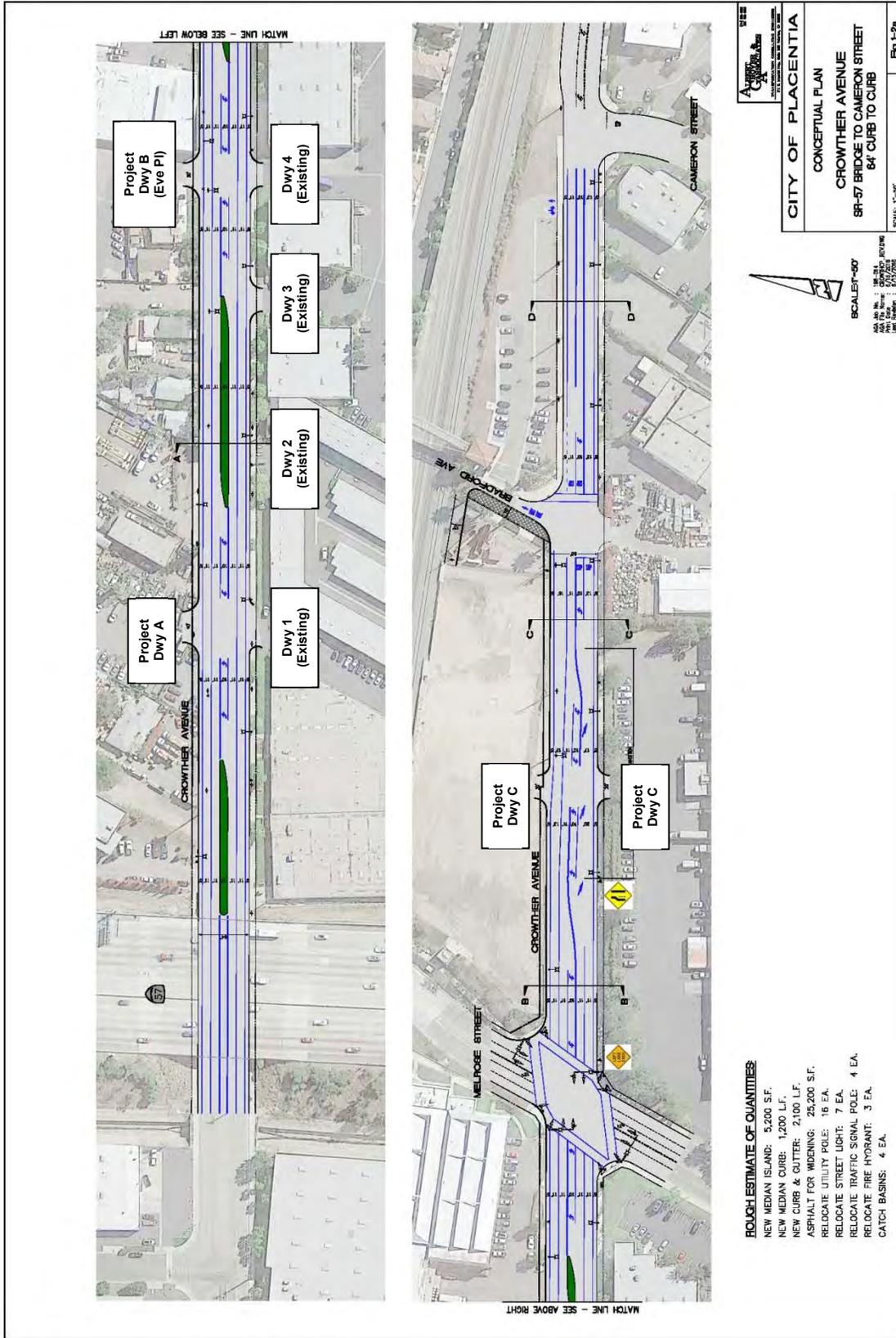
Within the study area, Crowther Avenue is classified as a four-lane, secondary arterial, and has a posted speed limit of 40 mph. Crowther Avenue is three lanes (two eastbound and one westbound) between the SR-57 Freeway and Melrose Street. East of Melrose Street, Crowther Avenue has only one lane in each direction. Crowther Avenue also has a striped two-way left-turn lane with periodic left-turn pockets throughout the study area. There is a continuous sidewalk on the south side of Crowther Avenue throughout the study area. However, the sidewalk along the north side of Crowther Avenue is discontinuous in a number of locations.

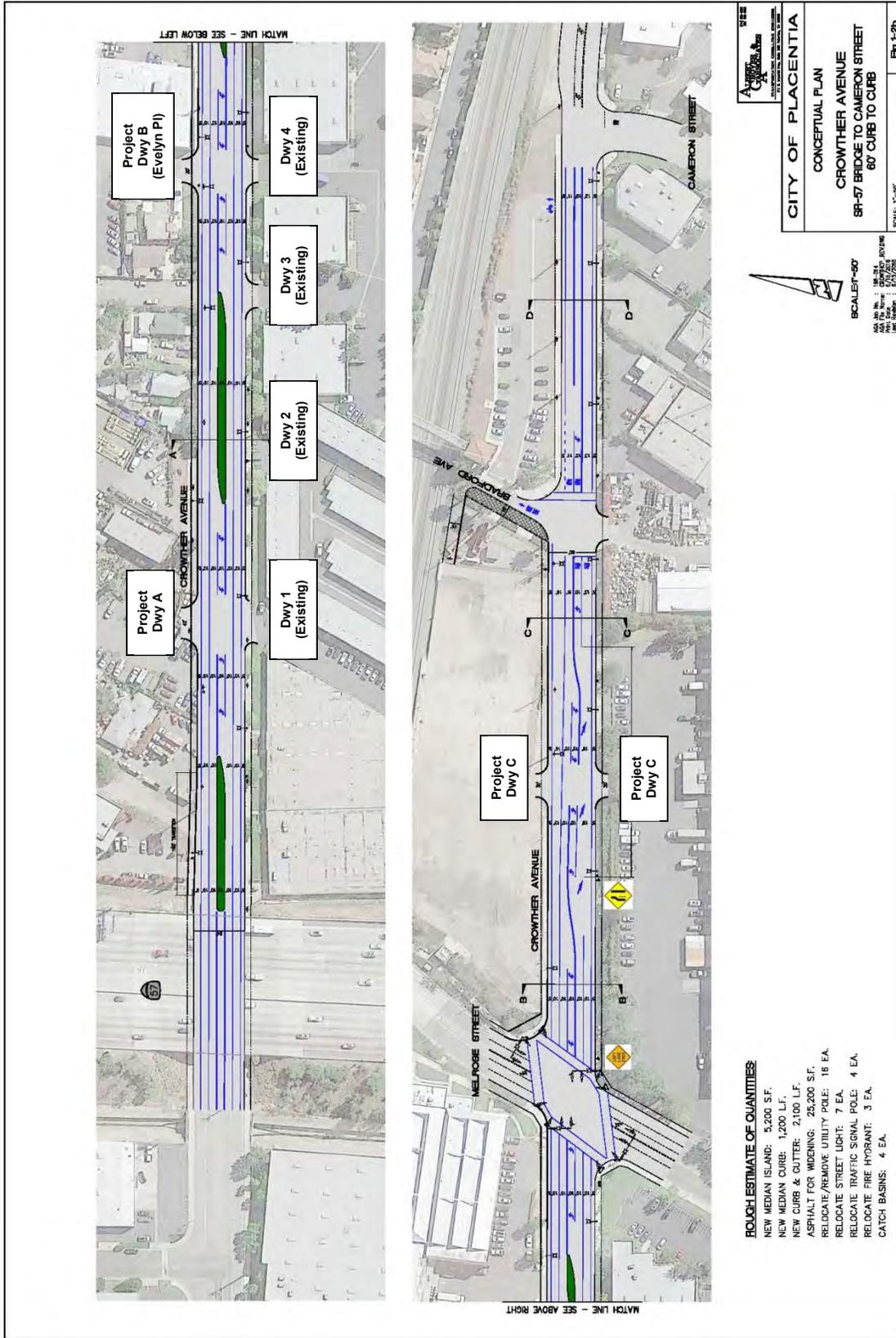
As either a public improvement project or in conjunction with the construction of the TOD projects, the City envisions an improved Crowther Avenue as an inviting place for pedestrians and bicyclists. Crowther Avenue is currently an undivided, four-lane facility that transitions to a two-lane facility east of Melrose Street. As part of the Placentia TOD Project, the City envisions Crowther Avenue to remain a four-lane street, but with a raised median and no on-street parking, west of Melrose Street. Conceptual improvement plans were developed based on two possible street widths: 64 feet and 60 feet (see **Figures 1-2a and 1-2b**). Both the 64 foot and 60 foot conceptual plans provide Class II bike lanes striped on both sides of the street. The difference between the two plans is that the 64 foot conceptual plan provides 11 foot lanes, whereas the 60 foot conceptual plan provides ten foot lanes. The conceptual plans were developed not only considering the proposed new TOD projects but also the vehicular and truck access needed for the existing businesses that are not a part of the three study sub-areas. Based on discussions with City staff, the preferred plan is the 60 foot conceptual plan.



Figure 1-1. Study Area









Since specific proposed TOD project details are not available, a traditional trip generation analysis of the new development is not possible at this time. Therefore, based on project site area and existing street network capacity, it has been determined that the three TOD project sub-areas are likely to accommodate a development intensity that would initially generate up to a total of 5,000 daily trips. The traffic study analysis contained in this report is based on projects that combined would generate no more than a total of 5,000 daily trips. Should development densities of the three sub-areas be of higher intensity and thus generate more than 5,000 daily trips, the analysis contained within this report should be augmented to assess the potential traffic impacts of the additional trips.

Study Intersections

Based on the location and configuration of the three project sub-areas and the accompanying roadway network, it was determined that twelve signalized intersections should be analyzed for potential traffic impacts. In addition, it was also decided that three probable unsignalized project driveways should also be analyzed. It is assumed that the northwest project sub-area will have two Project Driveways – A and B along Crowther Avenue located in such a manner to complement existing business access located on the south side of Crowther Avenue. It is also assumed that a single Project Driveway C along Crowther Avenue east of Melrose Street could be configured to accommodate both the northeast and southeast project sub-areas. Concentrating sub-area driveways as noted above is a conservative study approach methodology in that there may likely be additional project driveways along both Crowther Avenue and Melrose Street that could diffuse project traffic and provide for better circulation, ingress/egress, and traffic flow. Although the packing house district (project site) is close to Placentia Avenue, which straddles the border between Cities of Fullerton and Placentia, we believe that the majority of net project trips west of the project site will be to/from the SR-57 and SR-91 Freeways. The study intersections are listed below and existing lane geometrics for each of the study intersections are shown graphically in **Figure 1-3**.

<u>Study Intersection</u>	<u>Traffic Control</u>
1. Chapman Avenue/SR-57 Southbound Ramps	Traffic Signal
2. Chapman Avenue/SR-57 Northbound Ramps	Traffic Signal
3. Chapman Avenue/Placentia Avenue	Traffic Signal
4. Kraemer Boulevard/Chapman Avenue	Traffic Signal
5. Placentia Avenue/Crowther Avenue	Traffic Signal
6. Melrose Street/Crowther Avenue	Traffic Signal
7. Kraemer Boulevard/Crowther Avenue	Traffic Signal
8. Orangethorpe Avenue/Placentia Avenue	Traffic Signal
9. Orangethorpe Avenue/SR-57 Southbound Ramps	Traffic Signal
10. Orangethorpe Avenue/SR-57 Northbound Ramps	Traffic Signal
11. Orangethorpe Avenue/Melrose Street	Traffic Signal
12. Kraemer Boulevard/Orangethorpe Avenue	Traffic Signal
13. Crowther Avenue/Project Driveway A	Unsignalized (Future)
14. Crowther Avenue/Project Driveway B	Unsignalized (Future)
15. Crowther Avenue/Project Driveway C	Unsignalized (Future)

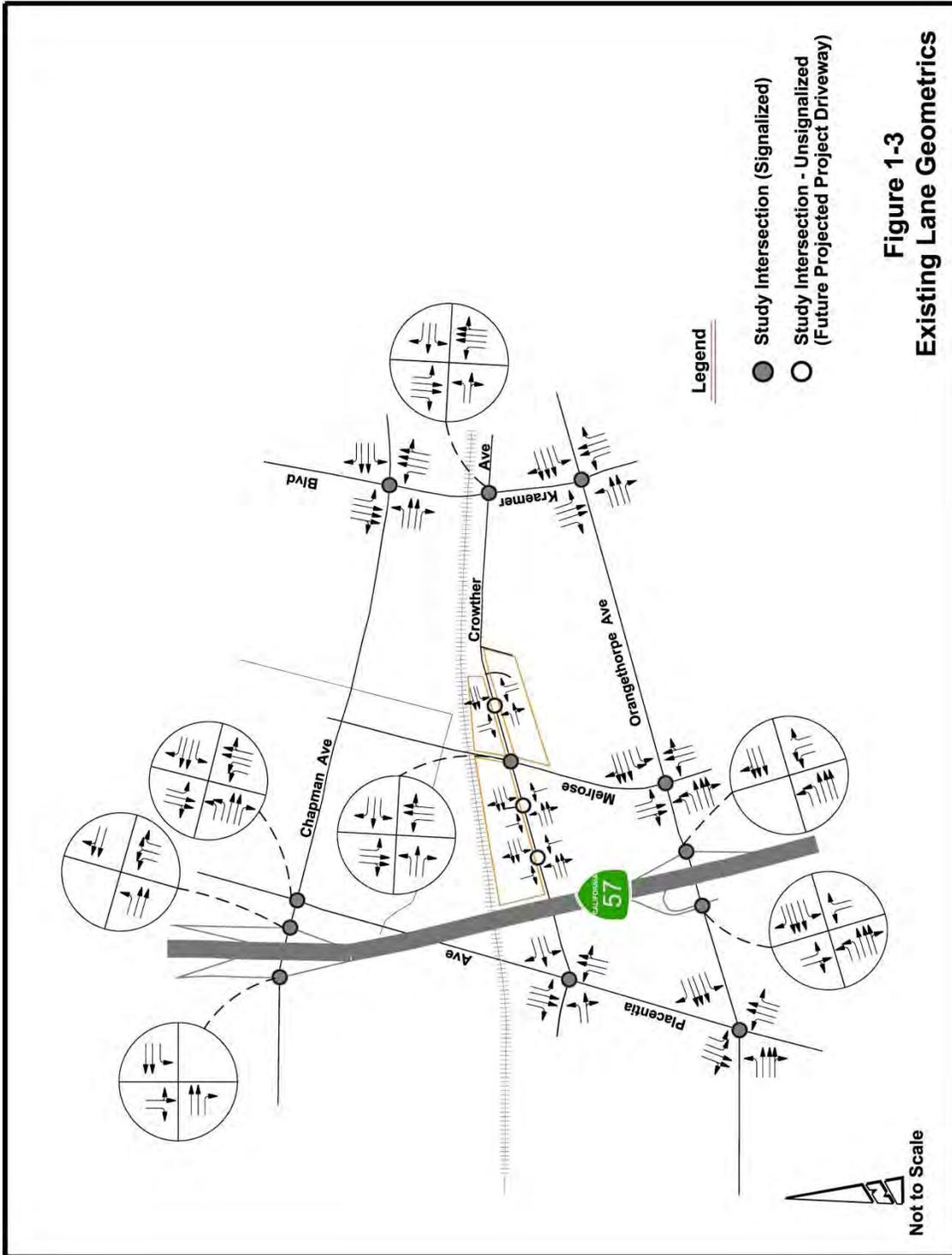


Figure 1-3
Existing Lane Geometrics



Intersection Level of Service Analysis and Methodology

In order to provide a comprehensive study of the potential traffic impacts of the future TOD projects, it was determined to analyze the traffic signal intersections using both the Intersection Capacity Utilization (ICU) methodology and the Highway Capacity Manual (HCM) methodology. The two methodologies differ in the way analysis is conducted; the ICU methodology being a simple demand over capacity assessment of critical movements, whereas the HCM methodology is a more complex assessment based on a complete operational analysis of traffic demand for all movements at the intersection.

In order to provide a clear understanding of the potential impacts of the future TOD projects, it was decided to perform intersection Level of Service (LOS) analyses for the following six scenarios for both the morning and afternoon peak-hours:

- ◆ Existing (Year 2016) Conditions
 - without Project Scenario
 - with Project Scenario
- ◆ Opening Day (Year 2018) Conditions
 - without Project Scenario
 - with Project Scenario
- ◆ Future Buildout (Year 2035) Conditions
 - without Project Scenario
 - with Project Scenario

Intersection Capacity Utilization (ICU) Methodology:

Intersection Capacity Utilization (ICU) methodology is based on the ratio of the volume of vehicles utilizing the intersection to the overall capacity of the intersection (V/C). The threshold V/C ratios to determine the Level Of Service for signalized intersections are shown below:

LOS A →	0 – 0.60	LOS D →	0.81 – 0.90
LOS B →	0.61 – 0.70	LOS E →	0.91 – 1.00
LOS C →	0.71 – 0.80	LOS F →	> 1.00

Highway Capacity Manual (HCM) Operations Methodology:

The HCM Operations Methodology uses the following LOS scale based on average per vehicle delay:

LOS A →	≤ 10.0 seconds	LOS D →	> 35.0 and ≤ 55.0 seconds
LOS B →	> 10.0 and ≤ 20.0 seconds	LOS E →	> 55.0 and ≤ 80.0 seconds
LOS C →	> 20.0 and ≤ 35.0 seconds	LOS F →	> 80.0 seconds



Highway Capacity Manual (HCM) Unsignalized Two-Way Stop-Controlled Methodology:

The HCM unsignalized methodology for two-way stop controlled study intersections also uses a similar LOS scale, but the values reflect the highest vehicle LOS and average per vehicle delay for the minor (side-street) approach. The LOS for each of the three Project Driveways – A, B, and C was analyzed using Highway Capacity Software (HCS). The LOS criteria for unsignalized intersections using control delay per vehicle (seconds) is shown below:

LOS A →	≤ 10.0 seconds	LOS D →	> 25.0 and ≤ 35.0 seconds
LOS B →	> 10.0 and ≤ 15.0 seconds	LOS E →	> 35.0 and ≤ 50.0 seconds
LOS C →	> 15.0 and ≤ 25.0 seconds	LOS F →	> 50.0 seconds

Performance Criteria/Significance Thresholds

Significant Impact analysis was evaluated for all study intersections per the guidelines from the City of Placentia and Orange County 2015 Congestion Management Program.

City of Placentia:

The City of Placentia's criteria for acceptable signalized intersection LOS is D or better. A significant impact occurs when the signalized intersection operates at LOS E or F, and the change in ICU (or V/C) value increases by 0.01 or greater.

Orange County Congestion Management Program (CMP):

The Orange County Congestion Management Program (CMP) has its own significant impact criteria and recommends that a traffic impact analysis (TIA) is required for development projects that generate more than 2,400 daily trips. The proposed Placentia TOD is assumed to generate up to 5,000 daily trips, and the net trip total after subtracting existing land use trips will still exceed 2,400 daily trips. Orange County CMP Guidelines consider LOS E or better for CMP signalized intersections and roadway segments, as acceptable LOS. A significant impact occurs when the signalized intersection or roadway segment operates at LOS E or F, and the change in ICU (or V/C) value increases by 0.10 or greater.



II. EXISTING (YEAR 2016) LEVEL OF SERVICE ANALYSIS

Existing without Project – Level of Service Analysis

Analyses for Existing “without Project” conditions for all of the study intersections were conducted based on morning (AM) and afternoon (PM) peak-period turning movement counts that were collected in February 2016. Due to the construction of the grade separation projects in the area and the detoured traffic, adjustments to some of the traffic volumes were conducted to reflect conditions without the construction. Traffic volumes from the Draft General Plan Update (Year 2014) were used for the movements affected by the construction and then compared against prior traffic count data (where available). Since the Draft General Plan Update utilized Year 2014 as Existing conditions, the count data from the study was increased two percent (one percent per year for two years) to develop Year 2016 volumes. Excerpts with turning-movement counts from the Draft General Plan Update are provided **Appendix B-1**, and detailed turning movement counts for remaining locations that were not part of the Draft General Plan Update are provided in **Appendix B-2**. Morning and afternoon peak-hour volumes by movement are summarized in **Figures 2-1a** and **2-1b**. The Existing “without Project” intersection LOS is summarized for ICU analysis in **Table 2-1a** and for HCM analysis in **Table 2-1b**.

Intersection traffic counts are from two sources:

- Recent counts (2016)
- Areas impacted by construction (data from 2014 + 2%)

Table 2-1a. Existing 2016 without Project Intersection Capacity Utilization (ICU) Analysis Level of Service (LOS) Summary					
No.	Intersection	AM Peak Hour		PM Peak Hour	
		V/C ¹	LOS ²	V/C ¹	LOS ²
1	Chapman Avenue/SR-57 Southbound Ramps	0.661	B	0.669	B
2	Chapman Avenue/SR-57 Northbound Ramps	0.763	C	0.748	C
3	Chapman Avenue/Placentia Avenue	0.714	C	0.670	B
4	Kraemer Boulevard/Chapman Avenue	0.660	C	0.621	B
5	Placentia Avenue/Crowther Avenue	0.414	A	0.512	A
6	Melrose Street/Crowther Avenue	0.308	A	0.289	A
7	Kraemer Boulevard/Crowther Avenue	0.592	A	0.529	A
8	Orangethorpe Avenue/Placentia Avenue	0.441	A	0.506	A
9	Orangethorpe Avenue/SR-57 Southbound Ramps	0.415	A	0.443	A
10	Orangethorpe Avenue/SR-57 Northbound Ramps	0.557	A	0.614	B
11	Orangethorpe Avenue/Melrose Street	0.600	A	0.675	B
12	Kraemer Boulevard/Orangethorpe Avenue	0.776	C	0.719	C

Notes: 1. V/C: Volume-to-Capacity Ratio

2. LOS: Level of Service

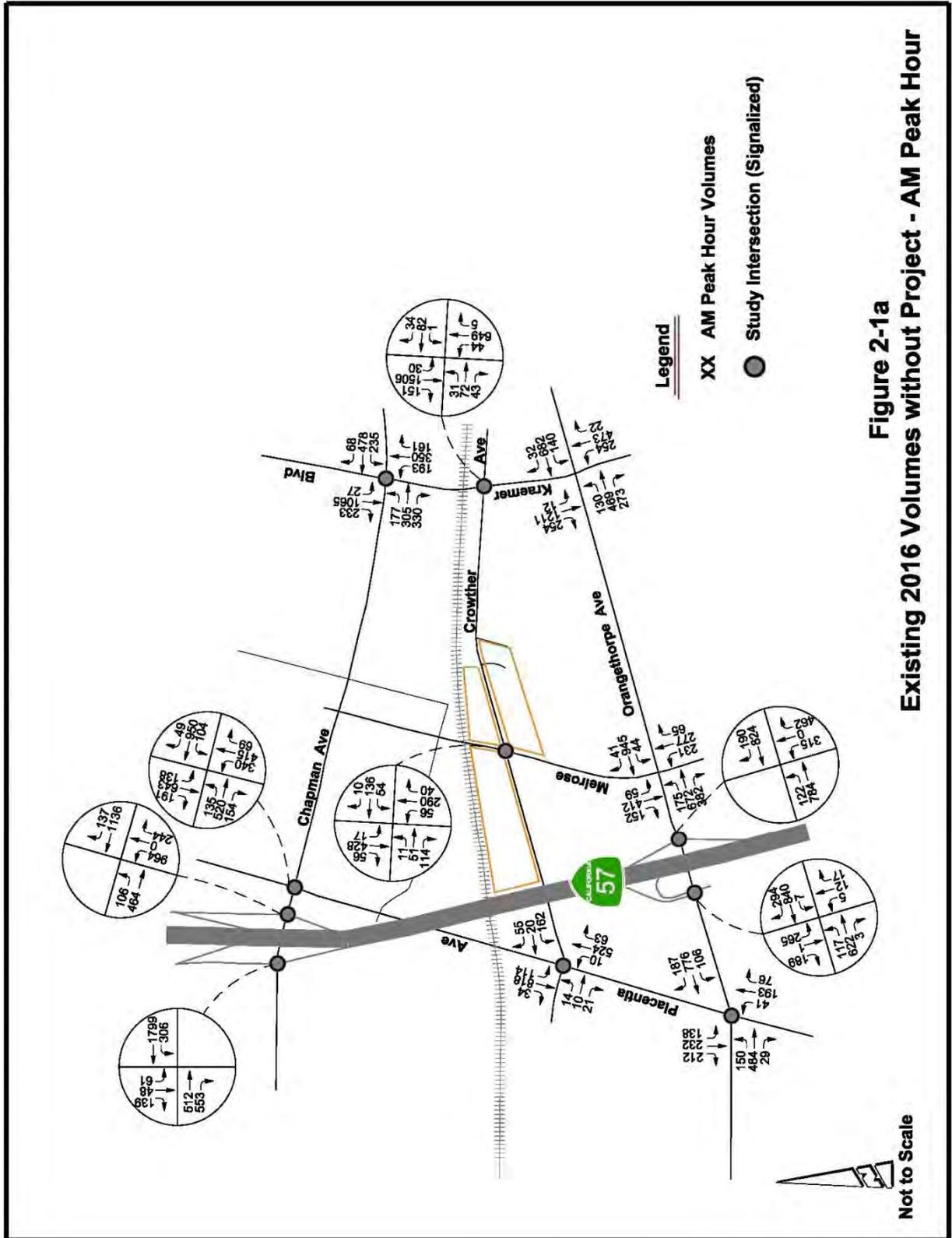


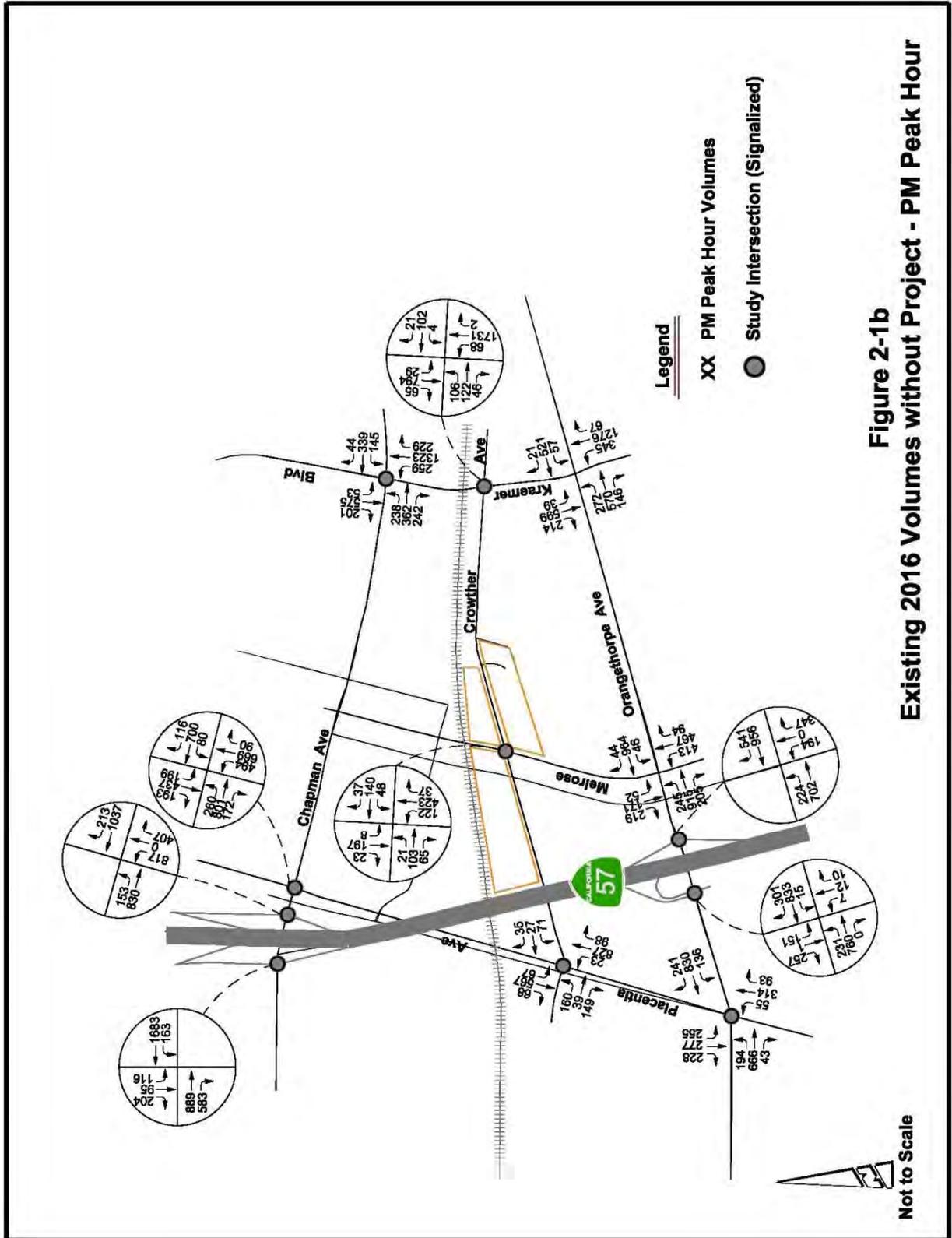
**Table 2-1b. Existing 2016 without Project
Highway Capacity Manual (HCM) Analysis
Level of Service (LOS) Summary**

No.	Intersection	AM Peak Hour			PM Peak Hour		
		V/C ¹	Delay ²	LOS ³	V/C ¹	Delay ²	LOS ³
1	Chapman Avenue/SR-57 Southbound Ramps	0.64	10.4	B	0.67	12.5	B
2	Chapman Avenue/SR-57 Northbound Ramps	0.80	28.5	C	0.79	27.3	C
3	Chapman Avenue/Placentia Avenue	0.74	34.3	C	0.71	34.4	C
4	Kraemer Boulevard/Chapman Avenue	0.72	34.2	C	0.73	29.5	C
5	Placentia Avenue/Crowther Avenue	0.37	8.1	A	0.41	11.4	B
6	Melrose Street/Crowther Avenue	0.31	17.5	B	0.35	19.7	B
7	Kraemer Boulevard/Crowther Avenue	0.64	14.2	B	0.60	18.1	B
8	Orangethorpe Avenue/Placentia Avenue	0.43	28.6	C	0.54	32.4	C
9	Orangethorpe Avenue/SR-57 Southbound Ramps	0.41	20.3	C	0.38	21.1	C
10	Orangethorpe Avenue/SR-57 Northbound Ramps	0.53	19.5	B	0.52	16.0	B
11	Orangethorpe Avenue/Melrose Street	0.64	30.8	C	0.73	35.1	D
12	Kraemer Boulevard/Orangethorpe Avenue	0.81	51.4	D	0.82	46.3	D

Notes: 1. V/C: HCM Volume-to-Capacity Ratio, LOS F for HCM V/C > 1.000 (Over Capacity)
 2. Delay in Seconds
 3. LOS: Level of Service

Under Existing “without Project” conditions, all intersections operate at acceptable LOS D or better under both traffic analysis methodologies. The LOS analysis worksheets for Existing “without Project” conditions are provided in **Appendices C-1 and C-2**.







Trip Generation

The density of apartments in the final project could actually be higher considering the type of TOD amenities provided by the project, the number of residents that will commute by rail to work, and the number of residents that will walk, bike, or take a shuttle bus to commute to nearby California State University Fullerton. Typical mixed-use residential/commercial development of this size may produce daily trips in the order of 7,000 – 8,000 trips. Because of the nature of this development as a proposed TOD project and assuming 35% reduction in trips, a total trip generation of 5,000 trips is expected.

The percentage of residential use and commercial use is unknown at this time. However, the TOD site is expected to primarily be residential. With the percentage of commercial expected to be low, the City sought to examine two possible two trip generation scenarios. The first trip generation scenario is TOD with 100% residential use, and the second trip generation scenario is TOD with 75% residential use / 25% commercial use. In order to determine how many peak-hour trips the TOD projects are likely to generate, the Institute of Transportation Engineers (ITE) Trip Generation Manual – 9th Edition was consulted. The ITE Manual is based on thousands of studies across the nation of varying land uses to determine common trip generation characteristics. Although the ITE Manual doesn't have a specific land use type of TOD, it was assumed that the trip generation characteristics of the proposed TOD projects would most closely pattern those of the apartment studies found in ITE Land Use Code 220. It is assumed that the residential component of this Placentia TOD project consist entirely of multi-family "attached" dwelling units. For this reason, the Apartment Land Use (ITE 220) is used. For commercial use, the closest fit to commercial for a TOD project is Shopping Center (ITE 820).

Since the TOD projects cover three project sub-areas in the vicinity of the Crowther Avenue/Melrose Street intersection, the project trip generation determined using the ITE Manual was divided between each of the three sub-areas. Based on the size and proximity to the Metrolink Station, it is estimated that of the 5,000 daily trips, 35% will come from the northwest (NW) corner lot, 35% from the southeast (SE) corner lot, and 30% from the northeast (NE) corner lot. Because the northwest and southeast corner sub-areas are currently occupied, the existing peak-hour trips generated from those two sites were credited against the proposed TOD projects since those trips are already included in the existing traffic flows on the adjacent roadways.

Trip generation scenarios for TOD with 100% residential use and TOD with 75% residential use / 25% commercial use are shown in **Tables 2-2a and 2-2b**, respectively. Based on the analysis of both scenarios, the 100% residential use scenario is expected to generate more peak hour trips overall. Therefore, as a conservative approach, the trip generation for 100% residential use was utilized for analysis. **Table 2-2c** shows the net project trip generation calculated by subtracting existing land use trips from the proposed 100% residential-TOD trips.



Table 2-2a – 100% Residential Use Scenario
Project Trip Generation

Scenario	Quantity	Daily Trips	AM Peak Hour Trips	PM Peak Hour Trips	AM Peak Hour Trips		PM Peak Hour Trips	
					In	Out	In	Out
100% Residential: Single-Family (ITE 220) - 752 DU TOD Project, 5,000 Daily Trips								
Northwest Area (35%)		1,750	134	163	27	107	106	57
Southeast Area (35%)		1,750	134	163	27	107	106	57
Northeast Area (30%)		1,500	115	140	23	92	91	49
Total		5,000	383	466	77	306	303	163

Table 2-2b – 75% Residential Use / 25% Commercial Use Scenario
Project Trip Generation

Scenario	Quantity	Daily Trips	AM Peak Hour Trips	PM Peak Hour Trips	AM Peak Hour Trips		PM Peak Hour Trips	
					In	Out	In	Out
75% Residential: Single-Family (ITE 220) - 564 DU 25% Commercial: Shopping Center (ITE 820) - 30 KSF GLA TOD Project, 5,000 Daily Trips								
Northwest Area (35%)		1,750	111	162	27	84	99	63
Southeast Area (35%)		1,750	111	162	27	84	99	63
Northeast Area (30%)		1,500	95	139	23	72	85	54
Total		5,000	317	463	77	240	283	180



Table 2-2c – Net Project Trip Generation

Scenario	Quantity	Daily Trips	AM Peak Hour Trips	PM Peak Hour Trips	AM Peak Hour Trips		PM Peak Hour Trips		
					In	Out	In	Out	
Existing Land Use									
Northwest Area									
Industrial: Warehousing (ITE 150)	87.94 KSF GFA	441	77	55	61	16	14	41	
Southeast Area									
Residential: Single-Family (ITE 210)	13 DU	124	11	13	3	8	8	5	
Residential: Apartment (ITE 220)	4 DU	27	2	2	0	2	1	1	
Northeast Area									
Industrial: Warehousing (ITE 150)	139.22 KSF GFA	655	99	74	78	21	19	56	
Total		1,247	189	144	142	47	42	103	
100% Residential: Single-Family (ITE 220) - 752 DU TOD Project, 5,000 Daily Trips									
Northwest Area (35%)		1,750	134	163	27	107	106	57	
Southeast Area (35%)		1,750	134	163	27	107	106	57	
Northeast Area (30%)		1,500	115	140	23	92	91	49	
Total		5,000	383	466	77	306	303	163	
Net Trip Generation			3,753	194	322	-65	259	261	60

Trip Distribution and Assignment

After the net proposed project trips are evaluated, the next step is to distribute those trips over the roadway network. A graphical summary of trip distribution by percentage is illustrated in Figure 2-2. Based on the trip distribution percentages new trips were then assigned to the network. Figure 2-3 illustrate the morning (AM) and afternoon (PM) peak-hour net project trips (i.e., the net difference after subtracting existing land-use trips from gross project trips) as assigned to various streets and intersections.



Existing with Project – Level of Service Analysis

Signalized Study Intersections

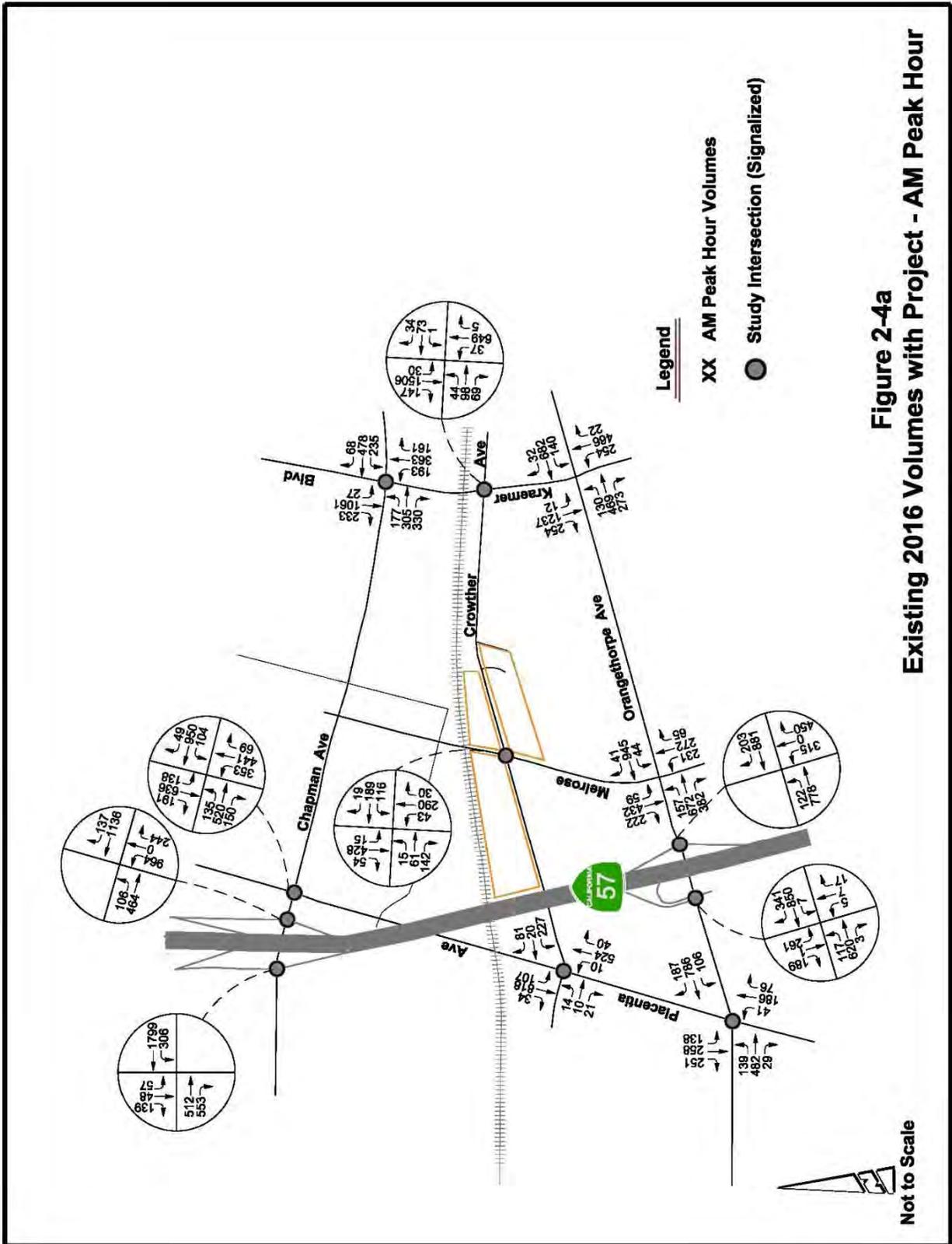
Analysis for Existing Conditions “with Project” scenario for signalized study intersections was conducted using both the ICU and the HCM Operations methodologies. The existing peak-hour volume plus the proposed peak-hour net project trips (see Figures 2-3a and 2-3b), are shown at all signalized study intersections in **Figures 2-4a and 2-4b** for morning (AM) and afternoon (PM) peak hours. The LOS analysis and the significant impact determination for Existing “with Project” are summarized for ICU analysis (signalized intersection locations only) in **Table 2-3a** and for HCM analysis (signalized and unsignalized intersection locations) in **Table 2-3b**. For comparison purposes, both tables show Existing “without Project” and Existing “with Project” scenarios. All signalized study intersections continue to operate at acceptable LOS D or better “with Project”. Therefore, no significant impacts were identified for Existing “with Project” conditions per City of Placentia guidelines and Orange County Congestion Management Program guidelines.

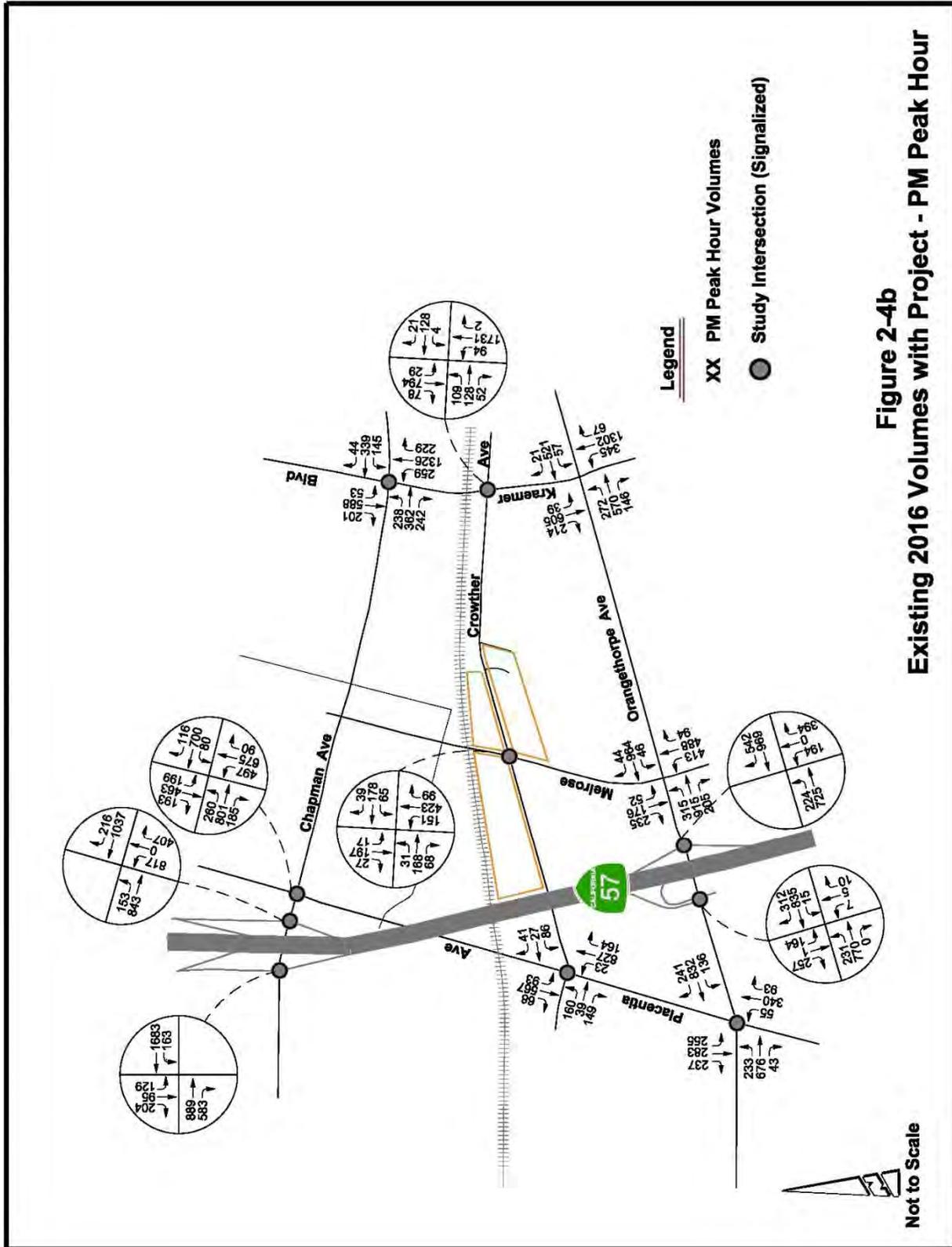
Project Driveways

The three Project Driveways – A, B, and C along Crowther Avenue were analyzed using HCM Unsignalized methodology. The existing land uses and driveways to the north side of Crowther Avenue will completely be replaced by the proposed project. However, the existing businesses and driveways along the south side of Crowther Avenue will remain the same. In consideration of those south side businesses turning movement counts were collected at the four existing south side driveways between Placentia Avenue and Melrose Street in early March 2016, and are provided in **Appendix D** and shown in **Figures 2-5a and 2-5b**. Eastbound and Westbound thru volumes along Crowther Avenue were extrapolated from existing intersection turning movement count volumes at Placentia Avenue/Crowther Avenue and Crowther Avenue/Melrose Street.

For Existing “with Project” analysis for the three Project Driveways – A, B, and C along Crowther Avenue, gross project trips (without existing land-use trip reduction) were added to the existing driveway turning movement counts. Due to the northwest (NW) corner lot of the project (north side of Crowther Avenue) undergoing complete redevelopment and the provision of a proposed raised median along Crowther Avenue, any existing left-turn vehicular movements to/from each of the existing driveways will have to be re-routed. U-turns will be allowed along Crowther Avenue at Driveway A and Driveway B. Existing “with Project” volumes for project driveways are shown below in **Figure 2-6**.

As shown in **Tables 2-3a and 2-3b**, all project driveway intersections are expected to operate at LOS B under Existing “with Project” scenarios. No significant impacts were identified at project driveways per City of Placentia guidelines and Orange County Congestion Management Program guidelines. However, in the future as smaller, independent developments are planned within the TOD project study area, these project driveways should be analyzed and evaluated to see how they are impacted by traffic from these future developments. The LOS analysis worksheets for Existing “with Project” conditions are provided in **Appendices E-1 and E-2**.







**Table 2-3a. Existing 2016 with Project
Intersection Capacity Utilization (ICU) Analysis
Level of Service (LOS) Summary**

No.	Intersection	Without Project						With Project						Change in V/C		Significant Impact
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour	PM Peak Hour	
		V/C ¹	LOS ²	Hour	Hour											
1	Chapman Avenue/SR-57 Southbound Ramps	0.661	B	0.669	B	0.661	B	0.677	B	0.000	0.008	No	No			
2	Chapman Avenue/SR-57 Northbound Ramps	0.763	C	0.748	C	0.766	C	0.749	C	0.003	0.001	No	No			
3	Chapman Avenue/Placentia Avenue	0.714	C	0.670	B	0.712	C	0.680	B	-0.002	0.010	No	No			
4	Kraemer Boulevard/Chapman Avenue	0.660	C	0.621	B	0.659	B	0.621	B	-0.001	0.000	No	No			
5	Placentia Avenue/Crowther Avenue	0.414	A	0.512	A	0.453	A	0.557	A	0.039	0.045	No	No			
6	Melrose Street/Crowther Avenue	0.308	A	0.289	A	0.342	A	0.347	A	0.034	0.058	No	No			
7	Kraemer Boulevard/Crowther Avenue	0.592	A	0.529	A	0.612	A	0.546	A	0.020	0.017	No	No			
8	Orangethorpe Avenue/Placentia Avenue	0.441	A	0.506	A	0.456	A	0.533	A	0.015	0.027	No	No			
9	Orangethorpe Avenue/SR-57 Southbound Ramps	0.415	A	0.443	A	0.439	A	0.434	A	0.024	-0.009	No	No			
10	Orangethorpe Avenue/SR-57 Northbound Ramps	0.557	A	0.614	B	0.564	A	0.644	B	0.007	0.030	No	No			
11	Orangethorpe Avenue/Melrose Street	0.600	A	0.675	B	0.621	B	0.702	B	0.021	0.027	No	No			
12	Kraemer Boulevard/Orangethorpe Avenue	0.776	C	0.719	C	0.784	C	0.719	C	0.008	0.000	No	No			

Notes: 1. V/C: HCM Volume-to-Capacity Ratio, LOS F for HCM V/C > 1.000 (Over Capacity)
2. LOS: Level of Service



Table 2-3b. Existing 2016 with Project Highway Capacity Manual (HCM) Analysis Level of Service (LOS) Summary

No.	Intersection	Without Project						With Project						Change in V/C				Significant Impact
		AM Peak Hour		PM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour				
		V/C ¹	Delay ²	LOS ³	V/C ¹	Delay ²	LOS ³	V/C ¹	Delay ²	LOS ³	V/C ¹	Delay ²	LOS ³	V/C ¹	Delay ²	V/C ¹	Delay ²	
1	Chapman Avenue/SR-57 Southbound Ramps	0.64	10.4	B	0.67	12.5	B	0.64	10.3	B	0.68	12.8	B	0.00	-0.1	0.01	0.3	No
2	Chapman Avenue/SR-57 Northbound Ramps	0.80	28.5	C	0.79	27.3	C	0.81	28.7	C	0.79	27.2	C	0.01	0.2	0.00	-0.1	No
3	Chapman Avenue/Placentia Avenue	0.74	34.3	C	0.71	34.4	C	0.74	34.8	C	0.71	34.6	C	0.00	0.5	0.00	0.2	No
4	Kraemer Boulevard/Chapman Avenue	0.72	34.2	C	0.73	29.5	C	0.72	34.2	C	0.73	29.5	C	0.00	0.0	0.00	0.0	No
5	Placentia Avenue/Crowther Avenue	0.37	8.1	A	0.41	11.4	B	0.42	10.1	B	0.43	11.7	B	0.05	2.0	0.02	0.3	No
6	Melrose Street/Crowther Avenue	0.31	17.5	B	0.35	19.7	B	0.37	20.0	B	0.40	22.7	C	0.06	2.5	0.05	3.0	No
7	Kraemer Boulevard/Crowther Avenue	0.64	14.2	B	0.60	18.1	B	0.67	17.0	B	0.62	19.1	B	0.03	2.8	0.02	1.0	No
8	Orangethorpe Avenue/Placentia Avenue	0.43	28.6	C	0.54	32.4	C	0.45	29.1	C	0.57	34.0	C	0.02	0.5	0.03	1.6	No
9	Orangethorpe Avenue/SR-57 Southbound Ramps	0.41	20.3	C	0.38	21.1	C	0.40	20.6	C	0.38	20.8	C	-0.01	0.3	0.00	-0.3	No
10	Orangethorpe Avenue/SR-57 Northbound Ramps	0.53	19.5	B	0.52	16.0	B	0.54	18.8	B	0.56	17.5	B	0.01	-0.7	0.04	1.5	No
11	Orangethorpe Avenue/Melrose Street	0.64	30.8	C	0.73	35.1	D	0.69	31.5	C	0.76	36.5	D	0.05	0.7	0.03	1.4	No
12	Kraemer Boulevard/Orangethorpe Avenue	0.81	51.4	C	0.82	46.3	D	0.82	52.7	D	0.82	46.4	D	0.01	1.3	0.00	0.1	No
Project Driveway Locations (Unsignalized) ⁴																		
13	Crowther Avenue at Project Driveway A	--	--	--	--	--	--	--	10.4	B	--	10.8	B	--	--	--	--	No
14	Crowther Avenue at Project Driveway B	--	--	--	--	--	--	--	10.4	B	--	10.8	B	--	--	--	--	No
15	Crowther Avenue at Project Driveway C	--	--	--	--	--	--	--	10.6	B	--	11.9	B	--	--	--	--	No

Notes: 1. V/C: HCM Volume-to-Capacity Ratio, LOS F for HCM V/C > 1.000 (Over Capacity)

2. Delay in Seconds

3. LOS: Level of Service

4. Unsignalized Intersections were analyzed using the Highway Capacity Software (HCS). Two-way Stop Controlled Intersections. LOS is based on the approach with the worst LOS.



Figure 2-5a. Existing 2016 South Driveway Locations

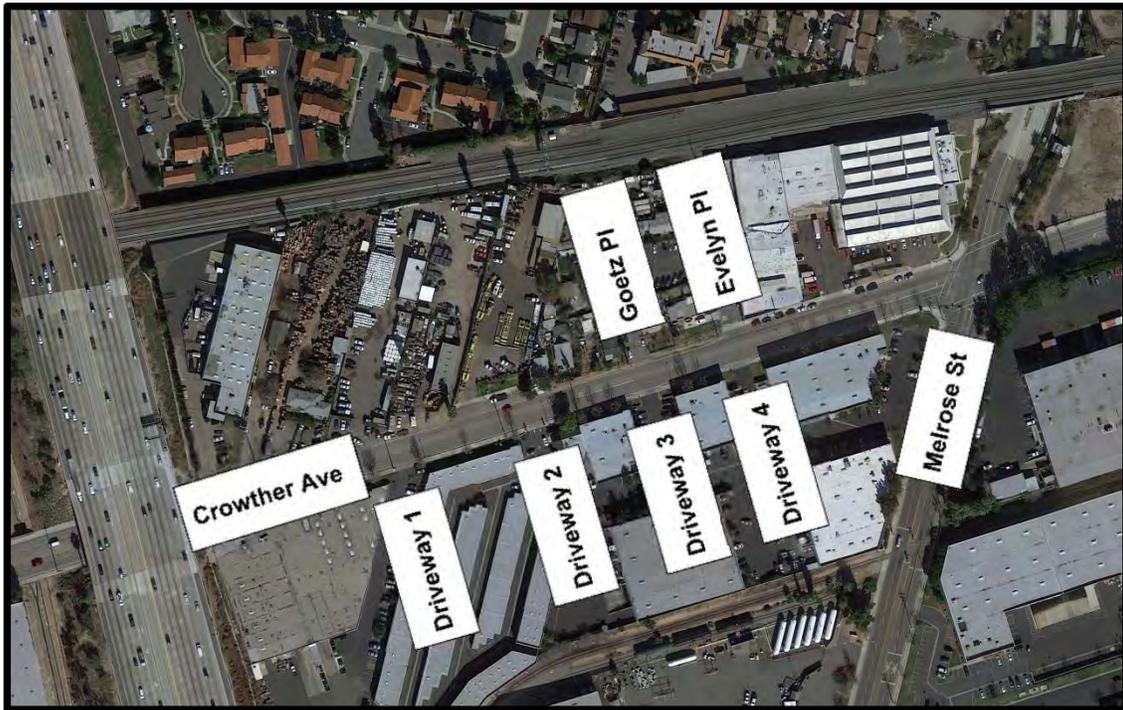


Figure 2-5b. Existing 2016 South Driveway Volumes

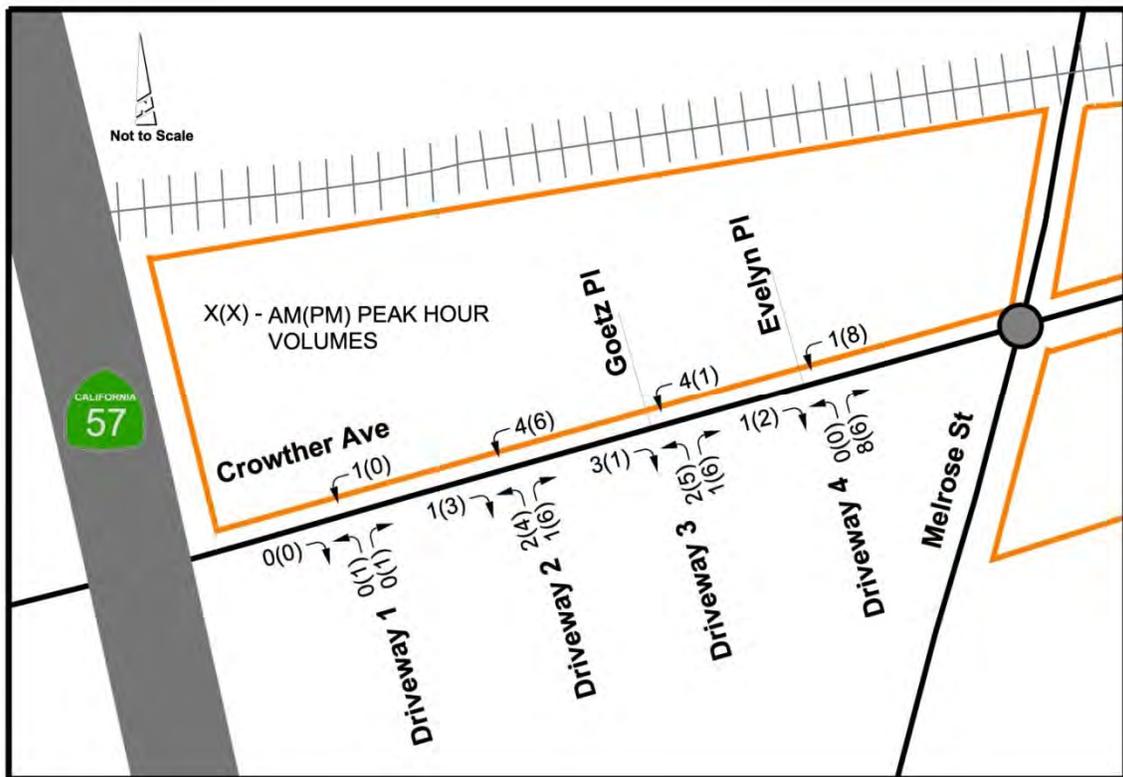
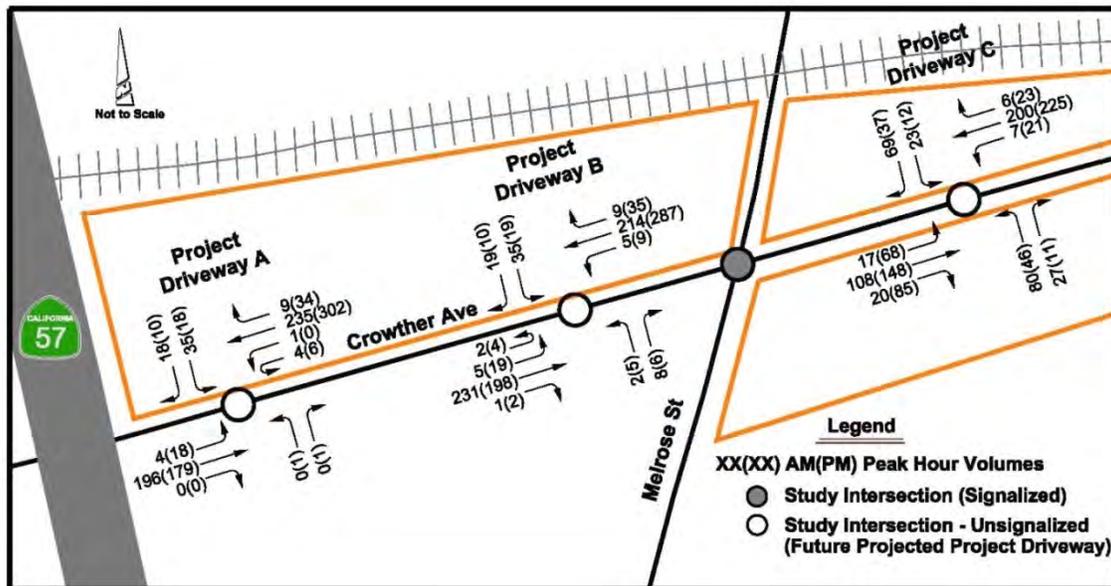




Figure 2-6. Existing 2016 with Project - Project Driveway Volumes



Existing with Project – Segment Analysis

Segment Analysis – Crowther Avenue

- Crowther Avenue (Placentia Avenue – Melrose Street)
- Crowther Avenue (Melrose Street – Kraemer Boulevard)

A segment analysis was conducted to evaluate if there will be any impacts on Crowther Avenue due to the project. Existing daily traffic volumes were conducted in early March 2016 along Crowther Avenue, both west and east of Melrose Street, for comparison with daily volumes per the 2013-2014 OCTA Traffic Flow Map (see **Appendix F**). Based on the counts, there are 4,954 daily vehicles on Crowther Avenue west of Melrose Street, and 3,998 daily vehicles east of Melrose Street. The count data is provided in **Appendix G**. The 2013-2014 OCTA Traffic Flow Map shows 5,000 daily vehicle trips for Crowther Avenue between Placentia Avenue and Kraemer Boulevard. The existing daily traffic volume counts for Crowther Avenue west of Melrose Street are close to 5,000 daily vehicle trips, whereas the counts for Crowther Avenue east of Melrose Street are lower due to the construction of the Kraemer Boulevard grade separation project and the detoured traffic. For analysis purposes, 5,000 daily vehicle trips (per the 2013-2014 OCTA Traffic Flow Map) was used for Year 2014 daily volumes along Crowther Avenue to reflect conditions without the construction, and increased by 2% to account for 2016 Existing “without Project” conditions.

Segment analysis for Existing “with Project” is summarized below in **Table 2-4**. For the “with Project” scenario, the 5,000 daily trips for the TOD project was distributed similarly to the peak hour trip distribution among the three project site areas (NW, SE, NE Corner areas). Based on the distribution and the net trip generation, it is expected that the daily traffic on Crowther Avenue will be 7,258 vehicles between Placentia Avenue and Melrose Street.



Table 2-4. Existing 2016 with Project – Crowther Avenue Segment Analysis

Crowther Ave	Existing 2016 without Project				Existing 2016 with Project				
	Existing Daily Vol*	LOS E Capacity - 4 Lanes (per MPAH)	V/C	LOS	Project Daily Vol	Exist + Project Daily Vol	LOS E Capacity - 4 Lanes (Preferred Alternative)	V/C	LOS
West of Melrose St	5,100	25,000	0.204	A	1,708	6,808	25,000	0.272	A
East of Melrose St	5,100	25,000	0.204	A	2,158	7,258	25,000	0.290	A

Daily volumes are per the 2013-14 OCTA Traffic Flow Map. Volumes were increase by 2% to account for 2016 existing conditions.

Crowther Avenue is classified as a Secondary Arterial per the OCTA Master Plan of Arterial Highways (MPAH). Based on the LOS E capacity of 25,000 daily vehicles for a Secondary Arterial, there is ample capacity based on existing conditions with the TOD project. Crowther Avenue between Placentia Avenue and Kraemer Boulevard is expected to operate at LOS A. Therefore, there are no significant impacts per City of Placentia guidelines.

Segment Analysis – Orangethorpe Avenue per Orange County Congestion Management Program (CMP) Guidelines

- Orangethorpe Avenue (Placentia Avenue – Melrose Street):

A segment analysis was conducted along Orangethorpe Avenue between Placentia Avenue and Melrose Street to evaluate if there will be any impacts per the Orange County CMP guidelines. This segment of Orangethorpe Avenue includes Orangethorpe Avenue and the SR-57 Freeway ramp intersections, both of which are Orange County CMP intersections. Existing daily traffic volumes were obtained from the 2013-2014 OCTA Traffic Flow Map (see **Appendix F**) and were increased by two percent to account for 2016 Existing conditions. Proposed TOD project trips were then added to 2016 Existing conditions to calculate the Existing “with Project” conditions. Segment analysis for Existing “with Project” is summarized in **Table 2-5**. Orangethorpe Avenue whtin this area is classified as a Major Arterial per the OCTA MPAH, and has a LOS E capacity of 56,300 vehicles per day (vpd). Under Existing “with Project” conditions, Orangethorpe Avenue will be at most 23,454 daily vehicles and operate at LOS A with no significant impacts per Orange County CMP guidelines.



Table 2-5. Existing 2016 with Project – Orangethorpe Avenue CMP Segment Analysis

Orangethorpe Ave	Existing 2016 without Project				Existing 2016 with Project				
	Existing Daily Vol*	LOS E Capacity - 6 Lanes (per MPAH)	V/C	LOS	Project Daily Vol	Exist + Project Daily Vol	LOS E Capacity - 6 Lanes (per MPAH)	V/C	LOS
Between Placentia Ave and Melrose St	22,440	56,300	0.399	A	1,014	23,454	56,300	0.417	A

Daily volumes are per the 2013-14 OCTA Traffic Flow Map. Volumes were increase by 2% to account for 2016 existing conditions.

Segment analysis for Existing “with Project” shows that both segments of Crowther Avenue to the east and west of Melrose Street, will continue operates at an acceptable LOS. Likewise, the CMP arterial location of Orangethorpe Avenue (Placentia Avenue – Melrose Street) will operate under acceptable LOS conditions “with Project.”



III. PROJECT OPENING DAY (YEAR 2018) LEVEL OF SERVICE ANALYSIS

Opening Day without Project – Level of Service Analysis

Opening Day is when the Proposed Project is expected to open, which is some time in 2018. Therefore, it is important to assess the anticipated traffic conditions in 2018 when the project is expected to be completed (i.e., new TOD uses within the project area will generate up to an estimated 5,000 trips). The LOS analyses for Project Opening Day conditions include added traffic at the study intersections due to ambient growth in the region as well as planned projects (“cumulative projects”) within the project vicinity. A projected traffic growth factor of 1.02 (one percent per year for two years) was applied to the existing traffic volumes to reflect the anticipated regional ambient growth from Year 2016 to Year 2018. Additional planned projects (“cumulative projects”) within the project vicinity were also added to the project volumes. Per discussion with City staff, the Placentia Metrolink Station is the only cumulative project that will be completed by Year 2018. Details of the cumulative projects are shown in **Appendix H**.

Opening Day “without Project” scenario reflects Existing (Year 2016) traffic conditions plus traffic due to ambient growth and the additional traffic from cumulative projects – but not from the proposed project. The intersection LOS analysis results are summarized for ICU analysis in **Table 3-1a** and for HCM analysis in **Table 3-1b**.

Table 3-1a. Opening Day 2018 without Project Intersection Capacity Utilization (ICU) Analysis Level of Service (LOS) Summary					
No.	Intersection	AM Peak Hour		PM Peak Hour	
		V/C ¹	LOS ²	V/C ¹	LOS ²
1	Chapman Avenue/SR-57 Southbound Ramps	0.674	B	0.683	B
2	Chapman Avenue/SR-57 Northbound Ramps	0.783	C	0.769	C
3	Chapman Avenue/Placentia Avenue	0.728	C	0.688	B
4	Kraemer Boulevard/Chapman Avenue	0.697	B	0.657	B
5	Placentia Avenue/Crowther Avenue	0.423	A	0.528	A
6	Melrose Street/Crowther Avenue	0.319	A	0.321	A
7	Kraemer Boulevard/Crowther Avenue	0.627	B	0.550	A
8	Orangethorpe Avenue/Placentia Avenue	0.449	A	0.516	A
9	Orangethorpe Avenue/SR-57 Southbound Ramps	0.434	A	0.442	A
10	Orangethorpe Avenue/SR-57 Northbound Ramps	0.583	A	0.639	B
11	Orangethorpe Avenue/Melrose Street	0.631	B	0.718	C
12	Kraemer Boulevard/Orangethorpe Avenue	0.789	C	0.727	C

Notes: 1. V/C: Volume-to-Capacity Ratio
2. LOS: Level of Service

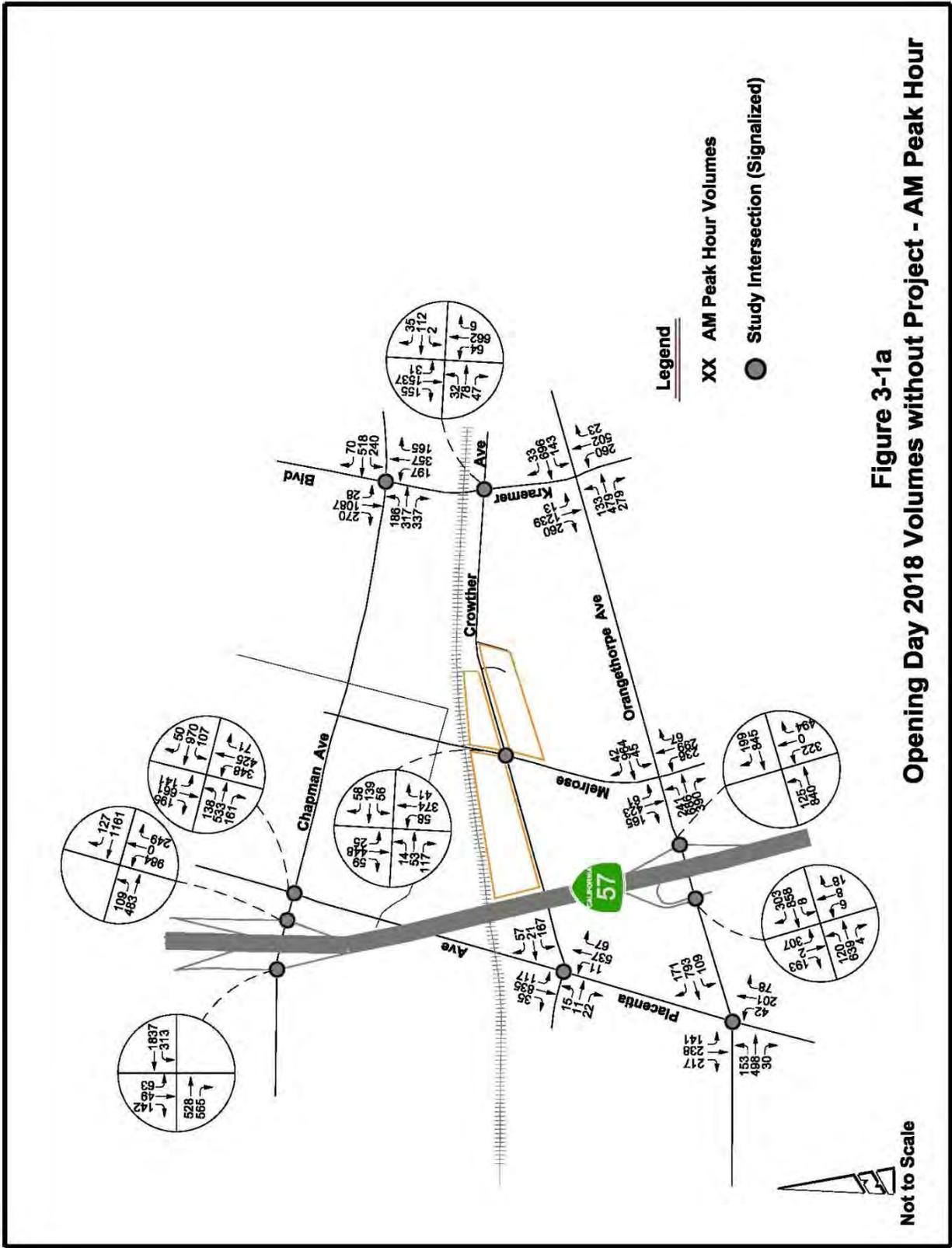


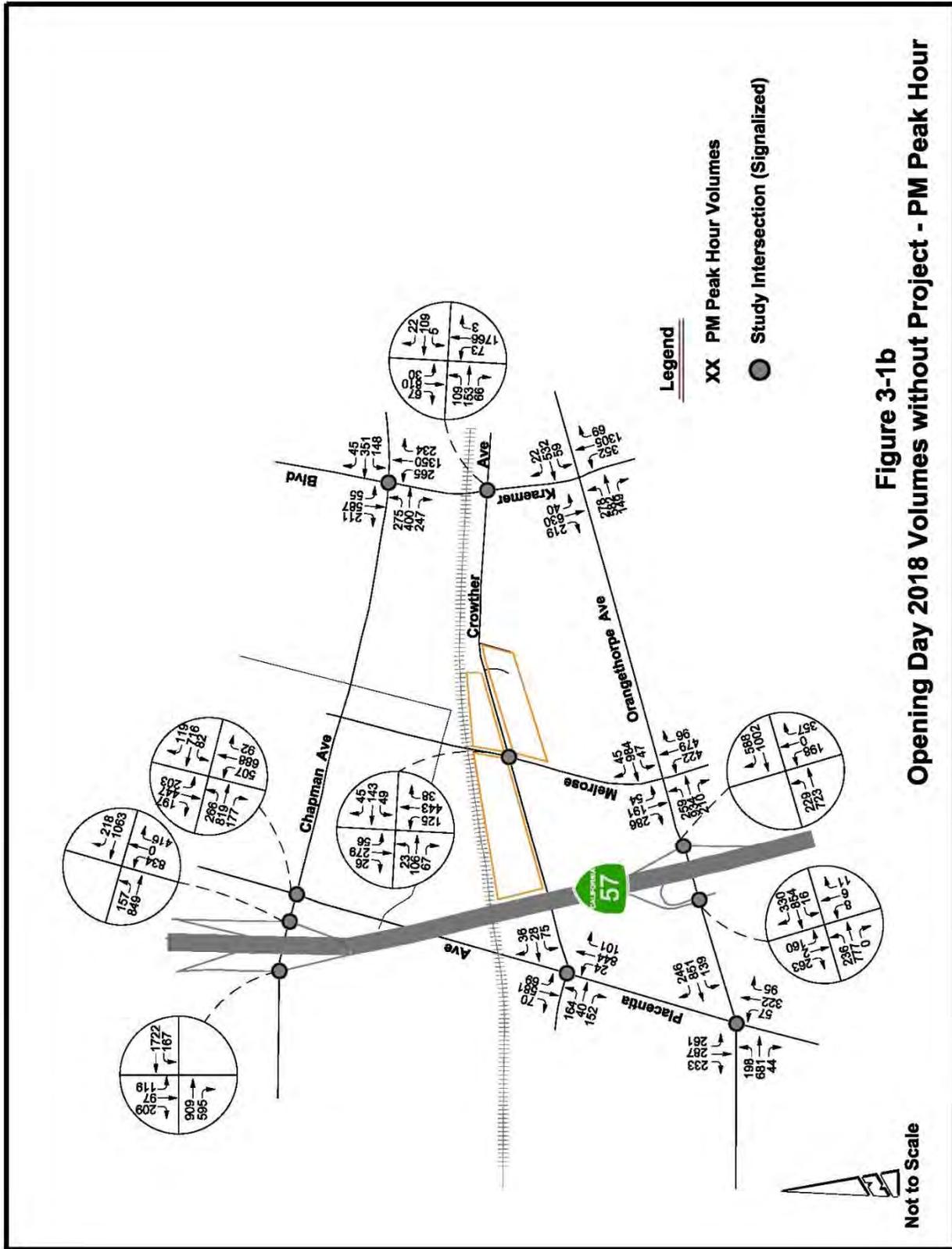
**Table 3-1b. Opening Day 2018 without Project
Highway Capacity Manual (HCM) Analysis
Level of Service (LOS) Summary**

No.	Intersection	AM Peak Hour			PM Peak Hour		
		V/C ¹	Delay ²	LOS ³	V/C ¹	Delay ²	LOS ³
1	Chapman Avenue/SR-57 Southbound Ramps	0.65	10.3	B	0.68	12.7	B
2	Chapman Avenue/SR-57 Northbound Ramps	0.82	28.4	C	0.81	27.8	C
3	Chapman Avenue/Placentia Avenue	0.75	39.8	D	0.73	34.8	C
4	Kraemer Boulevard/Chapman Avenue	0.76	35.6	D	0.77	31.7	C
5	Placentia Avenue/Crowther Avenue	0.38	8.3	A	0.41	11.5	B
6	Melrose Street/Crowther Avenue	0.33	17.3	B	0.36	20.5	C
7	Kraemer Boulevard/Crowther Avenue	0.67	15.6	B	0.64	18.9	B
8	Orangethorpe Avenue/Placentia Avenue	0.45	28.9	C	0.55	32.8	C
9	Orangethorpe Avenue/SR-57 Southbound Ramps	0.43	25.1	C	0.38	24.9	C
10	Orangethorpe Avenue/SR-57 Northbound Ramps	0.58	21.0	C	0.55	18.4	B
11	Orangethorpe Avenue/Melrose Street	0.67	37.6	D	0.78	39.8	D
12	Kraemer Boulevard/Orangethorpe Avenue	0.83	43.3	D	0.83	49.5	D

Notes: 1. V/C: HCM Volume-to-Capacity Ratio, LOS F for HCM V/C > 1.000 (Over Capacity)
 2. Delay in Seconds
 3. LOS: Level of Service

Under the Opening Day “without Project” scenario for Year 2018, all signalized study intersections operate at LOS D or better. The LOS analysis worksheets for the Opening Day “without Project” are provided in **Appendices I-1 and I-2**. The projected volumes for the morning and afternoon peak-hours are shown in **Figures 3-1a and 3-1b**.







Opening Day with Project Level of Service Analysis

In order to fully assess the impacts of the proposed project on Opening Day, the Opening Day “without Project” scenario is used as a base and the proposed project-related trips are added to the roadway network. The LOS analysis and the significant impact determination for Opening Day “with Project” are summarized for ICU analysis in **Table 3-2a** and for HCM analysis in **Table 3-2b**. For comparison purposes, both tables show the results for Opening Day “without Project” and Opening Day “with Project” scenarios. LOS analysis worksheets for Opening Day “with Project” are provided in **Appendices J-1 and J-2**. The projected volumes for the morning and afternoon peak-hours are shown in **Figures 3-2a and 3-2b**. Projected volumes at future project driveways are shown in **Figure 3-3**.

The intersection LOS analysis results show that all signalized study intersections continue to operate at LOS D or better “with Project.” LOS for each of the three unsignalized future project driveways operates at LOS B “with Project”. There are no significant impacts according to City of Placentia or Orange County CMP guidelines. All signalized and unsignalized study intersections and future project driveways continue to operate at acceptable LOS of D or better during Opening Day “with Project” conditions. No improvements are necessary.

Opening Day with Project – Segment Analysis

Segment Analysis – Crowther Avenue

- Crowther Avenue (Placentia Avenue – Melrose Street)
- Crowther Avenue (Melrose Street – Kraemer Boulevard)

A segment analysis was conducted to evaluate if there will be any impacts on Opening Day. In order to fully assess the impacts of the proposed project on Opening Day, the Opening Day “without Project” scenario is used as a base and the proposed project-related trips are added to the roadway network.

Segment analysis for Opening Day “with Project” is summarized in **Table 3-3**. For the Opening Day “with Project” scenario, the 5,000 daily trips for the TOD project were distributed similarly to the peak hour trip distribution among the three study sub-areas (NW, SE, NE Corner lots). Based on the distribution and net trip generation, it is expected that the daily traffic on Crowther Avenue will be at most 7,620 trips between Placentia Avenue and Melrose Street.

Based on the LOS E capacity of 25,000 daily vehicles for a Secondary Arterial, there is ample capacity on Crowther Avenue based on Opening Day conditions with the TOD project. It is expected that Crowther Avenue between Placentia Avenue and Kraemer Boulevard will operate at LOS B or better. Therefore, there will be no significant impacts per City of Placentia guidelines.



Table 3-2a. Opening Day 2018 with Project Intersection Capacity Utilization (ICU) Analysis Level of Service (LOS) Summary

No.	Intersection	Without Project				With Project				Change in V/C		Significant Impact
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour	PM Peak Hour	
		V/C ¹	LOS ²									
1	Chapman Avenue/SR-57 Southbound Ramps	0.674	B	0.683	B	0.674	B	0.691	B	0.000	0.008	No
2	Chapman Avenue/SR-57 Northbound Ramps	0.783	C	0.769	C	0.787	C	0.770	C	0.004	0.001	No
3	Chapman Avenue/Placentia Avenue	0.728	C	0.688	B	0.736	C	0.688	B	0.008	0.000	No
4	Kraemer Boulevard/Chapman Avenue	0.697	B	0.657	B	0.696	B	0.657	B	-0.001	0.000	No
5	Placentia Avenue/Crowther Avenue	0.423	A	0.528	A	0.461	A	0.572	A	0.038	0.044	No
6	Melrose Street/Crowther Avenue	0.319	A	0.321	A	0.353	A	0.388	A	0.034	0.067	No
7	Kraemer Boulevard/Crowther Avenue	0.627	B	0.550	A	0.637	B	0.563	A	0.010	0.013	No
8	Orangethorpe Avenue/Placentia Avenue	0.449	A	0.516	A	0.464	A	0.543	A	0.015	0.027	No
9	Orangethorpe Avenue/SR-57 Southbound Ramps	0.434	A	0.442	A	0.469	A	0.443	A	0.035	0.001	No
10	Orangethorpe Avenue/SR-57 Northbound Ramps	0.583	A	0.639	B	0.589	A	0.670	B	0.006	0.031	No
11	Orangethorpe Avenue/Melrose Street	0.631	B	0.718	C	0.652	B	0.745	C	0.021	0.027	No
12	Kraemer Boulevard/Orangethorpe Avenue	0.789	C	0.727	C	0.797	C	0.737	C	0.008	0.010	No

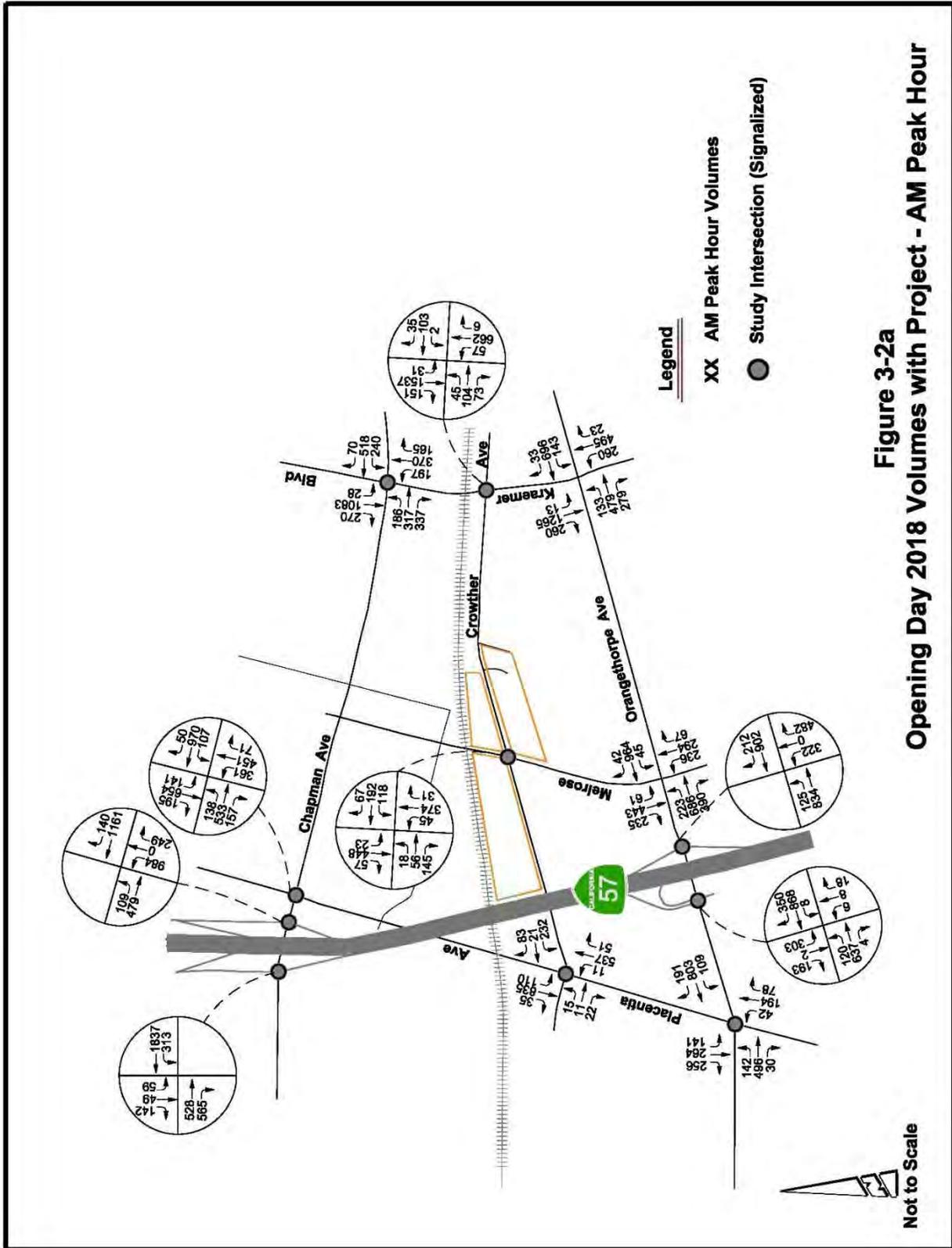
Notes: 1. V/C: Volume-to-Capacity Ratio
2. LOS: Level of Service



Table 3-2b. Opening Day 2018 with Project Highway Capacity Manual (HCM) Analysis Level of Service (LOS) Summary

No.	Intersection	Without Project						With Project						Change in V/C and Delay				Significant Impact	
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
		V/C ¹	Delay ²	LOS ³	V/C ¹	Delay ²	LOS ³	V/C ¹	Delay ²	LOS ³	V/C ¹	Delay ²	LOS ³	V/C ¹	Delay ²	LOS ³	V/C ¹		Delay ²
1	Chapman Avenue/SR-57 Southbound Ramps	0.65	10.3	B	0.68	12.7	B	0.65	10.2	B	0.69	13.0	B	0.00	-0.1	0.01	0.01	0.3	No
2	Chapman Avenue/SR-57 Northbound Ramps	0.82	28.4	C	0.81	27.8	C	0.82	28.7	C	0.81	27.8	C	0.00	0.3	0.00	0.00	0.0	No
3	Chapman Avenue/Placentia Avenue	0.75	39.8	D	0.73	34.8	C	0.76	41.4	D	0.75	35.2	D	0.01	1.6	0.02	0.02	0.4	No
4	Kraemer Boulevard/Chapman Avenue	0.76	35.6	D	0.77	31.7	C	0.76	35.5	D	0.77	31.7	C	0.00	-0.1	0.00	0.00	0.0	No
5	Placentia Avenue/Crowther Avenue	0.38	8.3	A	0.41	11.5	B	0.43	10.4	B	0.44	11.9	B	0.05	2.1	0.03	0.03	0.4	No
6	Melrose Street/Crowther Avenue	0.33	17.3	B	0.36	20.5	C	0.39	19.8	B	0.43	23.4	C	0.06	2.5	0.07	0.07	2.9	No
7	Kraemer Boulevard/Crowther Avenue	0.67	15.6	B	0.64	18.9	B	0.69	18.6	B	0.66	20.0	B	0.02	3.0	0.02	0.02	1.1	No
8	Orangethorpe Avenue/Placentia Avenue	0.45	28.9	C	0.55	32.8	C	0.46	28.9	C	0.58	34.1	C	0.01	0.0	0.03	0.03	1.3	No
9	Orangethorpe Avenue/SR-57 Southbound Ramps	0.43	25.1	C	0.38	24.9	C	0.43	22.4	C	0.39	25.5	C	0.00	-2.7	0.01	0.01	0.6	No
10	Orangethorpe Avenue/SR-57 Northbound Ramps	0.58	21.0	C	0.55	18.4	B	0.58	19.3	B	0.60	20.4	C	0.00	-1.7	0.05	0.05	2.0	No
11	Orangethorpe Avenue/Melrose Street	0.67	37.6	D	0.78	39.8	D	0.70	32.5	C	0.80	41.1	D	0.03	-5.1	0.02	0.02	1.3	No
12	Kraemer Boulevard/Orangethorpe Avenue	0.83	43.3	D	0.83	49.5	D	0.84	51.7	D	0.84	49.6	D	0.01	8.4	0.01	0.01	0.1	No
Project Driveway Locations (Unsignalized) ⁴																			
13	Crowther Avenue at Project Driveway A	--	--	--	--	--	--	--	10.5	B	-	11.0	B	--	--	--	--	--	No
14	Crowther Avenue at Project Driveway B	--	--	--	--	--	--	--	10.4	B	--	10.9	B	--	--	--	--	--	No
15	Crowther Avenue at Project Driveway C	--	--	--	--	--	--	--	10.6	B	--	12.0	B	--	--	--	--	--	No

Notes: 1. V/C: HCM Volume-to-Capacity Ratio, LOS F for HCM V/C > 1.000 (Over Capacity)
 2. Delay in Seconds
 3. LOS: Level of Service
 4. Unsignalized Intersections were analyzed using the Highway Capacity Software (HCS). Two-way Stop Controlled Intersection. LOS is based on the approach with the worst LOS.



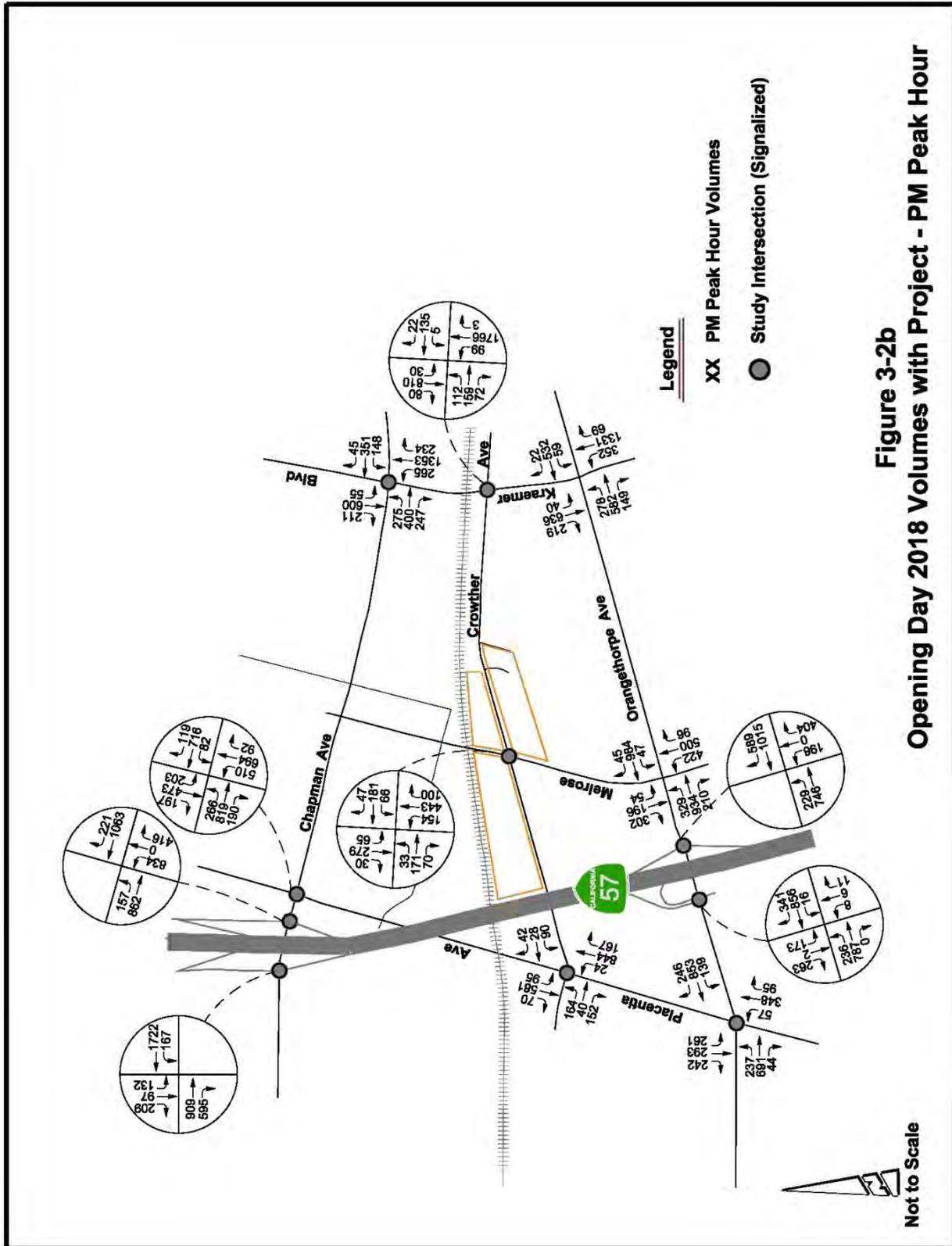




Figure 3-3. Opening Day 2018 with Project - Project Driveway Volumes

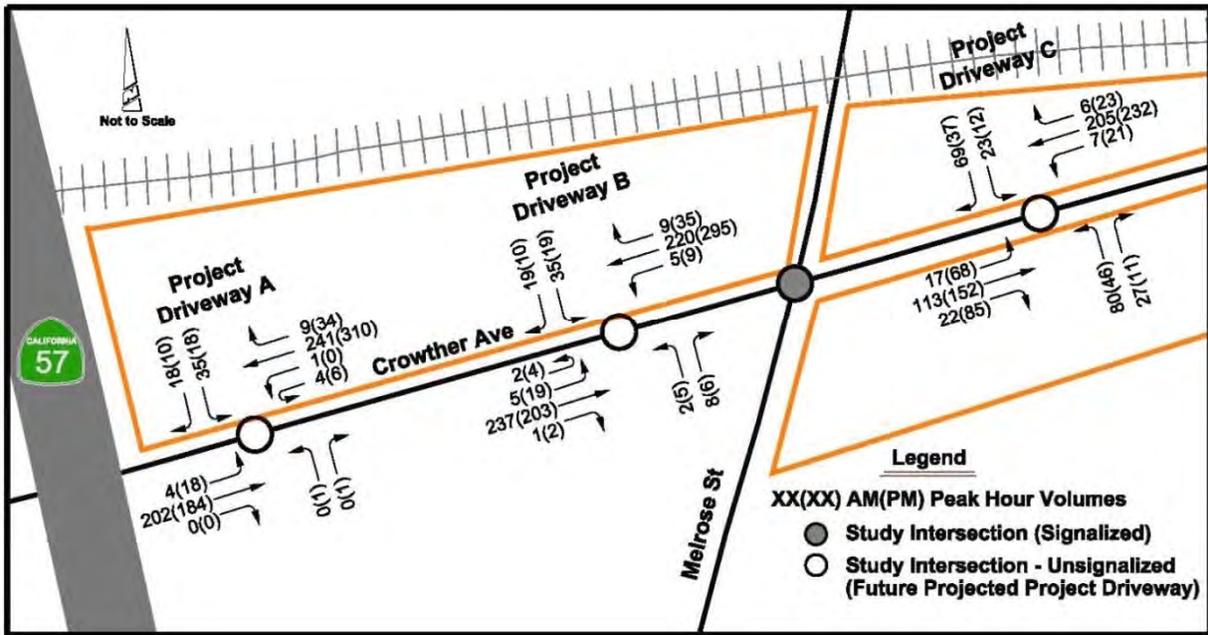


Table 3-3. Opening Day 2018 with Project – Crowther Avenue Segment Analysis

Crowther Ave	Opening Day without Project				Opening Day with Project				
	Opening Day Daily Vol*	LOS E Capacity - 4 Lanes (per MPAH)	V/C	LOS	Project Daily Vol	Opening Day + Project Daily Vol	LOS E Capacity - 4 Lanes (Preferred Alternative)	V/C	LOS
West of Melrose St	5,237	25,000	0.209	A	1,708	6,945	25,000	0.278	A
East of Melrose St	5,462	25,000	0.218	A	2,158	7,620	25,000	0.305	A

Opening Day without Project included the Westgate Metrolink Project and a 2% ambient growth.



Segment Analysis – Orangethorpe Avenue per Orange County Congestion Management Program (CMP) Guidelines

- Orangethorpe Avenue (Placentia Avenue – Melrose Street):

A segment analysis for the Opening Day 2018 scenario was conducted along Orangethorpe Avenue between Placentia Avenue and Melrose Street to evaluate if there will be any impacts per the Orange County CMP guidelines. Existing daily traffic volumes were increased by two percent to account for Project Opening Day plus cumulative project daily trips from the Metrolink Station to calculate Opening Day “with Project” daily traffic. Segment analysis for Existing “with Project” is summarized below in **Table 3-4**. Orangethorpe Avenue within this area is expected to remain a Major Arterial under Opening Day 2018 conditions with an LOS E capacity of 56,300 vehicles per day (vpd). Under Opening Day “with Project” conditions, Orangethorpe Avenue is expected to have 23,454 daily vehicles and operate at LOS A with no significant impacts per Orange County Congestion Management Program guidelines.

Table 3-4. Opening Day 2018 with Project – Orangethorpe Avenue CMP Segment Analysis

Orangethorpe Ave	Opening Day 2018 without Project				Opening Day 2018 with Project				
	Opening Day Daily Vol*	LOS E Capacity - 6 Lanes (per MPAH)	V/C	LOS	Project Daily Vol	Opening Day + Project Daily Vol	LOS E Capacity - 6 Lanes (per MPAH)	V/C	LOS
Between Placentia Ave and Melrose St	23,231	56,300	0.413	A	1,014	24,245	56,300	0.431	A

Opening Day without Project included the Westgate Metrolink Project and a 2% ambient growth.

Segment analysis for Opening Day “with Project” shows that both segments of Crowther Avenue to the east and west of Melrose Street, will continue operate at an acceptable LOS. Likewise, the CMP arterial location of Orangethorpe Avenue (Placentia Avenue – Melrose Street) will operate under acceptable LOS conditions “with Project.”



IV. FUTURE BUILDOUT (YEAR 2035) LEVEL OF SERVICE ANALYSIS

Future Buildout 2035

The TOD project area is currently zoned as industrial and will require a land use/zone change. Analyses were conducted for the Future Buildout 2035 to evaluate if any impacts are to occur due to the TOD project. For Year 2035, the projected traffic volumes from the supporting Traffic Study to the Draft General Plan Update - June 26, 2014 (see **Appendix B-1**) were used. The Current General Plan required an update due to the amendment of land uses within the City. The Current General Plan utilized the Orange County Transportation Analysis Models (OCTAM) for 2010 and 2035 to forecast the future buildout projections. The Draft General Plan Update does not have forecasted volume data for Chapman Avenue/SR-57 Freeway interchange. Therefore, the Future Buildout 2035 volumes for Chapman Avenue and SR-57 Freeway ramp intersections utilized the City of Fullerton Traffix Model. Since the draft General Plan Update has not yet been finalized, the document should be updated to reflect the land use change for the TOD project area. Both “without Project” and “with Project” scenarios were evaluated for the Future Buildout scenario using the ICU and HCM methodologies.

Future Buildout without Project Level of Service Analysis

Based on the projected growth in the study area, more than half of the study intersections are expected to operate at deficient LOS for “without Project” conditions. LOS analysis results for Future Buildout “without Project” are summarized for ICU analysis in **Table 4-1a**, and for HCM analysis in **Table 4-1b**.

Table 4-1a. Future Buildout 2035 without Project Intersection Capacity Utilization (ICU) Analysis Level of Service (LOS) Summary					
No.	Intersection	AM Peak Hour		PM Peak Hour	
		V/C ¹	LOS ²	V/C ¹	LOS ²
1	Chapman Avenue/SR-57 Southbound Ramps	0.890	D	1.073	F
2	Chapman Avenue/SR-57 Northbound Ramps	1.073	F	1.314	F
3	Chapman Avenue/Placentia Avenue	0.838	D	0.878	D
4	Kraemer Boulevard/Chapman Avenue	0.778	C	0.769	C
5	Placentia Avenue/Crowther Avenue	0.628	B	0.919	E
6	Melrose Street/Crowther Avenue	0.607	B	0.783	C
7	Kraemer Boulevard/Crowther Avenue	0.750	C	0.817	D
8	Orangethorpe Avenue/Placentia Avenue	0.587	A	0.952	E
9	Orangethorpe Avenue/SR-57 Southbound Ramps	0.591	A	0.757	C
10	Orangethorpe Avenue/SR-57 Northbound Ramps	0.705	C	1.055	F
11	Orangethorpe Avenue/Melrose Street	0.702	C	1.058	F
12	Kraemer Boulevard/Orangethorpe Avenue	0.959	E	0.999	E

Notes: 1. V/C: Volume-to-Capacity Ratio
2. LOS: Level of Service



**Table 4-1b. Future Buildout 2035 without Project
Highway Capacity Manual (HCM) Analysis
Level of Service (LOS) Summary**

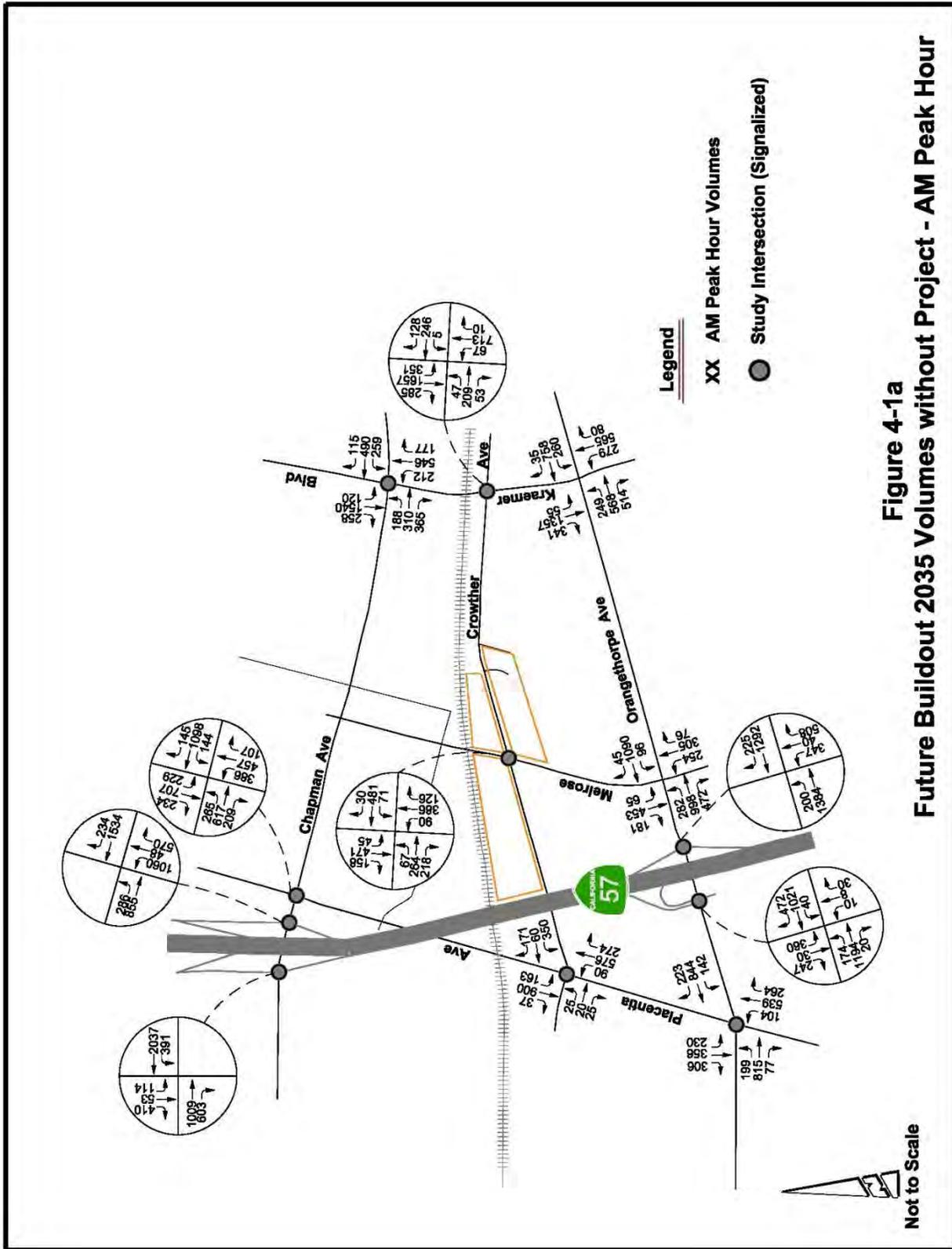
No.	Intersection	AM Peak Hour			PM Peak Hour		
		V/C ¹	Delay ²	LOS ³	V/C ¹	Delay ²	LOS ³
1	Chapman Avenue/SR-57 Southbound Ramps	0.91	20.8	C	1.10	46.2	F
2	Chapman Avenue/SR-57 Northbound Ramps	1.16	80.0	F	1.43	158.1	F
3	Chapman Avenue/Placentia Avenue	0.89	42.4	D	0.92	45.9	D
4	Kraemer Boulevard/Chapman Avenue	0.86	43.9	D	0.88	40.0	D
5	Placentia Avenue/Crowther Avenue	0.60	14.0	B	1.34	46.4	F
6	Melrose Street/Crowther Avenue	0.63	27.5	C	0.87	47.3	D
7	Kraemer Boulevard/Crowther Avenue	0.86	34.7	C	0.88	45.6	D
8	Orangethorpe Avenue/Placentia Avenue	0.60	33.0	C	1.13	73.3	F
9	Orangethorpe Avenue/SR-57 Southbound Ramps	0.55	28.1	C	0.68	19.6	B
10	Orangethorpe Avenue/SR-57 Northbound Ramps	0.73	23.0	C	1.14	98.8	F
11	Orangethorpe Avenue/Melrose Street	0.80	34.7	C	1.21	123.6	F
12	Kraemer Boulevard/Orangethorpe Avenue	1.05	71.7	F	1.15	90.4	F

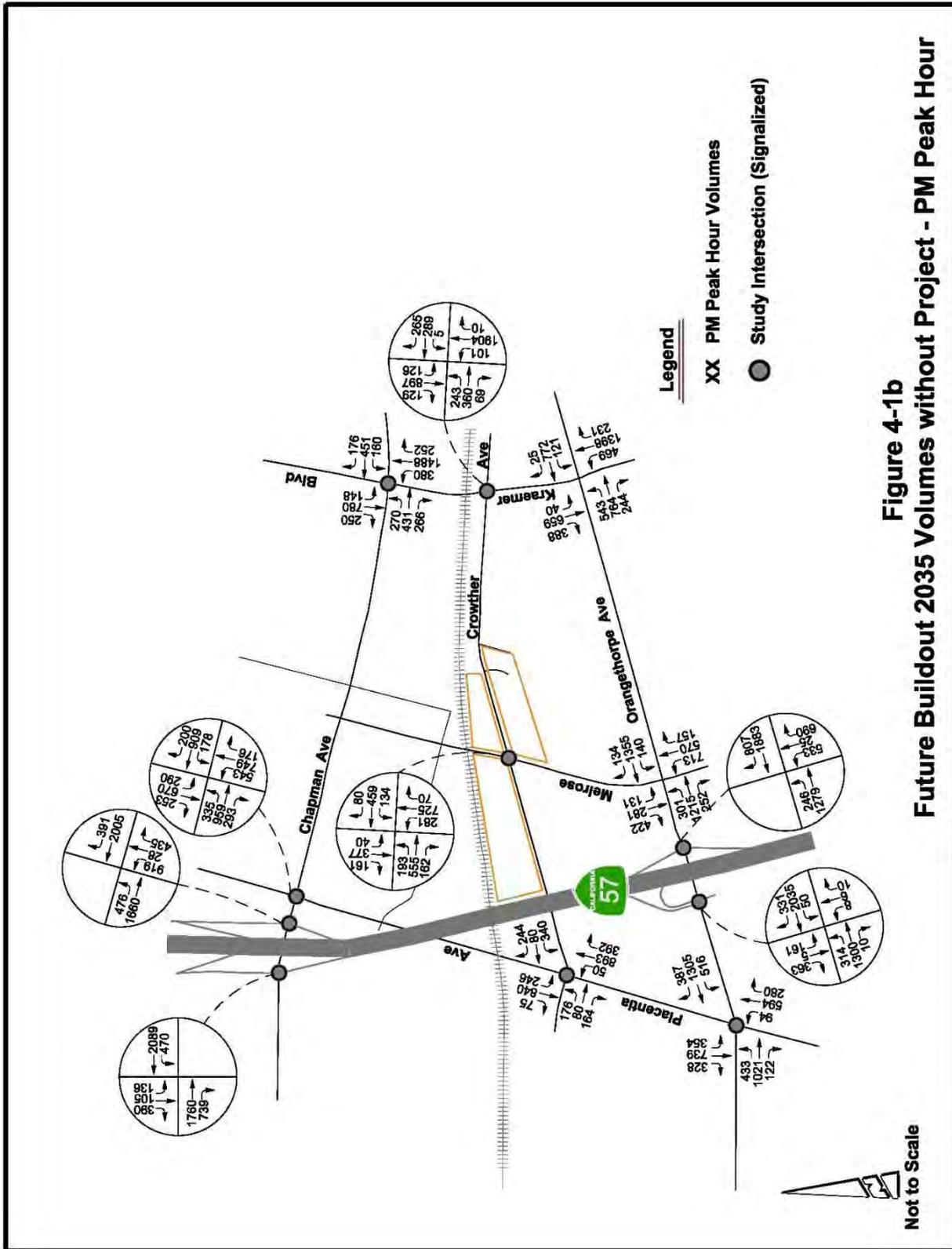
Notes: 1. V/C: HCM Volume-to-Capacity Ratio, LOS F for HCM V/C > 1.000 (Over Capacity)
 2. Delay in Seconds
 3. LOS: Level of Service

Under Future Buildout “without Project” conditions, the following locations operate at deficient LOS:

- Chapman Avenue/SR-57 Southbound Ramps (PM Peak Hour Only)
- Chapman Avenue/SR-57 Northbound Ramps (AM Peak Hour, PM Peak Hour)
- Placentia Avenue/Crowther Avenue (PM Peak Hour Only)
- Orangethorpe Avenue/Placentia Avenue (PM Peak Hour Only)
- Orangethorpe Avenue/SR-57 Northbound Ramps (PM Peak Hour Only)
- Orangethorpe Avenue/Melrose Street (PM Peak Hour Only)
- Kraemer Boulevard/Orangethorpe Avenue (AM Peak Hour, PM Peak Hour)

These seven signalized study intersections operating at deficient LOS of E or F already operate at deficient LOS by Future Buildout “without Project”, due to projected Citywide Future Buildout per the City of Placentia Draft General Plan Update (see **Appendix A**). The LOS analysis worksheets for the Future Buildout “without Project” scenario are provided in **Appendices K-1 and K-2**. The projected volumes for the morning and afternoon peak-hours are shown in **Figures 4-1a and 4-1b**.





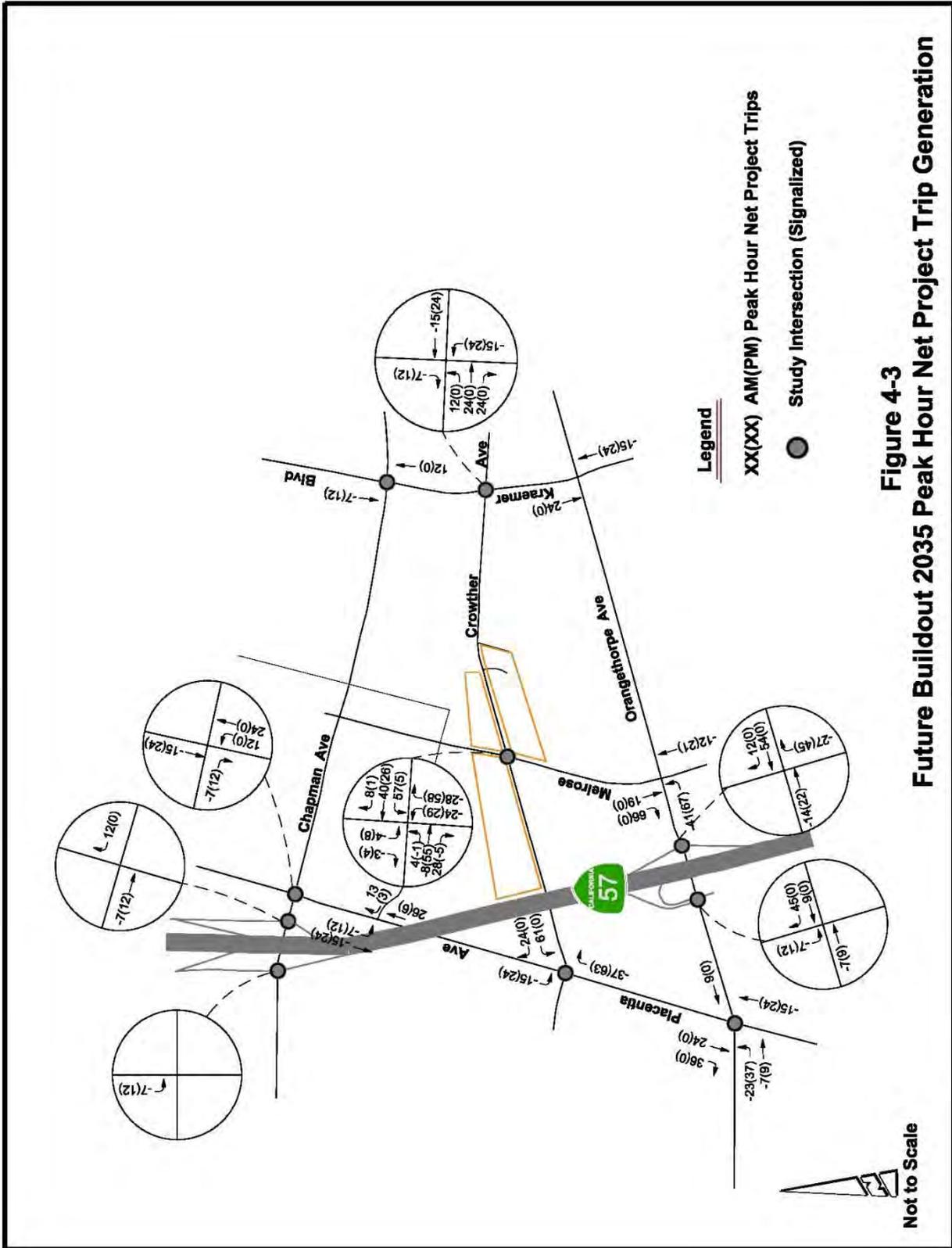


Future Buildout 2035 Trip Generation

The net project trip generation will be different from the other scenarios in that the future land use for the TOD project area was assumed to be 100 percent industrial and to be built out for both General Plan documents. Currently there is a mixed use of industrial, commercial, and residential; and the northeast corner lot is an open lot, which does not generate any trips. In order to estimate the number of trips if the project area were to become 100 percent Industrial (per existing zone use), the square footage of the existing industrial site on the southeast (SE) corner lot was evaluated. Utilizing the square footage of the existing SE industrial building and the acreage of the parcel that it resides on, a rate was established between the square footage of industrial to the acreage of the parcel. The rate was then applied to all three sub-areas to determine what the trip generation (Industrial land use) would be for Future Buildout “without Project”. A trip generation credit for the industrial land use was applied to the TOD project trips to determine the net trip generation for Year 2035. The Future Buildout project trip generation analysis is provided in Table 4-2 and is shown in Figure 4-3.

Table 4-2 – Future Buildout 2035 Trip Generation

Scenario	Quantity	Daily Trips	AM Peak Hour Trips	PM Peak Hour Trips	AM Peak Hour Trips		PM Peak Hour Trips		
					In	Out	In	Out	
Existing Land Use									
Northwest Area									
Industrial: Warehousing (ITE 150)	202.77 KSF GFA	905	122	94	96	26	24	70	
Southeast Area									
Industrial: Warehousing (ITE 150)	182.35 KSF GFA	826	115	88	91	24	22	66	
Northeast Area									
Industrial: Warehousing (ITE 150)	42.11 KSF GFA	234	51	34	40	11	9	25	
Total		1,965	288	216	227	61	55	161	
100% Residential: Single-Family (ITE 220) - 752 DU TOD Project, 5,000 Daily Trips									
Northwest Area (35%)									
		1,750	134	163	27	107	106	57	
Southeast Area (35%)									
		1,750	134	163		107	106	57	
Northeast Area (30%)									
		1,500	115	140	23	92	91	49	
Total		5,000	383	466	50	306	303	163	
Net Trip Generation			3,035	95	250	-177	245	248	2





Future Buildout with Project Level of Service Analysis

For Future Buildout “with Project” scenario, the LOS does not change at more than half of the study intersections, and most of the study intersections would operate at a deficient LOS under “without Project” conditions and continue to remain deficient under “with Project” conditions.

The level-of-service analyses for Future Buildout “with Project” are shown for ICU Analysis in **Table 4-3a** and for HCM Analysis in **Table 4-3b**. The LOS analysis worksheets for the the Future Buildout “with Project” scenario are provided in **Appendices L-1 and L-2**. Some study intersections during the AM peak hour may experience a decrease in ICU, V/C, and delay due to a negative net project trip generation during the AM peak hour (see Table 4-2). For locations such as Chapman Avenue and the SR-57 Freeway ramp intersections that are deficient under Future Buildout for both “without Project” and “with Project” conditions, the change in ICU is less than 0.01 (per City of Placentia guidelines). Some of the locations are significantly impacted under both the ICU analysis and HCM analysis, whereas others are only impacted under HCM analysis. Listed below are the locations that are significantly impacted:

- Placentia Avenue/Crowther Avenue (PM Peak Hour Only) – ICU Analysis, HCM Analysis
- Orangethorpe Avenue/Placentia Avenue (PM Peak Hour Only) – HCM Analysis
- Orangethorpe Avenue/SR-57 Northbound Ramps (PM Peak Hour Only) – ICU Analysis, HCM Analysis
- Orangethorpe Avenue/Melrose Street (PM Peak Hour Only) – ICU Analysis, HCM Analysis
- Kraemer Boulevard/Orangethorpe Avenue (both AM Peak Hour, PM Peak Hour) – HCM Analysis

The projected volumes for the morning and afternoon peak-hours are shown in **Figures 4-4a and 4-4b**. Projected volumes at future project driveways are shown in **Figure 4-5**. Project driveways operate at acceptable LOS C and LOS D under Future Buildout “with Project” conditions. These seven signalized study intersections operating at deficient LOS of E or F were deficient by Future Buildout “without Project”, and continue to be deficient “with Project.” Mitigations are required to bring each location back to an acceptable LOS of D or better. Since the TOD project will contribute to the future traffic growth at these intersections, the fair share of improvement costs for the TOD project must be determined.



**Table 4-3a. Future Buildout 2035 with Project
Intersection Capacity Utilization (ICU) Analysis
Level of Service (LOS) Summary**

No.	Intersection	Without Project				With Project				Change in V/C		Significant Impact
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour	PM Peak Hour	
		V/C ¹	LOS ²									
1	Chapman Avenue/SR-57 Southbound Ramps	0.890	D	1.073	F	0.890	D	1.073	F	0.000	0.000	No
2	Chapman Avenue/SR-57 Northbound Ramps	1.073	F	1.314	F	1.077	F	1.314	F	0.004	0.000	No
3	Chapman Avenue/Placentia Avenue	0.838	D	0.878	D	0.843	D	0.878	D	0.005	0.000	No
4	Kraemer Boulevard/Chapman Avenue	0.778	C	0.769	C	0.776	C	0.769	C	-0.002	0.000	No
5	Placentia Avenue/Crowther Avenue	0.628	B	0.919	E	0.645	B	0.953	E	0.017	0.034	Yes
6	Melrose Street/Crowther Avenue	0.607	B	0.783	C	0.622	B	0.830	D	0.015	0.047	No
7	Kraemer Boulevard/Crowther Avenue	0.750	C	0.817	D	0.752	C	0.831	D	0.002	0.014	No
8	Orangethorpe Avenue/Placentia Avenue	0.587	A	0.952	E	0.601	A	0.956	E	0.014	0.004	No
9	Orangethorpe Avenue/SR-57 Southbound Ramps	0.591	A	0.757	C	0.613	B	0.757	C	0.022	0.000	No
10	Orangethorpe Avenue/SR-57 Northbound Ramps	0.705	C	1.055	F	0.702	B	1.081	F	-0.003	0.026	Yes
11	Orangethorpe Avenue/Melrose Street	0.702	C	1.058	F	0.727	C	1.077	F	0.025	0.019	Yes
12	Kraemer Boulevard/Orangethorpe Avenue	0.959	E	0.999	E	0.936	E	0.999	E	-0.023	0.000	No

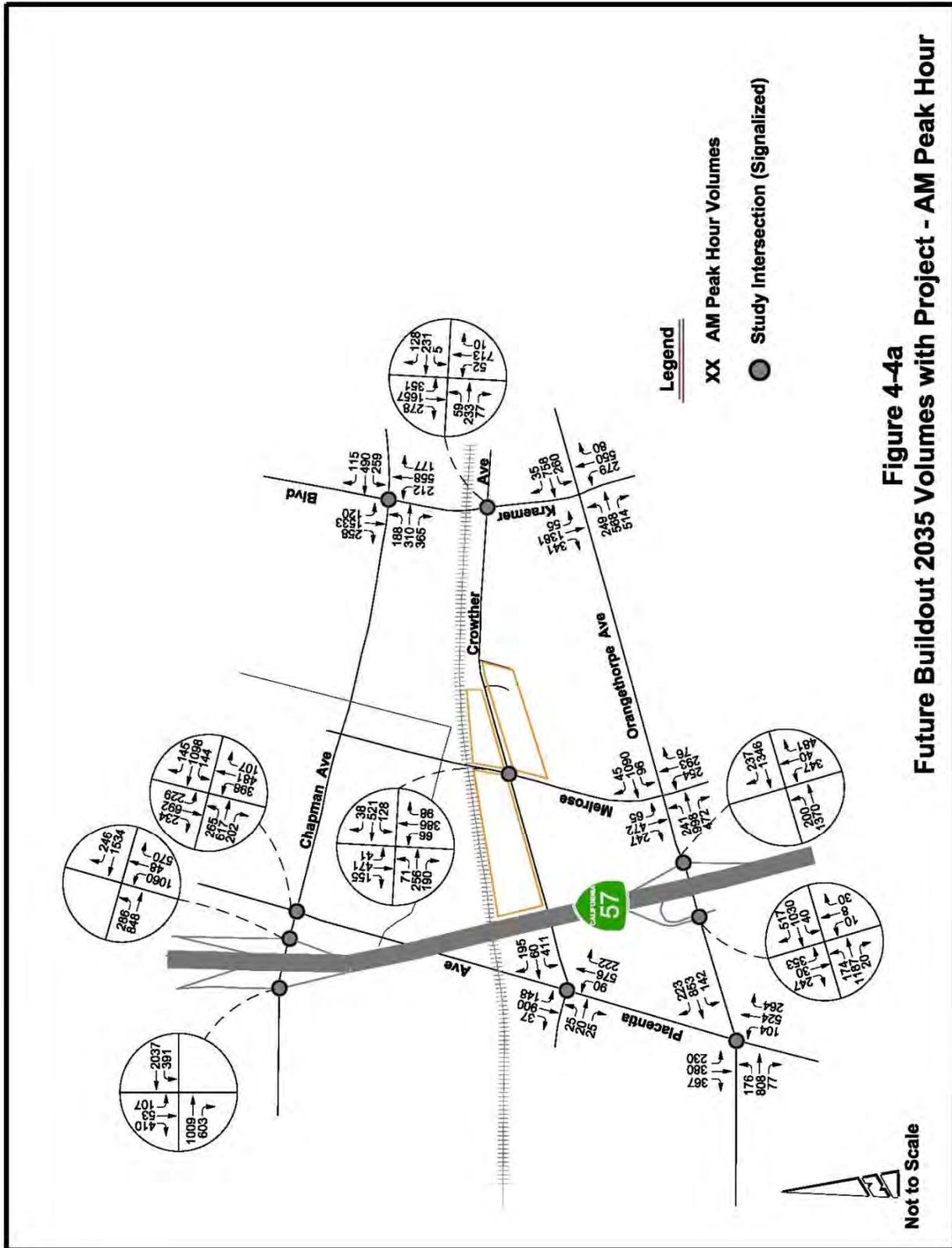
Notes: 1. V/C: Volume-to-Capacity Ratio
2. LOS: Level of Service

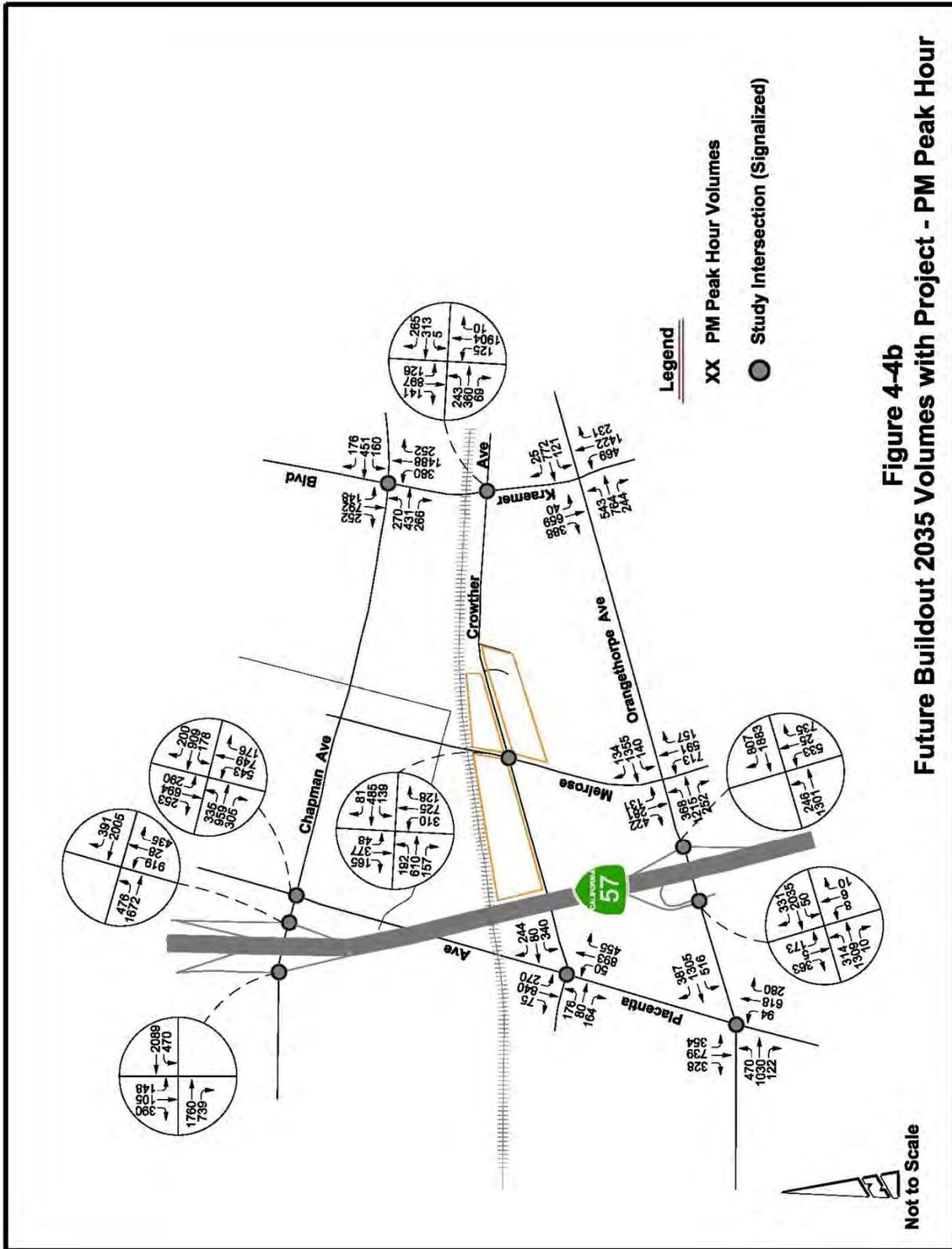


Table 4-3b. Future Buildout 2035 with Project Highway Capacity Manual (HCM) Analysis Level of Service (LOS) Summary

No.	Intersection	Without Project						With Project						Change in V/C and Delay				Significant Impact
		AM Peak Hour		PM Peak Hour		LOS ³		AM Peak Hour		PM Peak Hour		LOS ³		AM Peak Hour		PM Peak Hour		
		V/C ¹	Delay ²	V/C ¹	Delay ²	V/C ¹	LOS ³	V/C ¹	Delay ²	V/C ¹	LOS ³	V/C ¹	Delay ²	V/C ¹	Delay ²	V/C ¹	Delay ²	
1	Chapman Avenue/SR-57 Southbound Ramps	0.91	20.8	C	1.10	46.2	F	0.91	20.8	C	1.10	46.2	F	0.00	0.0	0.00	0.0	No
2	Chapman Avenue/SR-57 Northbound Ramps	1.16	80.0	F	1.43	158.1	F	1.16	81.4	F	1.43	157.9	F	0.00	1.4	0.00	-0.20	No
3	Chapman Avenue/Placentia Avenue	0.89	42.4	D	0.92	45.9	D	0.88	41.0	D	0.92	46.4	D	-0.01	-1.4	0.00	0.50	No
4	Kraemer Boulevard/Chapman Avenue	0.86	47.8	D	0.88	40.0	D	0.86	43.8	D	0.88	40.1	D	0.00	-4.0	0.00	0.10	No
5	Placentia Avenue/Crowther Avenue	0.60	14.0	B	1.34	46.4	F	0.62	15.4	B	1.52	57.1	F	0.02	1.4	0.18	10.70	Yes
6	Melrose Street/Crowther Avenue	0.63	27.5	C	0.87	47.3	D	0.62	28.5	C	0.90	50.3	D	-0.01	1.0	0.03	3.00	No
7	Kraemer Boulevard/Crowther Avenue	0.86	34.7	C	0.88	45.6	D	0.86	33.9	C	0.89	50.2	D	0.00	-0.8	0.01	4.60	No
8	Orangethorpe Avenue/Placentia Avenue	0.60	33.0	C	1.13	73.3	F	0.62	34.8	C	1.15	76.1	F	0.02	1.8	0.02	2.80	Yes
9	Orangethorpe Avenue/SR-57 Southbound Ramps	0.55	28.1	C	0.68	19.6	B	0.54	25.8	C	0.69	20.0	C	-0.01	-2.3	0.01	0.40	No
10	Orangethorpe Avenue/SR-57 Northbound Ramps	0.73	23.0	C	1.14	98.8	F	0.73	20.8	C	1.18	98.9	F	0.00	-2.2	0.04	0.10	Yes
11	Orangethorpe Avenue/Melrose Street	0.80	34.7	C	1.21	123.6	F	0.82	35.2	D	1.22	131.6	F	0.02	0.5	0.01	8.00	Yes
12	Kraemer Boulevard/Orangethorpe Avenue	1.05	71.7	F	1.15	90.4	F	1.06	74.3	F	1.16	91.2	F	0.01	2.6	0.01	0.80	Yes
Project Driveway Locations (Unsignalized) ⁴																		
13	Crowther Avenue at Project Driveway A	--	--	--	--	--	--	--	13.9	B	-	15.0	C	--	--	--	--	No
14	Crowther Avenue at Project Driveway B	--	--	--	--	--	--	--	13.8	B	--	15.3	C	--	--	--	--	No
15	Crowther Avenue at Project Driveway C	--	--	--	--	--	--	--	14.0	B	--	20.5	C	--	--	--	--	No

Notes: 1. V/C: HCM Volume-to-Capacity Ratio, LOS F for HCM V/C > 1.000 (Over Capacity)
 2. Delay in Seconds
 3. LOS: Level of Service
 4. Unsignalized Intersections were analyzed using the Highway Capacity Software (HCS), Two-way Stop Controlled Intersection. LOS is based on the approach with the worst LOS.





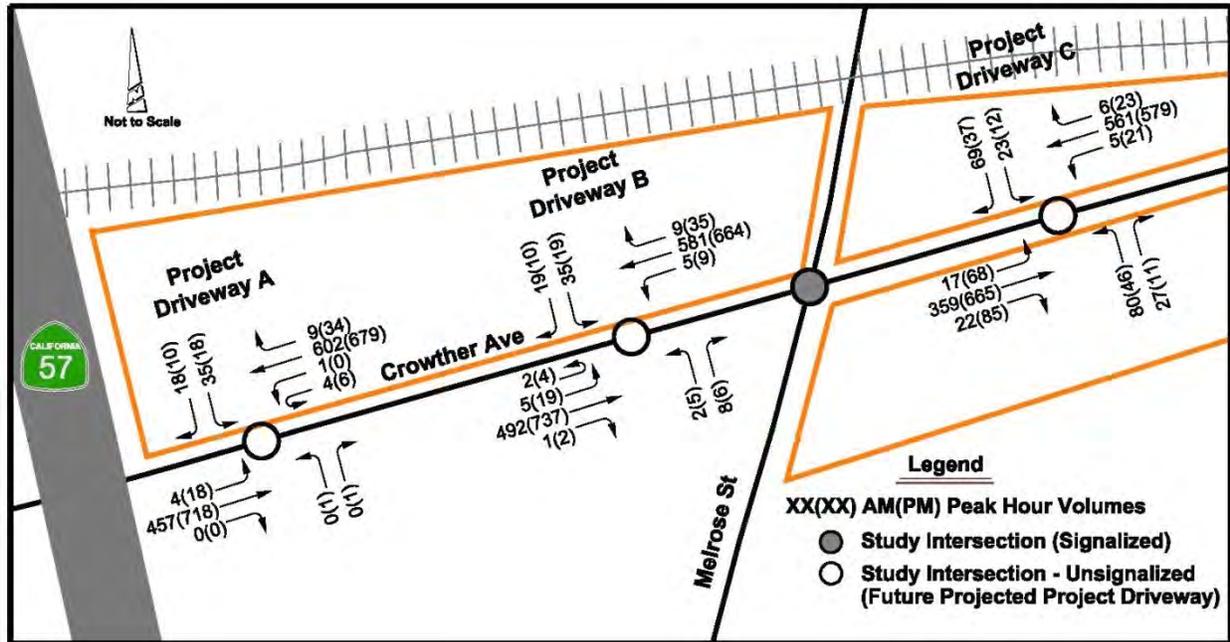


Figure 4-5. Future Buildout with Project - Project Driveway Volumes

Mitigations

Improvements to the intersections that are expected to operate at LOS F were evaluated to determine what is required to alleviate the future traffic impacts and to have those intersections operate at an acceptable LOS D or better. The intersections are expected to operate at a LOS F due to the projected growth at Future Buildout without the TOD project. These mitigations should be completed by Future Buildout. Since the TOD project will contribute to future traffic volumes at these intersections as individual TOD development is entitled, each TOD project shall pay a fair share of the intersection improvement costs at the time of entitlement based on the percentage of trips contributed at each intersection. A high level "order of magnitude" cost estimates is also provided for the needed mitigations. The estimates are rough estimate costs for engineering and construction and will need to be refined during the preliminary engineering phase. The mitigations should be re-evaluated for any refinement of the Draft General Plan Update and/or additional development of the TOD project over and beyond the 5,000 daily trips. All significantly impacted intersections require mitigation prior to Future Buildout. The mitigations and estimated costs are listed below:

Placentia Avenue/Crowther Avenue

Based on the analyses using the HCM methodology, it is recommended to have the project upgrade the left turn signal phasing for all movements from permissive left turns to protected/permissive left turn phasing (PPLT). The LOS is expected to improve PM peak hour conditions from a LOS F to LOS D from this improvement.

- Estimated Cost - \$100,000



Orangethorpe Avenue/Placentia Avenue

Provide eastbound/westbound dual left-turn Lanes at Orangethorpe Avenue/Placentia Avenue. The LOS is expected to improve PM peak hour conditions from a LOS F to LOS D from this improvement.

- Estimated Cost - \$450,000

Orangethorpe Avenue/SR-57 Northbound Ramps

Restripe Northbound Off-Ramp middle lane as a shared Left-Turn/Thru/Right-Turn Lane.

- Estimated Cost - \$50,000

The LOS is expected to improve PM peak hour conditions from a LOS F to LOS D from these improvements.

The westbound right turn movement is expected to increase from an existing 550 vph to 800 vph during the PM period for Year 2035. This movement should be closely monitored and may require additional improvements to reduce the congestion and queuing. An additional improvement would be to modify the existing median on Orangethorpe Avenue to add an exclusive Westbound Right-Turn Lane.

- Estimated Cost - \$200,000

Orangethorpe Avenue/Melrose Street

Provide an exclusive southbound right-turn lane with overlap signal phasing and northbound dual left-turn lanes at Orangethorpe Avenue/Melrose Street. The LOS is expected to improve the PM peak hour conditions from LOS F to LOS D from this improvement.

- Estimated Cost - \$100,000

Kraemer Boulevard/Orangethorpe Avenue

Restripe Orangethorpe Avenue to provide eastbound dual left-turn lanes. Add an additional north/south thru lane (three lanes each) by restriping the northbound and southbound right turn lanes to thru lanes. Consider modifying the north/south left-turn movements from protected-only left-turn phasing to protected-permissive left-turn (PPLT) phasing. Restripe the southbound left-turn approach to provide a positive offset for better sight distance between the north/south left turn movements.

- Estimated Cost - \$100,000

The LOS is expected to improve both AM and PM peak hour conditions from a LOS F to LOS D from these improvements.

Dual left-turn lanes for the northbound approach were analyzed. This improvement would require Kraemer Boulevard to be widened. Due to the bridge and channel 150 feet south of Orangethorpe Avenue, Kraemer Boulevard cannot be widened without substantial costs.



The level-of-service analyses for Future Buildout “with Project Mitigations” are shown for ICU Analysis in **Table 4-4a** and for HCM Analysis in **Table 4-4b**. Each mitigation brings the LOS to acceptable LOS of D or better. The LOS analysis worksheets for the Future Buildout “with Project Mitigations” scenario are provided in **Appendices M-1 and M-2**. It must be determined the percentage of Future Buildout “with Project” traffic is due to the TOD Project to determine their fair share of improvement costs.



**Table 4-4a. Future Buildout 2035 with Project Mitigation
Intersection Capacity Utilization (ICU) Analysis
Level of Service (LOS) Summary**

No.	Intersection Expected to Operate at a Deficient LOS	Without Project				With Project				With Mitigations			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		V/C ¹	LOS ²										
5	Placentia Avenue/Crowther Avenue	0.628	B	0.919	E	0.645	B	0.953	E	0.593	B	0.899	D
8	Orangethorpe Avenue/Placentia Avenue	0.587	A	0.952	E	0.601	A	0.956	E	0.547	A	0.818	D
10	Orangethorpe Avenue/SR-57 Northbound Ramps	0.705	C	1.055	F	0.702	B	1.081	F	0.542	A	0.818	D
11	Orangethorpe Avenue/Melrose Street	0.702	C	1.058	F	0.727	C	1.077	F	0.575	A	0.747	C
12	Kraemer Boulevard/Orangethorpe Avenue	0.959	E	0.999	E	0.936	E	0.999	E	0.848	D	0.811	D

Notes: 1. V/C: Volume-to-Capacity Ratio

2. LOS: Level of Service



Table 4-4b. Future Buildout 2035 with Project Mitigations
Highway Capacity Manual (HCM) Analysis
Level of Service (LOS) Summary

No.	Intersection Expected to Operate at a Deficient LOS	Without Project						With Project						With Mitigations					
		AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
		V/C ¹	Delay ²	LOS ³	V/C ¹	Delay ²	LOS ³	V/C ¹	Delay ²	LOS ³	V/C ¹	Delay ²	LOS ³	V/C ¹	Delay ²	LOS ³	V/C ¹	Delay ²	LOS ³
5	Placentia Avenue/Crowther Avenue	0.60	14.0	B	1.34	46.4	F	0.62	15.4	B	1.52	57.1	F	0.63	20.3	C	0.88	35.2	D
8	Orangethorpe Avenue/Placentia Avenue	0.60	33.0	C	1.13	73.3	F	0.62	34.8	C	1.15	76.1	F	0.59	33.4	C	0.86	49.8	D
10	Orangethorpe Avenue/SR-57 Northbound Ramps	0.73	23.0	C	1.14	98.8	F	0.73	20.8	C	1.18	98.9	F	0.62	20.7	C	0.98	46.0	D
11	Orangethorpe Avenue/Melrose Street	0.80	34.7	C	1.21	123.6	F	0.82	35.2	D	1.22	131.6	F	0.66	30.7	C	0.89	49.6	D
12	Kraemer Boulevard/Orangethorpe Avenue	1.05	71.7	F	1.15	90.4	F	1.06	74.3	F	1.16	91.2	F	0.91	44.2	D	0.93	43.1	D

Notes: 1. V/C: HCM Volume-to-Capacity Ratio, LOS F for HCM V/C > 1.000 (Over Capacity)
2. Delay in Seconds
3. LOS: Level of Service



Future Buildout with Project – Segment Analysis

Segment Analysis – Crowther Avenue

- Crowther Avenue (Placentia Avenue – Melrose Street)
- Crowther Avenue (Melrose Street – Kraemer Boulevard)

A segment analysis was conducted for the Future Buildout “with Project” scenario and summarized in **Table 4-5**. The projected Future Buildout daily traffic volumes “without Project” were obtained from the traffic study to the City’s Draft General Plan Update (**See Appendix B-2**). Based on that data, the projected daily traffic on Crowther Avenue in the TOD study area is expected to be 16,000 vehicles. Based on the net trip generation for Future Buildout conditions, the project is expected to add 1,382 vehicles to Crowther Avenue west of Melrose Street and add 1,744 vehicles on Crowther Avenue to the east of Melrose Street. The additional traffic from the TOD project area is not expected to impact the roadway, and Crowther Avenue is expected to operate at LOS C or better.

Table 4-5. Future Buildout 2035 with Project – Crowther Avenue Segment Analysis

Crowther Ave	Year 2035 without Project				Year 2035 with Project				
	Year 2035 Daily Vol*	LOS E Capacity - 4 Lanes (per MPAH)	V/C	LOS	Project Daily Vol	Year 2035 + Project Daily Vol	LOS E Capacity - 4 Lanes (Preferred Alternative)	V/C	LOS
West of Melrose St	16,000	25,000	0.640	B	1,382	17,382	25,000	0.695	B
East of Melrose St	16,000	25,000	0.640	B	1,744	17,744	25,000	0.710	C

Year 2035 project daily volume is per the Draft General Plan Update (in progress).

Segment Analysis – Orangethorpe Avenue per Orange County Congestion Management Program (CMP) Guidelines

- Orangethorpe Avenue (Placentia Avenue – Melrose Street):

A segment analysis for the Future Buildout 2035 “with Project” scenario was conducted along Orangethorpe Avenue between Placentia Avenue and Melrose Street to evaluate if there will be any impacts per the Orange County CMP guidelines. The projected Future Buildout daily traffic volumes “without Project” were also obtained from the City’s Draft General Plan Update (**see Appendix B-1**). Based on that data, the projected daily traffic on Orangethorpe Avenue in the TOD study area is expected to be 32,000 vehicles. The additional traffic from the TOD project area, however, does not significantly impact the roadway. Under the Future Buildout “with Project” scenario, Orangethorpe Avenue will be at most 32,820



daily vehicles with the TOD Project, and operate at LOS A with no significant impacts per Orange County CMP guidelines. The segment analysis is summarized in Table 4-6.

Table 4-6. Future Buildout 2035 with Project – Orangethorpe Avenue CMP Segment Analysis

Orangethorpe Ave	Future Buildout 2035 without Project				Future Buildout 2035 with Project				
	Year 2035 Daily Vol*	LOS E Capacity - 6 Lanes (per MPAH)	V/C	LOS	Project Daily Vol	Year 2035 + Project Daily Vol	LOS E Capacity - 6 Lanes (per MPAH)	V/C	LOS
Between Placentia Ave and Melrose St	32,000	56,300	0.568	A	820	32,820	56,300	0.583	A

Year 2035 project daily volume is per the Draft General Plan Update (in progress).

Segment analysis for Future Buildout “with Project” shows that both segments of Crowther Avenue to the east and west of Melrose Street, will continue to operate at an acceptable LOS. The CMP arterial location of Orangethorpe Avenue (Placentia Avenue – Melrose Street) will continue to operate at acceptable LOS conditions “with Project.”



V. ON-SITE ACCESS AND CIRCULATION

The site is served with three full access driveways along Crowther Avenue, two on Crowther Avenue west of Melrose Street (Project Driveways A and B) that service the northeast (NE) corner lot, and one east of Melrose Street (Project Driveway C) that serves both the southeast (SE) and northeast (NE) corner lots. None of the driveways are signalized. As mentioned previously, there is heavy large truck traffic for the parcel of land located at the southwest corner lot, and it is important to maintain truck access to/from this site. Because a raised median is proposed along Crowther Avenue between Placentia Avenue and Melrose Street, all left-turns and U-turns along Crowther Avenue are restricted to Project Driveways A and B.

Alternative Modes of Transportation

Bus Facilities

There are currently no bus routes along Crowther Avenue. The existing bus routes closest to the TOD Project site (see Appendix A2) are OCTA 153 along Placentia Avenue and OCTA 30 along Orangethorpe Avenue. The City will have to coordinate with Orange County Transportation Authority (OCTA) regarding bus routes that will service the Placentia Metrolink Station. Also to be considered is a CSUF shuttle that will provide transportation to students to/from CSUF.

Pedestrian Facilities

Sidewalks are currently on both sides of Melrose Street in the project area and will continue to be present with the proposed TOD Project. Continuous sidewalk is only along the south side of Crowther Avenue, but upon completion of the project and Placentia Metrolink Station, there will be sidewalks on both sides of Crowther Avenue.

Bicycle Facilities

The existing bike routes within vicinity of the TOD Project site (see **Appendix B-1**) are Class III Bike Routes (One-Road signed) along Melrose Street (South of Crowther Avenue) and Chapman Avenue to the north. There are currently no bicycle facilities along Crowther Avenue. Per the TOD Project, a Class II Bike Route is planned along Crowther Avenue. Crowther Avenue will need to be included in the OCTA Bikeway Strategic Plan and Draft General Plan Update for the City of Placentia.



VI. CONSTRUCTION TRAFFIC

The construction of the project is expected to be completed by Year 2018. Construction activities include building two new buildings including grading, trenching, and paving of parking lot, etc. In order to minimize any short-term construction impacts, the following conditions, at a minimum, will be utilized.

- There is heavy large truck traffic for the parcel on the southwest corner of Melrose Street and Crowther Avenue. Therefore it is very important to maintain truck access to and from this site.
- Hours of construction operation will be five days a week. In accordance with the City of Placentia Municipal Code, construction activities are limited to between the hours of 9 AM to 4 PM on working days (Monday – Friday).
- Construction truck and worker automobile traffic will utilize the proposed primary driveways along Melrose Street and Crowther Avenue for access to and from the project site.
- Trucks transporting materials to and from the project site must utilize the designated truck routes along Placentia Avenue, Crowther Avenue, Melrose Street, and Orangethorpe Avenue.
- Trucks entering or exiting the construction site will need to yield to public traffic at all times.
- It is unlikely that street traffic will be impacted by on-site construction activities; however, should it be necessary for temporary lane closures and/or detour routes for utility work or other such work in the public right-of-way those temporary traffic control activities are to be conducted in compliance with the requirements and guidelines outlined in the California Manual of Uniform Traffic Control Devices (MUTCD).
- Construction staging should be conducted on-site and under no circumstances will be allowed on local or residential streets.
- Construction work with-in the public right-of-way needs to be in compliance with the City standards.
- The applicant will be fully responsible for the repair of damages to any public facility due to the hauling or transporting of construction related materials.
- Parking for the construction trucks and worker trucks will be on-site away from the adjacent public roadways and existing businesses open for business.



VII. CONCLUSIONS

The conclusions of this traffic impact analysis are as follows:

- ◆ All signalized study intersections and unsignalized project driveway intersections operate at acceptable LOS D or better during Existing (Year 2016) and Opening Day (Year 2018) Conditions for “without Project” and “with Project”.
- ◆ The additional traffic from the TOD project area is not expected to impact Crowther Avenue. The future projected daily volume, including the TOD Project traffic, is expected to be less than 18,000 vehicles per day, which is well below the capacity of Crowther Avenue of 25,000 vehicles per day.
- ◆ The additional traffic from the TOD project area is also not expected to impact Orangethorpe Avenue (CMP Segment). The future projected daily volumes, including the TOD Project traffic, is expected to be less than 33,000 vehicles per day (vpd), which is well below the LOS E capacity of 56,300 vehicles per day (vpd).
- ◆ The TOD project is adjacent to and will be directly served by the Placentia Metrolink Station. OCTA will need to discuss and plan out future bus routes that will serve this new Metrolink Station. Pedestrian sidewalks surround the site, and the adjacent streets are of sufficient width to accommodate bicycle traffic. The proposed project is not expected to have a negative impact on any alternative modes of transportation.
- ◆ In order to minimize any short term construction impacts, the project construction activities should be in accordance with the City of Placentia Municipal Code and the conditions stated in this report.
- ◆ Seven signalized study intersections will experience deficient LOS by Future Buildout 2035 “without Project” due to projected Citywide Future Buildout. Mitigations (suggested improvements) to these intersections that are expected to operate LOS F were evaluated to determine what is required to alleviate the future traffic impacts and to have those intersections operate at an acceptable LOS. Since the TOD project will contribute to the future growth of those intersections, the fair share of improvement costs for the TOD project must be determined.

APPENDIX 5b

APPENDIX A

Excerpts from
Transit Cooperative Research Program (TCRP) Report 128
– “Effects of TOD on Housing, Parking, and Travel”

consecutive weekdays, one-day estimates were computed by dividing the two 24-hour counts by two.) For all 17 TOD-housing projects combined, a weighted average trip generation rate was estimated. (The ITE manual defines weighted average as the sum of trip ends for all projects divided by the sum of the independent variable, which in this case is number of dwelling units.) The computed rates for TOD-housing projects were compared to those found in the latest edition of the ITE manual for the equivalent land use (i.e., apartments and condominiums) (ITE, 2003). Comparisons are drawn using the ITE manual's weighted averages as well as estimates derived from best-fitting regression equations. The degree to which there are systematic differences in estimated and actual trip generation and parking generation rates of TODs are highlighted. The types of TOD projects for which there appear to be the largest discrepancies are identified.

Additionally, results were cross-classified among sampled projects in terms of distance to CBD, distance to the nearest station, parking provisions, and other factors including the quality of walking environment (e.g., with or without adjoining sidewalks). Multivariate regression equations that predict the trip generation rates of TOD housing as a function of these and other variables also are estimated.

Lastly, the implications of research findings for various public policies and practices are discussed. To the degree that TOD-housing projects exhibit below-normal trip generation rates, a strong case can be made for using sliding-scale impact fees to evaluate new TOD proposals. This might, for instance, result in lowering the estimated trip generation rates within a quarter mile of a station and with continuous sidewalk access and in a mixed-use neighborhood by a fixed percent, such as 20%.

Comparison of Vehicle Trip Generation Rates

TOD-housing clearly reduces auto trips in the four urbanized areas that were studied. Below, results for both 24-hour periods as well as peak periods are summarized.

Average Weekday Trip Comparisons

Table 2.2 shows that in all cases, 24-hour weekday vehicle trip rates were considerably below the ITE weighted average rate for similar uses. [The comparable ITE land use category for 16 of the 17 projects is Apartments (ITE Code 220). The average trip rate for apartments is 6.72 vehicle trips per dwelling unit on a weekday based on the experiences of 86 apartment projects across the United States (averaging 212 dwelling units in size). The best-fitting regression equation for apartments is:

$$T = 6.01(X) + 150.35 \quad (R^2 = 0.88)$$

where T = Vehicle Trip Ends and X = Number of Dwelling Units. For the Wayside Commons projects, the corresponding ITE land-use category is Residential Condominium (ITE Code 230). The average trip rate for condominiums is 5.68 vehicle trips per dwelling unit on a weekday based on the experiences of 54 owner-occupied condominium and town-house projects across the United States (averaging 183 dwelling units in size). The best-fitting regression equation for condominiums is:

$$\text{Ln}(T) = 0.85(X) + 2.55 \quad (R^2 = 0.83)$$

where

T = Vehicle Trip Ends,
 X = Number of Dwelling Units, and
 Ln = natural logarithm.

Taking the (unweighted) average across the 17 case-study projects, TOD-housing projects generated around 47% less vehicle traffic than that predicted by the ITE manual (3.55 trips per dwelling unit for TOD-housing versus 6.67 trips per dwelling unit by ITE estimates). This held true using both the weighted average ITE rate as well as the ITE rates predicted using the best fitting regression equations. Results were quite similar in both cases.

The biggest trip reduction effects were found in the Washington, D.C. metropolitan area. Among the five mid-to-high rise apartment projects near Metrorail stations outside the District of Columbia, vehicle trip generation rates were more than 60% below that predicted by the ITE manual. There, 24-hour vehicle trip rates ranged from a high of 4.72 trip ends per dwelling unit at the more suburban Avalon project near the Grosvenor Metrorail Station (and outside the beltway) to a low of around one vehicle weekday for every two dwelling units at the Meridian near Alexandria's Braddock Station. The comparatively low vehicle trip generation rates for TOD-housing near Washington Metrorail stations matches up with recent findings on high transit modal splits for a 2005 survey of 18 residential sites (WMATA, 2006). For projects within a quarter mile of a Metrorail station (which matched the locations of all five TOD housing projects studied in the Washington metropolitan area), on average 49% of residents used Metrorail for their commute or school trips. One of the projects surveyed, the Avalon apartments at Grosvenor Station, also was surveyed in the 2005 study. The Avalon, which had the highest trip generation rate among the five projects surveyed in the Washington area, had an impressively high work-and-school trip transit modal split in the 2005 survey: 54%.

It is important to realize that high transit ridership levels and significant trip reduction in metropolitan Washington is tied to the region's successful effort to create a network of

Table 2.2. Comparison of TOD housing and ITE vehicle trip generation rates: 24 hour estimates.

	TOD Veh. Trip Rate (24 hr.)	Average ITE Rate (24 Hours)			Regression ITE Rate (24 Hours)		
		ITE Rate (24 hr.)	TOD rate as % of ITE Rate (24 hr.)	% point difference from ITE Rate	ITE Rate (24 hr.)	TOD rate as % of ITE Rate (24 hr.)	% point difference from ITE Rate
Philadelphia/NE NJ							
Gaslight Commons	5.08	6.72	75.52%	-24.48%	6.76	75.05%	-24.95%
Station Square	4.76	6.72	70.81%	-29.19%	6.44	73.84%	-26.16%
Mean	4.92	--	73.17%	-26.83%	6.60	74.45%	-25.55%
Std. Dev.	0.22	--	3.33%	3.33%	0.22	0.86%	0.86%
Portland, Oregon							
Center Commons	4.79	6.72	71.30%	-28.70%	6.53	73.36%	-26.64%
Collins Circle	0.88	6.72	13.08%	-86.92%	7.22	12.17%	-87.83%
Gresham Central	5.91	6.72	87.95%	-12.05%	7.68	76.95%	-23.05%
The Merrick Apts.	2.01	6.72	29.84%	-70.16%	6.82	29.39%	-70.61%
Quatama Crossing	6.34	6.72	94.38%	-5.62%	6.22	101.95%	1.95%
Mean	3.99	--	59.31%	-40.69%	6.52	58.76%	-41.24%
Std. Dev.	2.42	--	36.05%	36.05%	0.62	36.88%	36.88%
San Francisco Bay Area							
Mission Wells	3.21	6.72	47.80%	-52.20%	6.39	50.23%	-49.77%
Montelena Homes	2.46	6.72	36.57%	-63.43%	6.81	36.09%	-63.91%
Park Regency	5.01	6.72	74.61%	-25.39%	6.19	81.04%	-18.96%
Verandas	3.10	6.72	46.17%	-53.83%	6.54	47.42%	-52.58%
Wayside Commons	3.26	5.86	55.68%	-44.32%	6.00	54.34%	-45.66%
Mean	3.41	--	52.17%	-47.83%	6.39	53.83%	-46.17%
Std. Dev.	0.95	--	14.27%	14.27%	0.31	16.66%	16.66%
Washington, D.C. Area							
Avalon	4.72	6.72	70.21%	-29.79%	6.31	74.75%	-25.25%
Gallery	3.04	6.72	45.25%	-54.75%	6.66	45.66%	-54.34%
Lennox	2.38	6.72	35.41%	-64.59%	6.38	37.29%	-62.71%
Meridian	0.55	6.72	8.24%	-91.76%	6.34	8.73%	-91.27%
Quincey	1.91	6.72	28.49%	-71.51%	6.31	30.34%	-69.66%
Mean	2.52	--	37.52%	-62.48%	6.40	39.35%	-60.65%
Std. Dev.	1.53	--	22.76%	22.76%	0.15	24.06%	24.06%
Unweighted Average	3.55	6.67	53.29%	-46.71%	6.59	53.92%	-46.08%

Note: Fitted Curve Equation for Apartments: $T = 6.01(X) + 150.35$, where T = average vehicle trip ends and X = number of dwelling units.
Fitted Curve Equation for Condominiums (Wayside Commons): $\ln(T) = 0.85 \ln(X) + 2.55$

TODs, as revealed by the Rosslyn-Ballston corridor (and discussed in detail in *TCRP Report 102: Transit Oriented Development in the United States: Experiences, Challenges, and Prospects*). Synergies clearly derive from having transit-oriented housing tied to transit-oriented employment and transit-oriented shopping.

After the Washington, D.C. area, TOD-housing in the Portland area tended to have the lowest weekday trip generation rates, on average, around 40% below that predicted by the ITE manual. The range of experiences, however, varied a lot, from a low of 0.88 weekday vehicle trips per dwelling unit for Collins Circle in downtown Portland to a high of 6.34 for more suburban Quantama Crossing (only

slightly below the average rate from the ITE manual and a bit above the regression-generated estimate from the ITE manual).

Also among the surveyed Portland-area apartments, notable for its low trip generation rate, is The Merrick Apartments near the MAX light rail Convention Center station in the Lloyd District, across the river from downtown Portland: 2.01 weekday trips. Travel behavior of the residents of The Merrick apartments also was studied in 2005 (Dill, 2005). Based on a 43% response rate from 150 surveyed households at The Merrick apartments, trip generation estimates can be imputed from that survey. The 2005 survey asked: "In the past week (Saturday January 29 through Friday February 4),

how many times did you go to the following place *from your home* in a vehicle, walking, bicycling, riding the bus, or riding MAX light rail? Each time you left your home during the week is a trip.” From household responses, an average of 1.42 daily vehicle trips per dwelling from The Merrick apartments was made. Doubling this rate (assuming those who drove away each day also returned) yields an estimated daily rate of 2.84 vehicle trips per dwelling unit. This is a bit higher than that found in the tube count survey, but still substantially lower than the ITE rate. (Differences are likely due to several factors. These results are based on objective physical counts whereas the 2005 survey results were based on a sample of self-reported responses. Also, the 2005 study included weekend days whereas this study was based on middle-of-the-week experiences.) The 2005 survey also estimated that 18% of all trips made by residents of The Merrick apartments are by transit (both rail and bus). For work and school trips, transit’s estimated modal split was 23%. A follow-up 2005 survey of The Merrick apartment residents further indicated that transit is the primary commute mode for 27.9% of residents (Dill, 2006).

Another study further sheds light on the results for one of Portland’s surveyed apartments: Center Commons in east Portland. This study’s survey found a weekday rate of 4.79 trips per dwelling unit for Center Commons, more than one-quarter below ITE’s estimated rates for apartments. For a thesis prepared for the Master of Urban and Regional Planning degree at Portland State University, a mailback survey of 246 residents of Center Commons was conducted in 2002, producing a response rate of 39%. That survey found that 45.8% of responding residents of Center Commons takes MAX light rail or bus to work.

As with metropolitan Washington D.C., Portland’s success at reducing automobile trips around transit-oriented housing cannot be divorced from the regional context. High ridership and reduced car travel at the surveyed housing projects stems from the successful integration of urban development and rail investments along the Gresham-downtown-westside axis. In Portland, as in Washington, TODs are not isolated islands but rather nodes along corridors of compact, mixed-use, walking friendly development.

The San Francisco Bay Area also averaged vehicle trip generation rates substantially below estimates by the ITE manual. Among the East Bay TOD-housing projects studied, Montelena Homes (formerly Archstone Barrington Hills) had the lowest weekday rate: 2.46 trip ends per dwelling unit, 63% below ITE’s rate. A 2003 survey of residents of this project found very high transit usage among Montelena Homes residents: 55% stated they commute by transit (both rail and bus) (Lund, et al, 2004). The 2003 survey found the following commute-trip transit modal splits (compared to this research’s recorded weekday trip rates): Wayside Commons: 56% (3.26 daily trips per dwelling unit); Verandas: 54% (3.1 daily trips

per dwelling unit); Park Regency: 37% (5.01 daily trips per dwelling unit); and Mission Wells: 13% (3.21 daily trips per dwelling unit).

Lastly, the two apartment projects near suburban commuter rail stations outside Philadelphia and the Newark metropolitan area of northeast New Jersey averaged weekday vehicle trip generation rates roughly one-quarter less than the number predicted by the ITE manual. This is an appreciable difference given the relatively low-density settings of these projects and that commuter rail offers limited midday and late-night services.

AM Peak Comparisons

Table 2.3 compares recorded trip generation rates with those from the ITE manual for the AM Peak. In tabulating the results, the one-hour period in the AM peak with the highest tube count was treated as the AM peak. In most instances, this fell between the 7 AM and 9 AM period. In general, patterns were quite similar to those found for the 24-hour period. As before, the greatest differential between AM trip generation and ITE estimates were for TOD-housing closest to CBDs - notably, Collins Circle and The Merrick Apartments in the case of Portland, and the Meridian Apartments near the Braddock Metrorail station in Alexandria, Virginia.

PM Peak Comparisons

Table 2.4 shows the results for the PM peak. (The one-hour period in the PM peak with the highest tube count was treated as the PM peak. This generally occurred in the 4 PM to 7 PM period.) PM trip generation rates are generally higher than the morning peak since commuter traffic often intermixes with trips for shopping, socializing, recreation, and other activities. In general, PM trip generation rates for TOD-housing were closer to ITE predictions than the AM peak. Notable exceptions were the lowest trip generators. For example, the PM rates for Collins Circle and Meridian were 84.3% and 91.7% below ITE predictions, respectively. For the AM period, the differentials were 78.7% and 90.0%, respectively (from Table 2.3).

Weighted Average Comparisons

The summary results presented so far are based on unweighted averages, that is, each project is treated as a data point in computing averages regardless of project size. The ITE manual, however, presents weighted averages of trip generation by summing all trip ends among cases and dividing by the sum of dwelling units. Thus for apple to apple comparisons, weighted average vehicle trip rates were computed for all

Table 2.3. Comparison of TOD housing and ITE vehicle trip generation rates: AM peak estimates.

	Average Rate				Regression Rate		
	Veh. Trip Rate (AM peak hr.)	ITE Rate (AM peak hr.)	TOD rate as % of ITE Rate (AM pk hr.)	% Below ITE Rate	ITE Rate (AM peak hr.)	TOD rate as % of ITE Rate (AM pk hr.)	% Below ITE Rate
Philadelphia/NE NJ							
Gaslight Commons	0.40	0.55	72.73%	-27.27%	0.55	72.59%	-27.41%
Station Square	0.36	0.55	66.21%	-33.79%	0.54	67.17%	-32.83%
Mean	0.38	--	69.47%	-30.53%	--	69.88%	-30.12%
Std. Dev.	0.03	--	4.61%	4.61%	--	3.83%	3.83%
Portland, Oregon							
Center Commons	0.25	0.55	45.45%	-54.55%	0.54	45.90%	-54.10%
Collins Circle	0.12	0.55	21.26%	-78.74%	0.56	20.74%	-79.26%
Gresham Central	0.59	0.55	107.07%	7.07%	0.58	102.10%	2.10%
The Merrick Apts.	0.13	0.55	23.10%	-76.90%	0.55	22.98%	-77.02%
Quatama Crossing	0.30	0.55	54.98%	-45.02%	0.54	56.42%	-43.58%
Mean	0.28	--	50.37%	-49.63%	--	39.70%	-60.30%
Std. Dev.	0.19	--	34.83%	34.83%	--	23.65%	23.65%
San Francisco Bay Area							
Mission Wells	0.48	0.55	86.72%	-13.28%	0.54	88.20%	-11.80%
Montelena Homes	0.17	0.55	31.43%	-68.57%	0.55	31.30%	-68.70%
Park Regency	0.34	0.55	61.85%	-38.15%	0.53	63.59%	-36.41%
Verandas	0.19	0.55	35.14%	-64.86%	0.54	35.47%	-64.53%
Wayside Commons	0.21	0.44	47.35%	-52.65%	0.62	33.50%	-66.50%
Mean	0.28	--	52.50%	-47.50%	--	50.41%	-49.59%
Std. Dev.	0.13	--	22.53%	22.53%	--	24.88%	24.88%
Washington							
Avalon	0.44	0.55	80.30%	-19.70%	0.54	82.02%	-17.98%
Gallery	0.25	0.55	44.86%	-55.14%	0.55	45.01%	-54.99%
Lennox	0.18	0.55	32.47%	-67.53%	0.54	33.05%	-66.95%
Meridian	0.05	0.55	9.95%	-90.05%	0.54	10.15%	-89.85%
Quincey	0.18	0.55	32.91%	-67.09%	0.54	33.62%	-66.38%
Mean	0.22	--	40.10%	-59.90%	--	21.88%	-78.12%
Std. Dev.	0.14	--	25.78%	25.78%	--	16.60%	16.60%
Unweighted Average	0.28	0.54	51.30%	-48.70%	0.55	50.64%	-49.36%

Note: Fitted Curve Equation for Apartments: $T = 0.53(X) + 4.21$ where T = average vehicle trip ends and X = number of dwelling units.
Fitted Curve Equation for Condominium (Wayside Commons): $\ln(T) = 0.82 \ln(X) + 0.17$

17 projects combined for weekday, AM peak, and PM peak. (As done in the ITE manual, the weighted average was computed by summing all trip ends among the 17 projects and dividing by the sum of dwelling units.) Figure 2.6 summarizes the results. Over a typical weekday period, the 17 surveyed TOD-housing projects averaged 44% fewer vehicle trips than estimated by the ITE manual (3.754 versus 6.715). The weighted average differentials were even larger during peak periods: 49% lower rates during the AM peak and 48% lower rates during the PM peak. To the degree that impact fees are based on peak travel conditions, one can infer that traffic impacts studies might end up overstating the potential congestion-inducing effects of TOD-housing in large

rail-served metropolitan areas, such as Washington, D.C., by as much as 50%.

Scatterplots

The ITE *Trip Generation* manual reports summary findings in a scatterplot form, with summary best-fitting regression equations. Figures 2.7 through 2.9 show the best-fitting plots for the average weekday, AM peak, and PM peak periods, respectively. Linear plots fit the data points reasonably well, explaining over two-thirds of the variation in vehicle trip ends. The Merrick Apartments in Portland stands as an outlier, producing far fewer vehicle trip ends relative to its project size

Table 2.4. Comparison of TOD housing and ITE vehicle trip generation rates: PM peak estimates.

	Veh. Trip Rate (PM peak hr.)	ITE Rate (PM peak hr.)	Average Rate		Regression Rate		
			ITE Rate (PM pk hr.)	% Below ITE Rate	ITE Rate (PM peak hr.)	TOD rate as % of ITE Rate (PM pk hr.)	% Below ITE Rate
Philadelphia/NE NJ							
Gaslight Commons	0.460	0.67	68.66%	-31.34%	0.688	66.90%	-33.10%
Station Square	0.558	0.67	83.25%	-16.75%	0.651	85.73%	-14.27%
Mean	0.51	--	75.96%	-24.04%	0.67	76.32%	-23.68%
Std. Dev.	0.07	--	10.32%	10.32%	0.03	13.32%	13.32%
Portland, Oregon							
Center Commons	0.380	0.67	56.75%	-43.25%	0.661	57.53%	-42.47%
Collins Circle	0.105	0.67	15.65%	-84.35%	0.741	14.14%	-85.86%
Gresham Central	0.461	0.67	68.82%	-31.18%	0.795	58.03%	-41.97%
The Merrick Apts.	0.170	0.67	25.41%	-74.59%	0.695	24.51%	-75.49%
Quatama Crossing	0.487	0.67	72.63%	-27.37%	0.625	77.91%	-22.09%
Mean	0.32	--	47.85%	-52.15%	0.70	46.42%	-53.58%
Std. Dev.	0.17	--	25.85%	25.85%	0.07	26.32%	26.32%
San Francisco							
Bay Area							
Mission Wells	0.487	0.67	72.72%	-27.28%	0.645	75.56%	-24.44%
Montelena Homes	0.202	0.67	30.17%	-69.83%	0.693	29.16%	-70.84%
Park Regency	0.435	0.67	64.93%	-35.07%	0.621	70.10%	-29.90%
Verandas	0.367	0.67	54.78%	-45.22%	0.662	55.43%	-44.57%
Wayside Commons	0.337	0.52	64.72%	-35.28%	0.586	57.47%	-42.53%
Mean	0.37	--	57.46%	-42.54%	0.64	57.55%	-42.45%
Std. Dev.	0.11	--	16.53%	16.53%	0.04	17.98%	17.98%
Washington							
Avalon	0.370	0.67	55.26%	-44.74%	0.635	58.28%	-41.72%
Gallery	0.234	0.67	34.89%	-65.11%	0.676	34.59%	-65.41%
Lennox	0.220	0.67	32.90%	-67.10%	0.643	34.28%	-65.72%
Meridian	0.056	0.67	8.33%	-91.67%	0.638	8.74%	-91.26%
Quincey	0.201	0.67	30.06%	-69.94%	0.635	31.71%	-68.29%
Mean	0.22	--	32.29%	-67.71%	0.65	33.52%	-66.48%
Std. Dev.	0.11	--	16.69%	16.69%	0.02	17.55%	17.55%
Unweighted Average	0.391	0.661	62.10%	-37.90%	0.664	49.42%	-50.58%

Note: Fitted Curve Equation for Apartments: $T = 0.60(X) + 17.52$ where T = average vehicle trip ends and X = number of dwelling units
Fitted Curve Equation for Condominium (Wayside Commons): $T = 0.34(X) + 38.17$

than the other TOD-housing projects. Omitting this single case improved the regression fits considerably, with respective R-square values of 0.829, 0.800, and 0.847 for the weekday, AM peak, and PM peak.

Using the average weekday best-fitting regression equation in Figure 2.8, the estimated number of daily vehicle trips generated by a 400-unit apartment project is 1,508.3 $[-523.7 + (5.26 * 400) = 1,508.3]$. For the same apartment land-use category (ITE code of 220), the latest *ITE Trip Generation Manual* would predict 2,554.35 daily vehicle trips for the same 400-unit apartment $[150.35 + (6.01 * 400) = 2,554.35]$. Based on the empirical experiences of the sampled projects,

the ITE regression equation for apartments overstates traffic impacts of transit-oriented housing by 39%.

How Do Rates Vary?

To better understand the nature of vehicle trip generation for TOD housing projects, additional analyses that explored associations between trip generation and various explanatory variables were carried out. For ratio-scale variables, scatterplots and bivariate regression equations were estimated. Such analyses treat every observation the same, thus the cases are unweighted. For those analyses with reasonably good statistical

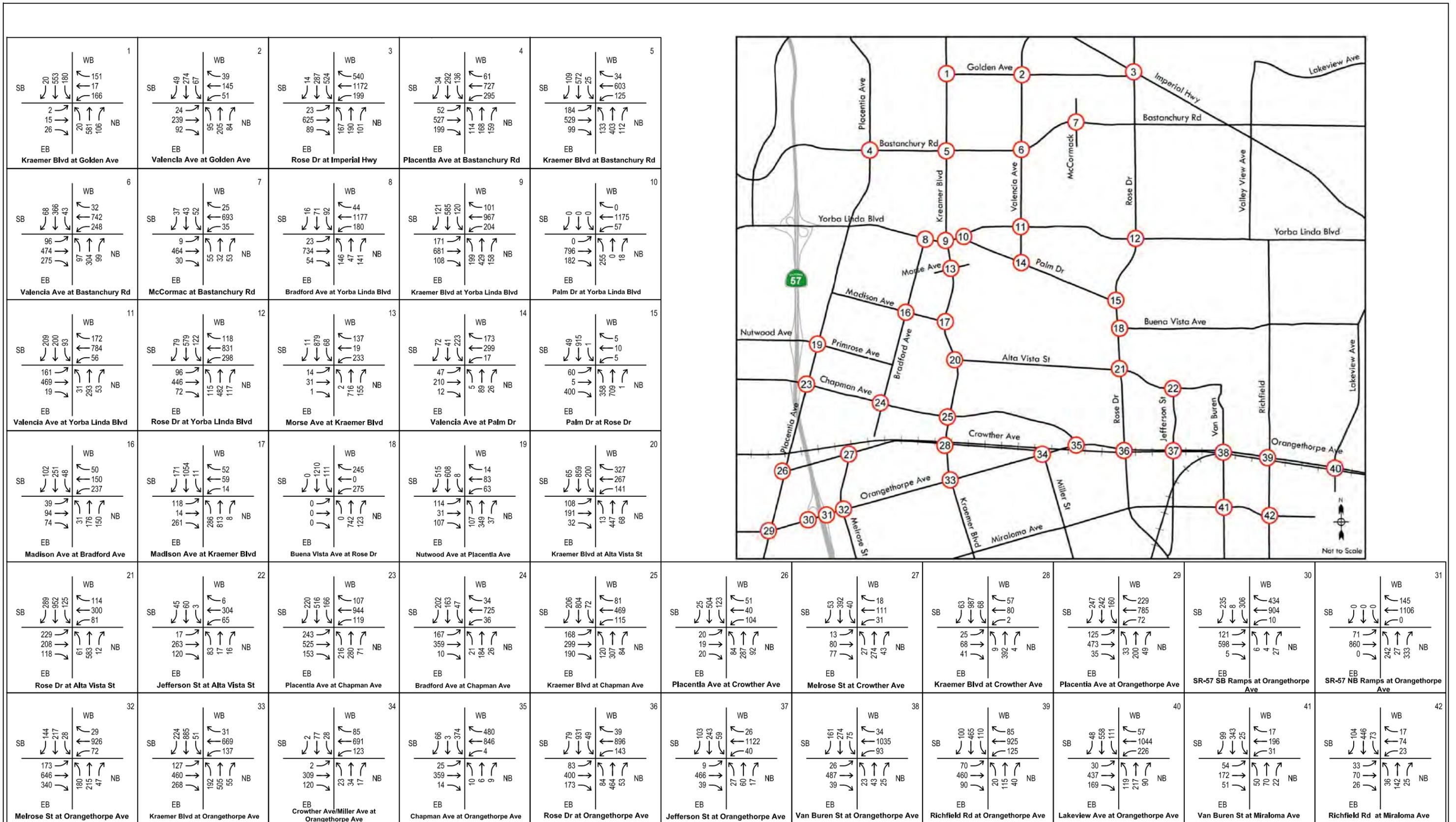
APPENDIX B

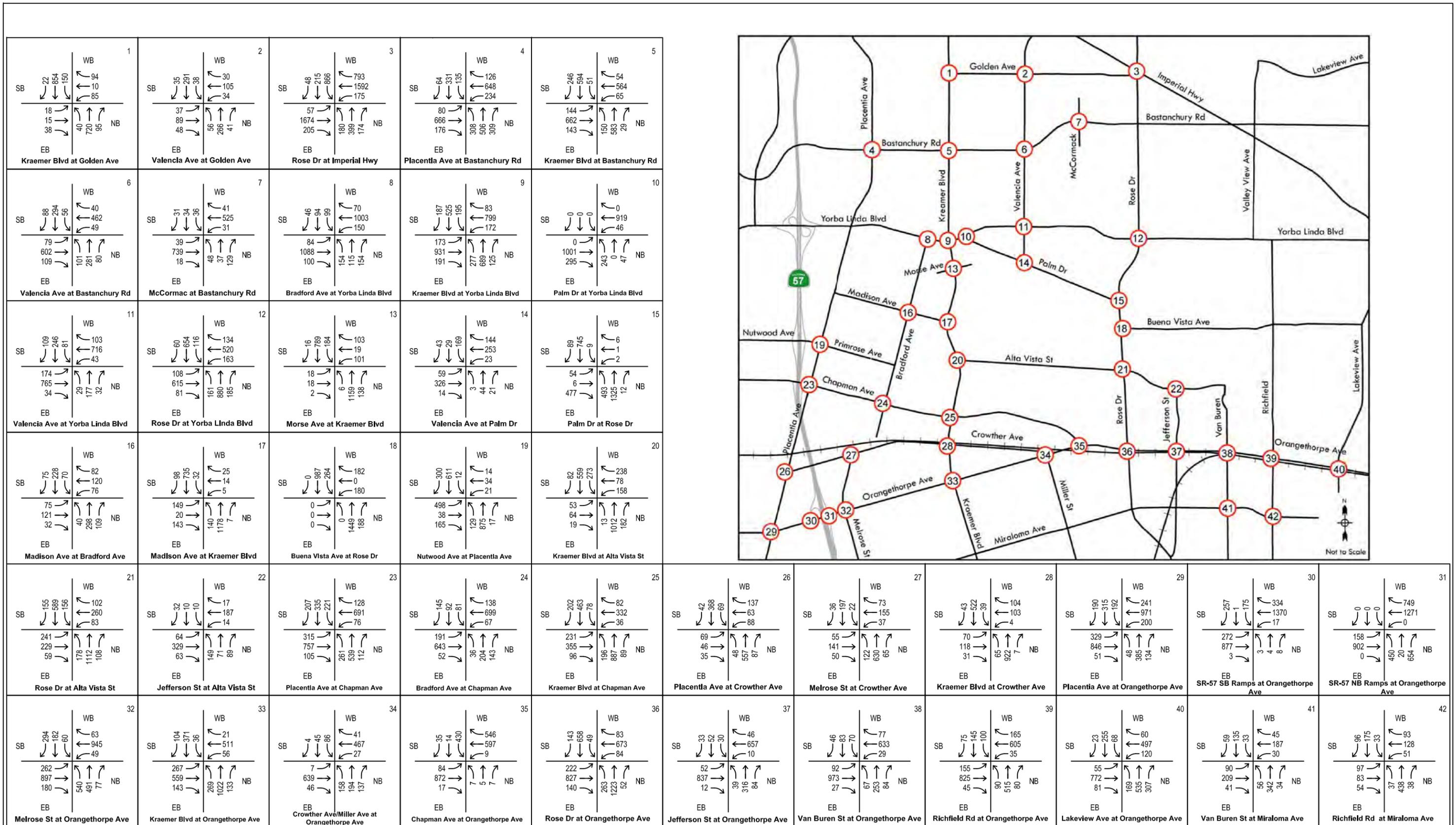
Intersection Turning Movement Counts

APPENDIX B-1

City Provided Traffic Counts from
Draft General Plan Update

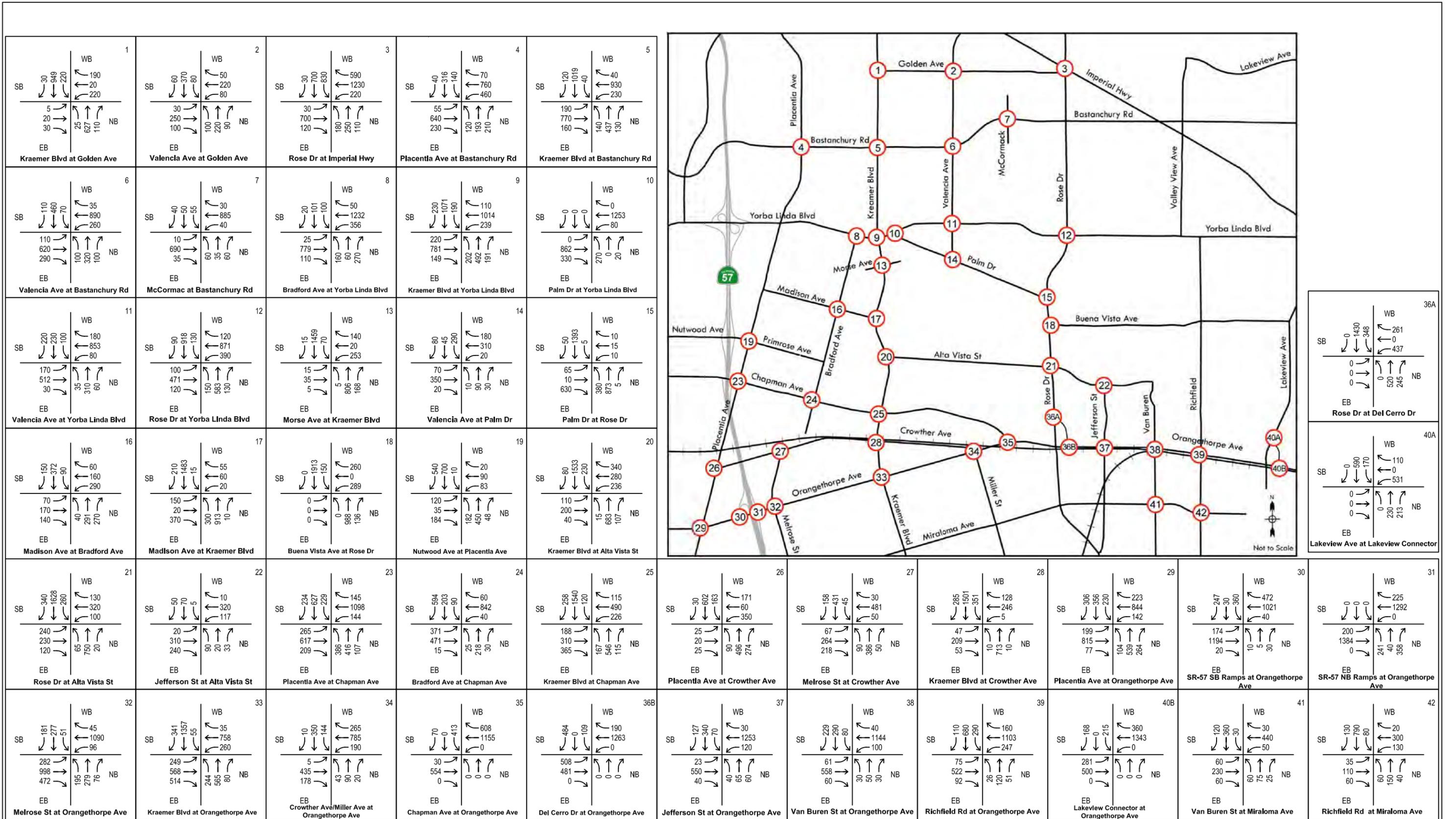
Existing Year 2016 Peak Hour Volumes



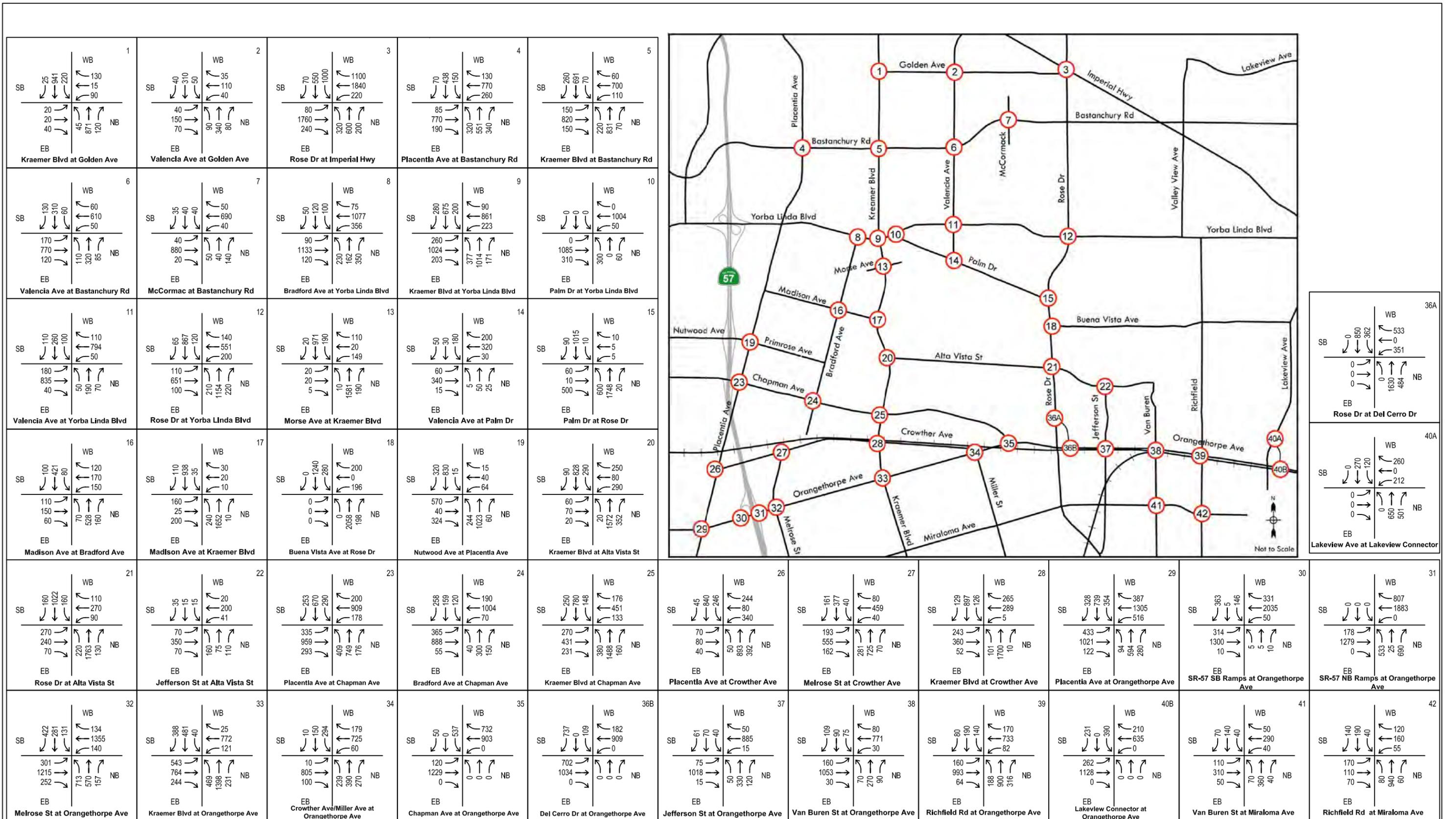


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Proposed Year 2035 Peak Hour Volumes



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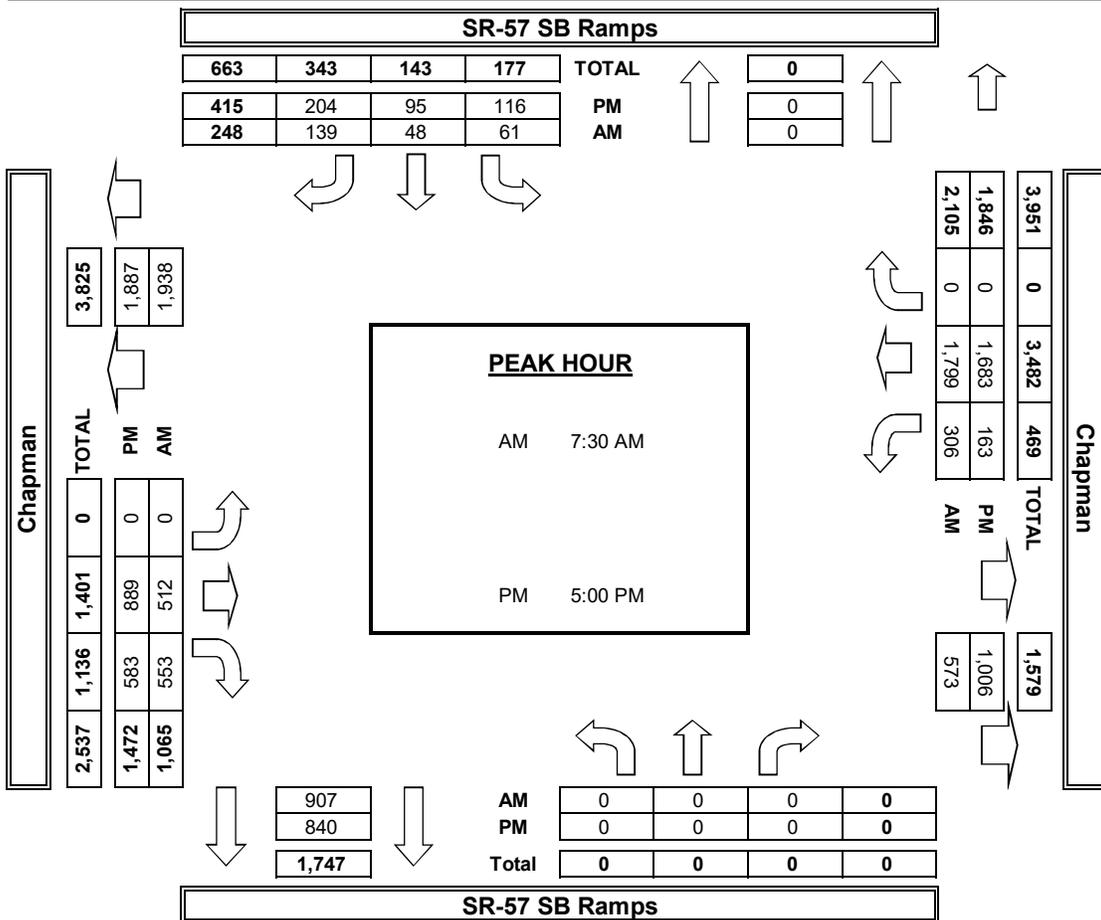
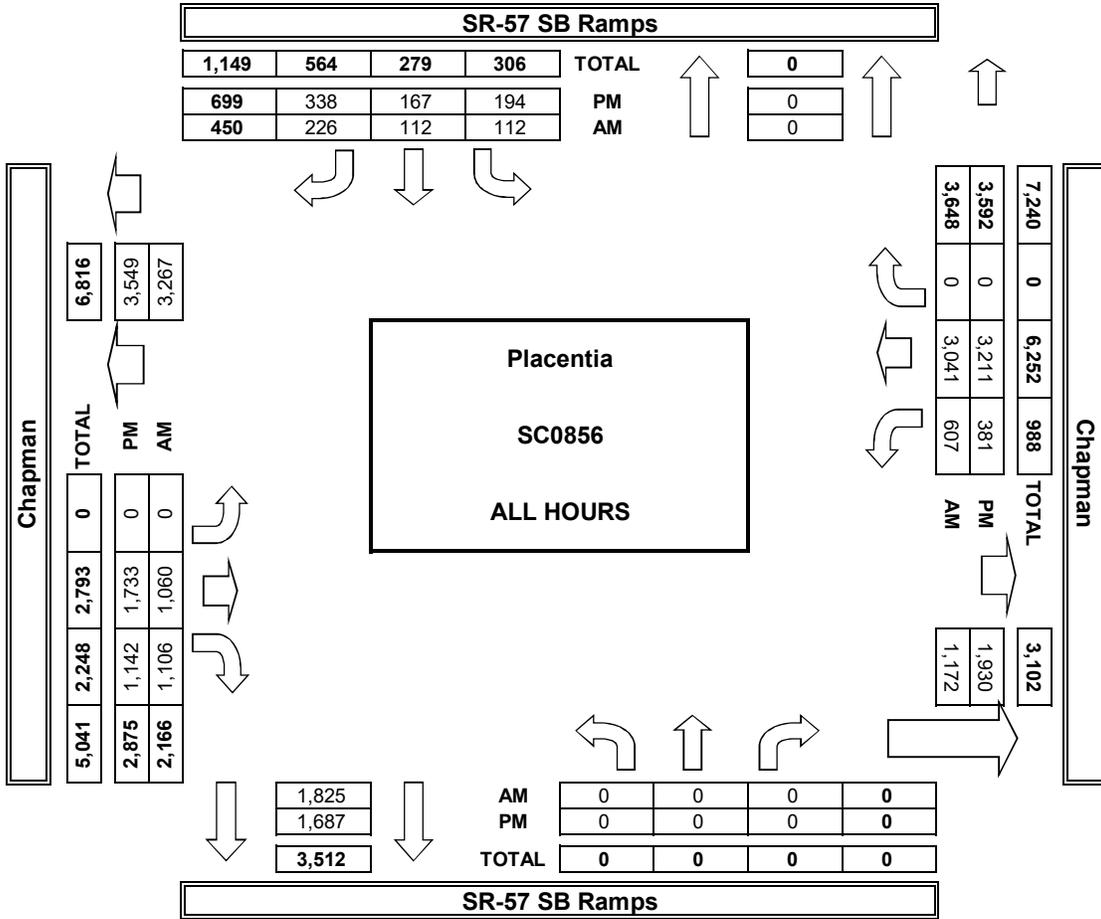


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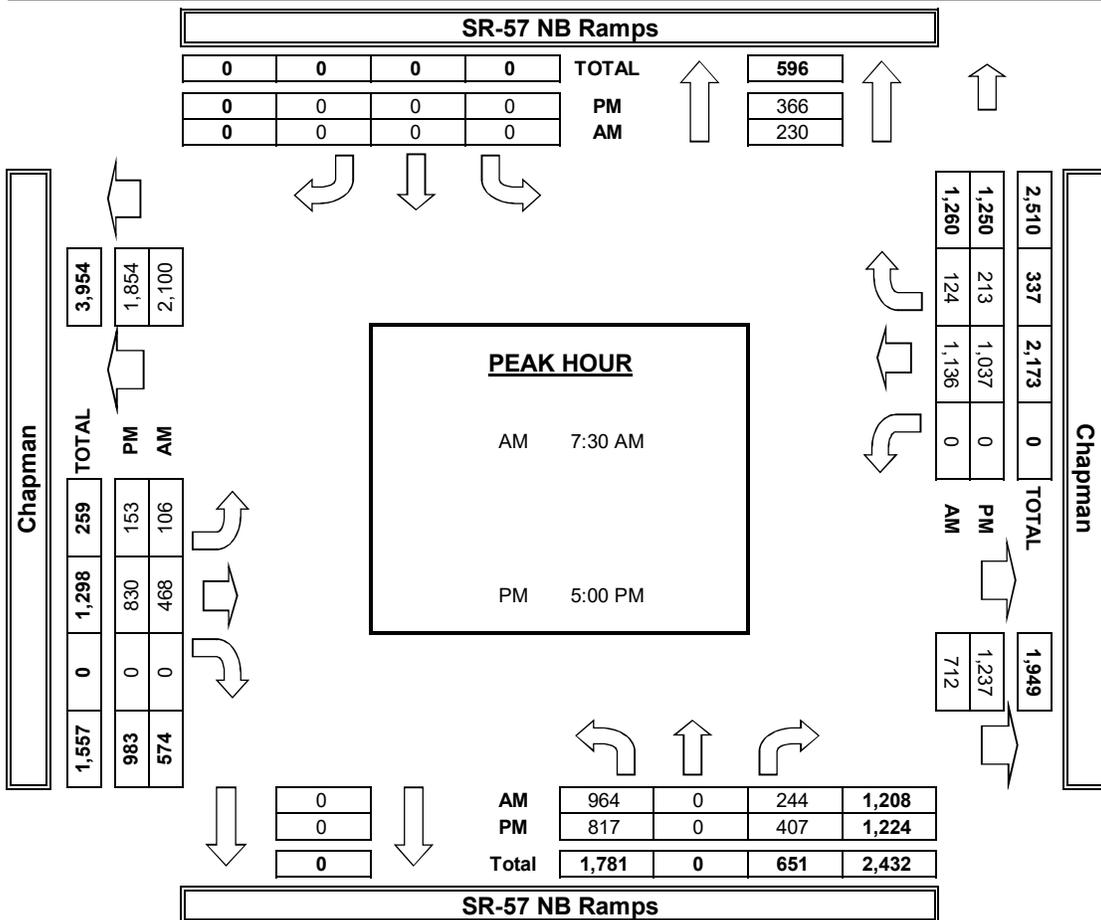
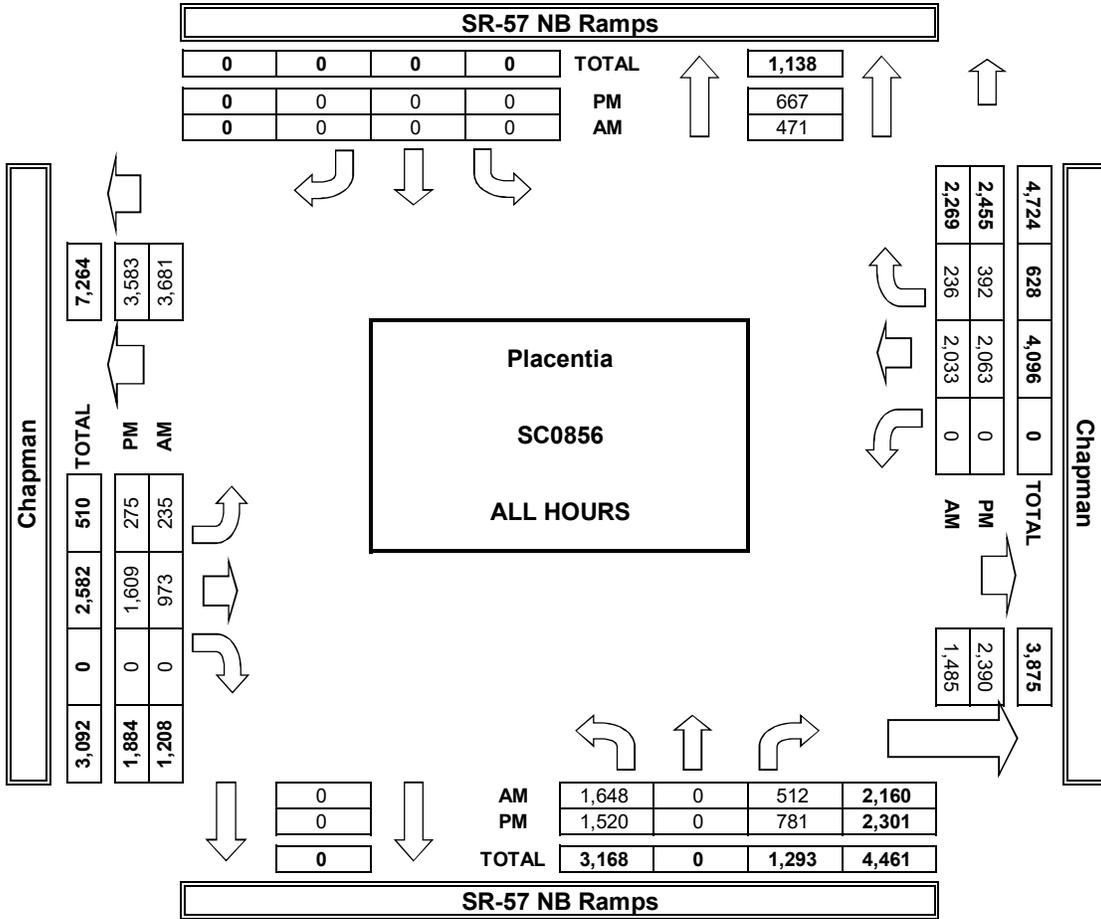
APPENDIX B-2

New Traffic Counts
at Remaining Locations

AimTD LLC
TURNING MOVEMENT COUNTS



AimTD LLC
TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:
Tue, Feb 23, 16

LOCATION:
NORTH & SOUTH: Placentia
EAST & WEST: Placentia Chapman

PROJECT #: SC0856
LOCATION #: 8
CONTROL: SIGNAL

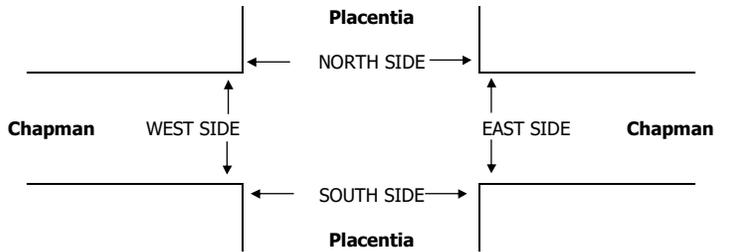
NOTES:	AM PM MD OTHER OTHER	◀ W	▲ N ▼ S	E ▶
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Add U-Turns to Left Turns

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Placentia	Placentia	Chapman	Placentia	Placentia	Chapman	Chapman	Chapman	Chapman	Chapman	Chapman		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	61	50	10	19	152	45	26	105	46	18	139	15	686	0	0	2	0	2
	7:15 AM	62	64	12	36	142	37	34	115	55	15	174	13	759	1	0	7	0	8
	7:30 AM	66	128	32	42	186	39	49	123	54	26	184	8	937	0	0	2	0	2
	7:45 AM	86	78	13	36	176	45	28	106	40	23	197	12	840	0	0	2	0	2
	8:00 AM	91	104	13	24	149	61	24	98	35	37	188	8	832	0	0	0	0	0
	8:15 AM	97	105	11	36	132	46	34	101	25	18	158	21	784	0	0	0	0	0
	8:30 AM	73	79	6	28	106	44	48	119	51	18	129	18	719	0	0	5	0	5
	8:45 AM	55	58	13	23	98	30	26	93	32	24	126	23	601	0	0	4	1	5
	VOLUMES	591	666	110	244	1,141	347	269	860	338	179	1,295	118	6,158	1	0	22	1	24
	APPROACH %	43%	49%	8%	14%	66%	20%	18%	59%	23%	11%	81%	7%						
APP/DEPART	1,367	/	1,031	1,732	/	1,658	1,467	/	1,215	1,592	/	2,254	0						
BEGIN PEAK HR	7:30 AM																		
VOLUMES	340	415	69	138	643	191	135	428	154	104	727	49	3,393						
APPROACH %	41%	50%	8%	14%	66%	20%	19%	60%	21%	12%	83%	6%							
PEAK HR FACTOR	0.912			0.910			0.793			0.944			0.905						
APP/DEPART	824	/	595	972	/	901	717	/	635	880	/	1,262	0						
PM	4:00 PM	113	153	22	54	130	52	65	168	49	25	143	21	995	0	0	5	0	5
	4:15 PM	80	143	31	49	131	53	67	180	47	13	158	32	984	0	0	6	0	6
	4:30 PM	114	153	21	46	121	55	50	177	31	36	130	32	966	0	0	5	1	6
	4:45 PM	113	147	32	45	110	58	71	189	40	22	140	28	995	0	0	1	1	2
	5:00 PM	130	165	20	42	85	50	54	206	38	24	133	27	974	0	0	6	0	6
	5:15 PM	131	186	21	58	112	42	73	176	51	15	124	25	1,014	0	0	3	0	3
	5:30 PM	120	171	17	54	130	43	62	230	43	19	137	36	1,062	0	0	4	1	5
	5:45 PM	104	163	22	49	111	65	70	208	38	24	122	18	994	0	0	5	0	5
	VOLUMES	905	1,281	186	397	930	418	512	1,534	337	178	1,087	219	7,984	0	0	35	3	38
	APPROACH %	38%	54%	8%	23%	53%	24%	21%	64%	14%	12%	73%	15%						
APP/DEPART	2,372	/	1,977	1,745	/	1,442	2,383	/	2,120	1,484	/	2,445	0						
BEGIN PEAK HR	4:45 PM																		
VOLUMES	494	669	90	199	437	193	260	801	172	80	534	116	4,045						
APPROACH %	39%	53%	7%	24%	53%	23%	21%	65%	14%	11%	73%	16%							
PEAK HR FACTOR	0.927			0.913			0.920			0.951			0.952						
APP/DEPART	1,253	/	1,031	829	/	687	1,233	/	1,092	730	/	1,235	0						



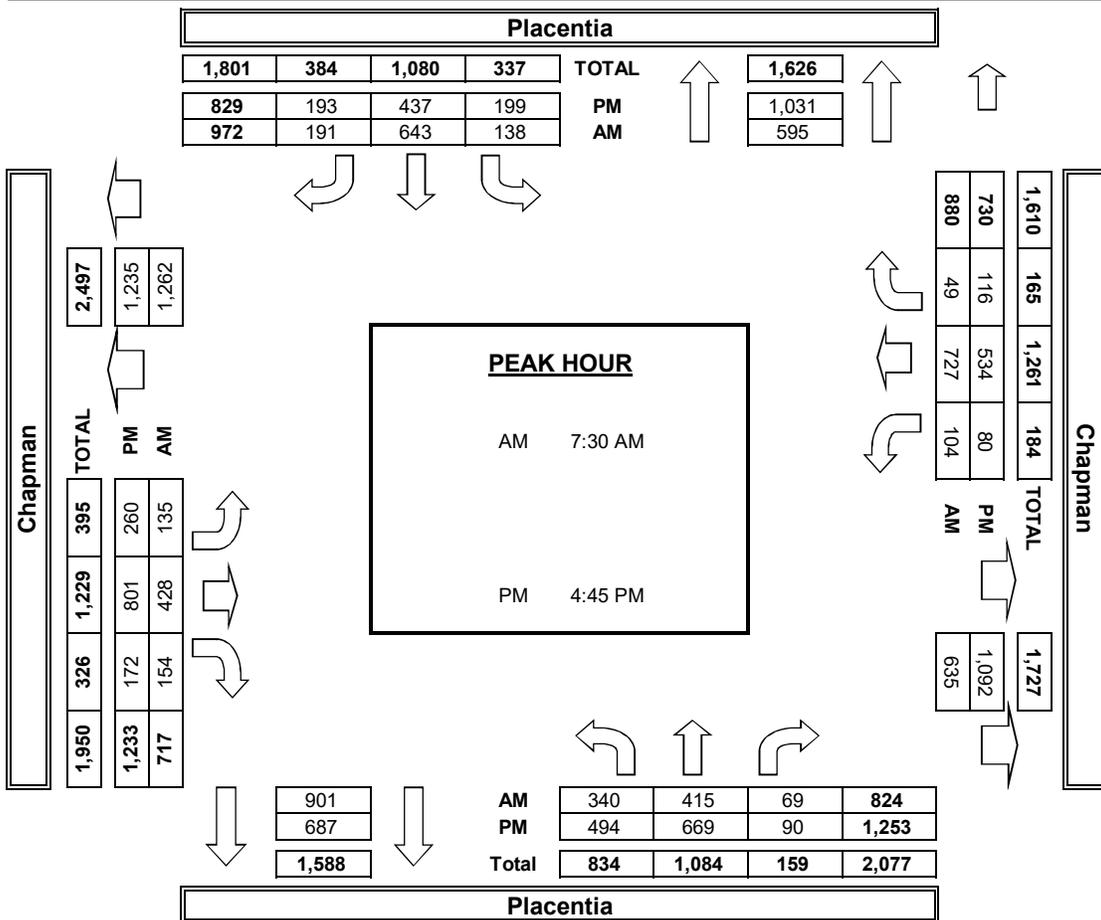
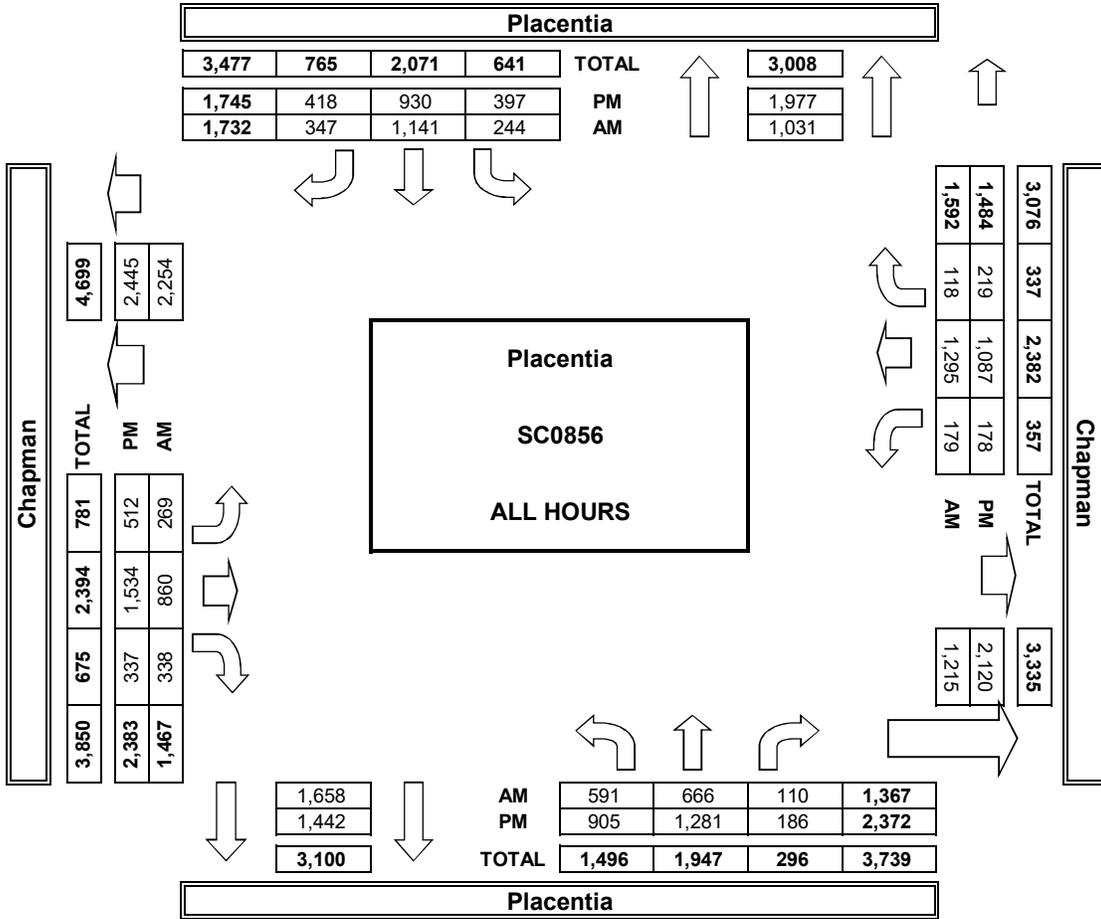
	AM	PM	PEDESTRIAN + BIKE CROSSINGS				
			N SIDE	S SIDE	E SIDE	W SIDE	TOTAL

	AM	PM	PEDESTRIAN CROSSINGS				
			N SIDE	S SIDE	E SIDE	W SIDE	TOTAL

	AM	PM	BICYCLE CROSSINGS				
			NS	SS	ES	WS	TOTAL

7:00 AM	2	1	4	2	9	2	1	4	1	8	0	0	0	1	1
7:15 AM	1	2	3	2	8	1	2	3	1	7	0	0	0	1	1
7:30 AM	5	6	8	1	20	2	6	4	1	13	3	0	4	0	7
7:45 AM	1	9	4	4	18	0	2	1	2	5	1	7	3	2	13
8:00 AM	2	4	9	4	19	0	3	4	2	9	2	1	5	2	10
8:15 AM	6	6	6	5	23	1	4	3	4	12	5	2	3	1	11
8:30 AM	2	7	5	2	16	1	7	4	2	14	1	0	1	0	2
8:45 AM	1	3	4	3	11	0	3	3	2	8	1	0	1	1	3
TOTAL	20	38	43	23	124	7	28	26	15	76	13	10	17	8	48
4:00 PM	2	4	3	4	13	0	3	2	2	7	2	1	1	2	6
4:15 PM	3	4	2	2	11	3	3	2	1	9	0	1	0	1	2
4:30 PM	3	2	3	0	8	2	1	2	0	5	1	1	1	0	3
4:45 PM	2	9	12	2	25	1	8	9	1	19	1	1	3	1	6
5:00 PM	8	13	11	1	33	6	11	5	0	22	2	2	6	1	11
5:15 PM	2	5	6	3	16	0	2	3	1	6	2	3	3	2	10
5:30 PM	3	10	5	1	19	2	7	3	0	12	1	3	2	1	7
5:45 PM	5	1	7	0	13	5	1	5	0	11	0	0	2	0	2
TOTAL	28	48	49	13	138	19	36	31	5	91	9	12	18	8	47

AimTD LLC
TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:
Tue, Feb 23, 16

LOCATION:
NORTH & SOUTH: Placentia
EAST & WEST: Kraemer
Chapman

PROJECT #: SC0856
LOCATION #: 10
CONTROL: SIGNAL

NOTES:

AM	▲ N	E ▶
PM		
MD	◀ W	S
OTHER		
OTHER	▼	E ▶
OTHER		

Add U-Turns to Left Turns

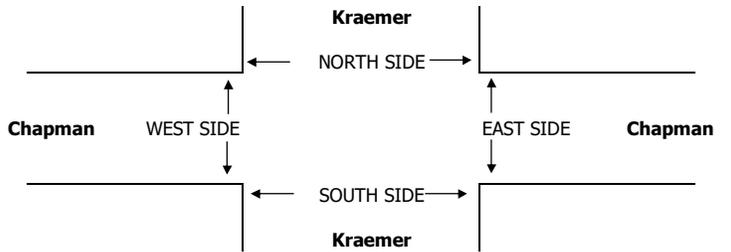
LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Kraemer			Kraemer			Chapman			Chapman			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2.5	0.5	1	2.5	0.5	2	1	0	1	2	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

AM	7:00 AM	21	49	19	2	264	46	27	20	65	42	31	7	593
	7:15 AM	44	78	15	6	256	55	34	30	76	65	53	7	719
	7:30 AM	56	104	20	11	279	55	51	34	75	42	90	14	831
	7:45 AM	48	14	46	7	261	71	43	58	102	65	99	15	829
	8:00 AM	37	152	54	3	297	61	40	63	94	54	101	21	977
	8:15 AM	52	80	41	6	228	46	43	38	59	74	84	18	769
	8:30 AM	51	70	8	5	166	51	29	26	53	39	71	8	577
	8:45 AM	29	86	25	5	202	46	26	35	43	41	40	6	584
	VOLUMES	338	633	228	45	1,953	431	293	304	567	422	569	96	5,879
	APPROACH %	28%	53%	19%	2%	80%	18%	25%	26%	49%	39%	52%	9%	
APP/DEPART	1,199	/	1,022	2,429	/	2,944	1,164	/	578	1,087	/	1,335	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	193	350	161	27	1,065	233	177	193	330	235	374	68	3,406	
APPROACH %	27%	50%	23%	2%	80%	18%	25%	28%	47%	35%	55%	10%		
PEAK HR FACTOR	0.724			0.918										
APP/DEPART	704	/	595	1,325	/	1,629	700	/	382	677	/	800	0	
PM	4:00 PM	71	254	36	12	133	56	53	51	37	30	27	10	770
	4:15 PM	83	284	30	9	153	43	55	84	56	35	33	7	872
	4:30 PM	57	285	49	31	114	47	56	70	39	34	29	10	821
	4:45 PM	78	317	48	12	147	57	70	53	37	31	26	6	882
	5:00 PM	56	319	59	10	150	37	58	60	55	38	20	9	871
	5:15 PM	66	360	58	12	157	65	68	73	70	36	38	5	1,008
	5:30 PM	68	337	68	18	138	44	52	67	54	31	24	12	913
	5:45 PM	69	307	44	13	130	55	60	86	63	40	37	18	922
	VOLUMES	548	2,463	392	117	1,122	404	472	544	411	275	234	77	7,059
	APPROACH %	16%	72%	12%	7%	68%	25%	33%	38%	29%	47%	40%	13%	
APP/DEPART	3,403	/	3,007	1,643	/	1,781	1,427	/	1,075	586	/	1,196	0	
BEGIN PEAK HR	5:00 PM													
VOLUMES	259	1,323	229	53	575	201	238	286	242	145	119	44	3,714	
APPROACH %	14%	73%	13%	6%	69%	24%	31%	37%	32%	47%	39%	14%		
PEAK HR FACTOR	0.935			0.886										
APP/DEPART	1,811	/	1,609	829	/	948	766	/	580	308	/	577	0	

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
2	0	0	0	2
1	0	0	0	1
3	0	0	1	4

0	1	2	3	6
0	2	1	4	7
1	0	0	4	5
1	2	11	4	18
0	0	0	5	5
0	1	0	4	5
1	3	0	0	4
1	0	0	7	8
4	9	14	31	58



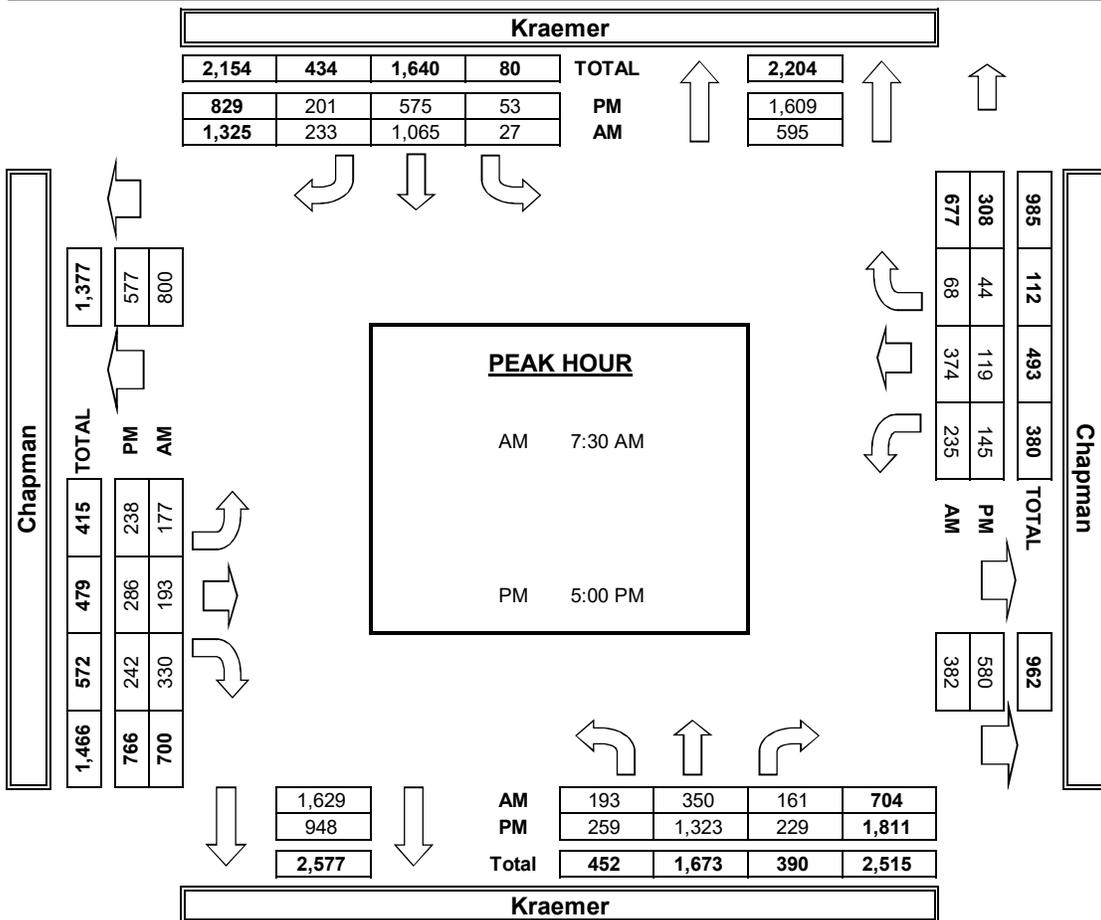
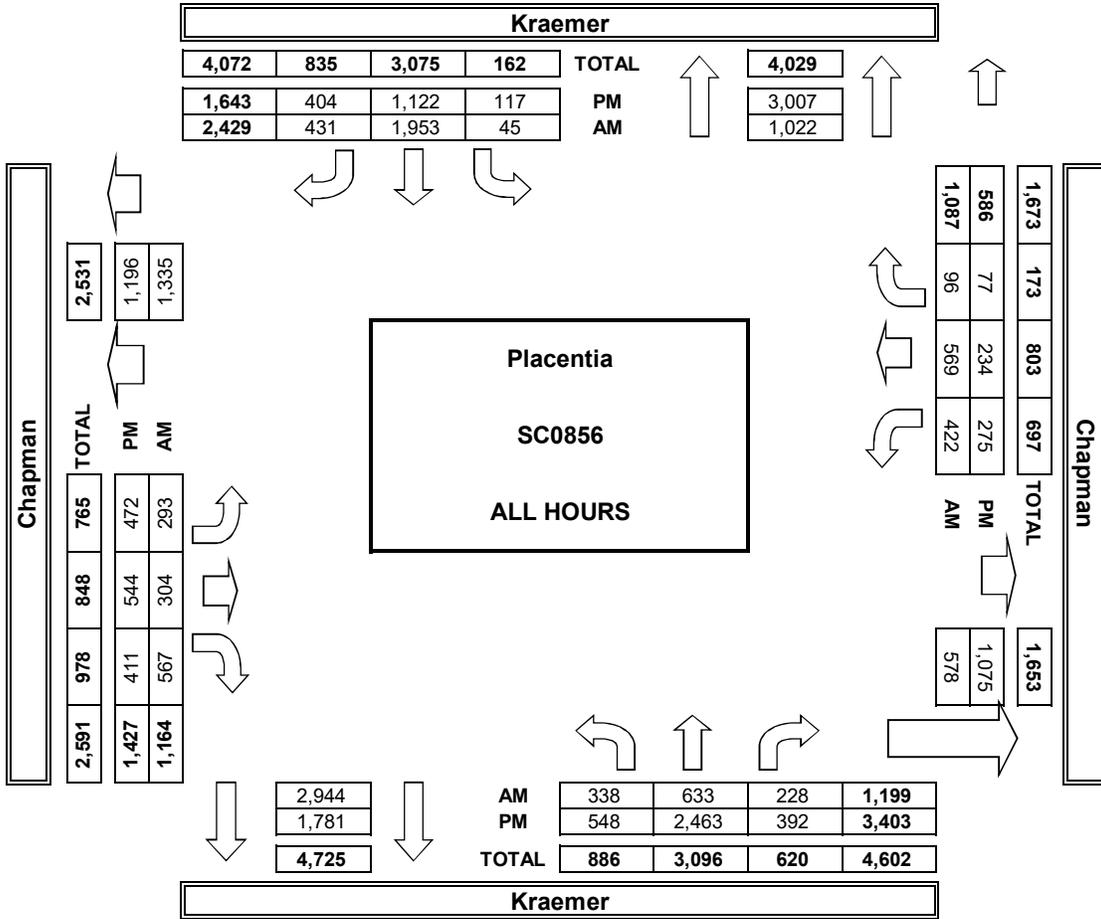
AM	7:00 AM	3	2	2	3	10
	7:15 AM	5	7	5	3	20
	7:30 AM	3	8	19	4	34
	7:45 AM	0	3	2	0	5
	8:00 AM	8	14	26	3	51
	8:15 AM	5	4	6	3	18
	8:30 AM	5	5	10	0	20
	8:45 AM	1	3	2	0	6
TOTAL	30	46	72	16	164	
PM	4:00 PM	7	4	4	0	15
	4:15 PM	7	11	1	3	22
	4:30 PM	1	10	0	5	16
	4:45 PM	1	5	1	0	7
	5:00 PM	5	4	3	3	15
	5:15 PM	1	4	0	3	8
	5:30 PM	3	4	0	1	8
	5:45 PM	3	2	2	2	9
TOTAL	28	44	11	17	100	

PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
3	2	2	3	10
5	7	5	3	20
3	8	19	4	34
0	3	2	0	5
8	14	26	3	51
5	4	6	3	18
5	5	10	0	20
1	3	2	0	6
30	46	72	16	164
7	4	4	0	15
7	11	1	3	22
1	10	0	5	16
1	5	1	0	7
5	4	3	3	15
1	4	0	3	8
3	4	0	1	8
3	2	2	2	9
28	44	11	17	100

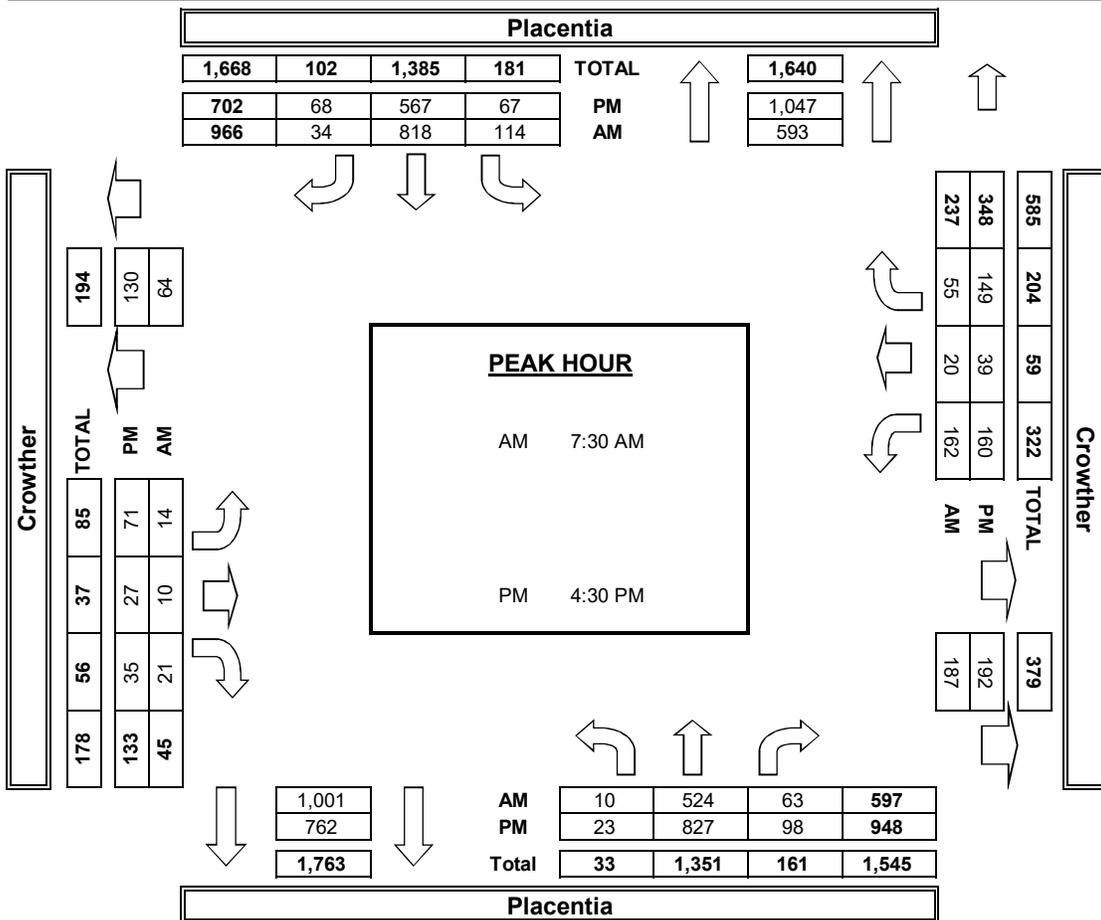
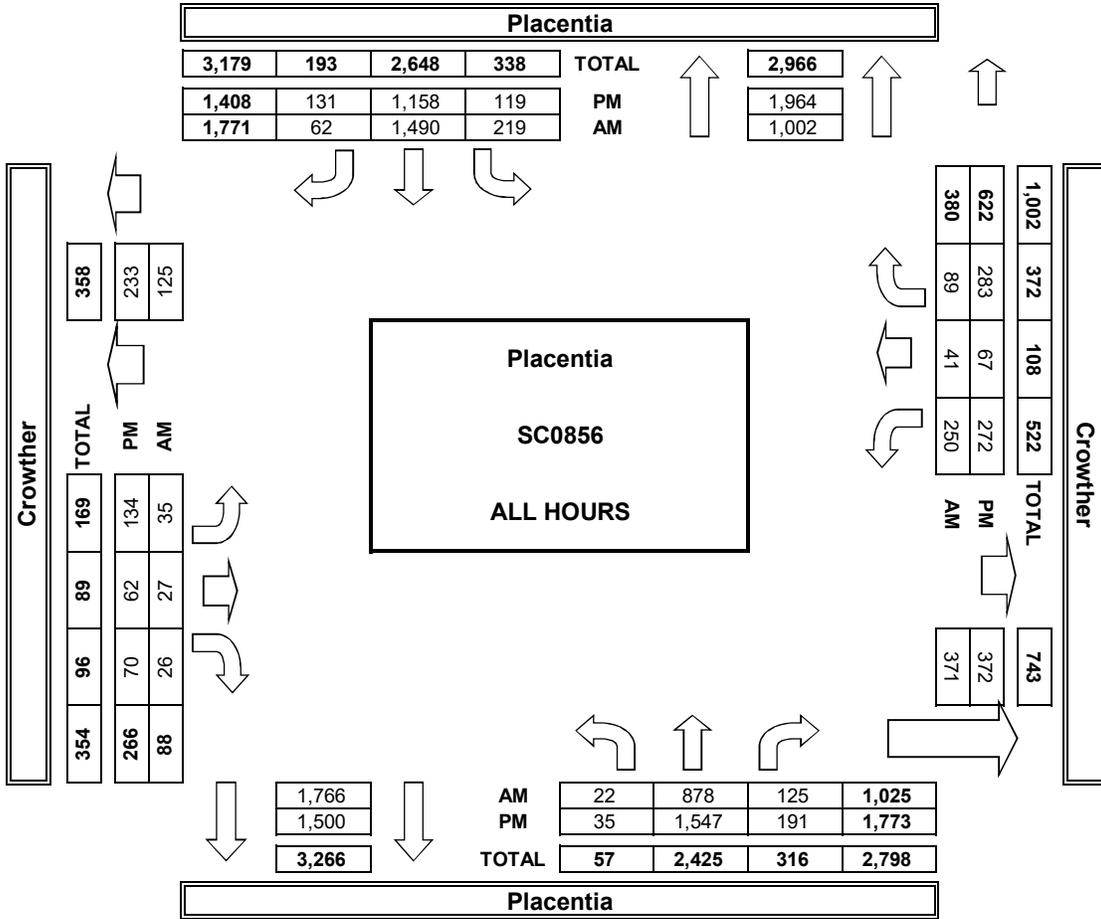
PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
3	2	1	0	6
5	5	4	2	16
3	8	18	1	30
0	3	1	0	4
6	14	24	1	45
4	4	6	3	17
5	5	8	0	18
0	2	1	0	3
26	43	63	7	139
4	4	4	0	12
6	8	1	2	17
1	10	0	2	13
1	4	1	0	6
5	3	3	1	12
1	4	0	3	8
2	3	0	1	6
2	2	2	2	8
22	38	11	11	82

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	1	3	4
0	2	1	1	4
0	0	1	3	4
0	0	1	0	1
2	0	2	2	6
1	0	0	0	1
0	0	2	0	2
1	1	1	0	3
4	3	9	9	25
3	0	0	0	3
1	3	0	1	5
0	0	0	3	3
0	1	0	0	1
0	1	0	2	3
0	0	0	0	0
1	1	0	0	2
1	0	0	0	1
6	6	0	6	18

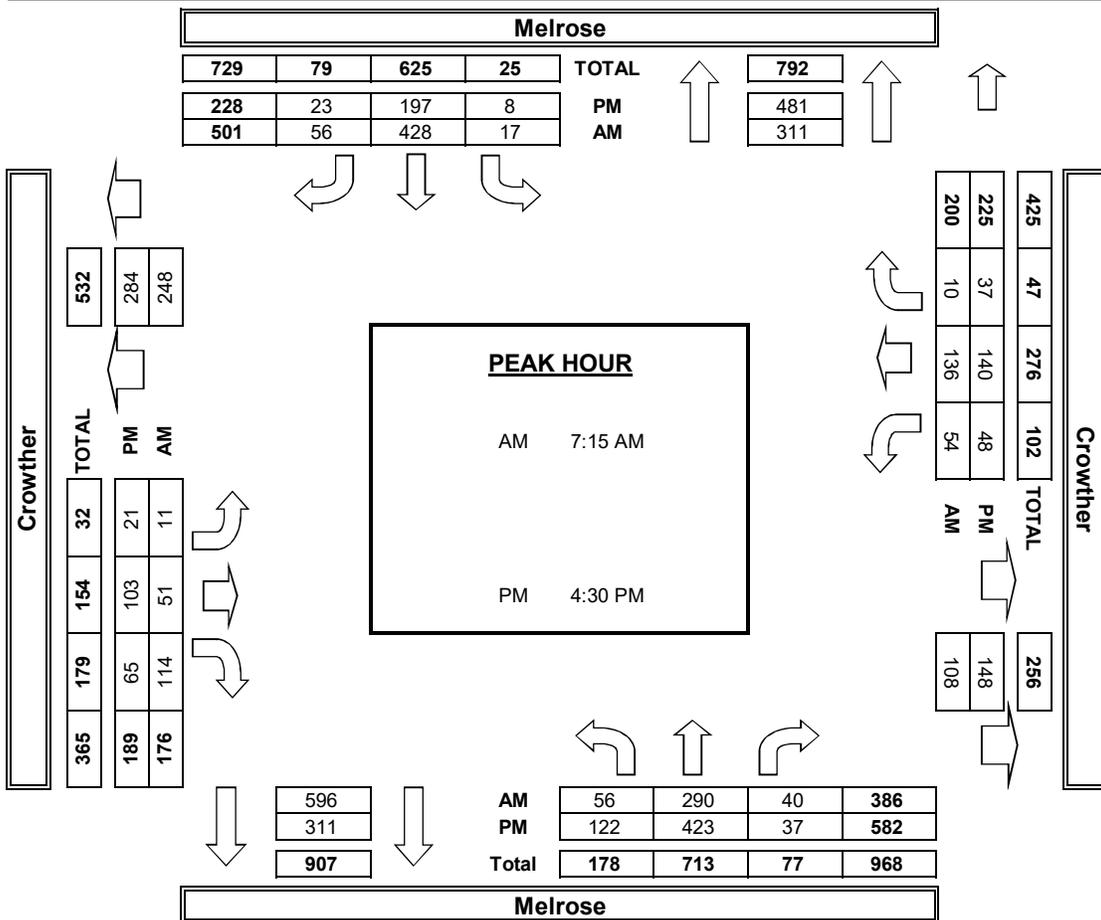
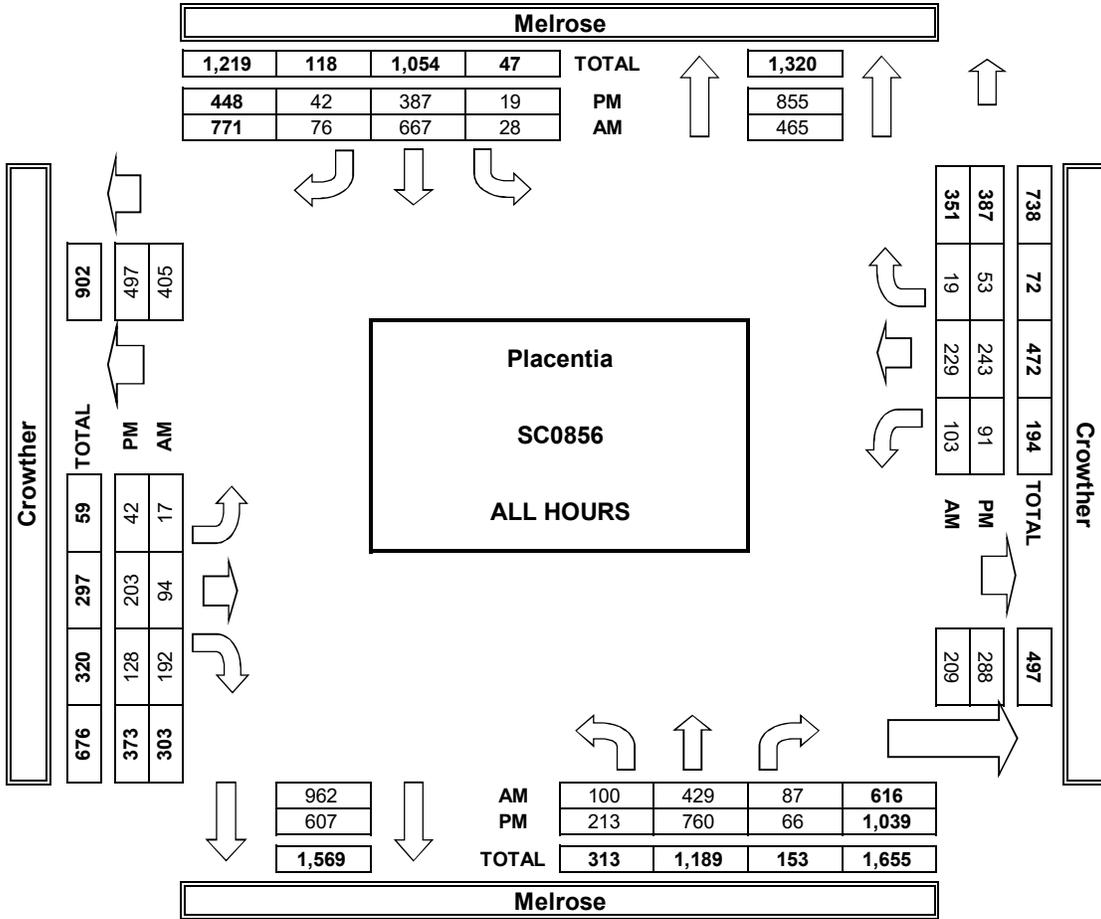
AimTD LLC
TURNING MOVEMENT COUNTS



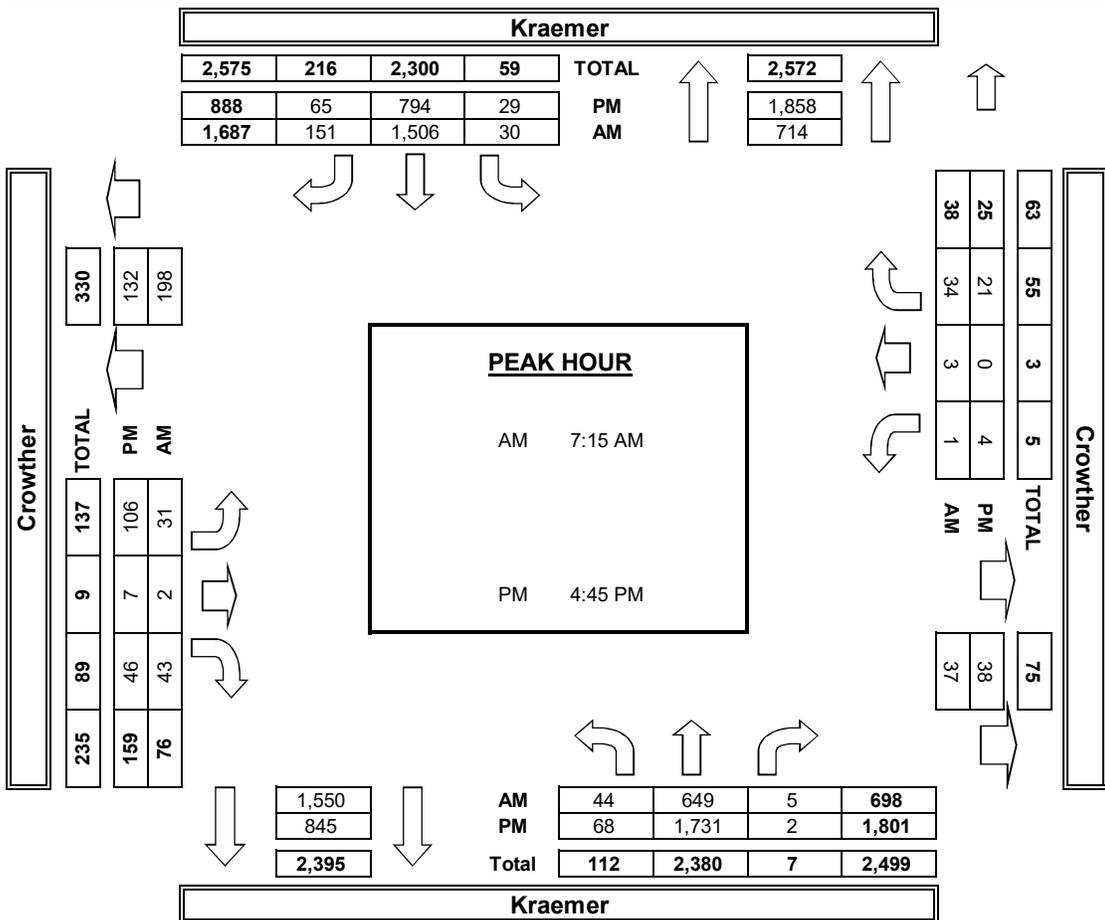
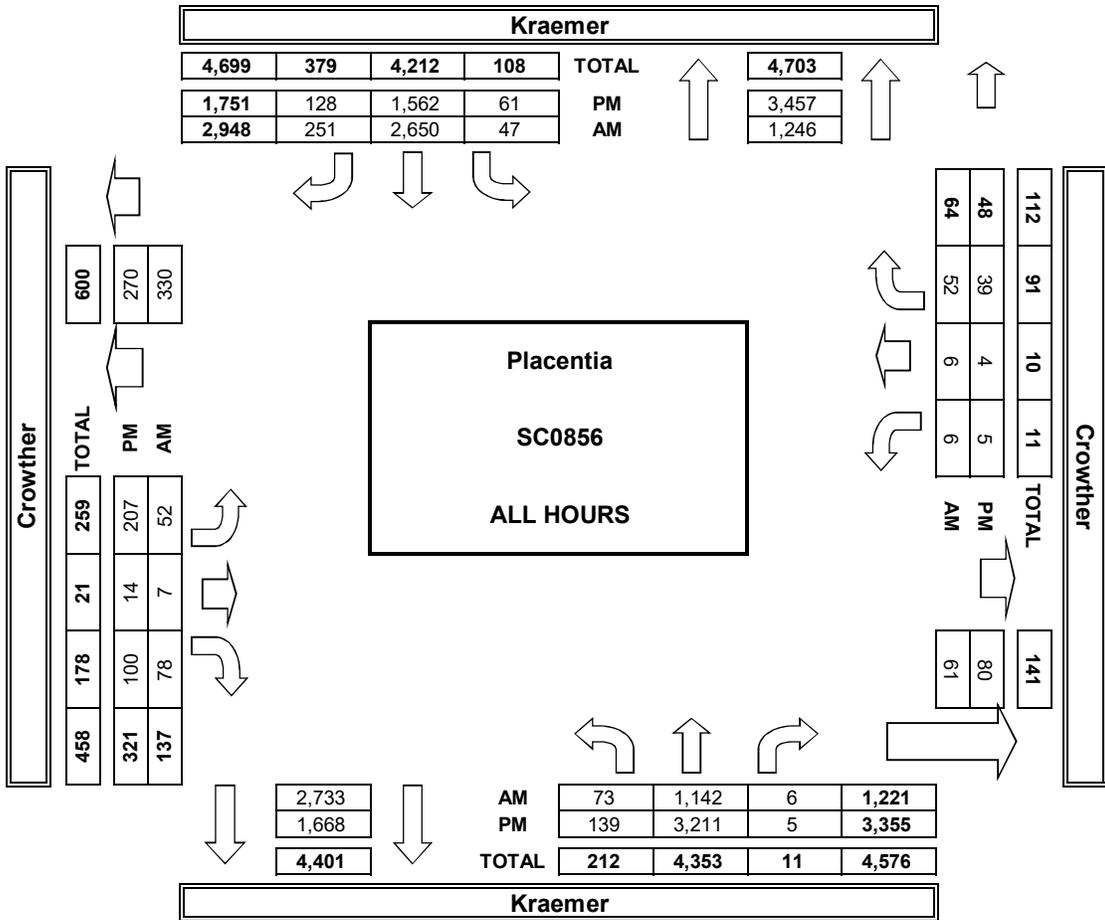
AimTD LLC
TURNING MOVEMENT COUNTS



AimTD LLC
TURNING MOVEMENT COUNTS



AimTD LLC
TURNING MOVEMENT COUNTS



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_1040_001

Day: THURSDAY

City: City of Fullerton

Date: 2/28/2013

AM

NS/EW Streets:	Placentia Ave			Placentia Ave			Orangethorpe Ave			Orangethorpe Ave			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 1	SL 2	ST 2	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 1	
7:00 AM	8	25	13	32	47	34	34	90	3	19	126	35	466
7:15 AM	7	55	15	29	61	49	30	107	4	28	132	52	569
7:30 AM	12	50	16	31	67	50	42	144	4	29	181	51	677
7:45 AM	8	52	23	33	68	74	41	126	9	27	229	42	732
8:00 AM	9	49	23	27	52	51	36	115	10	25	183	53	633
8:15 AM	12	42	14	47	45	37	31	99	6	25	183	41	582
8:30 AM	13	34	20	57	48	32	26	84	5	24	167	64	574
8:45 AM	11	47	17	38	29	38	27	90	5	25	181	72	580
TOTAL VOLUMES :	NL 80	NT 354	NR 141	SL 294	ST 417	SR 365	EL 267	ET 855	ER 46	WL 202	WT 1382	WR 410	TOTAL 4813
APPROACH %'s :	13.91%	61.57%	24.52%	27.32%	38.75%	33.92%	22.86%	73.20%	3.94%	10.13%	69.31%	20.56%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	41	193	76	138	232	212	150	484	29	106	776	187	2624
PEAK HR FACTOR :	0.934			0.831			0.872			0.897			0.896

CONTROL : 1-Way Stop WB

UTURNS			
NB	SB	EB	WB
			0
			0
			0
			0
			0
			0
			1
NB 0	SB 0	EB 0	WB 1

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_1040_001

Day: THURSDAY

City: City of Fullerton

Date: 2/28/2013

PM

NS/EW Streets:	Placentia Ave			Placentia Ave			Orangethorpe Ave			Orangethorpe Ave			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 1	SL 2	ST 2	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 1	
4:00 PM	13	76	35	48	75	50	38	169	16	39	158	55	772
4:15 PM	14	57	39	54	72	45	54	129	22	44	187	56	773
4:30 PM	15	67	22	68	67	60	57	178	13	39	191	64	841
4:45 PM	15	79	34	56	55	50	42	148	9	29	198	53	768
5:00 PM	13	84	20	76	83	62	44	196	8	32	228	73	919
5:15 PM	12	84	17	55	72	56	51	144	13	36	213	51	804
5:30 PM	13	67	23	59	68	48	45	147	10	35	204	77	796
5:45 PM	12	67	25	53	44	41	46	140	5	28	189	57	707
TOTAL VOLUMES :	NL 107	NT 581	NR 215	SL 469	ST 536	SR 412	EL 377	ET 1251	ER 96	WL 282	WT 1568	WR 486	TOTAL 6380
APPROACH %'s :	11.85%	64.34%	23.81%	33.10%	37.83%	29.08%	21.87%	72.56%	5.57%	12.07%	67.12%	20.80%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	55	314	93	255	277	228	194	666	43	136	830	241	3332
PEAK HR FACTOR :	0.902			0.860			0.910			0.906			0.906

UTURNS			
NB	SB	EB	WB
			1
			1
			2
			0
			0
			1
			2
			0
NB 0	SB 0	EB 0	WB 7

CONTROL : 1-Way Stop WB

ITM Peak Hour Summary

Prepared by:



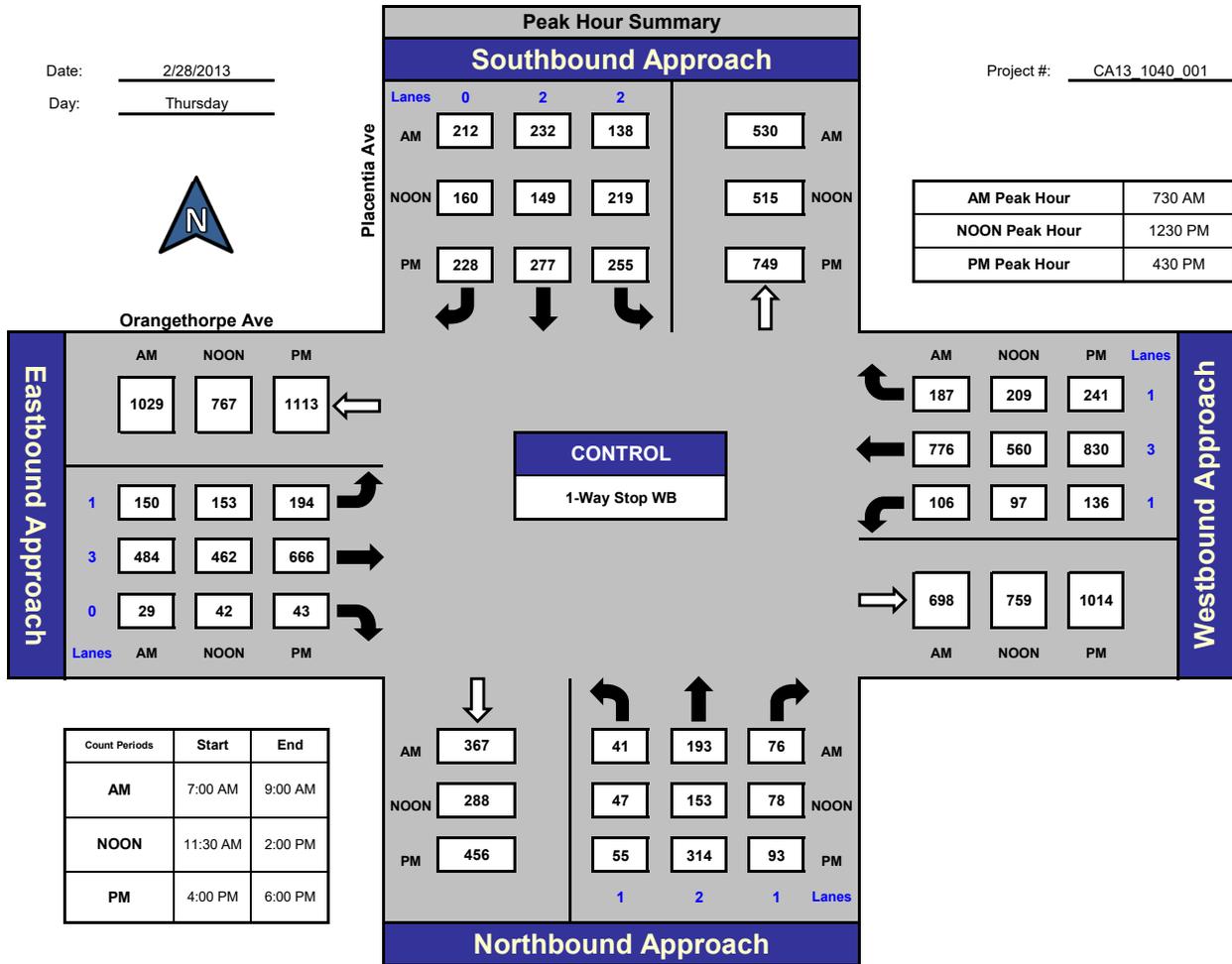
National Data & Surveying Services

Placentia Ave and Orangethorpe Ave, City of Fullerton

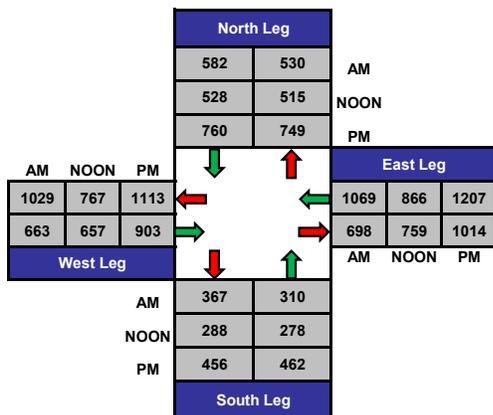
Date: 2/28/2013

Day: Thursday

Project #: CA13_1040_001



Total Ins & Outs



Total Volume Per Leg

