



CITY of YORBA LINDA

PLANNING COMMISSION MEETING MINUTES

**April 23, 2025, 6:30 p.m.
Council Chambers
4845 Casa Loma Avenue**

Commissioners Present: Behura, Bernstein, Chavez Marquez, Masterson

Commissioners Absent: Goldfarb

Staff Present: Choi, Dominguez, Farnsworth, Valdez

1. CALL TO ORDER

The Yorba Linda Planning Commission convened at 6:30 p.m. in the Council Chambers at 4845 Casa Loma Avenue, Yorba Linda, California.

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

2. PLEDGE OF ALLEGIANCE

Led by Commissioner Chavez Marquez

3. ROLL CALL

4. APPROVAL OF THE MINUTES

Chair Pro Tem Masterson arrived at 6:32 p.m.

4.1 APPROVAL OF THE APRIL 9, 2025 PLANNING COMMISSION MEETING
MINUTES

Moved by Behura
Seconded by Masterson

The Planning Commission approved the April 9, 2025 Planning Commission meeting minutes as mailed.

AYES (3): Behura, Chavez Marquez, and Masterson

ABSTAINED (1): Bernstein

ABSENT (1): Goldfarb

CARRIED (3 to 0)

5. PUBLIC COMMENTS

6. WAIVE READING IN FULL OF ALL RESOLUTIONS ON THE AGENDA

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

Moved by Behura
Seconded by Masterson

Approved waiving readings in full of all resolutions.

AYES (4): Behura, Bernstein, Chavez Marquez, and Masterson

ABSENT (1): Goldfarb

CARRIED (4 to 0)

7. PUBLIC HEARINGS

7.1 TENTATIVE PARCEL MAP 2024-01, CONDITIONAL USE PERMIT 2024-30, DESIGN REVIEW 2024-11 – THE CHURCH IN YORBA LINDA

Director Nate Farnsworth stated all public hearing items have been properly noticed.

Eva Choi, Senior Planner, provided a visual presentation and explained the church has been operating at a facility on Rose Drive since 1982 and is looking for a new larger facility to accommodate approximately 100 members. In 2021 the church came to the Planning Commission for approval of a new facility with a three-level parking structure; however, the project did not move forward and the prior application expired. A similar

project is now proposed, which is smaller in scale and consists of a two-level church facility without a parking structure. All parking will be provided on site.

The site currently consists of 6 smaller parcels which will be consolidated into one being requested under the tentative parcel map. The church building will be located on the corner of Imperial Highway and Los Angeles Street, with parking off of Los Angeles Street via a 28-foot-wide single driveway.

The facility will include a residential unit of approximately 800 square feet located on the second floor for the caretaker/security personnel to reside on site. There will also be classrooms located on the second floor. The first floor consists of approximately 1,600 square feet of assembly area and approximately 6,000 square feet of a common use area, including a large dining hall, a small kitchen, offices, and Sunday school classrooms.

She provided elevations, project design features and explained that the project site is heavily landscaped and will comply with the city's irrigation and landscaping requirements. The applicant will also work with the traffic engineer to ensure that the landscaping and monument signs will not cause sight vision issues.

Parking is based on the assembly room square footage requirement; the municipal code requires that one parking space be required for every 30 square feet; therefore, the project is required to provide 55 parking spaces. The project will provide 57 parking spaces inclusive of three handicap spaces adjacent to the courtyard area.

There's only one entrance into the project site which meets the city's sightline requirements and there will be a required left turn only in order to reduce patrons traveling into the residential neighborhood. A condition of approval has been imposed requiring the church to inform their patrons at the services that they should not be making a right turn upon leaving the premises. The applicant has provided a parking management exhibit and they will include a raised median extension in the middle of Imperial Highway to ensure that vehicles coming off of Los Angeles Street will not be making any illegal left turns. Also, a total of 21 parking spaces will be available along Los Angeles Street.

Staff received a comment letter from Ms. Pat Nelson on April 21st who was also available for comment this evening.

Staff recommends approval of the Tentative Parcel Map 2024-01, Conditional Use Permit 2024-30, Design Review 2024-11 subject to the attached conditions of approval.

Chair Pro Tem Masterson stated he recalls approving a 15,500 square foot space, 300-seat sanctuary which had a three-story parking structure which has now been reduced to 14,800 square feet with no parking structure. He asked how many parking spaces were originally provided for the larger facility and will the 57 spaces include the off-site parking.

Ms. Choi stated the prior approval required 100 parking spaces because it was fixed seating. The off-site parking has not been calculated in the 57 spaces.

Chair Pro Tem Masterson asked if they are achieving the parking requirement without the street parking. Ms. Choi stated yes they are and the parking on the street will be an additional improvement. Ms. Choi explained by not having fixed seating it allows the applicant to utilize the assembly room in various ways or uses. The on-street parking is not required by the municipal code; however, it is one of the mitigation measures added to reduce potential parking impacts to the area generated by adjacent businesses.

Commissioner Chavez Marquez asked if the assembly generates the highest parking requirements or will some of the other uses such as the school and activities, require additional parking? Ms. Choi stated, historically, that the Sunday services are the peak usage for the facility.

Director Farnsworth explained there is existing parking that is perpendicular to the site which is partially in the right of way and partially on the church property. In the past they have prohibited parking on that church property which has caused a migration of parking into the adjacent neighborhoods. Staff believes most of the parking is not related to the church, or the neighbors, but to the adjacent businesses who are utilizing that as overflow parking. Staff was concerned that if they lost parking, it would migrate back into the neighborhood; therefore, staff asked the applicant to find a way to add additional street parking with the widening of the street. Staff finds they can have the same number of parking spaces, as well as additional parking spaces, even with the removal of the church lot.

Commissioner Chavez Marquez asked how many persons will reside in the caretaker unit and how many parking spaces will they need to utilize? Ms. Choi stated there will be 2 caretakers on site.

Chair Bernstein asked if the church would transmit a portion of their property to the city for the widening of the street. Director Farnsworth responded that there is an existing 40-foot-wide right of way that has not been utilized and waiting for the development of this property in order to put the curb and gutter in.

Chair Bernstein asked why the streets would not be painted with parking markings.

Tony Wang, City Traffic Engineering Manager stated they don't typically mark the streets because there are different size vehicles which could sometimes accommodate more or less. Director Farnsworth added they typically add the markings when there is metered parking.

Chair Bernstein invited the applicant to step forward and asked if they approved with all the conditions of approval.

K.C. Chang, applicant stated they reduced the seating from 300 to 175; however, they kept the same design as before and the church will be an architectural enhancement to the city. He agrees with all the conditions of approval.

Jonathan Louie, traffic engineer, from KOA Corporation prepared the traffic study on behalf of the applicant. In order to eliminate cut through traffic the church will provide no right turn signage, as well as left turn arrow road markings in the driveway. There will be a raised median on Imperial Highway in order to force cars to make a right turn. Currently, there are four on-street parking spaces on Los Angeles Street and the perpendicular parking near the church area can accommodate 13 cars. The church will provide 12 parking spaces on the north side and 9 on the south side with a red curb to the right and left of the existing driveway.

Chair Bernstein opened the public hearing.

Pat Nelson has lived in this neighborhood since 1979. Her concerns are traffic and safety related, not the church. She stated the Traffic Commission was not involved in the first iteration which had the parking structure and was told that no traffic study had been done in the area for five years. Her concerns are as follows:

- The turn lane from the property - because people turn right out of the property, then turn left and make a U-turn.
- The raised median will cause more problems because it will cause a backup of cars trying to go left onto Los Angeles Street
- She's counted over 70 cars on 2nd and Los Angeles from businesses and staff should find out where they are coming from.
- She listed several concerns in her letter regarding comments from the Traffic Engineer.
- She'd like to know where the monument sign will be.

She asked to pause approval until all issues are resolved. Stop signs should be put on Los Angeles due to 6 driveways in one area.

Chair Pro Tem Masterson asked if the cars are parked during the week or weekends. Ms. Nelson stated it is mostly on Saturday, which tells her they come from the businesses because they're not open on Sunday when there are no parking issues.

There were no other speakers; Chair Bernstein closed the public hearing.

Chair Pro Tem Masterson asked for clarification on the parking as the congregation has not been reduced by that much from the original proposal.

Director Farnsworth stated the original proposal had significantly more seats with hopeful anticipation that there would be additional growth in the church. They started rethinking the cost of the parking structure and the future needs of the church and realized they didn't need such a large facility; therefore, they reduced the sanctuary without fixed seats. Code requirements are either based on the number of fixed seats in the facility or by a square footage calculation if there are no fixed seats. In order for them to have a multi-purpose facility that allows them to set up temporary seating they are able to utilize the parking standard based on square footage.

Chair Pro Tem Masterson stated they meet code; however, there could potentially be the same number of people. Is staff setting themselves for future issues if they expand with potential parking issues and how would it be mitigated? Is there a condition that can be added to potentially take care of the issues in the future?

Director Farnsworth added an easy mitigation would be to add a requirement stating when the congregation becomes such that parking becomes an issue, the church has to split their congregation and have multiple services.

Chair Pro Tem Masterson stated would they have to come back to the Commission in the future if they decide to propose a school? Director Farnsworth responded yes they would.

Chair Pro Tem Masterson pointed out there is not much activity going on except for Sunday from 9:30 AM until 3:00 PM and he doesn't see a concern at this time, only if it changes in the future.

Commissioner Behura agreed with Chair Pro Tem Masterson and stated if the conditions change, the Commission has every right to review the situation and require an additional study. He stated he read Ms. Nelson's letter and wanted to address some of her concerns. He agrees that he would like to see the traffic engineer come up with a solution where it would make traffic physically difficult to make a right turn from the church. He suggested the same channelization to stop them from turning left on 2nd Street. They should only be allowed to make a left turn out and right turn in. He looked at the history and has not found any record of collisions or fatalities at Los Angeles Street or Imperial Highway. There was one accident west of 3rd Street and it was not related to turning issues. Through signs and designs they try to channel cars, but he has not seen any data with issues of people making U-turns at the median and the collisions or citations are not there to prove it. The reason they don't want the median on the east side is because it will encourage people to make a left turn out of Los Angeles Street.

Mr. Wang added there is a similar situation on Lakeview and South Yorba Linda Boulevard where they have a two way left turn lane, with a left turn arrow, which turns into a left turn only lane. This could be applied at this location.

Mr. Louie stated he looked at the traffic volumes and trip generations from the previously approved traffic study and the trip generations for the currently proposed church and came up with 38 left turns during the Sunday peak hours. The design of the short-left turn pocket and the two-way left turn lane would work.

Commissioner Behura stated because the church starts at a certain time, it'll be crunched for 15 minutes. He does not agree with Ms. Nelson's

statement that there is a very sharp curve at a 270-degree turn; it is clearly a 90° turn. And, because the road will now be built to its full width of 40 feet, there will be a better line of sight. Now that the street will be 40 feet wide, cars will be allowed to park on the north side which will allow 21 additional vehicles.

Regarding Ms. Nelson's question about why parking lots do not have stop signs; it is because they are private parking lots and the city is not allowed to tell them to put stop signs; however, the city does have a right to write them a letter and request it.

Chair Bernstein stated there is a stop sign exiting the Thai Food Shopping Center.

Commissioner Behura asked the question regarding not allowing right turn on red at Bastanchury. Mr. Wang stated the intersection of Imperial Highway and Bastanchury has heavy westbound morning traffic that makes a right turn. If they make a no right turn on red, the traffic will back up too much.

Commissioner Behura agreed that there are delays in the morning. Regarding the concerns about allowing parking on both sides, there will be more cut through traffic; he feels if traffic is facing the other way and they will not be encouragement to turn around and go through the neighborhoods. It is far easier to take the path they are already taking. They do not have the ability to change the speed on Imperial Highway. The sight issues are always checked. Landscape issues will be looked at by that Department.

Commissioner Chavez Marquez asked if there are any concerns with stacking on Sunday from 9:00 to 3:00 and any impacts with Bastanchury? Mr. Louie responded there will be approximately 50 trips on Sunday peak hour; there usually needs to be about 100 before you consider a right turn lane.

Commissioner Chavez Marquez asked how the architecture fits within the overall fabric of the community; it appears very different from everything that surrounds it. Everything appears boxy and flat with big windows. Will the playground be protected?

Mr. Wang stated two or three cars per minute is not an issue, especially with the parking demand being pretty low.

Mr. Chang stated they ran the building parallel to Imperial Highway and wanted to introduce a modern contemporary building and feel it is compatible with the surroundings. It is inspired by bible verses and the glazing will look like a lamp. The playground is protected by a fence.

Commissioner Chavez Marquez stated it appears the monument sign may block the view when pulling out of Los Angeles?

Director Farnsworth stated the monument sign will come back for Planning Commission approval at a future date.

Chair Bernstein opined that this project design reminds him of the new library which showed the modern face of Yorba Linda, while still referencing the rock and the natural elements; and this is very similar. He sees two issues; traffic issues which are existing and have nothing to do with putting a church on this property and there is the church project. Ms. Nelson's concern about turning left onto Los Angeles Street and Imperial Highway and having to go past the sidewalk to see that; it is a problem, not for this project, it is just a problem. He appreciates the comment about the difficulty to parallel park on that curve; however the goal was to replace 17 spaces and they have been replaced with 21 spaces. He would suggest removing the four spaces on Los Angeles because it is a dangerous place for people to park. Ms. Nelson mentioned stop signs at the corner of 2nd and Los Angeles; it seems like a good idea to slow things down there.

Commissioner Bernstein stated stop signs have specific uses. When it is a continuous street with a curve, you have to break it down into two streets with an intersection with a four-way, then you can introduce a stop sign. When it is a continuous street, you cannot put a stop sign.

Mr. Wang added they have very stringent requirements that they have to meet in order to put in a stop sign. They can do a study, but he doubts that it would meet the requirements.

Chair Bernstein stated he would like to see a study conducted to see if it meets a criterion. He thanked Ms. Nelson for her input and comments and asked if she had any other concerns.

Ms. Nelson approached and stated that the reason it is called 2nd and Los Angeles is because it used to be an intersection. When Imperial was widened and became a smart street, they changed the configuration of Los Angeles and made it a curve; it doesn't mean you can't restrict it and put in stop signs. They did the same thing years ago at Wabash and

Prospect. She still wonders if the turnout is safe and worries about queuing in that space. She discussed the 50 mph speeds and 450-foot distances needed to stop on Imperial Highway.

Chair Pro Tem Masterson stated there is a problem there; he suggested having traffic engineers look at the issues as they cannot be put on the applicant.

Director Farnsworth stated staff may not have the ability to make certain decisions on certain things; it may require going in front of the Traffic Commission and obtaining Council approval. Staff can look at the items that have been proposed and get feedback to see if they are feasible to do or not.

Mr. Wang added the concerns may be addressed at staff level. He understands Ms. Nelson's concern about safety; however, checking with the Sheriff Department's history, there have been zero accidents involving any movement at these locations. The reason they proposed a left-turn arrow was due to Ms. Nelson's recommendation, which doesn't change how they operate at that location.

Chair Pro Tem Masterson asked for someone to give Ms. Nelson a formal response to her questions. Director Farnsworth stated staff will follow up with her.

Commissioner Behura addressed the comment of 430 feet; they don't have that at any location because if you had 430 feet for a 50 mile per hour speed limit, you would have huge left turn lane requirements. If they turn left, they know they are doing so ahead of time and they slow down and are not travelling 50 miles an hour. So, at that point you don't need 430 feet to stop.

Mr. Louie added if a car is pulling out of a driveway, a car on Los Angeles Street would need 430 feet in order to be able to stop and not hit that car if they are traveling 50 miles an hour. If a car is breaking in front of him, he has more time to stop and it doesn't apply to him.

Chair Bernstein asked what they need to know to move the project forward; are all the traffic issues prohibiting the Commission from making a decision on the project?

Chair Pro Tem Masterson asked if they could make a motion and have further review of the traffic and parking based on the development director's approval?

Commissioner Behura stated he has not seen anything that precludes them from approving the project. There are no traffic issues that are being exacerbated by this project.

Chair Pro Tem Masterson stated he is in favor of the project.

Chair Bernstein asked if they could make a decision that does not include the 17 parking spaces on the street; he'd like to see four removed. Mr. Wang stated he doesn't feel it is important because there is a stop sign and they are in slow mode as they approach Imperial Highway. They have the ability to change it in the future. He did not feel that any of the parking spaces are unsafe.

Mr. Louie added the law states they have to provide 20 feet of red curb behind the stop line which they have provided. Regarding the comment about physically restricting cars from turning left into the church driveway; he plotted the church residents and most of them live on the southeast and west, so only about 7 or 8% will go through the residential area.

Chair Bernstein stated some churches employ people to direct traffic too.

Commissioner Behura suggested a condition of approval to restrict left turns into the church driveway and restrict right turn out of the driveway.

Director Farnsworth stated he does not think there is an issue with channelization of exiting the property; however, can they restrict access on Los Angeles Street?

Mr. Wang state they can look into it; but restricting a left turn into the driveway would be difficult unless they put in a median and it may trigger other issues.

Director Farnsworth added the cost burden must lie somewhere; either with the city or the applicant and the applicant is already making improvements on Imperial Highway. He proposed including a condition of approval that staff will work with the applicant to come up with a way to restrict left turn access to and from the project site.

Moved by Behura

Seconded by Masterson

The Planning Commission adopted **Resolution No. 5632** Tentative Parcel Map 2024-01, **Resolution No. 5633** Conditional Use Permit 2024-30 and by minute motion Design Review 2024-11 The Church in Yorba Linda, subject to attached conditions of approval and an additional condition that

the applicant shall work with staff to provide site feature to restrict left turns into the project driveway and right turns exiting from the project driveway.

AYES (4): Behura, Bernstein, Chavez Marquez, and Masterson

ABSENT (1): Goldfarb

CARRIED (4 to 0)

8. NEW BUSINESS

9. OLD BUSINESS

9.1 CONTINUED APPEAL OF ACCESSORY DWELLING UNIT 2024-34 - DAVILA

Director Farnsworth stated applicant has asked to continue to a date uncertain. If they decide to move forward, it will be re-noticed.

Moved by Masterson

Seconded by Behura

The Planning Commission continued the appeal of Accessory Dwelling Unit 2024-34 – Davila to a date uncertain.

AYES (4): Behura, Bernstein, Chavez Marquez, and Masterson

ABSENT (1): Goldfarb

CARRIED (4 to 0)

10. DIRECTOR'S REPORT

11. COMMISSIONER COMMENTS

Chair Pro Tem Masterson will be absent at the May 14, 2025 Planning Commission meeting.

For the record, when addressing the following Commissioners, their names are respectively Commissioner Mario Chavez Marquez and Commissioner Nathaniel Behura.

12. CORRESPONDENCE RECEIVED

Ms. Nelson's letter.

13. ADJOURNMENT

8:24 p.m.

The next Planning Commission meeting is scheduled for May 14, 2025, beginning at 6:30 p.m.

NATE FARNSWORTH
DIRECTOR OF COMMUNITY DEVELOPMENT