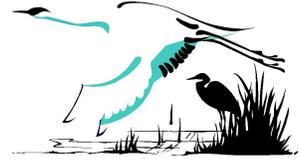


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MEMORANDUM

September 3, 2019

From: Tom Dodson

To: Mr. Joseph Lambert, Director of Development Services

Subj: Completion of the Final Environmental Impact Report for the Rich Heritage, Bright Future: Placentia General Plan (General Plan Update), SCH# 2018101031

The City of Placentia (City) distributed the Draft Environmental Impact Report (DEIR) for the Rich Heritage, Bright Future: Placentia General Plan (General Plan Update), SCH# 2018101031 for public review with the review starting on July 12, 2019 and ending on August 26, 2019. The City received seven (7) comment letters on this project and these letters are attached along with responses to each of the comments raised. The contents of a Final EIR are defined in Section 15132 of the State California Environmental Quality Act (CEQA) Guidelines and include the following requirements: the Draft EIR; comments and recommendations received on the Draft; a list of parties commenting on the Draft EIR; responses to comments by the CEQA Lead Agency (City); a mitigation monitoring and reporting program; and any other environmental information added by the Lead Agency as part of its decision-making process for a project. Because this DEIR did not identify any unavoidable significant adverse impacts that could not be mitigated, a Statement of Overriding Considerations will not be required as part of the decision-making package before the Final PEIR can be certified. This memorandum and the attached responses to comments contained herein constitute a portion of the Final EIR for the City on this proposed project.

The following agencies and parties submitted written comments, which are addressed in the attached responses to comments attachment.

1. Governor's Office of Planning and Research, State Clearinghouse and Planning Unit
2. Orange County Fire Authority
3. South Coast Air Quality Management District
4. Department of Transportation, District 12 (Caltrans)
5. Metrolink
6. Orange County Transportation Authority (OCTA, 8/26/19)
7. Orange County Transportation Authority (OCTA, 8/28/19)

This memorandum, combined with the Draft EIR, the above list of commenters, the attached comment letters and responses, the Mitigation Monitoring and Reporting Program, and other staff materials in the final administrative record constitute the Final EIR for the City of Placentia. The City Planning Commission will hold a meeting on September 10, 2019 at 6:30 p.m. or thereafter to consider a recommendation to certify the Final EIR (SCH# 2018101031) and approval of the Rich Heritage, Bright Future: Placentia General Plan (General Plan Update). The meeting will be held at the City Administrative Center located at 401 E. Chapman Avenue, Placentia, California in the Council Chambers.

After review and response to all of the comments, the Final EIR identifies the same potential less than significant adverse impacts as were forecast in the Draft EIR. After taking into consideration the comments submitted by the above parties, the data and analysis continue to indicate that no significant impacts to the environment, will result from implementing the proposed General Plan Update. The data in the Final EIR support a finding that all potential adverse environmental impacts are either less than significant without mitigation (primarily due to specific goals and policies contained in the General Plan Update), or are less than significant with implementation of the identified mitigation measures. This finding is consistent with that identified in the Draft EIR. No recirculation of the Draft EIR will be necessary. The Final EIR package is now ready for consideration and certification by the Placentia Planning Commission and City Council.

Do not hesitate to contact me a call if you have any questions regarding the enclosed material.

Sincerely,

Tom Dodson

TD/cmc

Attachments

**RESPONSES TO COMMENTS
LETTER #1
GOVERNORS OFFICE OF PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT**

- 1-1 This is an acknowledgment letter verifying that the State Clearinghouse submitted the Draft EIR to selected state agencies for review, and that no state agency submitted comments through the Clearinghouse by the close of the review period, which occurred on August 26, 2019. The State assigned this project the following tracking number, SCH#2018101031. The Clearinghouse letter is for information only and does not require additional formal response.

**RESPONSES TO COMMENTS
LETTER #2
ORANGE COUNTY FIRE AUTHORITY**

- 2-1 The comment is noted and will be retained in the project file that is made available to the City decision-makers prior to a decision on the proposed project. The City appreciates the effort expended by the OCFA to make the edits to this DEIR to ensure accuracy.
- 2-2 The referenced text has been modified to incorporate this change in Chapter 1.
- 2-3 The referenced text has been modified to incorporate this change in Chapter 3.

- 2-4 The referenced text has been modified to incorporate this change in Chapter 3.
- 2-5 The referenced text has been modified to incorporate this change in Chapter 3.
- 2-6 The referenced text has been modified to incorporate these changes in Chapter 4.10.

- 2-7 The referenced text has been modified to incorporate these changes in Chapter 4.10.
- 2-8 The referenced text has been modified to incorporate these changes in Chapter 4.10.
- 2-9 The referenced text has been modified to incorporate these changes in Chapter 4.10.

- 2-10 The referenced text has been modified to incorporate this change in Chapter 4.12.
- 2-11 The referenced text has been modified to incorporate these changes in Chapter 4.16.
- 2-12 The referenced text has been modified to incorporate this change in Chapter 4.16.
- 2-13 The referenced text has been modified to incorporate this change in Chapter 4.16.

2-14 The referenced text has been modified to incorporate this change in Chapter 4.16.

2-15 The referenced text has been modified to incorporate this change in Chapter 4.16.

2-16 The referenced text has been modified to incorporate this change in Chapter 4.16.

**RESPONSES TO COMMENTS
LETTER #3
SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT**

- 3-1 The comment is noted and will be retained in the project file that is made available to the City decision-makers prior to a decision on the proposed project.
- 3-2 The future development scenario is accurate.
- 3-3 The comment is noted and will be retained in the project file that is made available to the City decision-makers prior to a decision on the proposed project. The General Plan provides a planning scenario for future development within the City of Placentia. The Plan does not identify a specific development projects for which a realistic construction scenario could be identified. Therefore, it was not possible to provide a construction scenario that would not be speculative. Note that the operations/occupancy emission forecast relied substantially on the implementation of the extensive air quality emission control policies as well as the two mitigation measures. Further note that with only 54.5 vacant acres available for development, the growth in the City is almost wholly dependent on redevelopment for which the potential development cannot be identified at this time; i.e., it would be speculative (refer to State CEQA Guidelines Section 15145).
- 3-4 The comment is noted and will be retained in the project file that is made available to the City decision-makers prior to a decision on the proposed project. Please refer to response to comment 3-3. The City’s General Plan Update incorporates detailed Plan policies that are designed to minimize future air emissions. These policies range from reductions in future energy use to extensive efforts to support non-vehicular modes of transportation. As noted in the preceding comment (3-3) there was no specific project to analyze and attempt to use the standard emission thresholds established by SCAQMD. If transportation alone is considered, full development of the City will result in a total of 1,992 new trips. This is such a small increase that emission thresholds will not be exceeded, but when examined over a 20-year period, it equates to about 50 trips per year, on average. The number of units and future City occupants identified in this comment, fail to understand define future residential development as being build with 20 ten-story residential structures or wholesale redevelopment of single-family detached units. When confronted with this inherent future development dilemma (in both type and timing of development), the City concluded that it would be too speculative to create air emission forecast scenarios. Instead, the City decided to establish goals and policies that would minimize emissions. These goals and policies are incorporated throughout all of the Update’s elements, but the following examples from the Conservation Element of the General Plan are designed to ensure minimum emissions for all future development, whether it is only on the remaining 54.5 undeveloped acreage in the City or encompasses future redevelopment of existing developed land.

Goal	CON-2	<i>Reduce air pollution through proper land use and transportation planning.</i>
Policies	CON-2.1	Cooperate with the South Coast Air Quality Management District and the Southern California Association of Governments in their effort to implement provisions of the region’s current Air Quality Management Plan.
	CON-2.2	Design safe and efficient vehicular access to commercial land uses from arterial streets to ensure efficient vehicular ingress and egress.

- CON-2.3 Locate multiple family developments close to commercial areas to encourage pedestrian rather than vehicular travel.
 - CON-2.4 Develop neighborhood parks near concentrations of residents to encourage walking to parks. Use the Quimby in-lieu to fund new and expanded park space.
 - CON-2.5 Implement through design requirements, the Complete Street tenets. Encourage the design of commercial areas to foster pedestrian circulation.
 - CON-2.6 Cooperate and participate in regional air quality management plans, programs, and enforcement measures.
 - CON-2.7 Implement the required components of the Congestion Management Plan, and continue to work with Orange County Transportation Authority on annual updates to the CMP.
 - CON-2.8 Encourage and expand the use of electric charging station for EV vehicles. This would be in private and public development.
 - CON-2.9 Adopt a Climate Action Plan by December 2022.
 - CON-2.10 Utilize California Air Resources Board (CARB) recommendations to evaluate the siting of dry cleaners, chrome platers, large gas stations, freeways, and other high pollutant sources near residences, health care facilities, schools, and other sensitive land uses.
 - CON-2.11 Encourage alternative modes of travel to work and school by maximizing transit service, purchasing alternative fuel vehicles, completing all sidewalks, rideshare, bikeshare programs (and scooter share programs) and creating and expanding a network of multiuse trails and bicycle paths. Focus on connecting Placentia and Fullerton along bikeways, using the Placentia Metrolink station as a catalyst.
 - CON-2.12 Encourage mixed use development as a way to preserve natural resources.
- Goal** **CON-3** ***Improve air quality by reducing the amount of vehicular emissions in Placentia.***
- Policies**
- CON-3.1 Utilize incentives, regulations and/or Transportation Demand Management (TDM) programs in cooperation with other jurisdictions in the South Coast Air Basin to reduce and eliminate vehicle trips.
 - CON-3.3 Promote and establish modified work schedules for private development and employers which reduce peak period auto travel. This applies to the City government services but supports private industry efforts as well.
 - CON-3.4 Cooperate in and encourage efforts to promote the Metrolink Station by residents and visitors to Placentia. Expand bus, railroad and other forms of transit serving the City and the urbanized portions of Orange County.
 - CON-3.5 Expand the use of alternative fueled vehicles for city services.
 - CON-3.6 Encourage non-motorized transportation through the provision of bicycle and pedestrian pathways.
 - CON-3.7 Encourage employer rideshare and transit incentives programs by local businesses.

	CON-3.8	Manage parking supply to discourage auto use, while ensuring that economic development goals are not sacrificed.
	CON-3.9	Encourage businesses to alter truck delivery routes and local delivery schedules to lesser traveled roads during peak hours, or switch to off-peak delivery hours.
	CON-3.10	Implement Citywide traffic flow improvements outlined in the Mobility Element.
	CON-3.11	Support state and federal legislation which would improve vehicle/transportation technology and cleaner fuels.
	CON-3.12	Support efforts to balance jobs and housing to provide housing options and job opportunities to reduce commuting.
	CON-3.13	Encourage a mix of land uses located together to reduce vehicle trips and miles traveled.
	CON-3.14	Participate in and create incentive and rebate programs for alternative fuel vehicles.
	CON-3.15	Educate residents and commercial business owner on any rebate programs for solar heating and cooling in both residential and commercial structures.
	CON-3.16	Require new developments to install electric vehicle charging stations.
	CON-3.17	Install electric vehicle charging stations at City owned properties.
	CON-3.18	Implement a bicycle sharing program at the new transit station.
Goal	CON-4	<i>Reduce particulate emissions to the greatest extent feasible.</i>
Policy	CON-4.1	Continue policies to minimize particulate matter emissions during road and building construction and demolition.
Goal	CON-5	<i>Reduce emissions through reduced energy consumption and promote sustainable and renewable energy sources.</i>
Policies	CON-5.1	Promote energy conservation in all sectors of the City including residential, commercial, and industrial.
	CON-5.2	Promote local recycling of wastes and the use of recycled materials in both private and public projects and uses.
	CON-5.3	Encourage solar swimming pool heaters and residential and commercial water heaters and other energy using appliances.
Goal	CON-6	<i>Conserve energy resources through the use of available technology such as solar and other conservation practices.</i>
Policies	CON-6.1	Encourage innovative site planning and building designs that minimize energy consumption by taking advantage of sun/shade patterns, prevailing winds, landscaping, and building materials.
	CON-6.2	Encourage new development and existing structures to install energy efficient equipment.

The City believes that these goals and policies will be more effective than mitigation measures because developers will be required to demonstrate that future projects meet the above requirements as they are designed, not after the fact. Based on the preceding information, the City believes it has embarked on a future of development that will meet and exceed the SCAQMD goals for reducing air emissions in the South Coast Air Basin.

- 3-5 The comment is noted and will be retained in the project file that is made available to the City decision-makers prior to a decision on the proposed project. These responses will be made available to the District as prescribed by Para. 21092.5 of the CEQA statute.
- 3-6 The City appreciates the identification of a District point of contact.

3-7 The City concluded that it is speculative to assume what type of redevelopment might occur in the future. As outlined in the DEIR, only 54.5 acres of developable land are currently vacant within City. In five-year increments over 20 years this would result in about 2.7 acres of development within each year. This is clearly a *de minimis* amount of development from both a construction and operational/occupancy standpoint for air emissions. Under such a circumstance it is highly unrealistic to have the City speculate about future development with no rational basis to even make reasonable assumptions, let alone speculate about future rules and regulations pertaining to air quality. As noted in the previous responses, the City believes that the goals and policies of the General Plan Update will control air emissions from any future development better than listing specific mitigation measures in this EIR

- 3-8 The use of SCAQMD thresholds of significance is not mandatory as this comment indicates. The City finds that the emission comparison approach used in the DEIR is appropriate where there are no scenarios from which to construct a specific-emissions forecast during any discrete period. As noted, the City has only 54.5 acres of vacant land with varying land use designations and it is not feasible or reasonable to create any redevelopment scenarios “whole cloth” in this current environment where redevelopment areas do not even exist. For the time being the City believes it is more realistic to evaluate impacts of the Plans goals and policies on future emission reductions than to arbitrarily create forecasting scenarios that would be totally speculative.
- 3-9 For the reasons outlined in response 3-7, the City does not concur with this recommendation to analyze interim years.

3-10 Please refer to responses to comments 3-4, 3-7 and 3-8. As stated, the City does not believe it is possible to construct feasible or reasonable scenarios that will allow the forecasts identified within the scope of this comment.

3-11 The City concurs with the SCQMD recommendations in this extended comment on Health Risk Reduction Strategies, and the City concludes that the following policies require implementation of these strategies.

Goal	HW/EJ-10	<i>Promote to land use and development patterns that reduce greenhouse gas emissions, improve respiratory health, enhance air quality and reduce climate change impacts in disadvantage communities.</i>
Policies	HW/EJ-10.1	Promote land use patterns that reduce driving and promote walking, cycling, and transit use.
	HW/EJ-10.2	Discourage locating truck routes on primarily residential streets and in DACs.
	HW/EJ-10.3	Pursue funding for and implement transportation projects, policies, and guidelines that improve air quality.
	HW/EJ-10.4	Continue to promote and support transit improvements or public facilities that are powered by electricity, solar, alternative fuels (i.e., CNG or LNG), or that meet or exceed SULEV (Super Ultra Low Emissions Vehicle) emission standards.
	HW/EJ-10.5	Require landscaping, ventilation systems, double-paned windows, setbacks, landscaping, barriers, ventilation systems, air filters and other measures to achieve healthy indoor air quality and noise levels in the development of new sensitive land uses.
	HW/EJ-10.6	Continue purchase or lease of fuel-efficient and low- emissions vehicles for City fleet vehicles. Include electric vehicle charging stations and priority parking for alternative fuel vehicles at all public facilities. Require EV charging stations and priority parking in all new private development.
	HW/EJ-10.7	Prohibit new sources of air pollutant emissions in the disadvantaged communities to minimize impacts on the population, especially children and the senior community and encourage any existing sources of emissions to use feasible measures to minimize emissions that could impact air quality.
	HW/EJ-10.8	Working with Caltrans, determine what if any mitigation measures can be implemented to reduce air quality impacts from freeway adjacencies, particularly impacting the DACs.
	HW/EJ-10.9	Consider any potential air quality impacts when making land use decisions for new development, even if not required by California Environmental Quality Act.
	HW/EJ-10.10	Consider adopting a Second-Hand Smoke Ordinance to reduce exposure to harmful effects of second-hand smoke in indoor and outdoor areas. Continue to make efforts to protect vulnerable populations, such as children and seniors from exposure to second-hand smoke.
	HW/EJ-10.11	Distribute information on how to reduce or eliminate sources of indoor air pollution.
	HW/EJ-10.12	Conduct a public information campaign to let residents living within 1,000 feet of a freeway know what mitigation measures they can take. These would include things such as installing high-efficiency air filters, keeping windows closed in the early morning, refraining from outdoor exercise in the mornings, installing thick landscaping, reducing driving, and using public transport instead.

Goal	<i>HW/EJ-11</i>	<i>Promote land use and development patterns that reduce greenhouse gas emissions and reduce climate change impacts in DACs.</i>
Policies	HW/EJ-11-1	Prepare a Climate Action Plan to identify ways to reduce citywide GHG emissions and minimize the impacts of climate change on Placentia residents.
	HW/EJ-11-2	Create an “Urban Forest” Plan to address the need for planning, planting, and maintaining trees in the City and DACs to mitigate heat exposure for Placentia residents. The plan should focus on providing shade trees to reduce the “heat-island” effect.
	HW/EJ-11-4	Create a “Green Roof” program or provide incentives to construct green roofs in the City to minimize the “heat-island” effect in DACs.
Goal	<i>HW/EJ 12</i>	<i>Take measures to reduce pollution exposure and improve air quality in disadvantaged communities.</i>
Policies	HW/EJ-12-1	Review and update City regulations and/or requirements, as needed, based on improved technology and new regulations including updates to the Air Quality Management Plan (AQMP) and rules and regulations from South Coast Air Quality Management District (SCAQMD).
	HW/EJ-12-2	In reviewing development proposals, site sensitive receptors (i.e., residences, schools, playgrounds, childcare centers, athletic facilities, churches, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes) away from significant pollution sources to the maximum extent feasible.
	HW/EJ-12-3	Avoid locating new homes, schools, childcare and elder care facilities, and health care facilities within 500 feet of freeways, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day.
	HW/EJ-12-4	Avoid siting new sensitive land uses within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week).
	HW/EJ-12-5	Avoid siting new sensitive land uses within 1,000 feet of a major service and maintenance rail yard.
	HW/EJ-12-6	Require project proponents to prepare health risk assessments in accordance with CARB and SCAQMD recommended procedures if new land uses are proposed within the distances described above for freeways, distribution facilities, and rail yards.
	HW/EJ-12-7	Re-designate truck routes away from sensitive land uses including schools, hospitals, elder and childcare facilities, or residences, where feasible.
	HW/EJ-12-8	Reduce industrial truck idling by enforcing California’s five (5) minute maximum law, requiring warehouse and distribution facilities to provide adequate on-site truck parking, and requiring refrigerated warehouses to provide generators for refrigerated trucks.
	HW/EJ-12-9	The City shall continue to minimize stationary source pollution through the following:

- Ensure that industrial and commercial land uses are meeting existing SCAQMD air quality thresholds by adhering to established rules and regulations.
- Encourage the use of new technology to neutralize harmful criteria pollutants from stationary sources.
- Reduce exposure of the City's sensitive receptors to poor air quality nodes through smart land use decisions.

HW/EJ-12-10 Encourage non-polluting industry and clean green technology companies to locate to the City.

HW/EJ-12-11 Work with the industrial business community to improve outdoor air quality through improved operations and practices.

HW/EJ-12-12 During the design review process, encourage the use of measures to reduce indoor air quality impacts (i.e., air filtration systems, kitchen range top exhaust fans, and low-VOC paint and carpet for new developments busy roadways with significant volumes of heavy truck traffic).

3-12 The City appreciates the recommended mitigation measures from the District. At this time the City finds that these are project specific measures that do not necessarily apply to a General Plan. The City will incorporate these measures as an Attachment to the DEIR Air Quality Study. These measures will be considered for each specific project considered by the City after the General Plan Update is approved and will implement individual measures contained in this comment where appropriate and feasible for these specific projects.

**RESPONSES TO COMMENTS
LETTER #4
DEPARTMENT OF TRANSPORTATION, DISTRICT 12**

- 4-1 The comment is noted and will be retained in the project file that is made available to the City decision-makers prior to a decision on the proposed project.
- 4-2 The summary description included in this comment is accurate.

- 4-3 Please refer to the Traffic Section of the DEIR (4-18) and the supporting Traffic Study in Volume 2 of the DEIR, Appendix 5. The analysis included the Orangethorpe/SR-57 onramps as part of the circulation system being evaluated. Based on the maximum 1,992 new trips generated with buildout of the 54.5 vacant acres remaining in the City, intersection analysis indicated this intersection would experience an unacceptable level of service. When this might occur over the next 20 years is not known as development within the City is not occurring at a predictable rate. Because of the limited volume of new traffic associated with buildout of the City, a decision was made that the mainline freeways would not incur significant impact and no evaluation of the mainline was conducted. If redevelopment occurs in the future, each the individual and cumulative traffic impacts will be given further evaluation.
- 4-4 When the City proceeds with improvements to the SR-57/Orangethorpe onramps and the Rose Drive/Imperial Highway (SR-90) intersection, it will closely coordinate any improvements with Caltrans. This will include detailed engineering and a schedule for construction.
- 4-5 Refer to response 4-4 regarding coordination of improvements in Caltrans right-of-way. The City has committed to giving priority to alternative modes of transportation and will explore the possibility of a multimodal transportation fee. The City is committed to Travel Demand Management (TDM) as embodied in many of the General Plan Update goals and policies. Several of the six TDM options are already embodied in these policies, and the City will consider others such as working with OCTA to reduce headway times for transit routes.

- 4-6 The City believes that MOB-1.5 and other related policies already incorporate Active Transportation Infrastructure, but the text of MOB-1.5 will be modified to include reference to this transportation measure. Also, the new General Plan Update policies clearly support encouraging future development to include bicycle facilities. For future commercial and industrial development, the inclusion of storage and shower facilities will be considered.
- 4-7 Refer to response to comment 4-5.

- 4-8 In addition to coordinating with Caltrans in instances where they own right-of-way at intersections proposed for improvement, the City will apply for and obtain permits as indicated in this comment.
- 4-9 The comment is noted and will be retained in the project file that is made available to the City decision-makers prior to a decision on the proposed project. The City appreciates having a Caltrans point of contact for future reference.

RESPONSES TO COMMENTS
LETTER #5
METROLINK

- 5-1 The comment is noted and will be retained in the project file that is made available to the City decision-makers prior to a decision on the proposed project.
- 5-2 The comment is noted and will be retained in the project file that is made available to the City decision-makers prior to a decision on the proposed project.
- 5-3 The comment is noted and will be retained in the project file that is made available to the City decision-makers prior to a decision on the proposed project. The new address is noted and will be integrated into the document where appropriate.
- 5-4 The reference to SCRRA has been included in the Final EIR text.

- 5-5 The comment is noted and will be retained in the project file that is made available to the City decision-makers prior to a decision on the proposed project. The new information provided in this comment will be integrated into the Final EIR.
- 5-6 The comment is noted and will be retained in the project file that is made available to the City decision-makers prior to a decision on the proposed project.
- 5-7 The comment is noted and will be retained in the project file that is made available to the City decision-makers prior to a decision on the proposed project. The City will incorporate the design measures referenced in this comment to control trespass or conflict with the rail corridor and coordinate these measures with Metrolink, SCRRA and BNSF.
- 5-8 The comment is noted and will be retained in the project file that is made available to the City decision-makers prior to a decision on the proposed project. The City appreciates having a Metrolink point of contact for future reference.

**RESPONSES TO COMMENTS
LETTER #6
ORANGE COUNTY TRANSPORTATION AUTHORITY**

- 6-1 The comment is noted and will be retained in the project file that is made available to the City decision-makers prior to a decision on the proposed project.

- 6-2 The suggested change in text has been incorporated into the Final EIR.
- 6-3 The suggested change in text has been incorporated into the Final EIR.
- 6-4 The City paid particular attention to the roadway classifications during preparation of the General Plan and traffic study. However, based on this comment the City will review the suggested changes in the classifications in Appendix 1 and Appendix 5 and will make corrections where appropriate.
- 6-5 The City paid particular attention to the roadway classifications during preparation of the General Plan and traffic study. However, based on this comment the City will review the suggested changes in the classifications in Appendix 1 and Appendix 5 and will make corrections where appropriate.
- 6-6 The City paid particular attention to the roadway classifications during preparation of the General Plan and traffic study. However, based on this comment the City will review the suggested changes in the classifications in Appendix 1 and Appendix 5 and will make corrections where appropriate.

- 6-7 The City paid particular attention to the roadway classifications during preparation of the General Plan and traffic study. However, based on this comment the City will review the suggested changes in the classifications in Appendix 1 and Appendix 5 and will make corrections where appropriate.
- 6-8 The City paid particular attention to the roadway classifications during preparation of the General Plan and traffic study. However, based on this comment the City will review the suggested changes in the classifications in Appendix 1 and Appendix 5 and will make corrections where appropriate.
- 6-9 The City paid particular attention to the roadway classifications during preparation of the General Plan and traffic study. However, based on this comment the City will review the suggested changes in the classifications in Appendix 1 and Appendix 5 and will make corrections where appropriate.
- 6-10 The City paid particular attention to the roadway classifications during preparation of the General Plan and traffic study. However, based on this comment the City will review the suggested changes in the classifications in Appendix 1 and Appendix 5 and will make corrections where appropriate.
- 6-11 The City paid particular attention to the roadway classifications during preparation of the General Plan and traffic study. However, based on this comment the City will review the suggested changes in the classifications in Appendix 1 and Appendix 5 and will make corrections where appropriate.

- 6-12 The City paid particular attention to the roadway classifications during preparation of the General Plan and traffic study. However, based on this comment the City will review the suggested changes in the classifications in Appendix 1 and Appendix 5 and will make corrections where appropriate.
- 6-13 The City paid particular attention to the roadway classifications during preparation of the General Plan and traffic study. However, based on this comment the City will review the suggested changes in the classifications in Appendix 1 and Appendix 5 and will make corrections where appropriate.
- 6-14 The City paid particular attention to the roadway classifications during preparation of the General Plan and traffic study. However, based on this comment the City will review the suggested changes in the classifications in Appendix 1 and Appendix 5 and will make corrections where appropriate.
- 6-15 The suggested change in text has been incorporated into the Final EIR.
- 6-16 The City paid particular attention to the roadway classifications during preparation of the General Plan and traffic study. However, based on this comment the City will review the suggested changes in the classifications in Appendix 1 and Appendix 5 and will make corrections where appropriate.

RESPONSES TO COMMENTS
LETTER #7
ORANGE COUNTY TRANSPORTATION AUTHORITY

- 7-1 The comment is noted and will be retained in the project file that is made available to the City decision-makers prior to a decision on the proposed project. This revision to Comment 5.b will be addressed in place of the original.