



Esperanza Hills (PA120037)







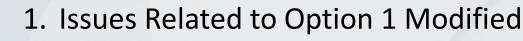






OC Planning Commission Presentation November 9, 2016

October 26 PC Hearing



- Traffic
- Evacuation
- CEQA
- Easement

2. Issues Related to Court Writ

- GHG Mitigation
- Summary of "Revisions"

3. Questions





Traffic

		Modified						
Street	Capacity	Capacity	Existing	Project Only	Projected 2020	Current LOS	2020 LOS	
				EH + BH	CV + EH + BH			
Via De Agua (Option 1) (65% of traffic)	12,500	6250	1112	2351	4452	A	С	
Stonehaven (Option 1) (35% of traffic)	12,500	6250	1966	1266	3389	A	A	
		Modified						
	Capacity	Capacity	Existing	EH Only	CV (83) + EH	Current LOS	2020 L05	
Via De Agua (Option 1) (65% of traffic)	12,500	6250	1112	2115	4101	A	В	
Stonehaven (Option 1) (35% of traffic)	12,500	6250	1966	1138	3261	A	A	





Traffic

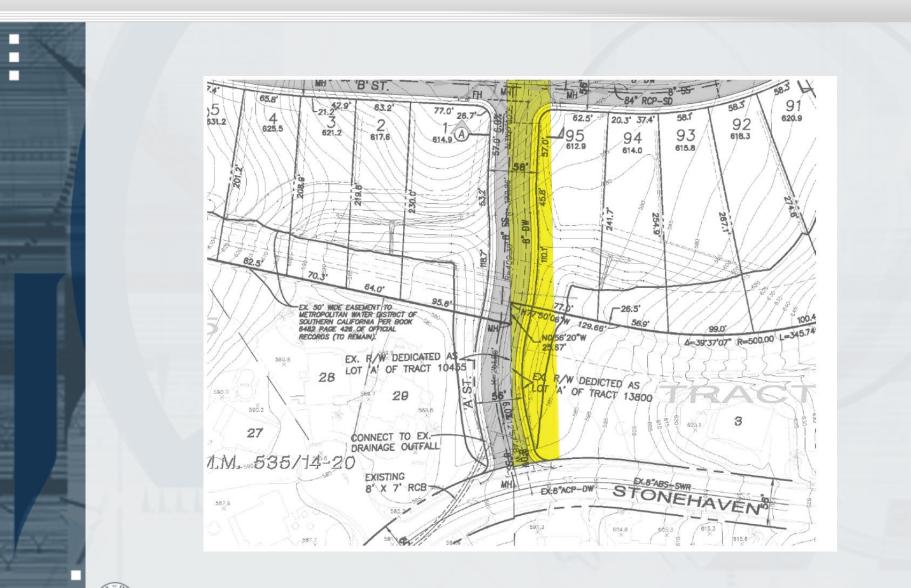
Three Physical Offsite Improvements

- New Traffic Signal at Via del Agua and Yorba Linda Boulevard (100% funded)
- Contribution for extending the left turn pocket along Yorba Linda Boulevard and Via del Agua from 100 feet to 275 feet
- Contribution for restriping westbound approach at Yorba Linda Boulevard at Savi Ranch Parkway to provide additional (third) westbound left-turn lane



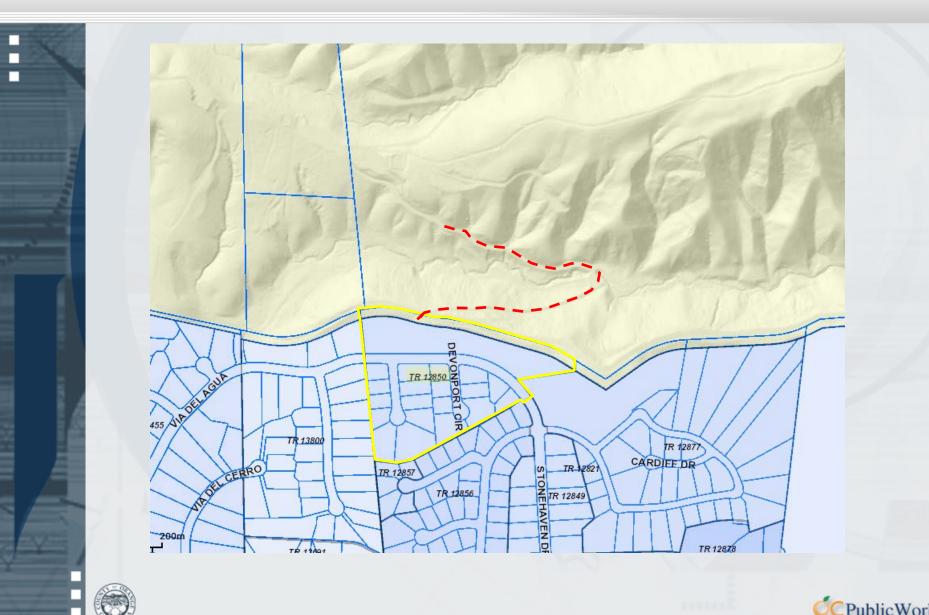


Traffic - Easement



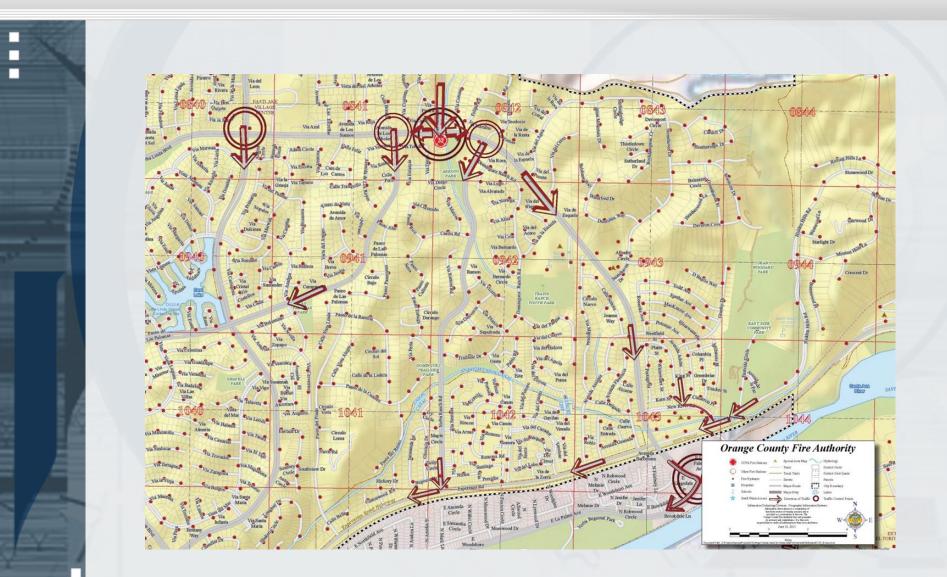


Traffic - Easement





Public Safety



F



Public Safety



Public Safety



October 26 PC Hearing



1. Issues Related to Option 1 Modified

- CEQA
 - a. Biology
 - b. Seismic
 - c. Aesthetic





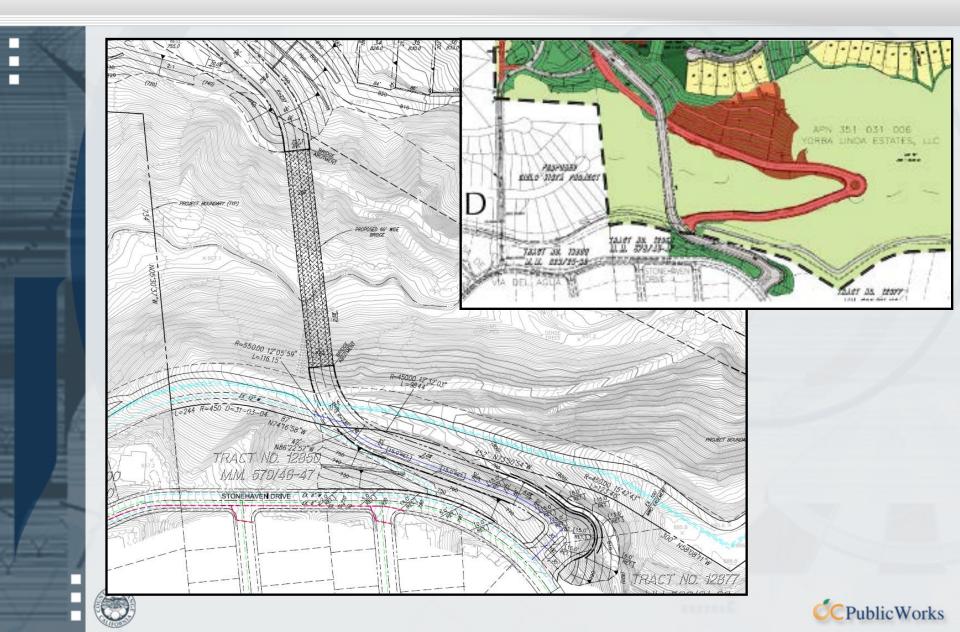
Issues Related to Option 1 Modified

- a. Biology
 - Reduced overall grading
 - Temporary grading impacts (mitigated)





Proposed Main Access Bridge



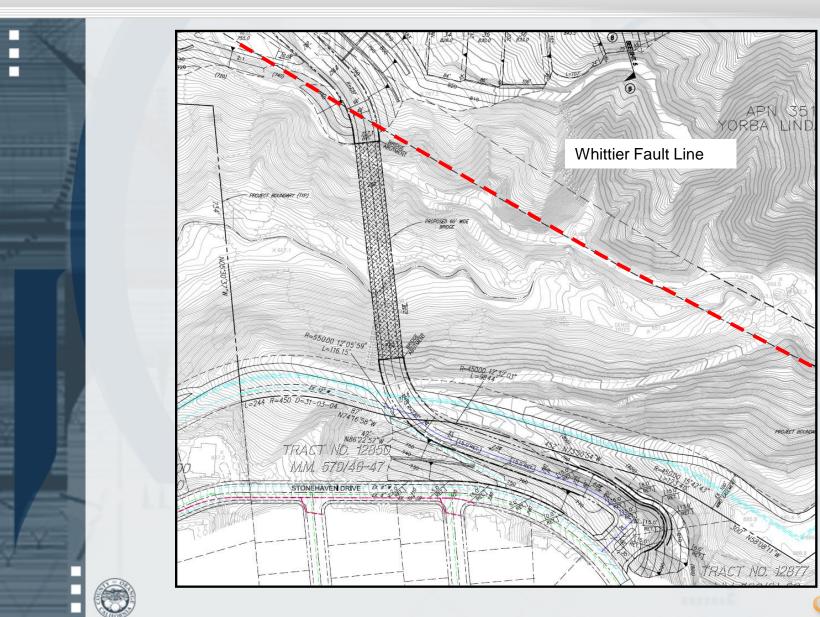
Issues Related to Option 1 Modified

- b. Seismic
 - Option 1 road/bridge crossed fault line
 - Option 1 Modified bridge is adjacent, not crossing
 - Mitigation measures in place for design



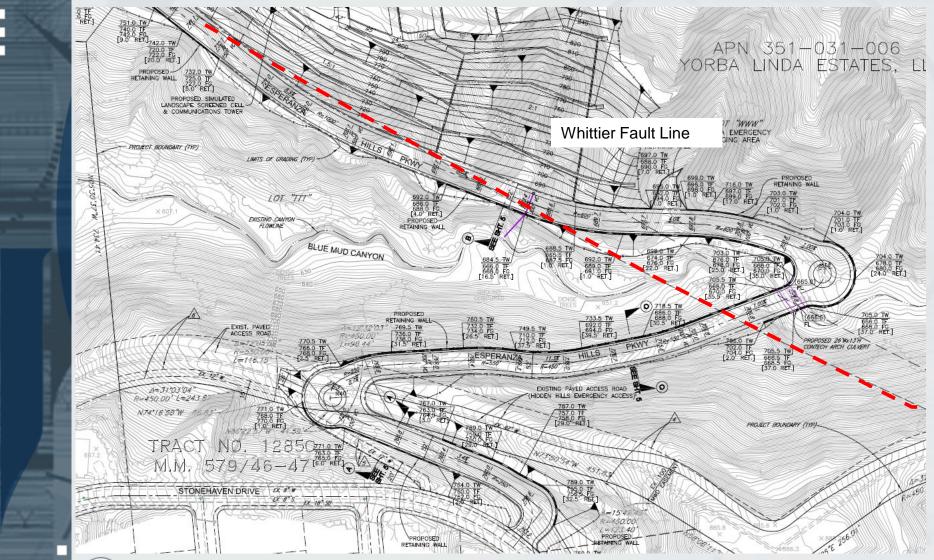


Fault Line – Option 1 Modified



CPublicWorks

Fault Line – Option 1







Seismic Concerns

Geo-5 Prior to issuance of building permits, the Project Applicant shall ensure that the design for improvements that cross the Whittier Fault should be minimal, and the trend in which crossings are made should be oriented as nearly perpendicular (20 degrees east of north) to the trend of the fault as possible. The prefabricated bridge structure spanning Blue Mud Canyon under Option 1 shall be positioned and designed to accommodate expected fault offset. The Project Applicant shall consider use of alternative geotechnical engineering technologies to minimize impacts to structures constructed above active fault strands. These may include the incorporation of geo-fabric materials into fill bodies to add to fill strength and/or select placement of gravel blankets within subgrade areas to diffuse shear forces relating to ground rupture.



Issues Related to Option 1 Modified

- c. Aesthetic
 - Roadway would be visible, bridge will also be visible
 - CEQA assesses public views and vistas, not private





submitted by Applicant



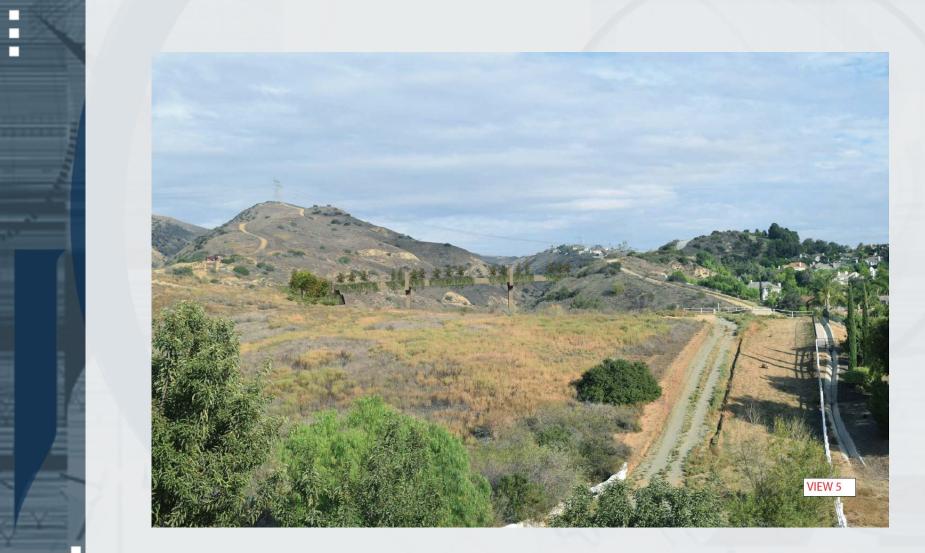
submitted by Aplicant







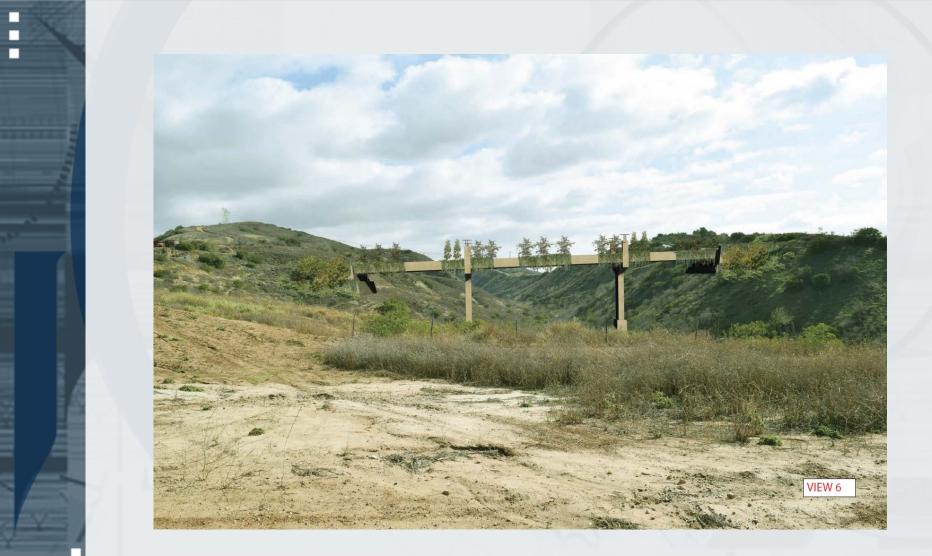
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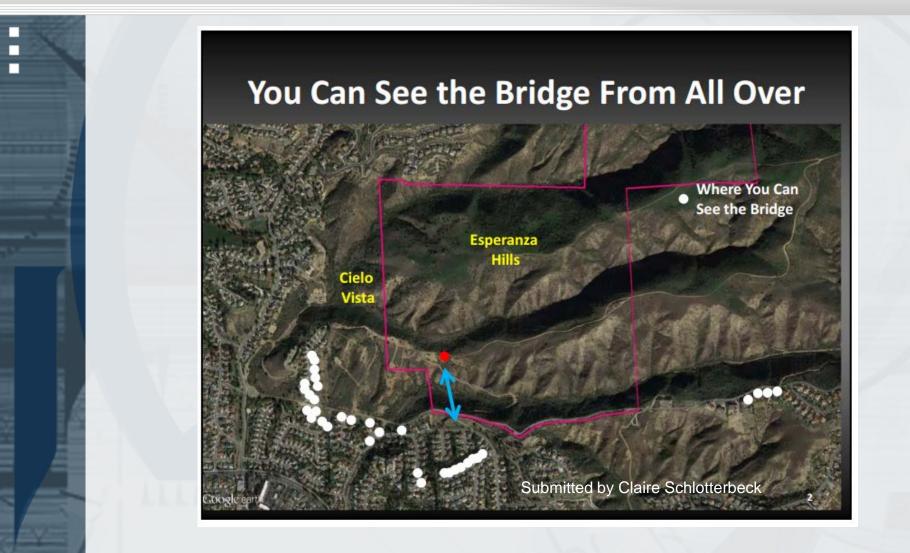
submitted by Applicant







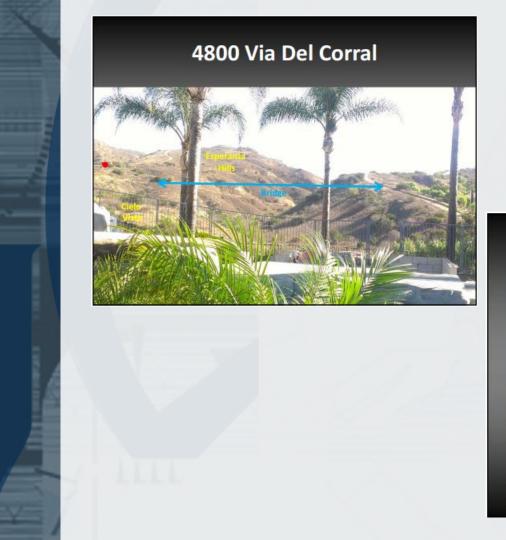
submitted by Claire Schlotterbeck







submitted by Claire Schlotterbeck



Submitted by Claire Schlotterbeck

4800 Via De La Roca





Issues Related to Court Writ

4. GHG

- Court's July 22, 2016 Statement of Decision:
- After careful consideration of the arguments of all parties, as well as the administrative record, the Court finds that <u>virtually all of these arguments are without</u> <u>merit.</u> However, <u>because the EIR impermissibly defers mitigation of greenhouse gas</u> (GHG) impacts and also arbitrarily limits the extent to which these mitigation measures must be considered, the Court intends to issue a writ on this basis."
- Court's Writ of Mandate:
- <u>Revise the FEIR</u> in accordance with CEQA, the CEQA Guidelines, the Statement of Decision and the final Judgment to bring the EIR into compliance with CEQA <u>by</u> resolving the GHG mitigation deficiencies identified by the Court in its Statement of <u>Decision</u>.





GHG Mitigation Measure

GHG-2 Prior to construction of project, the developer shall implement or develop a plan for implementation of one or more mitigation strategies for the reduction of greenhouse gas (GHG) emissions from the report "CEQA and Climate Change" prepared by the California Air Pollution Control Officers Association (CAPCOA) as updated in 2010. The total benefit of the mitigation strategies must result in a minimum 5% reduction in GHG emissions from the business-as-usual value. Alternative strategies not listed in the CAPCOA report may be used with approval of the Orange County Planning Director. The selected strategies, including measures for their long-term maintenance, must be described in a memo submitted to and approved by the County Planning Department prior to initial occupancy of any on-site facility.



City of Yorba Linda

The City of Yorba Linda understands that at the October 26, 2016, public hearing concerning the above project, the Commission continued the matter to the November 9, 2016, Planning Commission. The City of Yorba Linda requests additional continuance of the public hearing to afford the City Council opportunity to meet on November 15, 2016, to discuss the revised project in order to provide input and recommendations to the County prior to a formal decision.



Questions?

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Option 2 area

