CITY of YORBA LINDA

TRAFFIC COMMISSION MEETING AGENDA

Thursday, April 25, 2024, 6:30 p.m.
Council Chambers
4845 Casa Loma Avenue

Pages

1. CALL TO ORDER
The Yorba Linda Traffic Commission will convene at 6:30 p.m. in the Council Chambers at 4845 Casa Loma Avenue, Yorba Linda, California.

2. PLEDGE OF ALLEGIANCE

3. ROLL CALL
Traffic Commissioners: Cugini, De Santos, Johnson, Phayakapong, Rothans

4. APPROVAL OF MINUTES

4.a Approval of the March 28, 2024 Traffic Commission Meeting Minutes. 3

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

All remarks shall be addressed to the Traffic Commission as a body through the presiding officer and not directly to any member thereof. The Traffic Commission desires its meetings to be conducted in a professional manner respectful of all participants; therefore, the Chairman may ask that speakers refrain from engaging in personal attacks and name-calling during their allotted time. However, public criticism of the policies, procedures, programs or services of the City, or of the acts or omissions of the Traffic Commission as a body shall not be prohibited.

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

6. NEW BUSINESS

7. DIRECTOR'S REPORT

8. INFORMATIONAL ITEMS

9. OCSD REPORT

10. COMMISSIONER COMMENTS

11. ADJOURNMENT

The next regularly scheduled Traffic Commission Meeting is May 23, 2024.

NOTE: ALL STAFF REPORTS AND RELATED ATTACHMENTS FOR ITEMS ON THIS AGENDA ARE ON FILE IN THE ENGINEERING DEPARTMENT. AS AN ADDITIONAL SERVICE, THE CITY NOW PROVIDES THE STAFF REPORTS AND RELATED ATTACHMENTS ON THE CITY'S WEBSITE. PLEASE NOTE THAT IT IS NOT ALWAYS POSSIBLE TO EMBED ALL ATTACHMENTS AND MAPS. THUS, IF YOU REQUIRE A FULL AND COMPLETE COPY OF THE AGENDA PACKET, YOU SHOULD NOT RELY UPON THE WEBSITE MATERIALS ALONE.

IN COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT (ADA), THE CITY WILL MAKE EVERY REASONABLE ATTEMPT TO ACCOMMODATE ANY ATTENDEE OR PARTICIPANT AT THIS MEETING NEEDING SPECIAL ASSISTANCE BEYOND WHAT IS NORMALLY PROVIDED. PLEASE CONTACT THE ENGINEERING DEPARTMENT AT (714) 961-7170 AT LEAST 48 HOURS PRIOR TO THIS MEETING TO INFORM US OF YOUR PARTICULAR NEEDS AND TO DETERMINE IF ACCOMMODATION IS FEASIBLE. PLEASE ADVISE US AT THE TIME YOU CALL IF SPECIAL ASSISTANCE IS REQUIRED TO ATTEND OR PARTICIPATE IN MEETINGS ON A REGULAR BASIS.

THE TRAFFIC COMMISSION IS AN ADVISORY COMMISSION TO THE CITY COUNCIL. RECOMMENDATIONS ARE FORWARDED TO THE CITY COUNCIL FOR FINAL DECISION.

CITY of YORBA LINDA

TRAFFIC COMMISSION MEETING

MINUTES

March 28, 2024, 6:30 p.m.
Council Chambers
4845 Casa Loma Avenue

Commissioners Present:	Cugini, De Santos, Johnson, Phayakapong, Rothans
Staff Present:	Garcia, Lai, Wang

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1. CALL TO ORDER

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

2. PLEDGE OF ALLEGIANCE

Commissioner De Santos led the flag salute.

3. ROLL CALL

4. APPROVAL OF MINUTES

4.a APPROVAL OF THE JANUARY 25, 2024 TRAFFIC COMMISSION MEETING MINUTES

Moved by Johnson
Seconded by Rothans

That the Commission approve the January 25, 2024 Traffic Commission meeting minutes with an amendment to correct the roll call and show Commissioner De Santos absent; and item 6A With Hope Foundation 5K Run / Walk, that the motion for the Traffic Commission to provide input be revised to Commissioner Cugini.

AYES (4): Cugini, Johnson, Phayakapong, and Rothans

ABSTAINED (1): De Santos

CARRIED (4 to 0)

5. PUBLIC COMMENTS

Chairman Cugini opened the comment portion of this item.

Seeing none, Chairman Cugini closed the comment portion of this item.

6. DIRECTOR'S REPORT

Director Lai gave the Director's report and an update of the action items from the January 25, 2024 meeting.

Chairman Cugini opened the comment portion of this item.

Chairman Cugini asked regarding his inquiry about In-N-Out and the backup of the drive thru lane backing up to Lemon and Olinda. Did staff reach out to management. Director Lai indicated that staff reached out to the In-N-Out management, and they indicated that they would adjust as necessary to their queue to avoid overflow.

Commissioner Johnson indicated that he has noticed in the last two weeks a couple of times where the traffic overflows onto Lemon. Director Lai asked the Commission that any time they notice to please contact staff so they can follow up.

Chairman Cugini asked regarding his inquiry about the signals on Imperial and Casa Loma and Eureka late at night. They seem to be on a timer rather than on detection. Mr. Wang indicated that staff has already repaired the detection problems.

Chairman Cugini closed the comments on Director's report.

7. NEW BUSINESS

7.a MAIN STREET AND ARROYO WAY TEMPORARY STREET CLOSURES

Tony Wang, Traffic Engineering Manager gave a staff report recommending that the Traffic Commission:

1. Approve the request to temporarily close Main Street from just north of the Yorba Linda Town Center entrance to Lemon Drive, and Arroyo Way from Main Street to School Street.

- Yorba Days, May 4, 2024 from 7 am to 3 pm
- Boots on Main, September 14, 2024, from 12 pm to 11 pm
- Holiday Program, December 7, 2024, from 12pm to 10 pm

2. Recommend the City Council to authorize the Director of Public Works/City Engineer to approve future street closure requests for the same events from the same applicants, unless substantial changes have warranted that this request be brought back to the Traffic Commission for review again.

Chairman Cugini opened the comments portion of this item.

Commissioner De Santos thanked the applicants for always being receptive to any recommendations the Commission makes.

Chair Pro Tem Rothans asked for feedback regarding the closure of the drive-through at Clyde's. The applicant indicated that Clyde's was supportive and at the past event they received a lot of business.

Chairman Cugini asked that the applicants continue to ensure that signs are placed to not block emergency vehicle access.

Commissioner Johnson asked if applicants would be using the barricades on the Traffic Control Plan (TCP) or their own. Mr. Wang indicated that they would need to use the barricades on the TCP or submit a new TCP for approval.

Chairman Cugini indicated that the application for Yorba Days did not have the date. Mr. Wang stated that staff would ask the applicant to revise the application and add the date of the event.

Chairman Cugini closed the comment portion of this item.

Moved by Johnson
Seconded by Rothans

It is recommended that the Traffic Commission:

1. Approve the request to temporarily close Main Street from just north of the Yorba Linda Town Center entrance to Lemon Drive, and Arroyo Way from Main Street to School Street.
2. Recommend the City Council to authorize the Director of Public Works/City Engineer to approve future street closure requests for the same events from the same applicants, unless substantial changes have warranted that this request be brought back to the Traffic Commission for review again.

Carried Unanimously

7.b LA CONCETTA DRIVE TEMPORARY CLOSURE

Tony Wang, Traffic Engineering Manager gave a staff report recommending the Traffic Commission approve Roadway Construction Service's request to conduct a temporary street closure to replace a power pole on La Concetta Drive between Pacifica Avenue and Bastanchury Road.

Chairman Cugini opened the comments portion of this item.

Commissioner De Santos asked that the resident notification be revised. The phone number listed for questions is incorrect. Mr. Wang indicated that staff would make the revision and that the applicant will notify the residents prior to the closure.

Commissioner De Santos asked that on the conditions of approval the notification to Orange County Fire Authority and the Orange County Sherriff's Department is a bulleted item, so it doesn't get missed. Mr. Wang indicated that staff would revise.

Chairman Cugini closed the comment portion of this item.

Moved by Rothans
Seconded by De Santos

It is recommended that the Traffic Commission approve Roadway Construction Service’s request to conduct a temporary street closure to replace a power pole on La Concetta Drive between Pacifica Avenue and Bastanchury Road.

AYES (5): Cugini, De Santos, Johnson, Phayakapong, and Rothans

CARRIED (5 to 0)

8. INFORMATIONAL ITEMS

8.a JANUARY - FEBRUARY 2024 TRAFFIC REPORTS (STATISTICS AND ACCIDENTS)

Chairman Cugini stated that Captain Wigginton was unable to attend the Traffic Commission meeting due to a prior commitment.

Chairman Cugini opened the comment portion of this item.

Seeing none, Chairman Cugini closed the comment portion of this item.

Moved by Rothans
Seconded by Phayakapong

To receive and file Traffic Reports for January and February 2024.

AYES (5): Cugini, De Santos, Johnson, Phayakapong, and Rothans

CARRIED (5 to 0)

8.b 2023-2024 REPORTED TRAFFIC COLLISIONS

Chairman Cugini opened the comment portion of this item.

Chair Pro Tem Rothans thanked staff for obtaining the new data.

Chair Pro Tem Rothans asked that the report titled 2023-2024 Reported Traffic Collisions be renamed since he will be asking for a new row of data to be added to include non-reported traffic collisions. He asked that the report be called 2023-2024 Traffic Collisions.

Chair Pro Tem Rothans asked Commissioner Johnson for clarification on the report he requested for DUI-Traffic Enforcement. Did Commissioner Johnson want to see DUI enforcement from Deputy Castro only. Commissioner Johnson clarified that he wanted to see all of DUI enforcement including enforcement from Deputy Castro.

Commissioner Johnson asked for the difference between hazardous citations and nonhazardous. Chair Pro Tem Rothans explained that hazardous citations would be like driving too fast, something that creates a hazard. Nonhazardous would be like a parking citation or an equipment violation.

Chair Pro Tem Rothans further explained that they would look further at hazardous citations when it comes to enforcement to reduce traffic collisions.

Chairman Cugini asked for further clarification on hazardous citations and nonhazardous citations. Hazardous citations do not include DUIs. Chair Pro Tem Rothans confirmed.

Commissioner Johnson asked for Deputy Castro's duties. Director Lai will ask and get back to the Commission.

Commissioner Johnson stated that the enforcement of DUI is higher than on previous years.

Chair Pro Tem Rothans stated that the number of DUI arrests went up on 2023-2024, which indicates the enforcement has gone up.

Chairman Cugini asked the Commission if they would like to see the reported and non-reported collisions be more of an appendix to the new reports.

Director Lai asked the Commission for clarification on how the Commission would like to see the format of the reports going forward.

Chairman Cugini closed the comment portion of this item.

Moved by Johnson
Seconded by Phayakapong

To receive and file Reported Traffic Collision report.

AYES (5): Cugini, De Santos, Johnson, Phayakapong, and Rothans

CARRIED (5 to 0)

8.c 2023-2024 DUI-TRAFFIC ENFORCEMENT REPORT

Moved by Johnson
Seconded by Phayakapong

To receive and file DUI-Traffic Enforcement report.

AYES (5): Cugini, De Santos, Johnson, Phayakapong, and Rothans

CARRIED (5 to 0)

8.d 2021-2024 YORBA LINDA DUI ARRESTS

Moved by Johnson
Seconded by Phayakapong

To receive and file 2021-2024 Yorba Linda DUI Arrests report.

AYES (5): Cugini, De Santos, Johnson, Phayakapong, and Rothans

CARRIED (5 to 0)

9. COMMISSIONER COMMENTS

Commissioner Phayakapong thanked Mr. Wang for reviewing and approving the encroachment permit submitted for *Lobster Fes*t on May 18, 2024.

Commissioner Johnson thanked staff for always helping with inquiries that he receives from the public.

Commissioner Johnson indicated that the Islamic center reached out to him and asked that once the construction on Bastanchury is completed and the traffic signal is installed, if the timing on the signal can be extended on Fridays during their prayer services same as it is on Imperial and Eureka. Mr. Wang indicated that staff would accommodate that request.

Commissioner Johnson asked staff if the red curb painted across the Islamic center was painted red by a resident or by the City. Can staff investigate if it was done by a resident can it be removed. The current homeowner does not mind people parking there. Director Lai indicated that staff could look at it. Mr. Wang added that the current homeowner can contact him and make a request.

Commissioner Johnson stated that the ATP committee is doing well, and they are hoping to give an update to the Commission soon.

Commissioner Johnson reminded everyone of the *I Love Yorba Linda* event coming up on April 27, 2024.

Chairman Cugini asked clarification from staff on residents not being allowed to paint their curbs red. Mr. Wang confirmed.

Chairman Cugini asked staff for an update on the Bastanchury project. Director Lai indicated that they are hoping for the project to be completed by July or August time frame. There were some delays due to the weather.

Commissioner Johnson asked that staff give an update on CIP projects. Director Lai indicated that staff would update the Commission on CIPs.

Commissioner Johnson asked about Savi Ranch and Buena Vista and Lakeview and when all those projects will begin. Director Lai indicated that staff would update the Commission.

Commissioner Johnson asked for an update on the Traffic Synchronization project on Orangethorpe. Mr. Wang indicated that the project is nearly complete. There are some delays due to adding a new cabinet controller at the intersection of Esperanza and New River and staff is waiting on the design from Edison. Staff is working with SCE on obtaining it.

Commissioner Johnson would like to know what the process is to have the synchronization of the signals during most of the day rather than only at peak hours. Mr. Wang explained that the City currently offers AM, mid-day, and PM peak hours. The timing plans were developed based upon demand.

Chairman Cugini asked for staff to confirm that there will be an April Commission meeting. Director Lai confirmed.

Chairman Cugini asked regarding work being done at Yorba Linda Blvd and Via del Agua past Yorba Ranch Road. Director Lai indicated that it is the Cielo project, the traffic signal being placed as part of the Cielo development.

Chairman Cugini asked if that would be part of the synchronization along Yorba Linda Blvd. Director Lai confirmed.

Chairman Cugini asked that the signals be added to the list of synchronization in case the Commissioners are asked.

Commissioner Johnson asked regarding the senior housing project on Lakeview Avenue. Will a traffic signal be prioritized there. Director Lai confirmed that it is part of the conditions of approval.

Commissioner Johnson asked for an update on installing a traffic signal at Imperial and Kellogg. Has staff received an update from the City of Anaheim. Director Lai indicated that staff is working with the City of Anaheim.

Director Lai clarified that there may not be an update on the ATP at the next meeting but it will be at a future meeting, before the report gets finalized.

Chairman Cugini closed the comment portion of this item.

10. ADJOURNMENT

The next scheduled Traffic Commission Meeting is April 25, 2024.

Moved by Phayakapong
Seconded by Johnson

That the Commission adjourn the meeting.

AYES (5): Cugini, De Santos, Johnson, Phayakapong, and Rothans

CARRIED (5 to 0)

_____

Recording Secretary

STAFF REPORT
CITY of YORBA LINDA

PUBLIC WORKS DEPARTMENT

DATE: **APRIL 25, 2024**

TO: **HONORABLE CHAIRMAN AND MEMBERS OF THE TRAFFIC COMMISSION**

FROM: **JAMIE LAI, PUBLIC WORKS DIRECTOR / CITY ENGINEER**
PREPARED BY: NATE FARNSWORTH, PLANNING MANAGER

SUBJECT: **2021-2029 HOUSING ELEMENT UPDATE**

RECOMMENDATION

It is recommended that the Traffic Commission provide the Planning Commission with its comments and recommendations on the revisions to the 2021-2029 Housing Element and implementation programs, primarily focused on the traffic impacts described within the Traffic Analysis from the Addendum to the certified PEIR for the 2021-2029 Housing Element.

BACKGROUND

A Housing Element is a State-mandated policy document within a City's General Plan that identifies existing and future housing needs determined by the State and establishes clear goals and zoning changes needed to meet those goals. The State Department of Housing and Community Development (HCD) is tasked with reviewing Housing Elements for compliance with State housing laws.

RHNA is a State-mandated process quantifying the need for housing in each city and county throughout the State. The RHNA process assigns a total number of housing units that each local government must plan for with its land use policies and outlines the general price points that the housing should seek to target. The RHNA Housing Allocation for Yorba Linda is 2,415 units for the 6th Cycle (2021-2029), meaning the City must devise a plan and related zoning to allow for the potential development of 2,415 housing units in the City to be built by 2029.

Importantly, the City does not build housing. The market and market influences, such as certain subsidies, the macroeconomy, interest rates and more determine what housing gets built. The City's role is to create zoning that would theoretically allow that number of housing units to be built over the RHNA period, in this case, 2021 to 2029.

California state housing policy and RHNA allocation are all subjects of discussion and policy debate for their merits and actual impact on the housing market. However, the City must develop a compliant Housing Element and related zoning, or it will face the loss of local

control for land use, risk substantial fines, lose access to State grant funds, become vulnerable to lawsuits from developers and affordable housing advocates and open the gates to 'Builder's Remedy' applications that completely bypass many local land use rules. Builder's Remedy promises the loss of City authority to review and limit developments.

Measure B, or the Right-To-Vote Amendment (RTVA), enacted in 2006, is a citizen-sponsored, voter-approved initiative, incorporated within the City's Municipal Code. It requires citywide elections for the approval of certain "Major Amendments" to the City's Planning Policy Documents, including the Housing Element. Although this measure highlights the value of community participation, it creates an additional important step for the community to navigate to adopt a compliant Housing Element.

Between October 2020 and August 2022, City staff conducted numerous study sessions and community workshops with stakeholders, consultants, and members of the public to comment and provide direction on the content of the City's draft housing element, and conducted numerous public hearings related to the adoption of several General Plan Amendments and Zoning Code Amendments to implement the 2021-2029 Housing Element that was conditionally certified by HCD on April 8, 2022. The Zoning Code Amendments and General Plan Amendments included in the Housing Element were presented to the voters in November 2022; however, the voters did not support the proposal.

In order to retain its conditional certification of its Housing Element from HCD, the City is required to present a rezoning plan to the general electorate of the City by the General Election in November 2024. In an effort to evaluate next steps and to expand overall resident engagement on this important and complex policy issue, the City determined that a robust and extended dive into housing policy with a broad swath of residents would be helpful. The idea was to talk directly with residents about the background, policy choices and tradeoffs of land use policy, and to listen deeply to their ideas and suggestions for how to best address land use in the future of Yorba Linda. Additionally, the hope was to start with a group of these residents (referred to as the Working Group) who were willing to dedicate several hours to the discussion and learning in order to gather effective feedback that recognized the policy challenges in addition to general resident sentiment.

The City Council gave no mandate for the outcome of the Working Group. The only direction was that City Staff and City consultants would facilitate meetings of this group, bring the group information, answer their questions, and offer suggestions on possible approaches, tradeoffs, and direction for the Working Group to consider. The Working Group concluded key observations and suggestions. More information about the Working Group can be found on the City's website: https://yllocalcontrol.com/.

The City of Yorba Linda hosted a series of virtual and in-person workshops in 2023 to engage residents about proposed changes to the City's 2021-2029 Housing Element in order to comply with State law and retain local land use control. Each workshop covered the same material and offered residents an opportunity to ask questions and learn more about the Housing Element Process and nearly 400 residents from a diversity of backgrounds, ethnicities, age groups, political affiliations, geography within the city, housing tenure, and varying perspectives on housing, participated in these discussions.

In December 2023, the City Council directed staff to resubmit the resident-driven revised Housing Element to HCD for consideration. On February 27, 2024, HCD sent a letter stating that the City's draft revised Housing Element was found to be in substantial conformance with State housing laws. At this time, the City is now bringing the draft revised Housing Element along with its accompanying implementation programs through the public hearing process for approval. The City will also be hosting a number of in-person community meetings to learn more about the revised Housing Element and to participate in the future of Yorba Linda's housing landscape.

The City is also in the process of preparing an Addendum to the previously certified PEIR for the 2021-2029 Housing Element and its implementation programs. At this time, the updated Traffic Analysis is being presented to the Traffic Commission for consideration and comments.

DISCUSSION

The draft Addendum to the PEIR for the 2021-2029 Housing Element and implementation programs and Traffic Analysis considers the transportation impacts resulting from implementation of Housing Element. Pursuant to Senate Bill 743, changes to CEQA Guidelines were adopted in December 2018, which require all lead agencies to adopt a vehicle mile traveled (VMT) metric as a replacement for automobile delay-based "level of service" (LOS) as the measure for identifying transportation impacts for land use projects. Automobile delay, as measured by "LOS and other similar metrics, no longer constitutes a significant environmental effect under CEQA. Lead agencies in California are required to use VMT to evaluate project-related transportation impacts. This statewide mandate went into effect July 1, 2020. CEQA Guidelines Section 15064.3, effective January 1, 2019, "describes specific considerations for evaluating a project's transportation impacts" and provides that, except for roadway capacity projects, "a project's effect on automobile delay (or LOS)" shall not constitute a significant environmental impact."

This cumulative impact analysis considers development of the proposed Project in conjunction with other development projects and planned development within the City of Yorba Linda. The traffic analysis determined that the Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Cumulative development projects would be reviewed for consistency with adopted programs, plans, ordinances, or policies, including but not limited to SCAG's *2016 RTP/SCS* and *Connect SoCal* and City of Yorba's Linda General Plan, as applicable. Even if cumulative development projects are in conflict, the Project would not contribute to a cumulative impact and thus would not be cumulatively considerable because the Project does not conflict with a program, plan, ordinance, or policy addressing the circulation system.

Consistent with City Guidelines, in addition to evaluating the project VMT per service population (i.e., Population and Employees), the analysis must also evaluate the cumulative effects of the Project on VMT. To complete this cumulative analysis, the analysis must compare the citywide VMT per service population "with project" with "no project" VMT per service population. This analysis is performed using the boundary method, which includes all vehicle trips with one or both trip-ends within a specific geographic area of interest the

City of Yorba Linda boundary. Once the areawide VMT value is calculated, it is then normalized by dividing by the number of population and employees in the City of Yorba Linda (based on the OCTAM model). OCTAM forecasts travel demand with a base year and a future forecast year of 2045 and incorporates the most recent socio-economic data for Orange County and the surrounding region at the time it was developed. Baseline and Cumulative link-level boundary VMT per service population (City) is calculated for both "No Project" and "With Project" conditions. If an increase occurs for the "With Project" condition as compared to "No Project" condition, then the impact is considered significant. As found in the VMT Analysis, Citywide VMT per service population was found to decrease under cumulative conditions and would also have a less than significant impact.

The Project's VMT analysis findings for project generated VMT per service population was found to not exceed the City's threshold. In addition, the Project's cumulative effect to citywide VMT per service population was found also to decrease with the inclusion of the proposed housing element changes as compared to without changes. Therefore, the Project's cumulative impact on VMT is presumed to be less than significant.

Furthermore, implementation of the Project would not result in hazardous conditions or conflict with emergency access. Impacts on a cumulative level would also be less than significant.

Next Steps

On May 15, 2024, the Planning Commission will conduct a public hearing to consider the revised 2021-2029 Housing Element and the accompanying General Plan and Zoning Code Amendments associated with the implementation of the revised Housing Element. It is anticipated that the City Council will be considering these General Plan and Zoning Code Amendments on June 18, 2024. Any action by the City Council to approve the proposed General Plan and Zoning Code Amendments would be subject to voter approval through the Yorba Linda Right-to-Vote Amendment (commonly referred to as Measure B).

ATTACHMENTS

Attachment 1 - Traffic Analysis
Attachment 2 - Vehicle Miles Traveled (VMT) Analysis

URBAN | CROSSROADS

YORBA LINDA HOUSING ELEMENT UPDATE

TRAFFIC ANALYSIS

PREPARED BY: Charlene So | cso@urbanxroads.com
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Aric Evatt | aevatt@urbanxroads.com

Reference Number	Agency	Date
15459-03 TA Report	City of Yorba Linda	April 12, 2024

TABLE OF CONTENTS

APPENDICES

LIST OF EXHIBITS

LIST OF TABLES

LIST OF ABBREVIATED TERMS

(1)	Reference
ADT	Average Daily Traffic
CAMUTCD	California Manual on Uniform Traffic Control Devices
CEQA	California Environmental Quality Act
Caltrans	California Department of Transportation
HCM	Highway Capacity Manual
ICU	Intersection Capacity Utilization
LOS	Level of Service
NCHRP	National Cooperative Highway Research Program
OCTA	Orange County Transportation Authority
OCTAM	Orange County Transportation Analysis Model
OPR	Office of Planning and Research
PEIR	Program Environmental Impact Report
PHF	Peak Hour Factor
Project	Yorba Linda Housing Element Update
RHNA	Regional Housing Needs Assessment
SB	Senate Bill
SCAG	Southern California Association of Governments
SHS	State Highway System
TA	Traffic Analysis
TIF	Traffic Impact Fee
V/C	Volume to Capacity
VMT	Vehicle Miles Traveled

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1 EXECUTIVE SUMMARY

1.1 INTRODUCTION

This Yorba Linda 2021–2029 Housing Element Update Traffic Analysis (TA) analyzes and identifies potential traffic-related deficiencies resulting from the rezoning and revised General Plan land use development assumptions necessary to address the City of Yorba Linda's regional housing needs assessment (RHNA) allocation. The TA will be used to support the proposed Addendum to the 2024 Housing Element Program Environmental Impact Report (PEIR). The Housing Element proposes a rezoning program of 18 vacant or underutilized sites for multi-family residential use at densities of 10 to 60 units per acre. The Yorba Linda 2021 – 2029 Housing Element will revise the General Plan land use and development intensities for the identified sites to accommodate approximately 1,747 additional dwelling units for a total of 1,929 dwelling units (including the existing zoning), which is an overall reduction of 481 units from the certified 2022 Housing Element PEIR.

The TA will evaluate the proposed development intensities expected for the changes to the sites and assess the potential traffic deficiencies that result from the implementation of the rezoning and changes to land use. Table 1-1 summarizes the changes to the Housing Element Sites as proposed for the current Addendum and Exhibit 1-1 shows the respective locations of each site. Exhibit 1-2 identifies the locations of each of the currently proposed Housing Element Sites summarized in Table 1-2. The City-approved Project Traffic Study Scoping Agreement is provided in Appendix 1.1 of this TA.

TABLE 1-1: PROPOSED CHANGES TO HOUSING ELEMENT SITES

				Certified 2022 PEIR		Addendum to 2022 PEIR	
HE Site ID	Site	Acres	Existing Current Zoning	2022 PEIR Proposed Zoning	Total Net Unit Potential	Proposed Zoning	Total Net Unit Potential
S1-021	W. of 16951 Imperial Highway	1.76	CG	Commercial Mixed Use Overlay	62	Commercial Mixed Use Overlay	62
S1-200	SEC Rose Dr. & Blake Rd.	5.94	RE	RM-20 w/ Affordable Overlay	208	RM-20 w/ Affordable Overlay	208
S2-008	17151 Bastanchury Rd.	4.92	RE	Congregational Land Overlay	60	Congregational Land Overlay	60
S3-012	5320 Richfield Rd.	9.48	RU	Congregational Land Overlay	55	Congregational Land Overlay	55
S3-207	5300-5392 Richfield Rd.	8.83	RU	RM-20 w/ Affordable Overlay	340	RM-10	88
S2-013	4861 Liverpool St.	6.2	RU	Congregational Land Overlay	40	Congregational Land Overlay	40
S3-074	18132 Yorba Linda Bl.	0.42	CG	RM-20 w/ Affordable Overlay	15	*** Site Removed ***	
S3-024	Friends Church Overflow Parking	17.45	RE	Congregational Land Overlay	48	Congregational Land Overlay	48
S3-033	4382 Eureka Av.	3.88	RS	Congregational Land Overlay	30	*** Site Removed ***	
S3-210	18111 Bastanchury Rd.	9.23	PD-26	Congregational Land Overlay	105	Congregational Land Overlay	105
S3-082	4791 & 4811 Eureka Av.	1.75	CG	RM-20 w/ Affordable Overlay	61	RM-20 w/ Affordable Overlay	61
S4-075	4742 Plumosa Dr.	1.62	CG	RM-20 w/ Affordable Overlay	57	RM-20 w/ Affordable Overlay	57
S6-015	22722 Old Canal Rd.	2.56	PD	Affordable Housing Overlay	89	PD RM-60	154
S6-020	22711 Oak Crest Circle	10.35	PD	RM-20 w/ Affordable Housing Overlay	143	PD RM-60	242
S7-001	Bryant Ranch Shopping Center	9.15	CG	Commercial Mixed Use Overlay	320	*** Site Removed ***	
S3-034	4341 Eureka Av.	2.19	RS	RM	22	*** Site Removed ***	
S3-203	18101-18251 Bastanchury Rd.	19.58	PD	PD	228	PD	98
S3-205A	5225 & 5227 Highland Av.	7.08	RE	RM	71	*** Site Removed ***	
S4-200	18597-18602 Altrudy Ln.	2.0	RS	RM-20	40	RM-20	40
S4-204A	19045 Yorba Linda Bl.	1.85	RE	Congregational Land Overlay	17	*** Site Removed ***	
S4-204B	19081-19111 Yorba Linda Bl.	3.9	RE	RM-20	78	RM-20	78
S3-211	17651 Imperial Highway	2.32	RS	RM	23	RM	23
S4-053	SWC of Kellogg Dr. & Grandview Av.	0.98	RE	RM	10	*** Site Removed ***	
S4-060	5541 S. Ohio St.	0.96	RE	RM	10	*** Site Removed ***	
S4-201	5531 S. Ohio St.	1.82	RE	RM	18	*** Site Removed ***	
S5-008	Fairmont Bl.	9.0	PD	RM	230	PD	30
S7-005	NEC of Camino del Bryant & Meadowland	3.06	RU	RM	30	*** Site Removed ***	
S6-025	Bac Tran Savi Ranch Site	23.0	PD	Not Evaluated		PD RM-60	480
		148.28		**TOTAL**	**2,410**	**TOTAL**	**1,929**

1.2 TRAFFIC DEFICENCIES AND IMPROVEMENTS

Based on either the Highway Capacity Manual (HCM) 7th Edition or Intersection Capacity Utilization (ICU) methodologies established by the Cities of Yorba Linda, Placentia, and Anaheim, the following intersections are anticipated to operate at a deficient level of service (LOS) during one or both peak hours under Horizon Year (2045) traffic conditions:

- Lakeview Avenue & Buena Vista Avenue (#6)
- Kellogg Drive & Imperial Highway SB Ramps (#7)
- Yorba Linda Boulevard & La Palma Avenue (#17)

It is our understanding that there are improvements currently planned for the intersections of Imperial Highway & Yorba Linda Boulevard (#5), Yorba Linda Boulevard & La Palma Avenue (#17), and Yorba Linda Boulevard & Savi Ranch Parkway (#18). As such, these improvements are assumed to be in place by Horizon Year (2045) conditions and are identified below:

- A second eastbound left turn lane, second westbound left turn lane, and an eastbound right turn lane at Imperial Highway & Yorba Linda Boulevard (#5) is assumed to be constructed by Horizon Year (2045) conditions. The Project is to contribute 0% towards the fair share.
- A second northbound right turn lane at Yorba Linda Boulevard & La Palma Avenue (#17) is assumed to be constructed by Horizon Year (2045) conditions. The Project is to contribute 2.1% towards the fair share.
- A northbound shared through-right turn lane and second right turn lane replacing the free right turn lane, a second southbound left turn lane, and a third westbound left turn lane at Yorba Linda Boulevard & Savi Ranch Parkway (#18) is assumed to be constructed by Horizon Year (2045) conditions. The Project is to contribute 3.0% towards the fair share.

The implementation of the improvements at the intersection of Imperial Highway & Yorba Linda Boulevard (#5) and Yorba Linda Boulevard & Savi Ranch Parkway (#18) are anticipated to result in acceptable peak hour operations; however, the improvements identified above at the intersection of Yorba Linda Boulevard & La Palma Avenue (#17) are not anticipated to result in acceptable peak hour operations under Horizon Year (2045) conditions. Intersection improvements have been recommended at the following remaining deficient study area intersections which are anticipated to exceed the allowable deficiency threshold established by the Cities of Yorba Linda, Placentia, or Anaheim:

- Lakeview Avenue & Buena Vista Avenue (#6) – 2.4% fair share contribution towards a future traffic signal and necessary street improvements
- Kellogg Drive & Imperial Highway SB Ramps (#7) – 2.9% fair share contribution towards a future traffic signal and necessary street improvements

Improvements identified are the minimum needed to achieve acceptable peak hour operations (LOS D or better), with the exception of the intersection of Yorba Linda Boulevard & La Palma Avenue. As noted previously, although the planned intersection improvements at Yorba Linda Boulevard & La Palma Avenue would not improve the intersection operations back to acceptable levels, additional improvements were not recommended as they are not feasible and the addition of Project traffic is not anticipated to exceed the applicable deficiency threshold.

EXHIBIT 1-1 : CHANGES TO HOUSING ELEMENT SITES

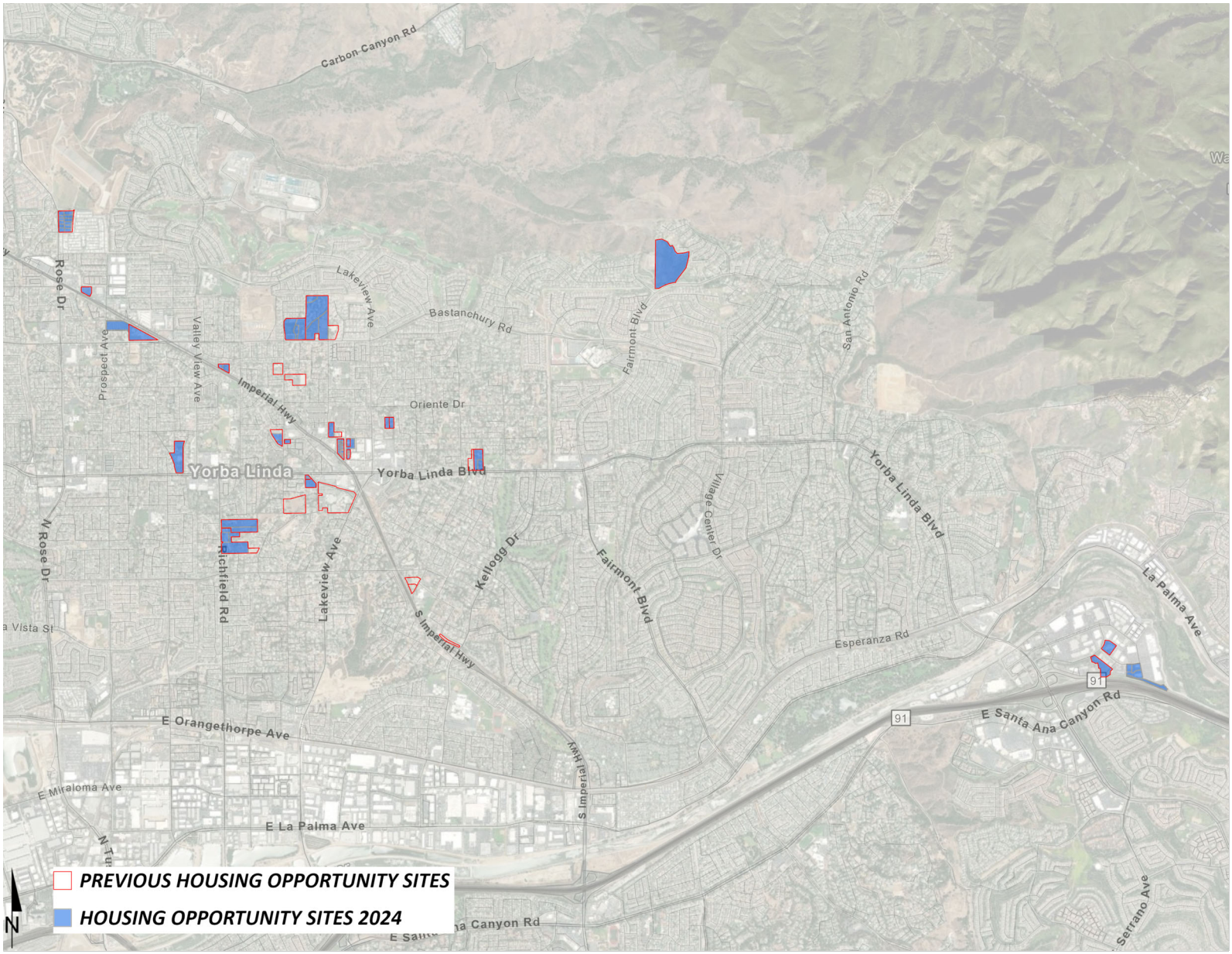


EXHIBIT 1-2 : CURRENTLY PROPOSED HOUSING ELEMENT SITE LOCATION MAP TO HOUSING ELEMENT SITES

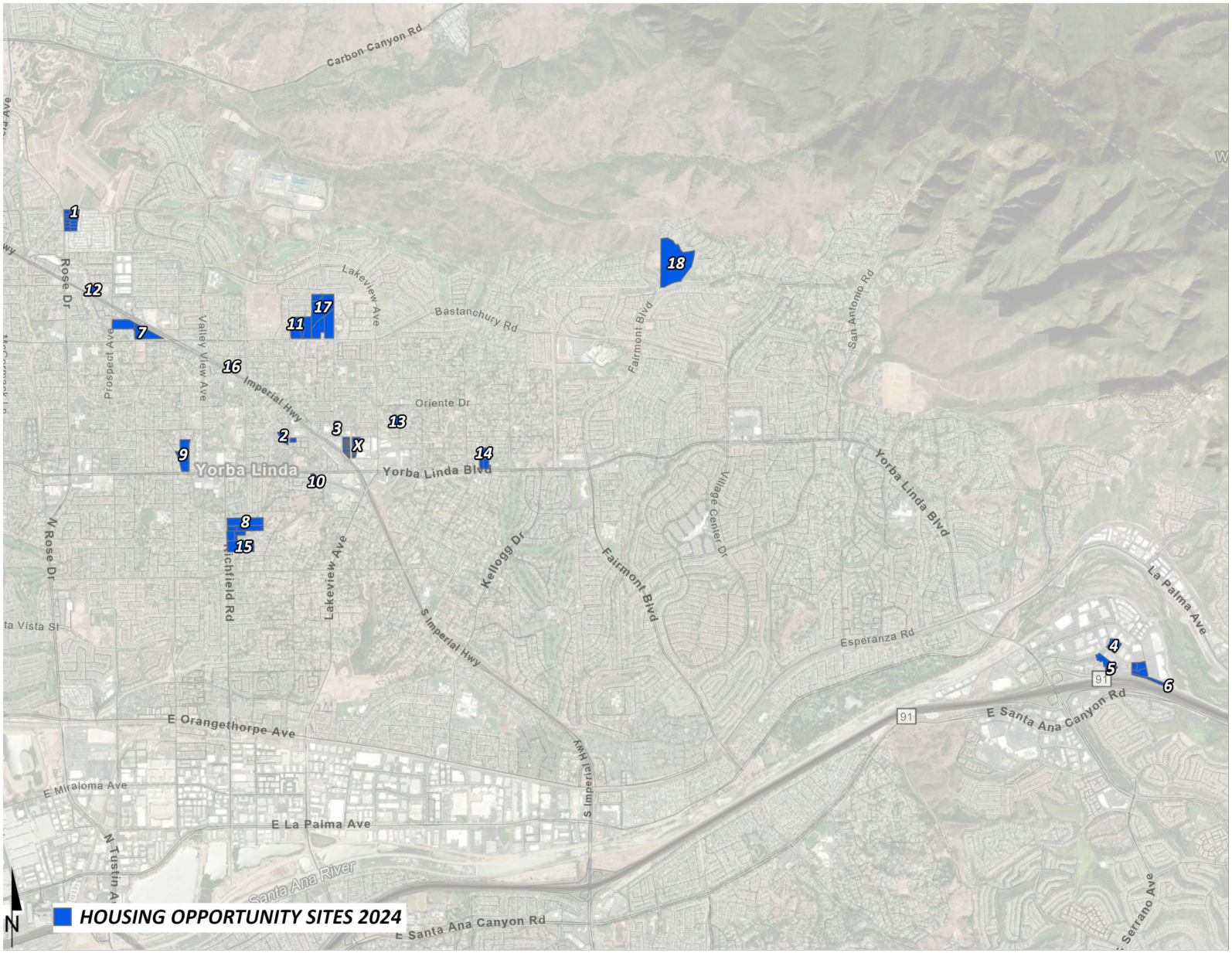


TABLE 1-2: SUMMARY OF HOUSING ELEMENT SITES

#	HE Site ID	Site	Acres	Proposed Zoning	Total Net Unit Potential
Affordable Housing Overlay (AHO) Sites (up to 35 units/acre):					
1	S1-200	SEC Rose Dr. & Blake Rd.	5.94	RM-20 w/ Affordable Overlay	208
2	S3-082	4791 & 4811 Eureka Av.	1.75	RM-20 w/ Affordable Overlay	61
3	S4-075	4742 Plumosa Dr.	1.62	RM-20 w/ Affordable Overlay	57
RM-60 Sites (between 20-60 units/acre):					
4	S6-015	22722 Old Canal Rd.	2.56	PD RM-60	154
5	S6-020	22711 Oak Crest Circle	10.35	PD RM-60	242
6	S6-025	Bac Tran Savi Ranch Site	23.0	PD RM-60	480
Congregational Land Overlay (CLO) Sites (up to 35 units/acre):					
7	S2-008	17151 Bastanchury Rd.	4.92	Congregational Land Overlay	60
8	S3-012	5320 Richfield Rd.	9.48	Congregational Land Overlay	55
9	S2-013	4861 Liverpool St.	6.2	Congregational Land Overlay	40
10	S3-024	Friends Church Overflow Parking	17.45	Congregational Land Overlay	48
11	S3-210	18111 Bastanchury Rd.	9.23	Congregational Land Overlay	105
Mixed Use Overlay (MUO) Sites (up to 35 units/acre):					
12	S1-021	W. of 16951 Imperial Highway	1.76	Commercial Mixed Use Overlay	62
RM-20 Sites (up to 20 units/acre):					
13	S4-200	18597-18602 Altrudy Ln.	2.0	RM-20	40
14	S4-204B	19081-19111 Yorba Linda Bl.	3.9	RM-20	78
RM Sites (up to 10 units/acre):					
15	S3-207	5300-5392 Richfield Rd.	8.83	RM-10	88
16	S3-211	17651 Imperial Highway	2.32	RM	23
Planned Development (PD) Sites:					
17	S3-203	18101-18251 Bastanchury Rd.	19.58	PD	98
18	S5-008	Fairmont Bl.	9.0	PD	30
		TOTAL	**139.89**	**TOTAL**	**1,929**

1.3 PROPOSED SITE ACCESS AND CIRCULATION RECOMMENDATIONS

Given the number of Housing Element Sites and lack of detailed site plans available, a detailed review of site access was not evaluated as part of this analysis. However, it is anticipated that implementing projects on each of the Housing Element Sites will necessitate focused traffic analyses which meet the City's standards to provide a review of potential intersection operational deficiencies in conjunction with a detailed review of site access.

1.4 ANALYSIS SCENARIOS

For the purposes of this traffic analysis, potential deficiencies to traffic and circulation have been assessed for each of the following conditions:

- Existing (2024) Conditions
- Horizon Year (2045) Without Project Conditions
- Horizon Year (2045) With Project Conditions

All study area intersections will be evaluated using either ICU or HCM methodologies, depending on the types of intersections and their jurisdiction (for a detailed discussion, see Section 3.2 *Intersection Capacity Analysis*).

1.4.1 EXISTING (2024) CONDITIONS

Information for Existing (2024) conditions is disclosed to represent the baseline traffic conditions as they existed at the time this report was prepared. For a detailed discussion on the existing traffic counts, see Section 4.5 *Existing (2024) Traffic Counts*.

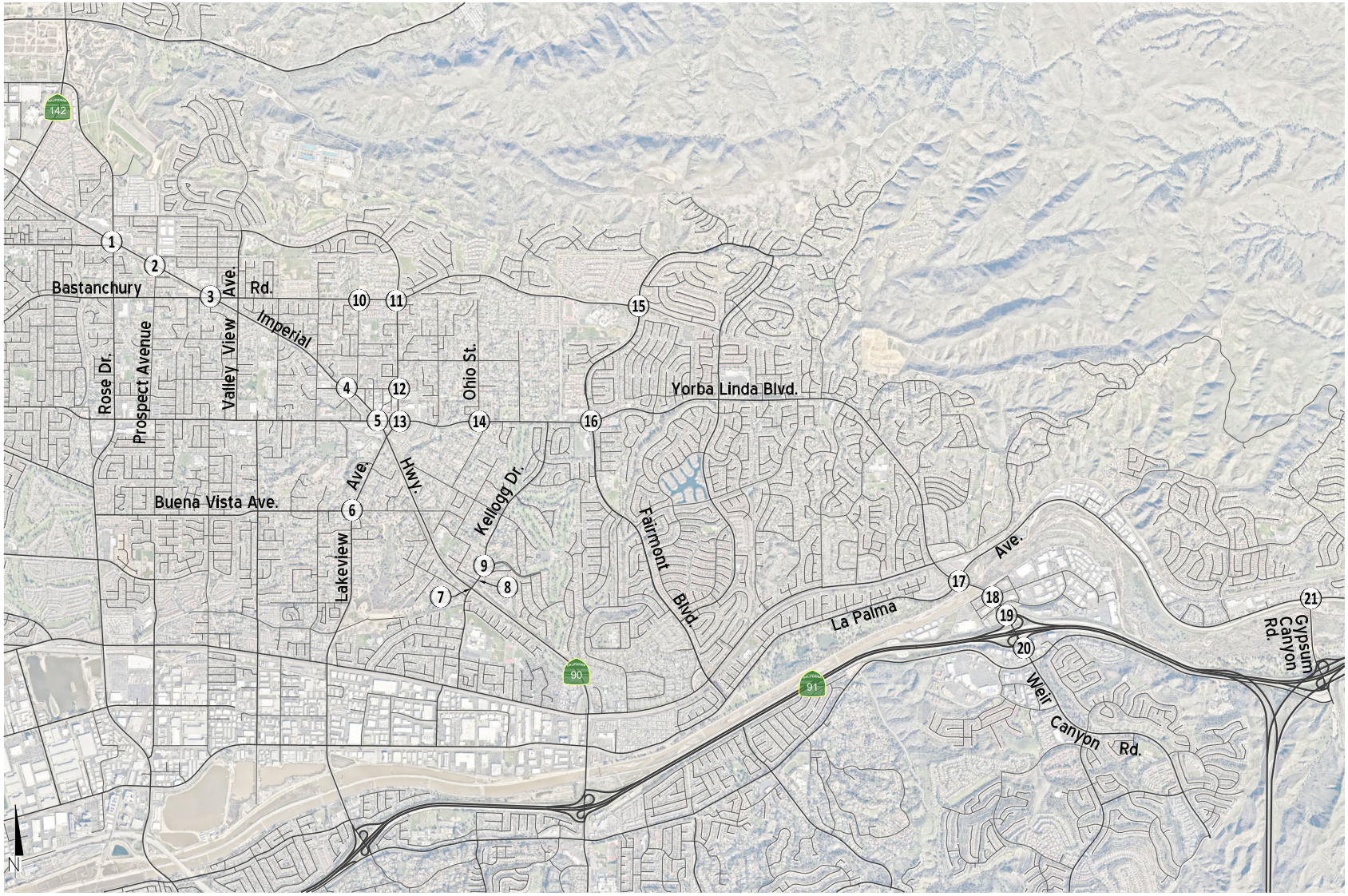
1.4.2 HORIZON YEAR (2045) CONDITIONS

Traffic projections for Horizon Year (2045) conditions were derived from the Orange County Transportation Analysis Model (OCTAM) using accepted procedures for model forecast refinement and smoothing. The Horizon Year conditions analysis will be utilized to determine if improvements funded through regional transportation mitigation fee programs can accommodate the long-range cumulative traffic at the target LOS identified in the City of Yorba Linda (lead agency) General Plan. Each of the applicable transportation fee programs are discussed in more detail in Section 6 *Local and Regional Funding Mechanisms*.

1.5 STUDY AREA

To ensure that this TA satisfies the City of Yorba Linda's traffic study requirements, a Project Traffic Study Scoping Agreement was approved by City of Yorba Linda staff prior to the preparation of this report. This Agreement provides an outline of the Project study area and analysis methodology. The City-approved Project Traffic Study Scoping Agreement is included in Appendix 1.1 of this TA. The 21 study area intersections shown in Exhibit 1-3 and listed in Table 1-3 were selected for evaluation in this TA based on consultation with City of Yorba Linda staff.

EXHIBIT 1-3 : STUDY AREA



LEGEND

(0) = *Existing Intersection Analysis Location*

TABLE 1-3: INTERSECTION ANALYSIS LOCATIONS

#	Intersections	Jurisdiction
1	Rose Dr. & Imperial Highway	Placentia/Caltrans
2	Prospect Av. & Imperial Highway	Yorba Linda
3	Imperial Highway & Bastanchury Rd.	Yorba Linda
4	Imperial Highway & Lemon Dr.	Yorba Linda
5	Imperial Highway & Yorba Linda Bl.	Yorba Linda
6	Lakeview Av. & Buena Vista Av.	Yorba Linda
7	Imperial Highway SB Ramps & Kellogg Dr.	Anaheim/Caltrans
8	Imperial Highway NB Ramps & Kellogg Dr.	Anaheim/Yorba Linda/Caltrans
9	Grandview Av. & Kellogg Dr.	Yorba Linda
10	Plumosa Dr. & Bastanchury Rd.	Yorba Linda
11	Lakeview Av. & Bastanchury Rd.	Yorba Linda
12	Lakeview Av. & Lemon Dr.	Yorba Linda
13	Lakeview Av. & Yorba Linda Bl.	Yorba Linda
14	Ohio St. & Yorba Linda Bl.	Yorba Linda
15	Fairmont Bl. & Bastanchury Rd.	Yorba Linda
16	Fairmont Bl. & Yorba Linda Bl.	Yorba Linda
17	Yorba Linda Bl. & La Palma Av.	Anaheim
18	Yorba Linda Bl. & Savi Ranch Pkwy.	Yorba Linda/Anaheim
19	Weir Canyon Rd. & SR-91 WB Ramps	Yorba Linda/Anaheim/Caltrans
20	Weir Canyon Rd. & SR-91 EB Ramps	Anaheim/Caltrans
21	Gypsum Canyon Rd. & La Palma Av.	Yorba Linda

1.6 DEFICIENCIES

This section provides a summary of deficiencies by analysis scenario. Section 3 *Methodologies* provides information on the methodologies used in the analysis and Section 5 *Horizon Year (2045) Traffic Conditions* includes the detailed analysis. A summary of LOS results for all analysis scenarios is presented in Table 1-4.

1.6.1 EXISTING (2024) CONDITIONS

The following study area intersections are currently operating at an unacceptable LOS during the weekday AM and PM peak hours under Existing traffic conditions:

- Lakeview Avenue & Buena Vista Avenue (#6) – LOS F AM and PM peak hours
- Kellogg Drive & Imperial Highway SB Ramps (#7) – LOS F AM peak hour; LOS E PM peak hour

1.6.2 HORIZON YEAR (2045) CONDITIONS

The following study area intersections are anticipated to operate at an unacceptable LOS under Horizon Year (2045) Without Project traffic conditions:

- Lakeview Avenue & Buena Vista Avenue (#6) – LOS F AM and PM peak hours
- Kellogg Drive & Imperial Highway SB Ramps (#7) – LOS F AM and PM peak hours
- Yorba Linda Boulevard & La Palma Avenue (#17) – LOS E PM peak hour only

There are no additional study area intersections anticipated to operate at an unacceptable LOS with the addition of Project traffic in addition to those listed above for Horizon Year (2045) Without Project traffic conditions. It should be noted that the addition of Project traffic is anticipated to fall below the applicable deficiency threshold at the intersection of Yorba Linda Boulevard & La Palma Avenue.

TABLE 1-4: SUMMARY OF LOS

		Existing (2024)		2045 Without Project		2045 With Project	
		AM	PM	AM	PM	AM	PM
1	Rose Dr. & Imperial Hwy.	🟢	🟢	🟢	🟢	🟢	🟢
2	Prospect Av. & Imperial Hwy.	🟢	🟢	🟢	🟢	🟢	🟢
3	Imperial Hwy. & Bastanchury Rd.	🟢	🟢	🟢	🟢	🟢	🟢
4	Imperial Hwy. & Lemon Dr.	🟢	🟢	🟢	🟢	🟢	🟢
5	Imperial Hwy. & Yorba Linda Bl.	🟢	🟢	🟢	🟢	🟢	🟢
6	Lakeview Av. & Buena Vista Av.	🔴	🔴	🔴	🔴	🔴	🔴
7	Imperial Hwy. SB Ramps & Kellogg Dr.	🔴	🟡	🔴	🔴	🔴	🔴
8	Imperial Hwy. NB Ramps & Kellogg Dr.	🟢	🟢	🟢	🟢	🟢	🟢
9	Grandview Av. & Kellogg Dr.	🟢	🟢	🟢	🟢	🟢	🟢
10	Plumosa Dr & Bastanchury Rd.	🟢	🟢	🟢	🟢	🟢	🟢
11	Lakeview Av. & Bastanchury Rd.	🟢	🟢	🟢	🟢	🟢	🟢
12	Lakeview Av. & Lemon Dr.	🟢	🟢	🟢	🟢	🟢	🟢
13	Lakeview Av. & Yorba Linda Bl.	🟢	🟢	🟢	🟢	🟢	🟢
14	Ohio St. & Yorba Linda Bl.	🟢	🟢	🟢	🟢	🟢	🟢
15	Fairmont Bl. & Bastanchury Rd.	🟢	🟢	🟢	🟢	🟢	🟢
16	Fairmont Bl. & Yorba Linda Bl.	🟢	🟢	🟢	🟢	🟢	🟢
17	Yorba Linda Bl. & La Palma Bl.	🟢	🟢	🟢	🟡	🟢	🟡
18	Yorba Linda Bl. & Savi Ranch Pkwy.	🟢	🟢	🟢	🟢	🟢	🟢
19	Weir Canyon Rd. & SR-91 WB Ramps	🟢	🟢	🟢	🟢	🟢	🟢
20	Weir Canyon Rd. & SR-91 EB Ramps	🟢	🟢	🟢	🟢	🟢	🟢
21	Gypsum Canyon Rd. & La Palma Av.	🟢	🟢	🟢	🟢	🟢	🟢

LEGEND:

🟢 = A–D
🟡 = E
🔴 = F

1.7 RECOMMENDATIONS

The improvements needed to address the cumulative deficiencies identified under Horizon Year (2045) With Project traffic conditions are summarized in Table 1-5. For those improvements listed in Table 1-5 not constructed as part of the Project, the Project's contributions towards deficient intersections are fulfilled through payment of fair share and/or fees for the applicable pre-existing fee programs (see Section 6 *Local and Regional Funding Mechanisms*). Although Table 1-5 provides the Project's fair share percentage towards each mitigation measure, the cost and scope of the improvements will be developed in conjunction with the Traffic Impact Fee (TIF) Update. If an improvement shown in Table 1-5 is added to the TIF, the fair share contribution may not be applicable. The fair share percentages shown in Table 1-5 are subject to change based on the future development intensity of each Housing Element site and also any changes to the future update of the City's TIF.

TABLE 1-5: SUMMARY OF IMPROVEMENTS

#	Intersection Location	Jurisdiction	Horizon Year (2045) With Project	Project Responsibility[1]	Fair Share %[2]
5	Imperial Highway & Yorba Linda Bl.	Yorba Linda	- Add 2nd EB left turn lane - Add 2nd WB left turn lane - Add EB right turn lane	Fair Share Fair Share Fair Share	0.0%
6	Lakeview Av. & Buena Vista Av.	Yorba Linda	- Install a traffic signal and necessary street improvements	Fair Share	2.4%
7	Imperial Highway SB Ramps & Kellogg Dr.	Anaheim/ Caltrans	- Install a traffic signal and necessary street improvements	Fair Share	2.9%
17	Yorba Linda Bl. & La Palma Av.	Anaheim	- Add 2nd NB right turn lane	Fair Share	2.1%
18	Yorba Linda Bl. & Savi Ranch Pkwy.	Yorba Linda/ Anaheim	- Add 2nd SB left turn lane - Add NB shared through-right turn lane - Change the NB free right turn lane to regular right turn lane - Add 3rd WB left turn lane	Fair Share Fair Share Fair Share Fair Share Fair Share	3.0%

[1] Identifies the Project's responsibility to construct an improvement or contribute fair share towards the implementation of the improvements shown.

[2] Program improvements constructed by project may be eligible for fee credit, at discretion of the City. See Table 6-2 for Fair Share Calculations.

2 INTRODUCTION

2.1 PROJECT OBJECTIVES

The Yorba Linda 2021 – 2029 Housing Element has been prepared by the City in compliance with the update cycle of jurisdictions within the Southern California Association of Governments (SCAG) region to address the legal mandate that requires each local government to adequately plan to meet the existing and projected housing needs of all economic segments of the local community. The overarching goals of the Yorba Linda 2021-2029 Housing Element includes:

1. Goal 1 (Conserve and Improve Existing Housing): Maintain and enhance the quality and affordability of existing housing and residential neighborhoods. This Goal includes policies that focus on housing design principals, property and housing conditions, multifamily housing acquisition and improvement, rental assistance, protection of existing affordable housing, and tenant protections.
2. Goal 2 (Provision of Affordable Housing): Assist in development and provision of affordable housing. The policies under this goal focus on housing diversity, affordable housing incentives, financial resources, public/private partnerships, homeownership assistance, housing sustainability, and affordable housing education and support.
3. Goal 3 (Adequate Housing Sites): Provide adequate housing sites to accommodate regional housing needs and achieve a variety and diversity of housing. This Goal includes policies that focus on offering a variety of housing choices, mixed use, repurposing obsolete commercial, affordable housing overlay, housing on land owned by religious institutions, town center, accessory dwelling units, and future annexations.
4. Goal 4 (Remove Governmental Constraints): Reduce governmental constraints to housing production and improvement while maintaining community character. The policies under this goal focus on providing flexible development standards, objective standards, regulatory incentives for affordable housing, and efficient development processing.
5. Goal 5 (Equal Housing Opportunities and Special Needs): Promote equal housing opportunities for all residential, including Yorba Linda's special needs populations. This Goal includes policies that focus on fair housing, housing for persons with disabilities, housing for persons with development disabilities, housing options for seniors, and homeless housing and services.

This TA analyzes and identifies potential traffic-related deficiencies resulting from the rezoning and revised General Plan land use development assumptions necessary to address the City of Yorba Linda's RHNA allocation. The TA will be used to support the proposed Addendum to the 2022 Housing Element PEIR. The Housing Element proposes a rezoning program of 18 vacant or underutilized sites for multi-family residential use at densities of 10 to 60 units per acre. The Yorba Linda 2021–2029 Housing Element will revise the General Plan land use and development intensities for the identified sites to accommodate approximately 1,747 additional dwelling units for a total of 1,929 dwelling units (including the existing zoning), which is an overall reduction of 481 units from the certified 2022 Housing Element PEIR.

The Without Project scenario represents the currently adopted land use intensities based on the City of Yorba Linda's 2016 General Plan Update (last comprehensive update in 2016 and reflected in the Orange County Transportation Analysis Model). The With Project scenario reflects the buildout of the proposed Final Housing Element (i.e., rezoning of the 18 vacant or underutilized sites to multifamily residential use). The changes to the Housing Element Sites, as proposed for the current Addendum, are previously listed in Table 1-1 and shown at Exhibit 1-1. The currently proposed Housing Element Sites are previously summarized in Table 1-2 and shown at Exhibit 1-2.

2.2 ANALYSIS OVERVIEW

The study area for this TA is comprised of the roadways and intersections in the immediate Project area and includes those locations that could potentially be affected by Project traffic (e.g., located in close proximity to one or more of the rezone sites). The specific intersections identified for analysis include all facilities where peak hour intersection volume-to-capacity (v/c) ratios could increase by more than one percent as a result of the Project. This is the deficiency threshold designated by the City of Yorba Linda for use in traffic studies.

The TA evaluates existing and long-range traffic conditions for the following scenarios:

- Existing (2024) Conditions – Existing volumes obtained from recent traffic counts (2024) and existing traffic controls and lane configurations
- Horizon Year (2045) Without Project – Traffic volumes and transportation system representing the area-wide growth anticipated between 2016 and 2045 based on currently adopted City of Yorba Linda General Plan land use assumptions plus reasonably foreseeable development projects as provided by the City of Yorba Linda. This analysis scenario also accounts for other cumulative development projects within the City and surrounding areas.
- Horizon Year (2045) With Project – 2045 conditions with the Final Housing Element land use assumptions.

3 METHODOLOGIES

This section of the report presents the methodologies used to perform the traffic analyses summarized in this report. The methodologies described are consistent with City of Yorba Linda's Traffic Study Guidelines.

3.1 LEVEL OF SERVICE

Traffic operations of roadway facilities are described using the term "Level of Service" (LOS). LOS is a qualitative description of traffic flow based on several factors, such as speed, travel time, delay, and freedom to maneuver. Six levels are typically defined ranging from LOS A, representing completely free-flow conditions, to LOS F, representing a breakdown in flow resulting in stop-and-go conditions. LOS E represents operations at or near capacity, an unstable level where vehicles are operating with the minimum spacing for maintaining uniform flow.

3.2 INTERSECTION CAPACITY ANALYSIS

The definitions of LOS for interrupted traffic flow (flow restrained by the existence of traffic signals and other traffic control devices) differ slightly depending on the type of traffic control. The LOS is typically dependent on the quality of traffic flow at the intersections along a roadway. LOS analysis was conducted to determine existing traffic conditions using the ICU methodology for signalized study intersections. (1) The HCM (7th Edition) methodology was used to determine LOS for unsignalized intersections and any California Department of Transportation (Caltrans) facility. The HCM methodology expresses the LOS at an intersection in terms of average control delay time for the various intersection approaches. (2) The HCM uses different procedures depending on the type of intersection control.

3.2.1 SIGNALIZED INTERSECTIONS

The City of Yorba Linda requires study area intersections to be evaluated through ICU analysis which compares forecasts peak hour traffic volumes to intersection capacity (V/C). The traffic modeling software package Traffix (Version 8) has been utilized to analyze signalized intersections in ICU. Lane capacities of 1,700 vehicles per hour of green time have been assumed for the ICU calculations, with 0.10 lost time factor (clearance) and inherent vehicle delay between cycles with an assumed signal cycle of 100 seconds. The City of Placentia and City of Anaheim ICU analysis is consistent with the City of Yorba Linda analysis as are the thresholds; therefore, the same assumptions were applied for intersections in all jurisdictions. Table 3-1 presents the ICU level of service thresholds utilized for this TA. A project is deemed to have an adverse effect on an intersection if the project results in deterioration of the LOS to an unacceptable LOS or an increase in the ICU value of 0.01 if the intersection currently operates at LOS E or F under without project conditions.

TABLE 3-1: SIGNALIZED INTERSECTION LOS THRESHOLDS WITH ICU

Level of Services	ICU
A	<0.60
B	0.61 - 0.70
C	0.71 - 0.80
D	0.81 - 0.90
E	0.91 - 1.00
F	> 1.00

Source: City of Yorba Linda, City of Placentia and City of Anaheim

Analysis of Caltrans-operated facilities (i.e., Kellogg Drive at Imperial Highway and Yorba Linda Boulevard/Weir Canyon Road at the SR-91 Freeway) was conducted in Synchro (Version 12) through the application of the Highway Capacity Manual (HCM) 7th Edition methodology for signalized intersections. Lane configurations and various other parameters such as signal timing was based on current operating characteristics as obtained from field review and signal timing worksheets provided by Caltrans District 12 staff. Future lane configurations were assumed to be the same as existing conditions for the 2045 No Project and 2045 With Project scenarios. Table 3-2 presents the signalized intersection delay and LOS standards throughout the study area.

Synchro is a macroscopic traffic software program that is based on the signalized intersection capacity analysis as specified in the HCM. Macroscopic level models represent traffic in terms of aggregate measures for each movement at the study intersections. Equations are used to determine measures of effectiveness such as delay and queue length. The level of service and capacity analysis performed by Synchro takes into consideration optimization and coordination of signalized intersections within a network.

The peak hour traffic volumes have been adjusted using a peak hour factor (PHF) to reflect peak 15-minute volumes. Customary practice for LOS analysis is to use a peak 15-minute rate of flow. However, flow rates are typically expressed in vehicles per hour. The PHF is the relationship between the peak 15-minute flow rate and the full hourly volume (e.g., PHF = [Hourly Volume] / [4 x Peak 15-minute Flow Rate]). The use of a 15-minute PHF produces a more detailed analysis as compared to analyzing vehicles per hour. Existing PHFs have been used for all analysis scenarios. Per the HCM, PHF values over 0.95 often are indicative of high traffic volumes with capacity constraints on peak hour flows while lower PHF values are indicative of greater variability of flow during the peak hour. (2)

3.2.2 UNSIGNALIZED INTERSECTIONS

The City of Yorba Linda requires the operations of unsignalized intersections to be evaluated using the methodology described in the HCM. (2) The LOS rating is based on the weighted average control delay expressed in seconds per vehicle (see Table 3-3). At two-way or side-street stop-controlled intersections, LOS is calculated for each controlled movement and for the left turn movement from the major street, as well as for the intersection as a whole. For approaches composed of a single lane, the delay is computed as the average of all movements in that lane. Delay for the intersection is reported for the worst individual movement at a two-way stop-controlled intersection. For all-way stop controlled intersections, LOS is computed for the intersection as a whole (average delay).

TABLE 3-2: SIGNALIZED INTERSECTION LOS THRESHOLDS WITH HCM

Description	Average Control Delay (Seconds), V/C ≤ 1.0	Level of Serice, V/C ≤ 1.0[1]
Operations with very low delay occurring with favorable progression and/or short cycle length.	0 to 10.00	A
Operations with low delay occurring with good progression and/or short cycle lengths.	10.01 to 20.00	B
Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.01 to 35.00	C
Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and indvidual cycle failures are noticeable.	35.01 to 55.00	D
Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.01 to 80.00	E
Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.	80.01 and up	F

Source: HCM, 7th Edition

[1] if V/C is greater than 1.0 then LOS is F per HCM

TABLE 3-3: UNSIGNALIZED INTERSECTION LOS THRESHOLDS

Description	Average Control Delay (Seconds), V/C ≤ 1.0	Level of Serice, V/C ≤ 1.0[1]
Little or no delays.	0 to 10.00	A
Short traffic delays.	10.01 to 15.00	B
Average traffic delays.	15.01 to 25.00	C
Long traffic delays.	25.01 to 35.00	D
Very long traffic delays.	35.01 to 50.00	E
Extreme traffic delays with intersections capacity exceeded.	>50.00	F

Source: HCM, 7th Edition

[1] if V/C is greater than 1.0 then LOS is F per HCM

3.3 TRAFFIC SIGNAL WARRANT ANALYSIS METHODOLOGY

The term “signal warrants” refers to the list of established criteria used by Caltrans and other public agencies to quantitatively justify or determine the potential need for installation of a traffic signal at an otherwise unsignalized intersection. This TA uses the signal warrant criteria presented in the latest edition of the Caltrans California Manual on Uniform Traffic Control Devices (CA MUTCD). (3)

The signal warrant criteria for Existing study area intersections are based upon several factors, including volume of vehicular and pedestrian traffic, frequency of accidents, and location of school areas. The CA MUTCD indicates that the installation of a traffic signal should be considered if one or more of the signal warrants are met. (3) Specifically, this TA utilizes the Peak Hour Volume-based Warrant 3 as the appropriate representative traffic signal warrant analysis for existing traffic conditions and for all future analysis scenarios for existing unsignalized intersections. Warrant 3 is appropriate to use for this TA because it provides specialized warrant criteria for intersections with rural characteristics. For the purposes of this study, the speed limit was the basis for determining whether Urban or Rural warrants were used for a given intersection. Rural warrants have been used where posted speed limits on the major roadways with unsignalized intersections are 40 miles per hour or greater while the urban warrants have been used for locations where the major roadway has speeds less than 40 miles per hour.

Future intersections that do not currently exist have been assessed regarding the potential need for new traffic signals based on future average daily traffic (ADT) volumes, using the Caltrans planning level ADT-based signal warrant analysis worksheets. Similarly, the speed limit has been used as the basis for determining the use of Urban and Rural warrants. Traffic signal warrant analyses were performed for the following study area intersections shown in Table 3-4.

TABLE 3-4: TRAFFIC SIGNAL WARRANT ANALYSIS LOCATIONS

#	Intersection Location	Jurisdiction
6	Lakeview Av. & Buena Vista Av.	Yorba Linda
7	Kellogg Dr. & Imperial Highway SB Ramps	Anaheim/Caltrans

The Existing conditions traffic signal warrant analysis is presented in the subsequent section, Section 4 *Area Conditions* of this report. The traffic signal warrant analyses for future conditions are presented in Section 5 *Horizon Year (2045) Traffic Conditions* of this report. It is important to note that a signal warrant defines the minimum condition under which the installation of a traffic signal might be warranted. Meeting this threshold condition does not require that a traffic control signal be installed at a particular location, but rather, that other traffic factors and conditions be evaluated in order to determine whether the signal is truly justified. It should also be noted that signal warrants do not necessarily correlate with LOS. An intersection may satisfy a signal warrant condition and operate at or above acceptable LOS or operate below acceptable LOS and not meet a signal warrant.

3.4 MINIMUM ACCEPTABLE LEVELS OF SERVICE (LOS)

Minimum Acceptable LOS and associated definitions of intersection deficiencies have been obtained from each of the applicable surrounding jurisdictions.

3.4.1 CITY OF YORBA LINDA, CITY OF ANAHEIM & CITY OF PLACENTIA

According to the City of Yorba Linda, City of Anaheim, and City of Placentia's Traffic Impact Analysis Guidelines, LOS D is the minimum acceptable condition that should be maintained during the peak commute hours. (4)

3.4.2 CALTRANS

Senate Bill 743 (SB 743), approved in 2013, endeavors to change the way transportation impacts will be determined according to the California Environmental Quality Act (CEQA). The Office of Planning and Research (OPR) has recommended the use of vehicle miles traveled (VMT) as the replacement for automobile delay-based LOS. Caltrans acknowledges automobile delay will no longer be considered a CEQA impact for development projects and will use VMT as the metric for determining impacts on the State Highway System (SHS). However, LOS D has been utilized as the target LOS for Caltrans facilities, consistent with the City of Yorba Linda.

3.5 DEFICIENCY CRITERIA

This section outlines the methodology used in this analysis related to identifying circulation system deficiencies.

3.5.1 CITY OF YORBA LINDA

Per the City of Yorba Linda's TIA Guidelines: a) a deficient intersection is defined where the intersection Without Project is at an acceptable LOS and With Project falls below an acceptable LOS, or b) intersection threshold with at LOS E or F with 1% increase V/C ratio With Project traffic condition as compared to Without Project traffic condition. (4) In all cases, the feasibility of the proposed improvements must be demonstrated, and the availability of right-of-way must be verified. The TA will also calculate the Project's fair share towards each mitigation measure. However, the cost and scope of the improvements will be developed in conjunction with the TIF Update.

3.5.2 CITY OF ANAHEIM

Per the City of Anaheim's TIA Guidelines, a transportation impact on an intersection shall be deemed significant in accordance with the following Table 3-5 (per the City's Guidelines):

TABLE 3-5: CITY OF ANAHEIM DEFICIENCY CRITERIA

LOS	Final v/c Ratio	Project-Related Increase in v/c
C	> 0.701-0.800	≥ 0.050
D	> 0.801-0.900	≥ 0.030
E, F	> 0.901	≥ 0.010

The Final v/c Ratio shall mean the future V/C ratio at an intersection considering impacts with Project, ambient Growth, and Related Projects but without any proposed mitigation.

3.5.3 CITY OF PLACENTIA

Per the City of Placentia's TIA guidelines, an effect on transportation occurs if the project causes the study intersection operating at LOS D or better to degrade to LOS E or F. If an intersection is operating at an unacceptable LOS E or F for conditions without the project, the project will contribute their fair share of an improvement to bring back the intersection an acceptable LOS.

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4 AREA CONDITIONS

This section provides a summary of the existing circulation network, the City of Yorba Linda General Plan Circulation Network, and a review of existing peak hour intersection operations and traffic signal warrant analyses.

4.1 EXISTING CIRCULATION NETWORK

Pursuant to the agreement with City of Yorba Linda staff (Appendix 1.1), the study area includes a total of 21 intersections as shown previously in Exhibit 1-3. Exhibit 4-1 illustrates the study area intersections located near the proposed Project and identifies the number of through traffic lanes for existing roadways and intersection traffic controls.

4.2 CITY OF YORBA LINDA GENERAL PLAN CIRCULATION ELEMENT

The roadway classifications and planned (ultimate) roadway cross-sections of the major roadways within the study area, as identified on the City of Yorba Linda General Plan Circulation Element, are described subsequently. Exhibit 4-2 shows the City of Yorba Linda General Plan Circulation Element and Exhibit 4-3 illustrates the City of Yorba Linda General Plan roadway cross-sections.

The study area roadway that is classified as a Smart Street (6-Lane) is identified as having a 100-foot right-of-way and 84-foot curb-to-curb measurement. Smart Street includes three lanes of travel in each direction and a 14-foot curbed and/or landscaped median. The following study area roadway within the City of Yorba Linda is classified as a Smart Street (6-Lane):

- Imperial Highway from the City Limit to Yorba Linda Boulevard

The study area roadway that is classified as a Smart Street (4-Lane) is identified as having a 96-foot right-of-way and 80-foot curb-to-curb measurement. Smart Street include two lanes of travel in each direction and a 12-foot curbed and/or landscaped median. The following study area roadway within the City of Yorba Linda is classified as a Smart Street (4-Lane):

- Imperial Highway from Yorba Linda Boulevard to Kellogg Drive

The study area roadway that is classified as a Modified Major is identified as having a 100-foot right-of-way and 84-foot curb-to-curb measurement. Modified Major includes three lanes of travel in each direction and a 14-foot curbed and/or landscaped median. The following study area roadway within the City of Yorba Linda is classified as a Modified Major:

- Yorba Linda Boulevard from City Limit to Fairmont Boulevard

The study area roadway that is classified as a Primary Arterial is identified as having a 100-foot right-of-way and 84-foot curb-to-curb measurement. Primary Arterial includes two lanes of travel in each direction and a 14-foot curbed and/or landscaped median. The following study area roadways within the City of Yorba Linda are classified as a Primary Arterial:

- Lakeview Avenue from Yorba Linda Boulevard to City Limit
- Fairmont Boulevard
- Yorba Linda Boulevard from Fairmont Boulevard to City Limit

The study area roadway that is classified as a Modified Primary Arterial is identified as having an 80-foot right-of-way and 64-foot curb-to-curb measurement. Modified Primary Arterial includes two lanes of travel in each direction and a 14-foot curbed and/or landscaped median. The following study area roadways within the City of Yorba Linda are classified as a Modified Primary Arterial:

- Bastanchury Road
- Rose Drive
- La Palma Avenue from City Limit to Gypsum Canyon Road
- Savi Ranch Parkway from Yorba Linda Boulevard to Old Canal Road

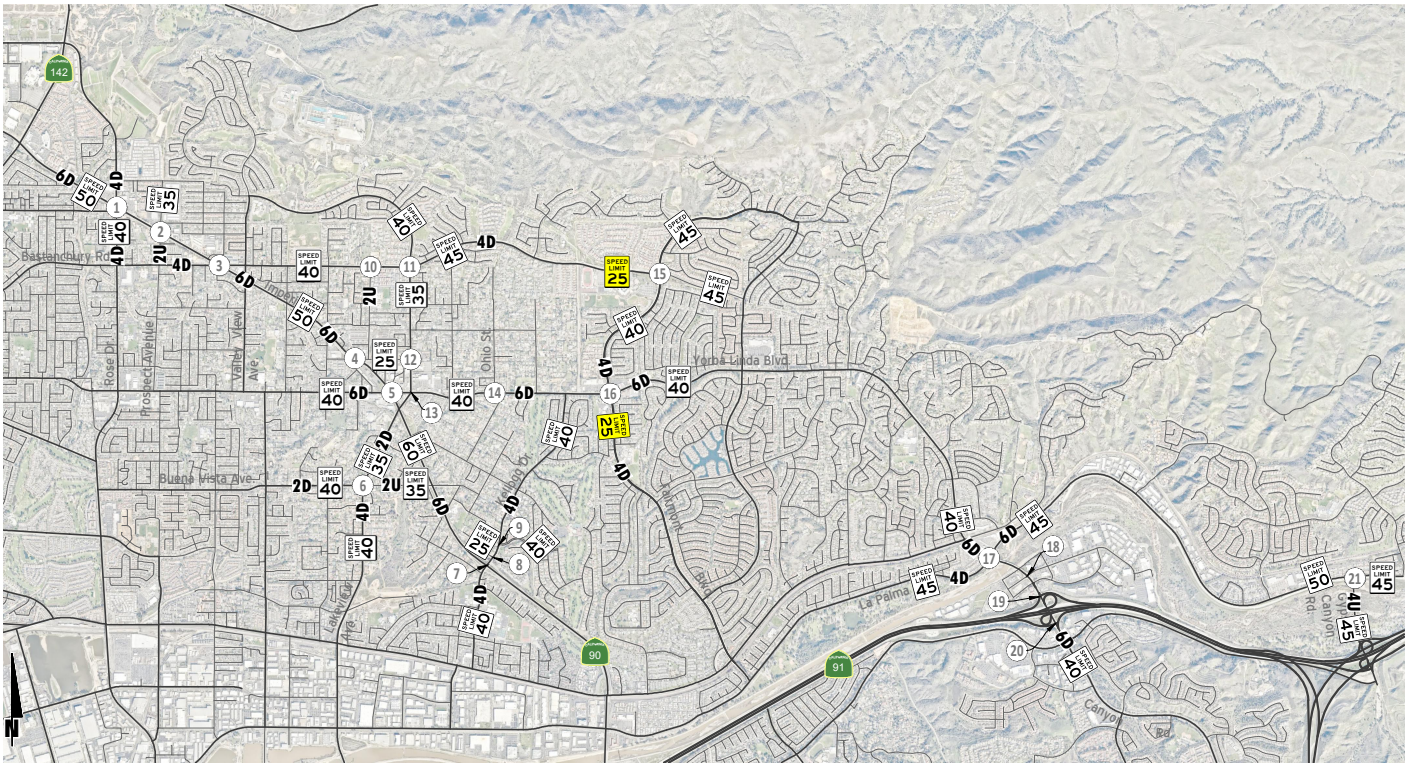
The study area roadway that is classified as a Secondary Arterial is identified as having an 80-foot right-of-way and 64-foot curb-to-curb measurement. Secondary Arterial includes two lanes of travel in each direction. The following study area roadways within the City of Yorba Linda are classified as a Secondary Arterial:

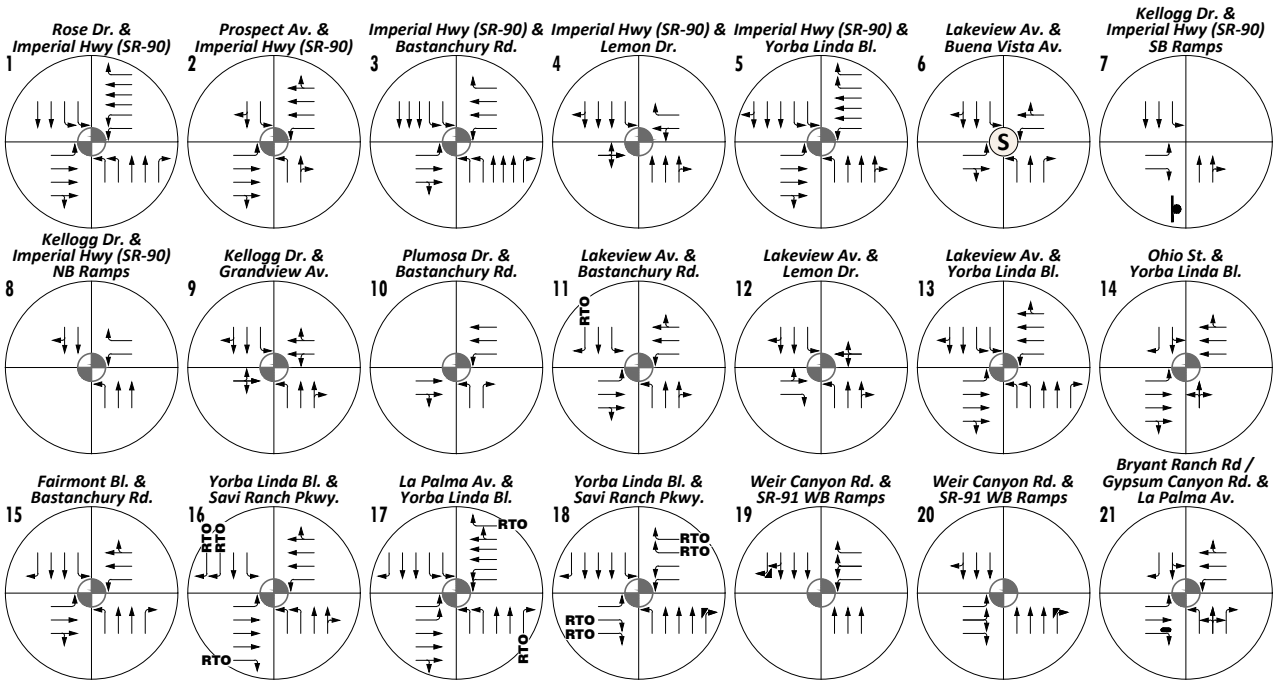
- Buena Vista Avenue
- Lakeview Avenue from north of Bastanchury Road to Yorba Linda Boulevard
- Kellogg Drive
- Gypsum Canyon Road

The study area roadway that is classified as a Collector is identified as having a 60-foot right-of-way and 40-foot curb-to-curb measurement. Collector includes one lane of travel in each direction. The following study area roadway within the City of Yorba Linda is classified as a Collector:

- Prospect Avenue

EXHIBIT 4-1 : EXISTING NUMBER OF THROUGH LANES AND INTERSECTION CONTROLS





LEGEND

- = Intersection Analysis Location
- = Traffic Signal
- = All-Way Stop
- = Stop Sign
- = Traffic Lane
- = Free Right Turn
- = Channelized Right Turn
- = Raised Right Turn Median
- RTO = Right Turn Overlap

EXHIBIT 4-2 : CITY OF YORBA LINDA GENERAL PLAN CIRCULATION ELEMENT

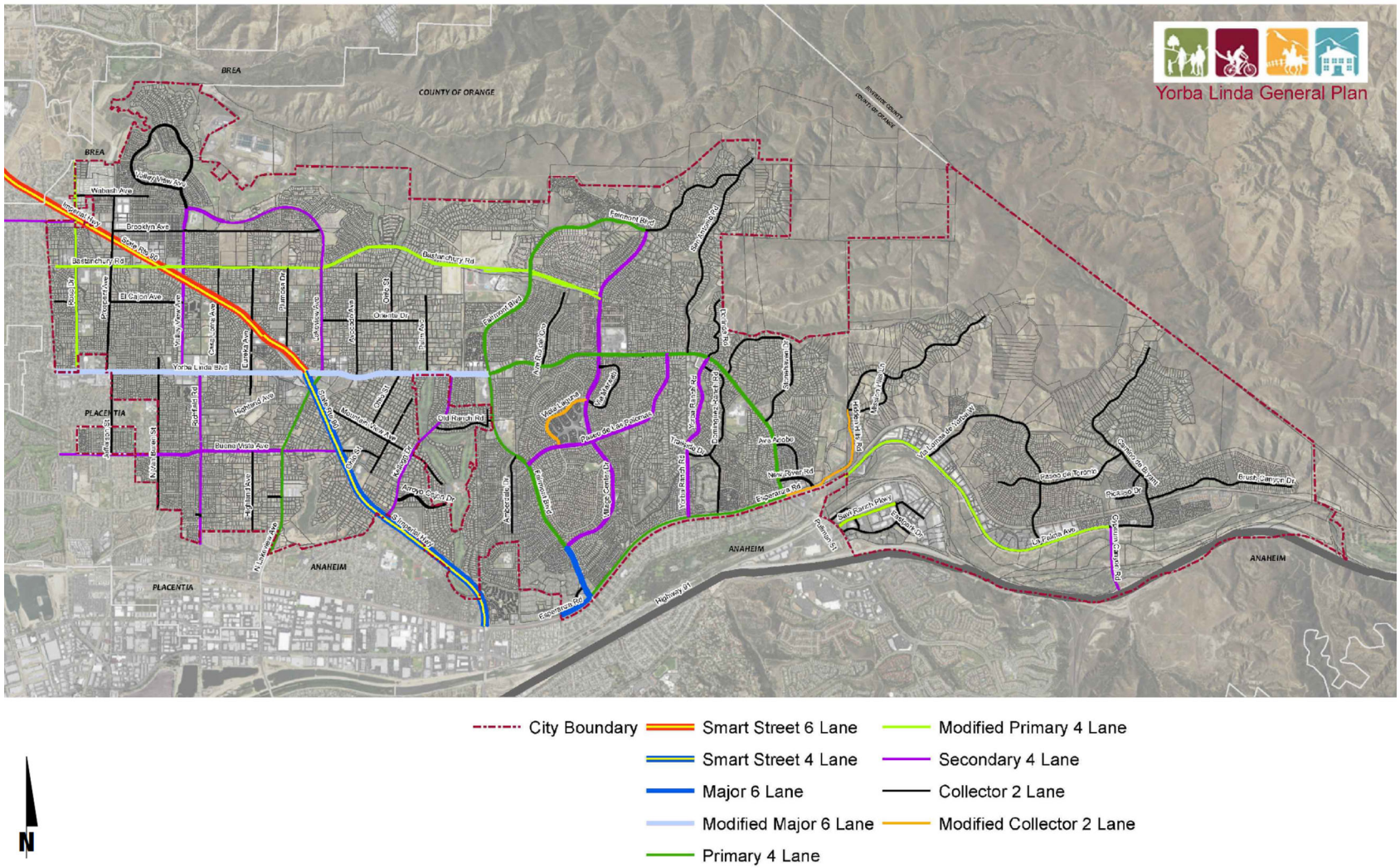
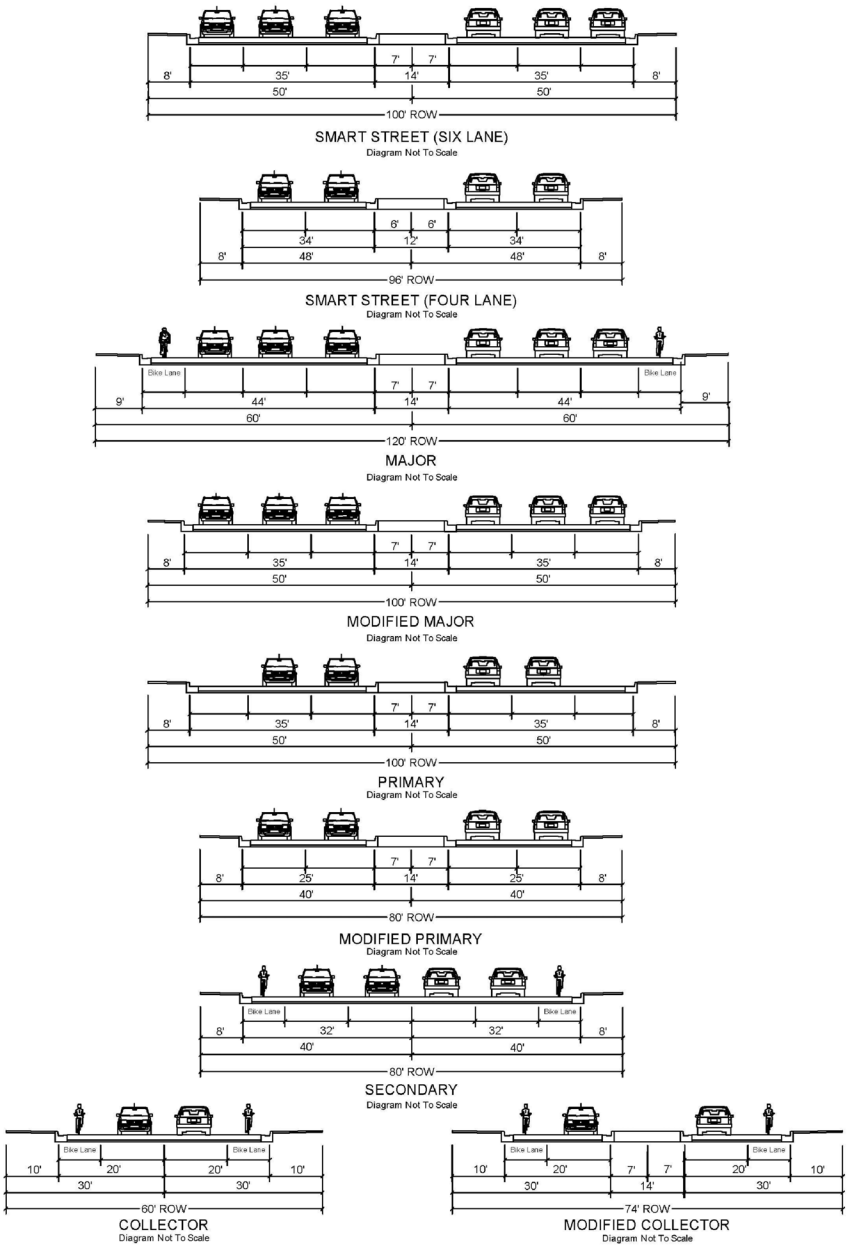


EXHIBIT 4-3 : CITY OF YORBA LINDA GENERAL PLAN ROADWAY CROSS-SECTIONS



4.3 BICYCLE, EQUESTRIAN, & PEDESTRIAN FACILITIES

Exhibit 4-4 illustrates the City of Yorba Linda existing and future planned bicycle facilities per the City's Bicycle Plan (2016). Existing pedestrian facilities within the study area are shown in Exhibit 4-5. Field observations and traffic counts conducted in February 2024 indicate light pedestrian and bicycle activity within the study area.

4.4 TRANSIT SERVICE

The study area within the City of Yorba Linda is currently served by Orange County Transportation Authority (OCTA), a public transit agency serving various jurisdictions within Orange County. Based on a review of the existing transit routes within the vicinity of the proposed Project, Route 26 currently runs along Yorba Linda Boulevard, from Rose Drive to Lakeview Avenue; while Route 38 runs along La Palma Avenue from the north side to the south side of SR-91 Freeway. A portion of Route 30 also runs along the City of Yorba Linda and City of Anaheim boundary along Esperanza Road west of Fairmont Boulevard. Transit service is reviewed and updated by OCTA periodically to address ridership, budget, and community demand needs. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate. Existing transit routes in the vicinity of the study area are illustrated in Exhibit 4-6.

4.5 EXISTING (2024) TRAFFIC COUNTS

The intersection LOS analysis is based on the traffic volumes observed during the peak hour conditions using traffic count data collected in February 2024. The following peak hours were selected for analysis:

- Weekday AM Peak Hour (peak hour between 7:00 AM and 9:00 AM)
- Weekday PM Peak Hour (peak hour between 4:00 PM and 6:15 PM)

An extended timeframe was captured for the PM peak hour in order to capture the maximum afternoon peak hour traffic levels. The 2024 weekday AM and PM peak hour count data is representative of typical weekday peak hour traffic conditions in the study area. There were no observations made in the field that would indicate atypical traffic conditions on the count dates, such as construction activity or detour routes and nearby schools were in session and operating on normal schedules. The raw manual peak hour turning movement traffic count data sheets are included in Appendix 4.1.

Existing weekday ADT volumes are shown in Exhibit 4-7. Where actual 24-hour tube count data was not available, Existing ADT volumes were based upon factored intersection peak hour counts collected by Urban Crossroads, Inc. using the following formula for each intersection leg:

Weekday PM Peak Hour (Approach Volume + Exit Volume) x 10.88 = Leg Volume

EXHIBIT 4-4 : CITY OF YORBA LINDA BICYCLE FACILITIES

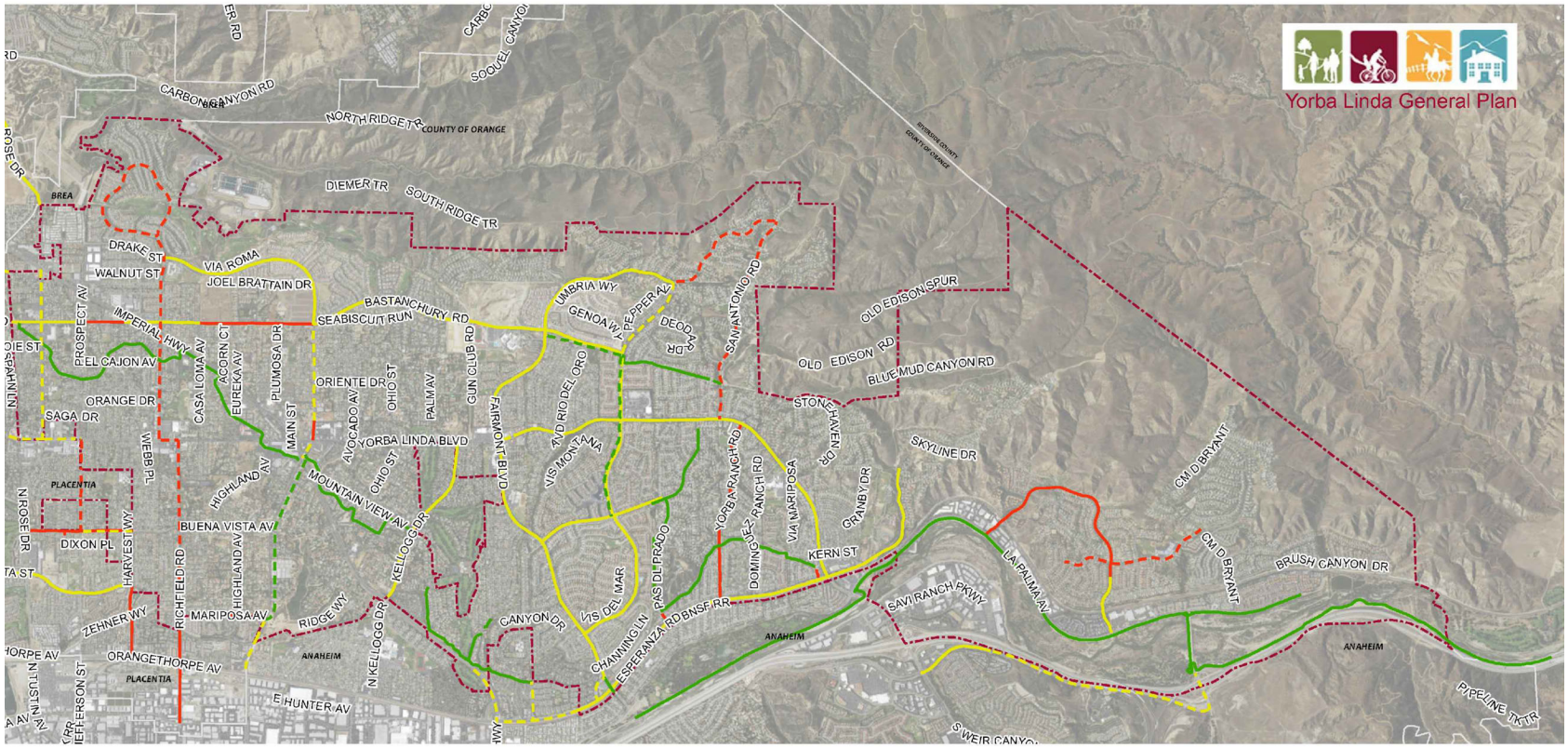


EXHIBIT 4-5 : EXISTING PEDESTRIAN FACILITIES

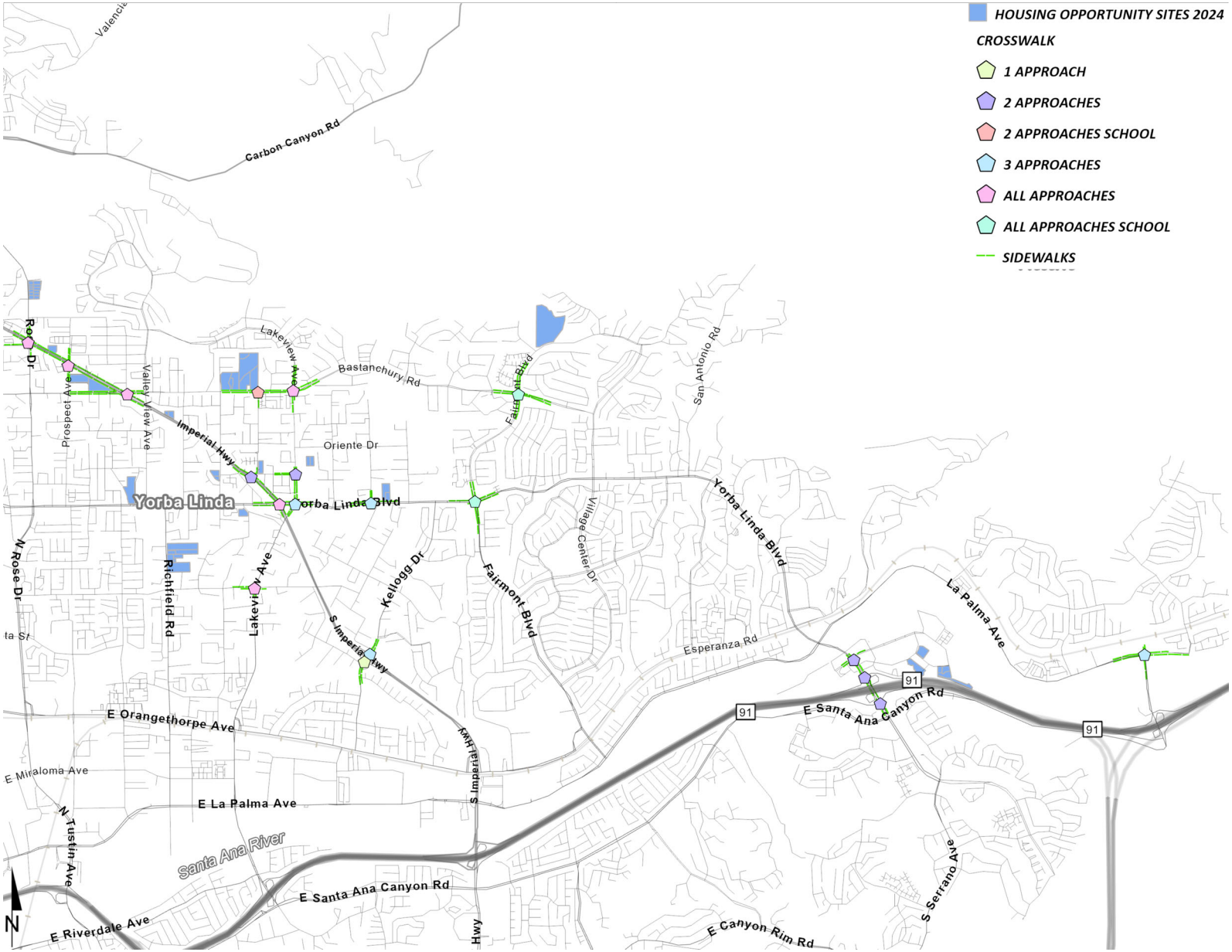


EXHIBIT 4-6 : EXISTING TRANSIT ROUTES

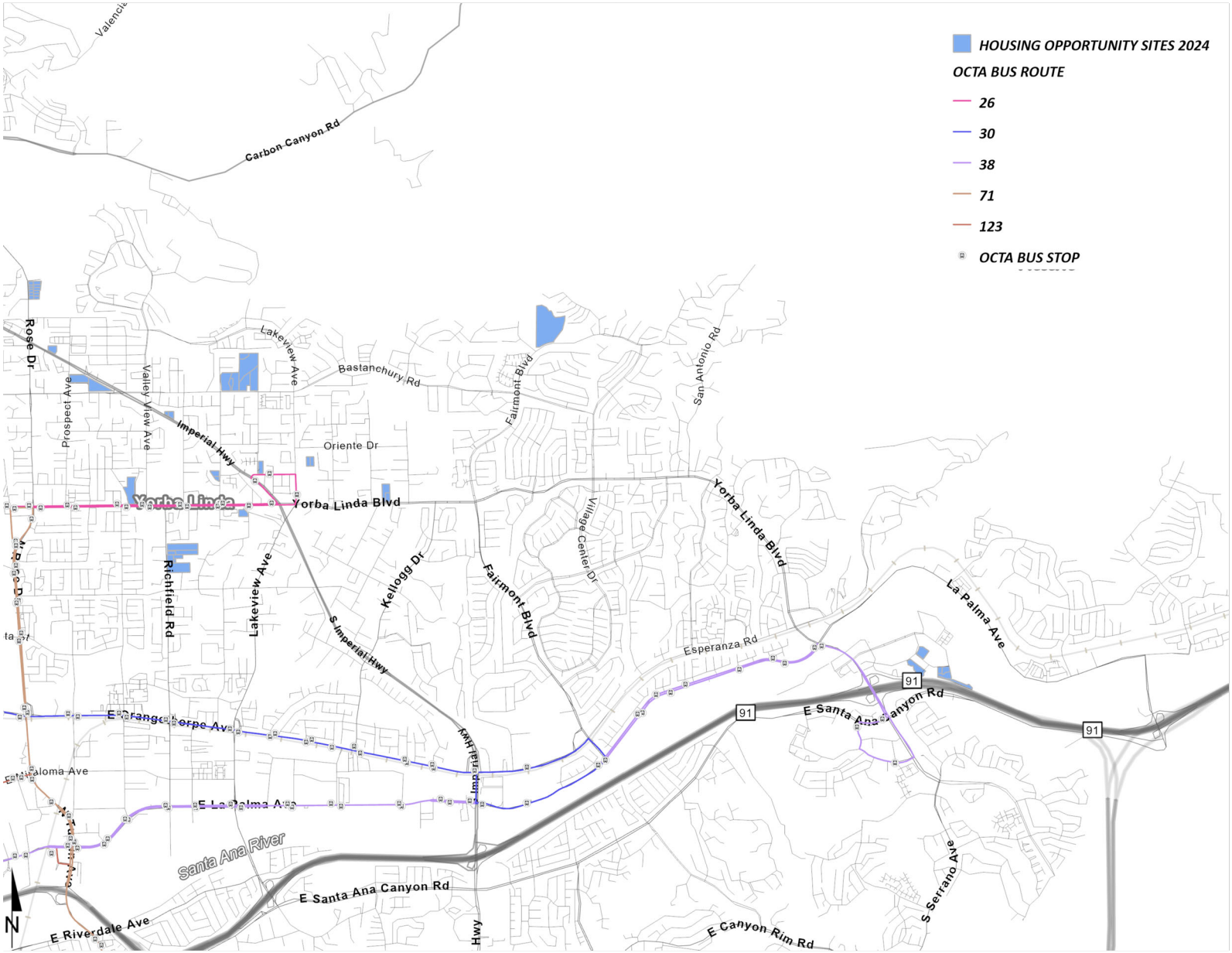
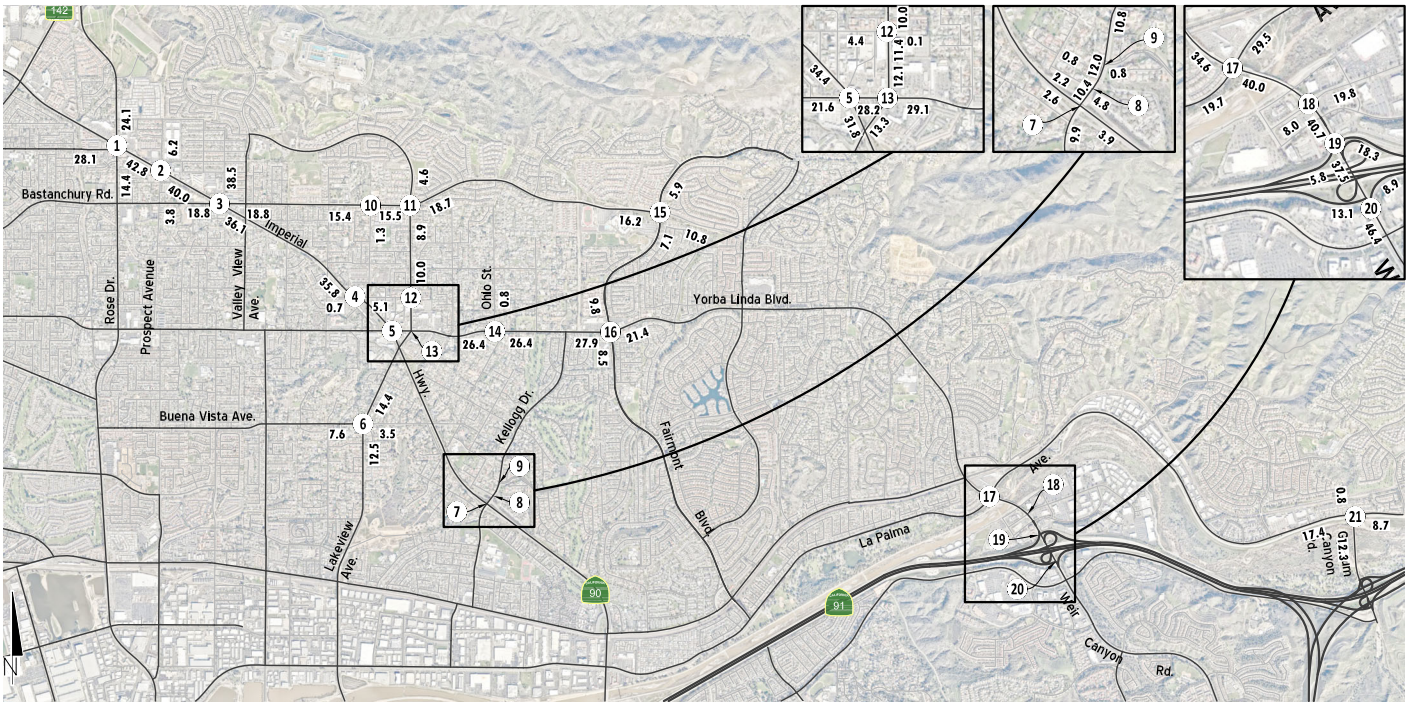
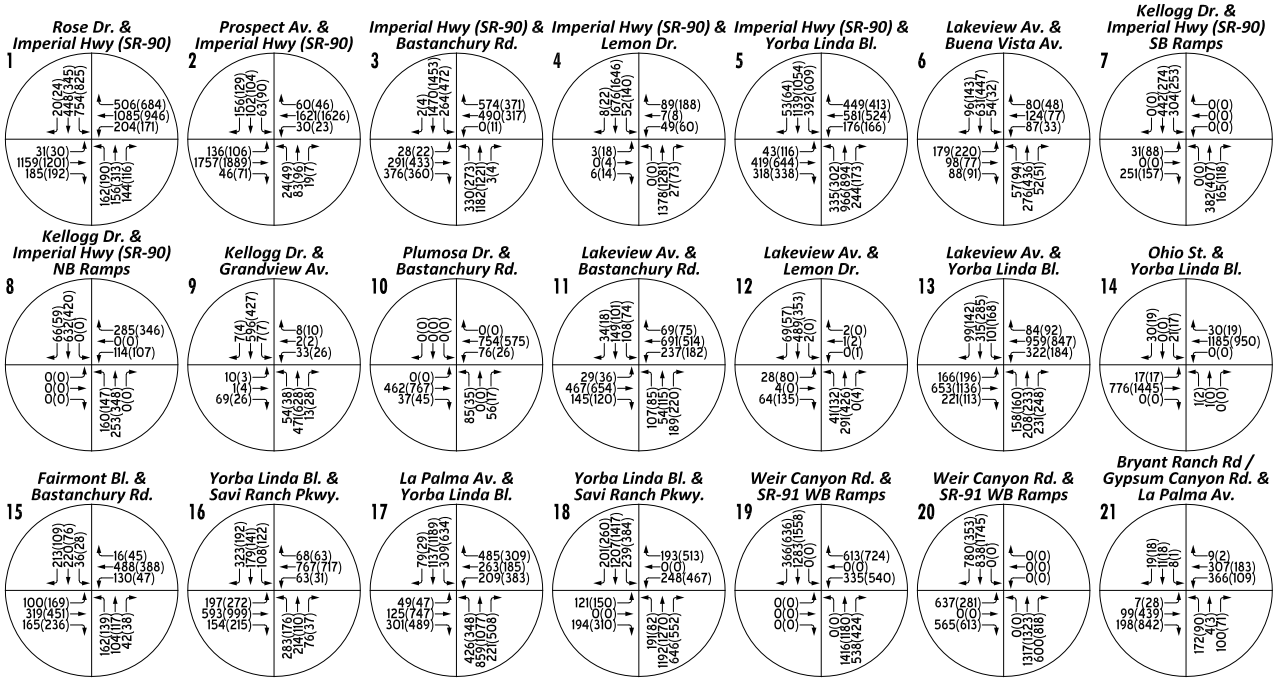


EXHIBIT 4-7 : EXISTING (2024) TRAFFIC VOLUMES





LEGEND

⓪ = *Existing Intersection Analysis Location*

00.0 = *Average Daily Trips (1000's)*

00(00) = *Peak Hour Intersection Volume AM (PM)*

A comparison of the PM peak hour and daily traffic volumes of various roadway segments within the study area indicated that the peak-to-daily relationship is approximately 9.19 percent. As such, the above equation utilizing a factor of 10.88 estimates the ADT volumes on the study area roadway segments assuming a peak-to-daily relationship of 9.19 percent (i.e., 1/0.0919 = 10.88) and was assumed to sufficiently estimate average daily traffic (ADT) volumes for planning-level analyses. Existing weekday AM and weekday PM peak hour intersection volumes are also shown in Exhibit 4-7.

4.6 INTERSECTION OPERATIONS ANALYSIS

Existing peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 3.2 *Intersection Capacity Analysis* of this report. The intersection operations analysis results are summarized in Table 4-1, which indicates the following existing study area intersections are currently operating at unacceptable LOS during the peak hours:

- Lakeview Avenue & Buena Vista Avenue (#6) – LOS F AM and PM peak hours
- Kellogg Drive & Imperial Highway SB Ramps (#7) – LOS F AM peak hour; LOS E PM peak hours

The intersection operations analysis worksheets are included in Appendix 4.2 of this TA. Although not deficient, the intersection of Yorba Linda Boulevard at La Palma Avenue currently experiences periodic queuing during the afternoon peak commute hours related to congestion along the SR-91 Freeway (Eastbound) in the evenings. The AM peak period did not experience many instances of queuing issues. There were no instances observed where vehicles were unable to get through an intersection (i.e., gridlock); however, there were observations of southbound through vehicles on Yorba Linda Boulevard initially queued that would not make it across La Palma Avenue in a single cycle (e.g., portion of the existing queue would get stuck behind a red light and have to wait for the next cycle of green). Based on these observations, it appears that approximately 85-90% of the existing southbound queue would be served by the first cycle of green.

Afternoon/evening PM peak hour congestion observed in the area is associated with the SR-91 Eastbound Freeway congestion and commuters using local streets to bypass congestion on the freeway. Another intersection affected by the evening peak hour queues is the intersection of Gypsum Canyon Road and La Palma Avenue. Specifically, eastbound right turn movements are heavy in the PM peak hour due to commuters utilizing La Palma Avenue to Gypsum Canyon Road as an alternative route to the SR-91 Freeway (Eastbound). Based on observations, the longest weekday queue occurred between 4:00-4:45 PM, where at times the queue length would be approximately 2,000-2,500 feet west of Gypsum Canyon Road along La Palma Avenue (reaching the intersection of Via Lomas De Yorba E. Although the queue was long during this period, the traffic was never gridlock and would be a continuous, slow-moving queue. After 4:45 PM, the queue would reduce to extend approximately 500-1,500 feet west but was observed sporadically dissipating then queuing again. Towards the end of the peak period counts, there would be no queue and queue lengths along La Palma Avenue would reach 200-400 feet. Note there were no queuing issues observed for any other turning movements during the PM peak hour aside from the eastbound right turn movement at Gypsum Canyon Road and La Palma Avenue.

Peak hour intersection operations reported in Table 4-1 at both locations discussed above are based on a calculation of peak hour volume over available capacity (V/C) for the most impacted turning movements. In other words, there may be specific turning movements that experience

congestion/queuing at each location, but when looking at the overall available capacity at an intersection relative to the overall volumes for the applicable turning movements, it does not result in a deficiency for the intersection as a whole.

TABLE 4-1: INTERSECTION ANALYSIS FOR EXISTING (2024) CONDITIONS

			Existing (2024)							
			Delay[1] (secs.)		Level of Service		ICU[2] (v/c)		Level of Service	
#	Intersection	Traffic Control[3]	AM	PM	AM	PM	AM	PM	AM	PM
1	Rose Dr. & Imperial Highway	TS	33.6	37.5	D	D	Not Applicable[6]			
2	Prospect Av. & Imperial Highway	TS	Not Applicable[4]				0.675	0.656	B	B
3	Imperial Highway & Bastanchury Rd.	TS	Not Applicable[4]				0.762	0.718	C	C
4	Imperial Highway & Lemon Dr.	TS	Not Applicable[4]				0.484	0.569	A	A
5	Imperial Highway & Yorba Linda Bl.	TS	Not Applicable[4]				0.821	0.790	D	C
6	Lakeview Av. & Buena Vista Av.	AWS	**97.6**	**57.2**	**F**	**F**	Not Applicable[5]			
7	Imperial Highway SB Ramps & Kellogg Dr.	CSS	**>100.0**	**47.9**	**F**	**E**	Not Applicable[5]			
8	Imperial Highway NB Ramps & Kellogg Dr.	TS	14.0	9.7	B	A	Not Applicable[6]			
9	Grandview Av. & Kellogg Dr.	TS	Not Applicable[4]				0.376	0.332	A	A
10	Plumosa Dr. & Bastanchury Rd.	TS	Not Applicable[4]				0.401	0.375	A	A
11	Lakeview Av. & Bastanchury Rd.	TS	Not Applicable[4]				0.594	0.608	A	B
12	Lakeview Av. & Lemon Dr.	TS	Not Applicable[4]				0.328	0.379	A	A
13	Lakeview Av. & Yorba Linda Bl.	TS	Not Applicable[4]				0.629	0.626	B	B
14	Ohio St. & Yorba Linda Bl.	TS	Not Applicable[4]				0.366	0.393	A	A
15	Fairmont Bl. & Bastanchury Rd.	TS	Not Applicable[4]				0.539	0.473	A	A
16	Fairmont Bl. & Yorba Linda Bl.	TS	Not Applicable[4]				0.568	0.548	A	A
17	Yorba Linda Bl. & La Palma Av.	TS	Not Applicable[4]				0.763	0.852	C	D
18	Yorba Linda Bl. & Savi Ranch Pkwy.	TS	Not Applicable[4]				0.545	0.755	B	C
19	Weir Canyon Rd. & SR-91 WB Ramps	TS	9.8	13.1	A	B	Not Applicable[6]			
20	Weir Canyon Rd. & SR-91 EB Ramps	TS	13.9	9.5	B	A	Not Applicable[6]			
21	Gypsum Canyon Rd. & La Palma Av.	TS	Not Applicable[4]				0.439	0.671	A	B

* **BOLD** = Level of Service (LOS) does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

[1] Per the Highway Capacity Manual (7th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[2] Intersection capacity utilization (ICU) methodology results are presented as a volume-to-capacity ratio.

[3] AWS = All-way Stop; CSS = Cross-Street Stop; TS = Traffic Signal

[4] ICU reported for signalized intersections only.

[5] HCM reported for unsignalized intersections only (also a Caltrans facility).

[6] Although signalized, intersection is a Caltrans facility. Therefore, only HCM has been reported.

4.7 TRAFFIC SIGNAL WARRANTS ANALYSIS

Traffic signal warrants for Existing traffic conditions are based on existing peak hour intersection turning volumes. The following unsignalized intersections currently warrant a traffic signal for Existing traffic conditions:

- Lakeview Avenue & Buena Vista Avenue (#6)
- Kellogg Drive & Imperial Highway SB Ramps (#7)

Existing conditions traffic signal warrant analysis worksheets are provided in Appendix 4.3 of this TA.

5 HORIZON YEAR (2045) TRAFFIC CONDITIONS

This section discusses the methods used to develop Horizon Year (2045) Without and With Project traffic forecasts, and the resulting intersection operations analyses.

5.1 VOLUME DEVELOPMENT FOR HORIZON YEAR

Traffic projections for Horizon Year (2045) Without Project and With Project conditions were derived from the OCTAM Version 5.0 maintained by the OCTA. To develop future traffic forecast volumes in the vicinity of the 27 sites proposed to be rezoned to multifamily residential use, changes in population related to each proposed site were added to the OCTAM models and rerun. To identify trips generated for use in the OCTAM, residential units do not require a conversion rate as they translate directly to dwelling units. Additional variables are used to further define the characteristics of the residential component, such as population per household, median income, etc. Residential based trips are calculated based on the trip rate for each dwelling unit and associated data. Based on the citywide land use data and the regional socioeconomic growth projections, future trip activity is estimated and assigned to the roadway circulation system. The Department of Finance (2021) identifies Yorba Linda with 2.94 persons per household. Model output is post-processed based on established postprocessing methodologies. The post-processor applies the model's projected growth to each turning movement for both Horizon Year (2045) Without and With Project scenarios, forecasting a value that reflects future growth.

The traffic forecasts reflect the area-wide growth anticipated between Existing (2024) conditions and Horizon Year (2045) traffic conditions. In most instances, the traffic model zone structure is not designed to provide accurate turning movements along arterial roadways unless refinement and reasonableness checking is performed. Therefore, the Horizon Year (2045) peak hour forecasts were refined using the model derived long range forecasts, base (validation) year model forecasts, along with existing peak hour traffic count data collected at each analysis location in February 2024. The OCTAM has a base (validation) year of 2016 and a horizon (future forecast) year of 2045. The difference in model volumes (2045-2016) defines the growth in traffic over the 29-year period.

The refined future peak hour approach and departure volumes obtained from the model output data are then entered into a spreadsheet program consistent with the National Cooperative Highway Research Program (NCHRP Report 765), along with initial estimates of turning movement proportions. A linear programming algorithm is used to calculate individual turning movements which match the known directional roadway segment forecast volumes computed in the previous step. This program computes a likely set of intersection turning movements from intersection approach counts and the initial turning proportions from each approach leg.

The OCTAM uses an AM peak period-to-peak hour factor of 0.36 and a PM peak period-to-peak hour factor of 0.27. These factors represent the relationship of the highest single AM peak hour to the modeled 3-hour AM peak period (an even distribution would result in a factor of 0.33) and the highest single PM peak hour to the modeled 4-hour PM peak period (an even distribution would result in a factor of 0.25).

Typically, the model growth is prorated and is subsequently added to the existing (base validation) traffic volumes to represent Horizon Year traffic conditions. In an effort to conduct a conservative analysis, reductions to traffic forecasts from either Existing or Opening Year Cumulative traffic conditions were not assumed as part of this analysis. As such, in conjunction with the addition of cumulative projects that are not consistent with the General Plan, additional growth has also been applied on a movement-by-movement basis, where applicable, to estimate reasonable Horizon Year (2045) forecasts. Future estimated peak hour traffic data was used for new intersections and intersections with an anticipated change in travel patterns to further refine the Horizon Year (2045) peak hour forecasts.

The future Horizon Year (2045) Without Project and With Project peak hour turning movements were then reviewed for reasonableness, and in some cases, were adjusted to achieve flow conservation, reasonable growth, and reasonable diversion between parallel routes. Flow conservation checks ensure that traffic flow between two closely spaced intersections, such as two adjacent driveway locations, is verified in order to make certain that vehicles leaving one intersection are entering the adjacent intersection and that there is no unexplained loss of vehicles. The result of this traffic forecasting procedure is a series of traffic volumes which are suitable for traffic operations analysis. Post processing has been performed for the weekday AM and PM peak hours only as these are the only time periods where traffic model data was readily available. The post processed volumes for Horizon Year (2045) Without and With Project traffic conditions are provided in Appendices 5.1 and 5.2, respectively.

5.2 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for Horizon Year (2045) conditions are consistent with those shown previously at Exhibit 3-1, with the exception of the following:

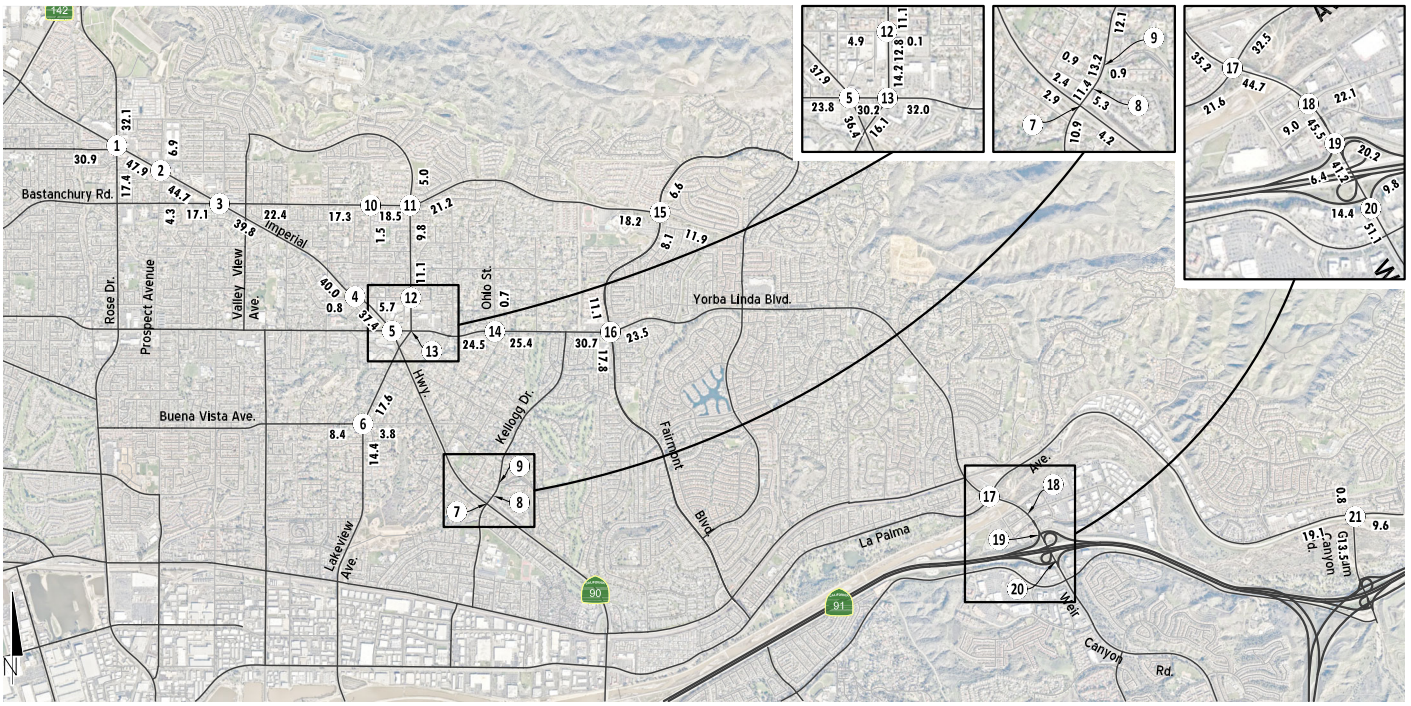
- A second eastbound left turn lane, second westbound left turn lane, and an eastbound right turn lane at Imperial Highway and Yorba Linda Boulevard (#5) is assumed to be constructed by Horizon Year (2045) conditions.
- A second northbound right turn lane at Yorba Linda Boulevard and La Palma Avenue (#17) is assumed to be constructed by Horizon Year (2045) conditions.
- A northbound shared through-right turn lane and second right turn lane replacing the free right turn lane, a second southbound left turn lane, and a third westbound left turn lane at Yorba Linda Boulevard at Savi Ranch Parkway (#18) is assumed to be constructed by Horizon Year (2045) conditions.

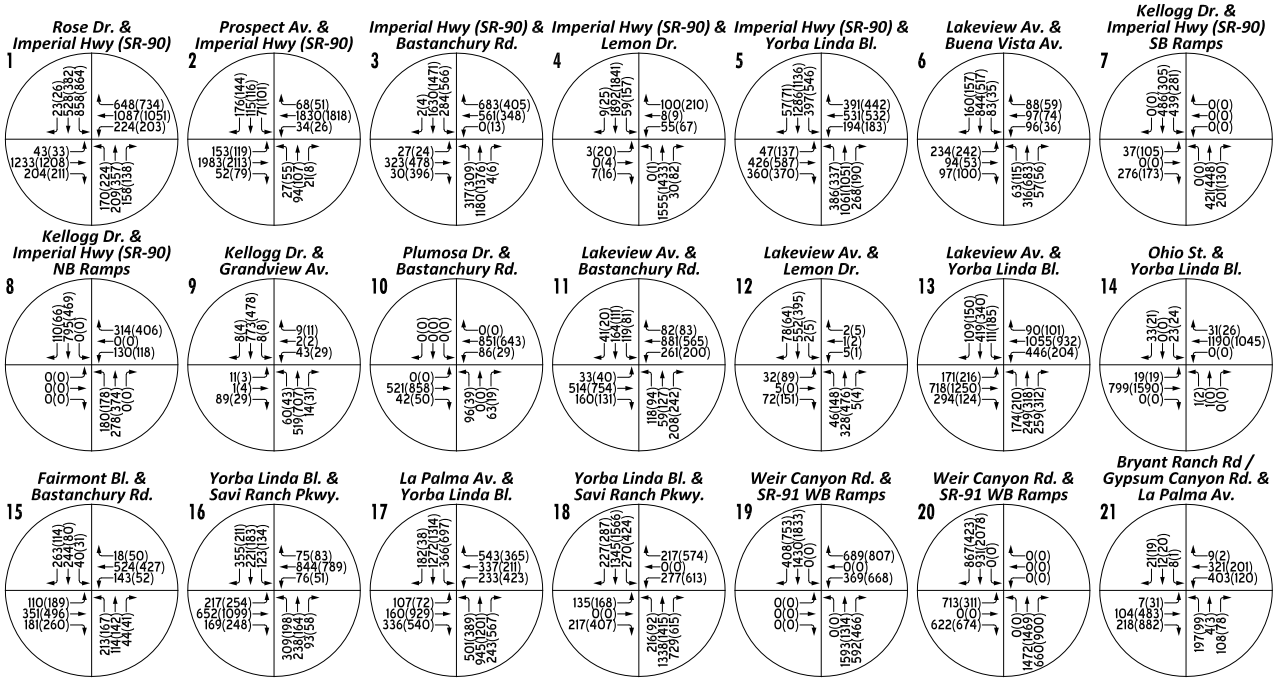
The aforementioned improvements have been assumed to be in place under Horizon Year (2045) traffic conditions as they are planned intersection improvement projects.

5.3 WITHOUT PROJECT TRAFFIC VOLUME FORECASTS

This scenario includes the refined post-process volumes obtained from the OCTAM (included in Appendix 5.1 of this TA). The weekday ADT and weekday AM/PM peak hour volumes which can be expected for Horizon Year (2045) Without Project traffic conditions are shown in Exhibit 5-1.

EXHIBIT 5-1 : HORIZON YEAR (2045) WITHOUT PROJECT AVERAGE DAILY TRAFFIC (ADT) AND PEAK HOUR INTERSECTION VOLUMES





LEGEND

⓪ = *Existing Intersection Analysis Location*

00.0 = *Average Daily Trips (1000's)*

00(00) = *Peak Hour Intersection Volume AM (PM)*

5.4 WITH PROJECT TRAFFIC VOLUME FORECASTS

This scenario includes the refined post-process volumes obtained from the OCTAM, with changes to reflect the traffic generated by the proposed Project (included in Appendix 5.2) of this TA. The weekday ADT and weekday AM/PM peak hour volumes which can be expected for Horizon Year (2045) With Project traffic conditions are shown in Exhibit 5-2. Project-only ADT and AM/PM peak hour intersection turning movement volumes were developed based on the net change between With and Without Project forecast volumes and are shown in Exhibit 5-3.

5.5 INTERSECTION OPERATIONS ANALYSIS

5.5.1 HORIZON YEAR (2045) WITHOUT PROJECT TRAFFIC CONDITIONS

LOS calculations were conducted for the study intersections to evaluate their operations under Horizon Year (2045) Without Project conditions with roadway and intersection geometrics consistent with existing traffic conditions. As shown in Table 5-1, the following study area intersections are anticipated to operate at an unacceptable LOS under Horizon Year (2045) Without Project traffic conditions:

- Lakeview Avenue & Buena Vista Avenue (#6) – LOS F AM and PM peak hours
- Kellogg Drive & Imperial Highway SB Ramps (#7) – LOS F AM and PM peak hours
- Yorba Linda Boulevard & La Palma Avenue (#17) – LOS E PM peak hour only

Although the improvements discussed in Section 5.2 were assumed to be in place, the intersection of Yorba Linda Boulevard at La Palma Avenue is still anticipated to continue to operate at a deficient LOS. The intersection operations analysis worksheets for Horizon Year (2045) Without Project traffic conditions are included in Appendix 5.3 of this TA.

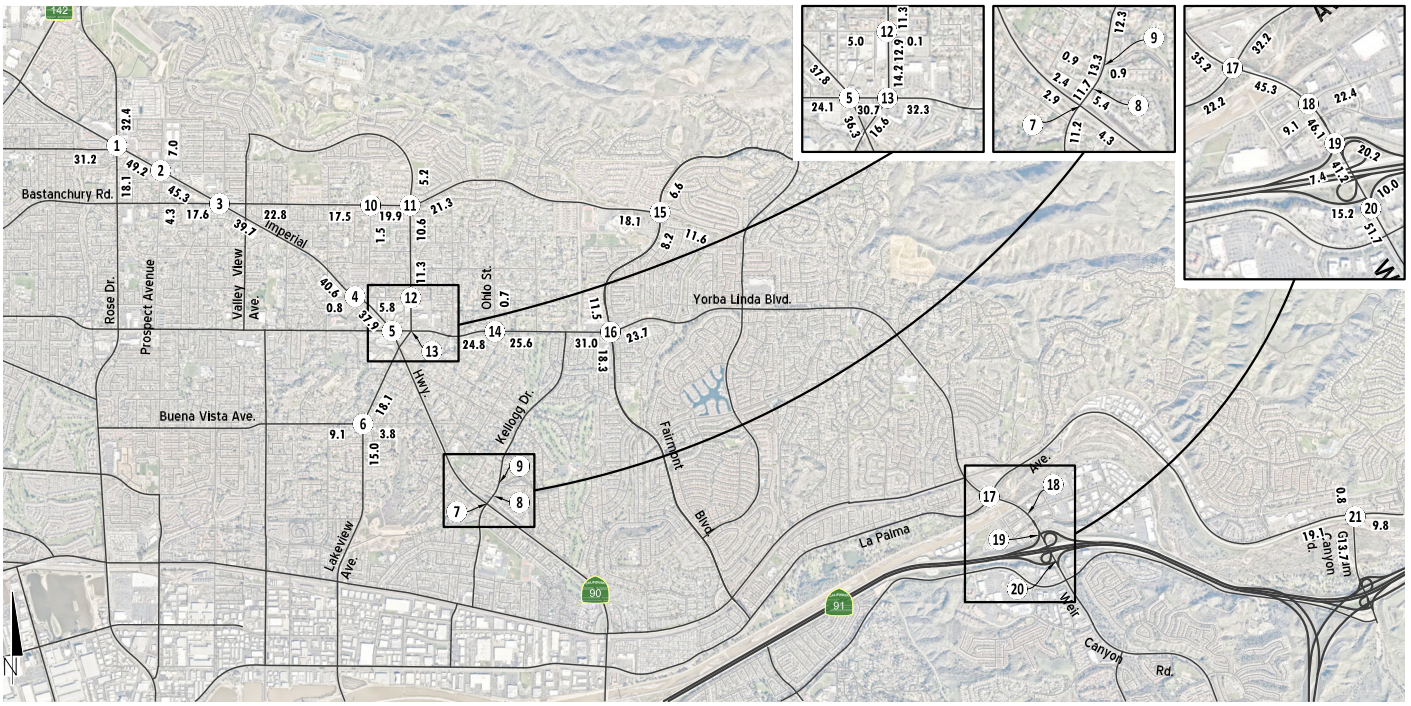
5.5.2 HORIZON YEAR (2045) WITH PROJECT TRAFFIC CONDITIONS

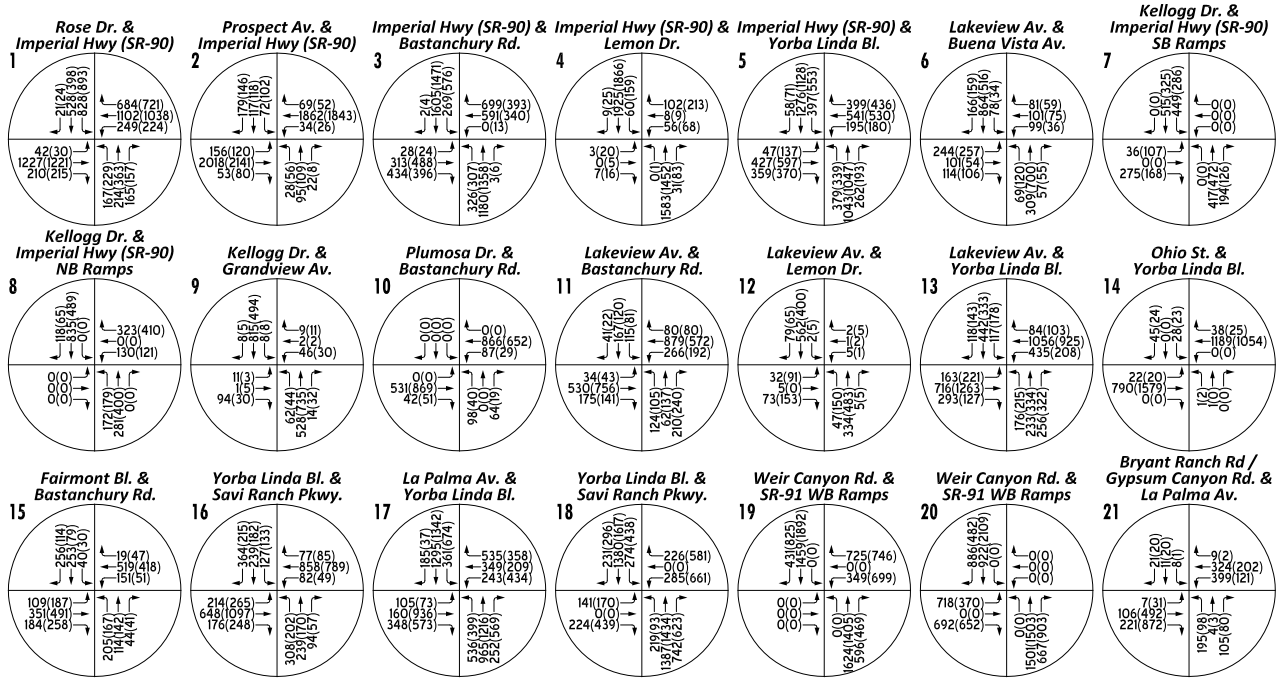
There are no additional study area intersections anticipated to operate at an unacceptable LOS with the addition of Project traffic as shown in Table 5-1, in addition to the locations previously identified for Horizon Year (2045) Without Project traffic conditions. The addition of Project traffic is not anticipated to increase the V/C over the applicable deficiency threshold at the intersection of Yorba Linda Boulevard and La Palma Avenue. The intersection operations analysis worksheets for Horizon Year (2045) With Project traffic conditions are included in Appendix 5.4 of this TA.

5.6 TRAFFIC SIGNAL WARRANTS ANALYSIS

The traffic signal warrant analysis for Horizon Year (2045) traffic conditions are based on the peak hour volumes or planning level ADT volume-based traffic signal warrants. The unsignalized study area intersections were found to meet peak hour volume-based traffic signal warrants under existing traffic conditions, as such, no traffic signal warrant analysis has been performed for Horizon Year (2045) Without and With Project traffic conditions.

EXHIBIT 5-2 : HORIZON YEAR (2045) WITH PROJECT AVERAGE DAILY TRAFFIC (ADT) AND PEAK HOUR INTERSECTION VOLUMES





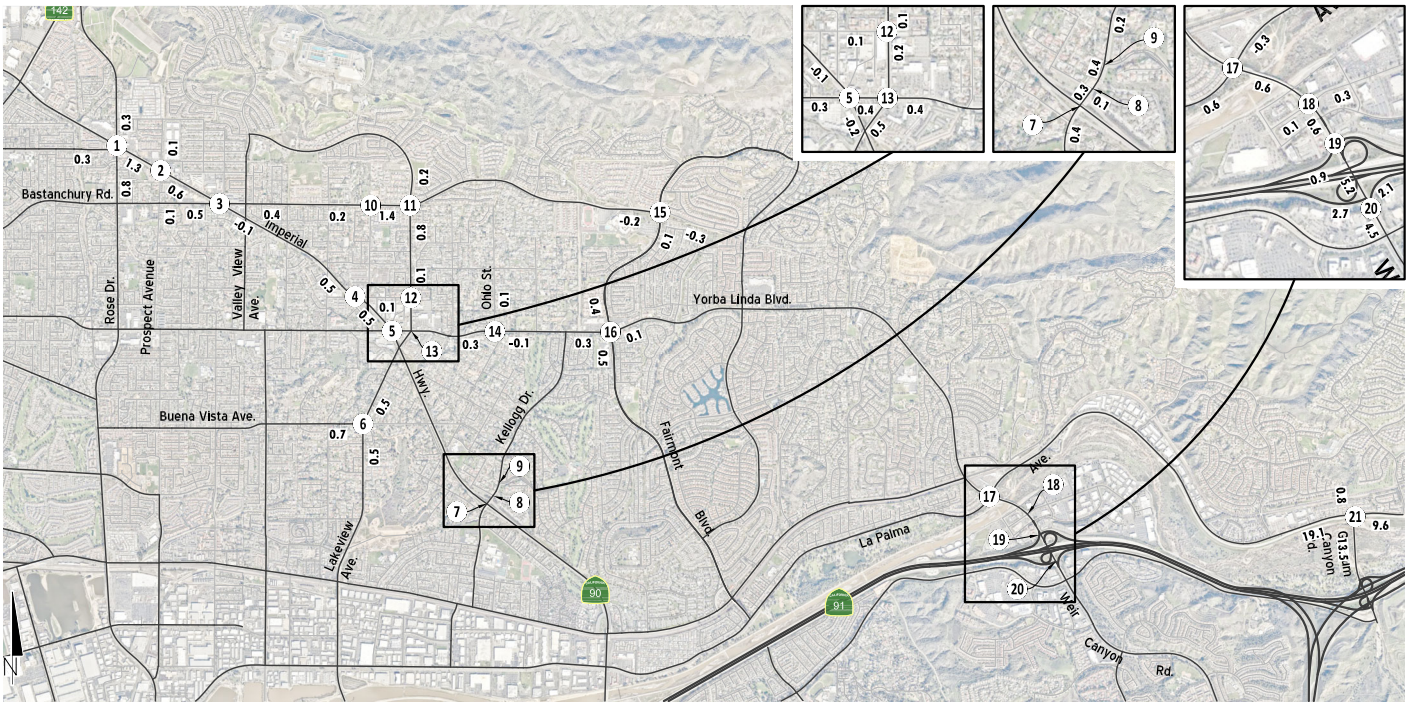
LEGEND

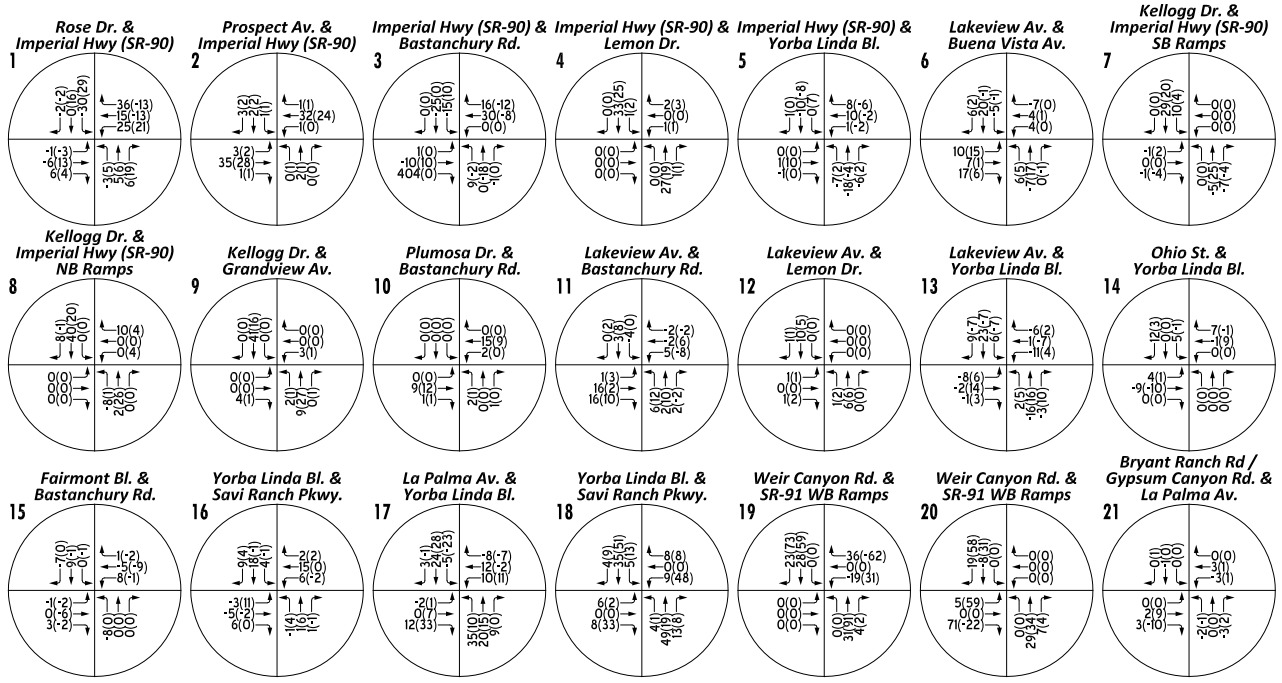
⓪ = *Existing Intersection Analysis Location*

00.0 = *Average Daily Trips (1000's)*

00(00) = *Peak Hour Intersection Volume AM (PM)*

EXHIBIT 5-3 : PROJECT ONLY AVERAGE DAILY TRAFFIC (ADT) AND PEAK HOUR INTERSECTION VOLUMES





LEGEND

⓪ = *Existing Intersection Analysis Location*

00.0 = *Average Daily Trips (1000's)*

00(00) = *Peak Hour Intersection Volume AM (PM)*

TABLE 5-1: INTERSECTION ANALYSIS FOR HORIZON YEAR (2045) CONDITIONS

			2045 Without Project								2045 With Project									
			Delay[1] (secs.)		Level of Service		ICU[2] (v/c)		Level of Service		Delay[1] (secs.)		Level of Service		ICU[2] (v/c)		Level of Service		Change in V/C[7]	
#	Intersection	Traffic Control[3]	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1	Rose Dr. & Imperial Highway	TS	42.0	43.1	D	D	Not Applicable[6]				42.4	46.2	D	D	Not Applicable[6]				--	--
2	Prospect Av. & Imperial Highway	TS	Not Applicable[4]				0.749	0.730	C	C	Not Applicable[4]				0.761	0.739	C	C	1.6%	1.2%
3	Imperial Highway & Bastanchury Rd.	TS	Not Applicable[4]				0.847	0.801	D	D	Not Applicable[4]				0.859	0.803	D	D	1.4%	0.2%
4	Imperial Highway & Lemon Dr.	TS	Not Applicable[4]				0.533	0.625	A	B	Not Applicable[4]				0.541	0.632	A	B	1.5%	1.1%
5	Imperial Highway & Yorba Linda Bl.	TS	Not Applicable[4]				0.859	0.806	D	D	Not Applicable[4]				0.853	0.805	D	D	-0.7%	-0.1%
6	Lakeview Av. & Buena Vista Av.	AWS	**>100.0**	**>100.0**	**F**	**F**	Not Applicable[5]				**>100.0**	**>100.0**	**F**	**F**	Not Applicable[5]				--	--
7	Imperial Highway SB Ramps & Kellogg Dr.	CSS	**>100.0**	**93.9**	**F**	**F**	Not Applicable[5]				**>100.0**	**>100.0**	**F**	**F**	Not Applicable[5]				--	--
8	Imperial Highway NB Ramps & Kellogg Dr.	TS	19.9	11.1	B	B	Not Applicable[6]				21.4	11.2	C	B	Not Applicable[6]				7.5%	0.9%
9	Grandview Av. & Kellogg Dr.	TS	Not Applicable[4]				0.450	0.360	A	A	Not Applicable[4]				0.468	0.370	A	A	4.0%	2.8%
10	Plumosa Dr. & Bastanchury Rd.	TS	Not Applicable[4]				0.407	0.407	A	A	Not Applicable[4]				0.412	0.411	A	A	1.2%	1.0%
11	Lakeview Av. & Bastanchury Rd.	TS	Not Applicable[4]				0.644	0.668	B	B	Not Applicable[4]				0.655	0.666	B	B	1.7%	-0.3%
12	Lakeview Av. & Lemon Dr.	TS	Not Applicable[4]				0.359	0.416	A	A	Not Applicable[4]				0.364	0.420	A	A	1.4%	1.0%
13	Lakeview Av. & Yorba Linda Bl.	TS	Not Applicable[4]				0.767	0.695	C	B	Not Applicable[4]				0.770	0.698	C	B	0.4%	0.4%
14	Ohio St. & Yorba Linda Bl.	TS	Not Applicable[4]				0.371	0.426	A	A	Not Applicable[4]				0.381	0.423	A	A	2.7%	-0.7%
15	Fairmont Bl. & Bastanchury Rd.	TS	Not Applicable[4]				0.621	0.517	B	A	Not Applicable[4]				0.617	0.512	B	A	-0.6%	-1.0%
16	Fairmont Bl. & Yorba Linda Bl.	TS	Not Applicable[4]				0.629	0.586	B	A	Not Applicable[4]				0.640	0.881	B	D	1.7%	50.3%
17	Yorba Linda Bl. & La Palma Av.	TS	Not Applicable[4]				0.883	**0.938**	D	**E**	Not Applicable[4]				0.893	**0.940**	D	**E**	1.1%	0.2%
18	Yorba Linda Bl. & Savi Ranch Pkwy.	TS	Not Applicable[4]				0.570	0.649	A	B	Not Applicable[4]				0.582	0.675	A	B	2.1%	4.0%
19	Weir Canyon Rd. & SR-91 WB Ramps	TS	10.5	15.2	B	B	Not Applicable[6]				10.9	14.6	B	B	Not Applicable[6]				--	--
20	Weir Canyon Rd. & SR-91 EB Ramps	TS	15.0	9.8	B	A	Not Applicable[6]				15.8	9.9	B	A	Not Applicable[6]				--	--
21	Gypsum Canyon Rd. & La Palma Av.	TS	Not Applicable[5]				0.478	0.702	A	C	Not Applicable[5]				0.477	0.696	A	B	-0.2%	-0.9%

* **BOLD** = Level of Service (LOS) does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

[1] Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[2] Intersection capacity utilization (ICU) methodology results are presented as a volume-to-capacity ratio.

[3] AWS = All-way Stop; CSS = Cross-Street Stop; TS = Traffic Signal

[4] ICU reported for signalized intersections only.

[5] HCM reported for unsignalized intersections only (also a Caltrans facility).

[6] Although signalized, intersection is a Caltrans facility. Therefore, only HCM has been reported.

[7] **Bold** text identifies locations and peak hours where the change in V/C meets the City's deficiency criteria.

5.7 LONG-TERM DEFICIENCIES AND RECOMMENDED IMPROVEMENTS

This section provides a summary of Horizon Year (2045) deficiencies and recommended improvements. Based on the deficiency criteria discussed in Section 3.4 *Minimum Acceptable LOS* and Section 3.5 *Deficiency Criteria*, the following intersections were found to be deficient:

- Lakeview Avenue & Buena Vista Avenue (#6)
- Kellogg Drive & Imperial Highway SB Ramps (#7)

Improvements necessary to improve traffic deficiencies back to acceptable levels and the effectiveness of the proposed recommended improvements is presented in Table 5-2 and shown on Exhibit 5-4. Table 5-2 summarizes the LOS results with the proposed traffic control improvements (see Appendix 5.5 for the analysis worksheets). As noted previously, the addition of Project traffic is not anticipated to increase the V/C over the applicable deficiency threshold at the intersection of Yorba Linda Boulevard and La Palma Avenue. Additional improvements were also not recommended at this intersection beyond those currently being contemplated and included in the analysis (on Table 5-1) as they are not feasible to implement.

TABLE 5-2: INTERSECTION ANALYSIS FOR HORIZON YEAR (2045) CONDITIONS WITH IMPROVEMENTS

#	Intersection	Traffic Control[4]	Intersection Approach Lanes[1]												HCM Delay[2] (sec)		Level of Service		ICU[3] (v/c)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound										
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM	AM	PM	AM	PM
6	Lakeview Av. & Buena Vista Av.																					
	Without Improvements	AWS	1	1	1	1	2	0	1	1	0	1	1	0	**>100.0**	**>100.0**	**F**	**F**	Not Applicable[6]			
	With Improvements	**TS**	1	1	1	1	2	0	1	1	0	1	1	0	Not Applicable[5]				0.701	0.781	C	C
7	Imperial Highway SB Ramps & Kellogg Dr.																					
	Without Improvements	CSS	0	2	0	1	2	0	1	0	1	0	0	0	**>100.0**	**>100.0**	**F**	**F**	Not Applicable[6]			
	With Improvements	**TS**	0	2	0	1	2	0	1	0	1	0	0	0	21.5	12.8	C	B	Not Applicable[7]			

[1] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; > = Right Turn Overlap Phasing; **1** = Improvement

[2] Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] Intersection capacity utilization (ICU) methodology results are presented as a volume-to-capacity ratio.

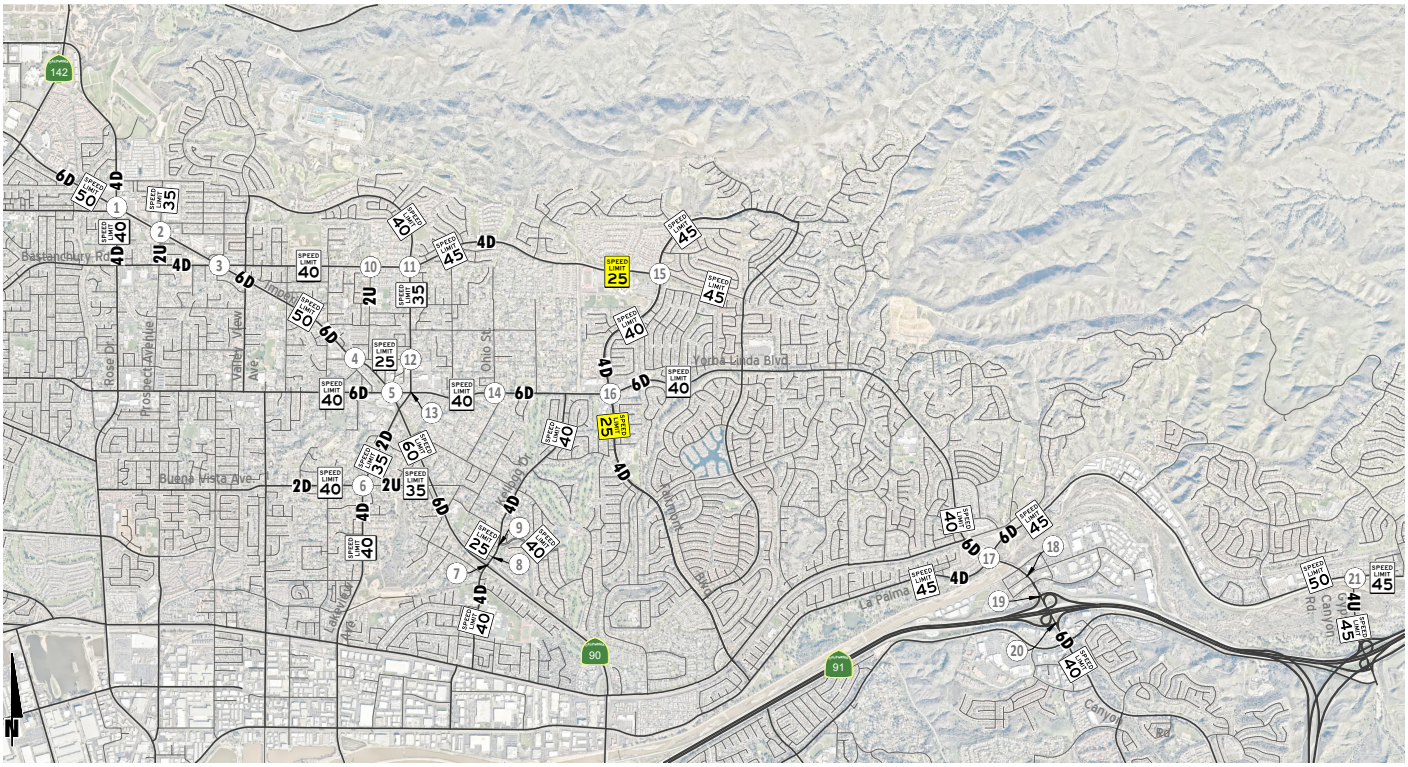
[4] TS = Traffic Signal; AWS = All-Way Stop; CSS = Cross-Street Stop

[5] ICU reported for signalized intersections only.

[6] HCM reported for unsignalized intersections only.

[7] Although signalized, intersection is a Caltrans facility. Therefore, only HCM has been reported.

EXHIBIT 5-4 : HORIZON YEAR (2045) INTERSECTION IMPROVEMENTS

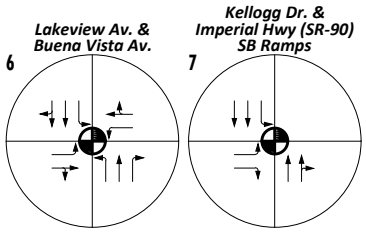


LEGEND

0 = *Intersection Analysis Location*

= *Traffic Signal Improvement*

= *Traffic Lane*



6 LOCAL AND REGIONAL FUNDING MECHANISMS

Transportation improvements within the City of Yorba Linda are funded through a combination of project mitigation, development impact fee programs or fair share contributions, such as the City of Yorba Linda TIF program. Identification and timing of needed improvements is determined through local jurisdictions based upon a variety of factors.

6.1 CITY OF YORBA LINDA TRAFFIC IMPACT FEE PROGRAM

The City of Yorba Linda has created its own local TIF program to impose and collect fees from new residential, commercial, office, and industrial development for the purpose of funding roadways and intersections necessary to accommodate City growth as identified in the City's General Plan Circulation Element. The fee schedule was adopted on June 15, 1993. The fee schedule and project transportation impacts fees are shown in Table 6-1. Under the City's TIF program, the City may grant developers a credit against specific components of fees when those developers construct certain facilities and landscaped medians identified in the list of improvements funded by the TIF program.

The TIF fees is currently under the City's review. Thus, the cost per unit as shown in Table 6-1 may change due to this review.

TABLE 6-1: CURRENT TRAFFIC IMPACT FEES

Fee Reference	Cost
Circulation (Streets, Signals, and Bridges) System:	
Residential	$600/unit
Industrial	$0.15/SF
Office	$0.48/SF
Commercial	$1.98/SF

The timing to use the TIF fees is established through periodic capital improvement programs which are overseen by the City's Public Works Department. Periodic traffic counts, review of traffic accidents, and a review of traffic trends throughout the City are also periodically performed by City staff and consultants. The City uses this data to determine the timing of implementing the improvements listed in its facilities list. The City also uses this data to aim for the completion of improvements listed on the facilities list before the LOS falls below the LOS performance standards adopted by the City. In this way, the improvements are constructed before the LOS falls below the City's LOS performance thresholds.

The Project Applicant will be subject to the City's TIF fee program and will pay the requisite City TIF fees at the rates then in effect pursuant to the City's ordinance. The Project Applicant's payment of the requisite TIF at the rates then in effect, pursuant to the City TIF Program, would satisfy the Project's proportional mitigation requirements at potentially affected TIF-funded facilities.

6.2 FAIR SHARE CONTRIBUTION

Project improvements may include a combination of fee payments to established programs (e.g., TIF), construction of specific improvements, payment of a fair share contribution toward future improvements or a combination of these approaches. Improvements constructed by development may be eligible for a fee credit or reimbursement through the program where appropriate (to be determined at the City of Yorba Linda's discretion).

When off-site improvements are identified with a minor share of responsibility assigned to proposed development, the approving jurisdiction may elect to collect a fair share contribution or require the development to construct improvements. Detailed fair share calculations, for each peak hour, have been provided in Table 6-2 for the applicable deficient intersections shown previously in Table 1-4. Improvements included in a defined program and constructed by development may be eligible for a fee credit or reimbursement through the program where appropriate. The cost and scope of the improvements will be developed in conjunction with the TIF Update. The Project's fair share cost of improvements is determined based on the following equation, which is the ratio of Project traffic to total future traffic:

Project Fair Share % = Project AM/PM Traffic / Total Future Traffic AM/PM

The Project fair share percentage has been calculated for both the AM peak hour and PM peak hour and the higher of the two has been selected.

TABLE 6-2: PROJECT FAIR SHARE CALCULATIONS

#	Intersection		Project Only	Horizon Year (2045) With Project	Project % of Total Traffic
5	Imperial Highway & Yorba Linda Bl.[1]				
		AM:	0	5,383	0.0%
		PM:	0	5,581	**0.0%**
6	Lakeview Av. & Buena Vista Av.				
		AM:	55	2,284	**2.4%**
		PM:	43	2,171	2.0%
7	Imperial Highway SB Ramps & Kellogg Dr.				
		AM:	25	1,886	1.3%
		PM:	43	1,485	**2.9%**
17	Yorba Linda Bl. & La Palma Av.				
		AM:	110	5,335	**2.1%**
		PM:	73	6,821	1.1%
18	Yorba Linda Bl. & Savi Ranch Pkwy.				
		AM:	140	5,110	2.7%
		PM:	193	6,353	**3.0%**

BOLD = Denotes highest fair share percentage.

[1] Project only traffic volumes are negative. Project only traffic volumes have been denoted to zero.

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7 VEHICLE MILES TRAVELED

The VMT report has been prepared under a separate cover.

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8 REFERENCES

1. **Husch, David and Albeck, John.** *Intersection Capacity Utilization: Evaluation Procedures for Intersections and Interchanges.* Albany, California : Trafficware, 2003 Edition.
2. **Transportation Research Board.** *Highway Capacity Manual (HCM).* 6th Edition. Washington, D.C. : National Academy of Sciences, 2016. 978-0-309-16077-3.
3. **California Department of Transportation.** California Manual on Uniform Traffic Control Devices (CA MUTCD). [book auth.] California Department of Transportation. *California Manual on Uniform Traffic Control Devices (CA MUTCD).* 2014, Updated January 11, 2024 (Revision 8).
4. **The City of Yorba Linda.** *City of Yorba Linda TIA Guidelines.* Yorba Linda : s.n., May 2020.

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MEMORANDUM

URBAN CROSSROADS

DATE: April 2, 2024
TO: Nicole Morse, T&B Planning Inc.
FROM: Alex So, Urban Crossroads
JOB NO: 15459-01 VMT

YORBA LINDA 2021-2029 HOUSING ELEMENT IMPLEMENTATION PROGRAMS (REVISION 1) VEHICLE MILES TRAVELED (VMT) ANALYSIS

Urban Crossroads, Inc. is pleased to provide the following Vehicle Miles Traveled (VMT) Analysis for the Yorba Linda 2021-2029 Housing Element Implementation Programs (Revision 1) (**Project**) located in the City of Yorba Linda. The Project Opportunity Sites (2024) locations are shown in Attachment A.

SUMMARY OF FINDINGS

Project generated VMT per service population was found to not exceed the City's adopted impact threshold. In addition, the Project's cumulative effect to Citywide VMT per service population was found to decrease with the inclusion of the proposed housing element changes as compared to the "No Project" condition. **The Project's impact on VMT is presumed to be less than significant**.

The City of Yorba Linda's VMT threshold is consistent with the City of Yorba Linda's General Plan build out. The results of the Project generated VMT per service population not exceeding the adopted City thresholds shows additional growth capacity for the City of Yorba Linda through year 2045. Consistent with Senate Bill 743, the Project's VMT less than significant finding proves that the Project is incentivized by the development of higher density residential to service the job base in Yorba Linda and Orange County. Thus, reducing commute VMT and employee travel distances. There is an unmet need for housing and providing new housing opportunities allows people to reside closer to their jobs, this is evidenced further by the results of this VMT analysis. The VMT analysis results are consistent with Southern California Association of Governments (SCAG) Current Context Demographics and Growth Forecasts (1), as the City of Yorba Linda's employment growth in the City exceeds population growth as shown in Table 1 below.

TABLE 1: SCAG GROWTH FORECAST FOR THE CITY OF YORBA LINDA

City of Yorba Linda[1]	2016	2045	Increase
Population	67,800	70,600	4.13%
Employment	17,400	19,300	10.92%

[1] SCAG Demographics and Growth Forecast; Page 38

PROJECT OVERVIEW

The proposed Addendum to the 2022 Housing Element Program Environmental Impact Report (PEIR) proposes a rezoning program of 18 vacant or underutilized sites for multi-family residential use at densities of 10 to 35 units per acre. The Yorba Linda 2021 – 2029 Housing Element will revise the General Plan land use and development intensities for the identified sites to accommodate approximately 1,747 additional dwelling units for a total of 1,929 dwelling units (including the existing zoning), which is an overall reduction of 481 units from the certified 2022 Housing Element PEIR. The Housing Element sites are listed in Attachment B.

The VMT analysis will evaluate the proposed development intensities expected for the sites and assess the potential VMT impacts that may result from the implementation of the rezoning and changes to land use.

BACKGROUND

Changes to California Environmental Quality Act (CEQA) Guidelines, adopted in December 2018, require all lead agencies to adopt VMT as a replacement for automobile delay-based level of service (LOS) as the measure for identifying transportation impacts for land use projects. This statewide mandate went into effect July 1, 2020. To aid in this transition, the Governor's Office of Planning and Research (OPR) released a Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018) (1). Based on OPR's Technical Advisory, the City of Yorba Linda has adopted their own City of Yorba Linda Traffic Impact Analysis (TIA) Guidelines (May 2020) (**City Guidelines**) (2), which documents the City's VMT analysis methodology and approved impact thresholds. This VMT analysis has been developed based on the adopted City Guidelines.

VMT ANALYSIS

TRAFFIC MODELING METHODOLOGY

The City Guidelines identify the Orange County Transportation Analysis Model (OCTAM) as the appropriate tool for conducting VMT analysis for land use projects in the City of Yorba Linda. OCTAM was developed by the Orange County Transportation Authority (OCTA) and initially released in June 2021. The most current release of OCTAM is version 5.0, representing the most current sub-regional transportation modeling tool for Orange County. OCTAM is a useful tool to estimate VMT as it considers interaction between different land uses based on socio-economic data such as population, households, and employment. The calculation of VMT for land use projects is based on the total number of trips generated and the average trip length of each vehicle trip.

VMT ANALYSIS METHODOLOGY

For the purposes of this evaluation, VMT has been estimated using the Origin/Destination and Boundary methods. For both methods, VMT is presented as total VMT and VMT per Service Population (population plus employment). Total VMT is an estimate of total vehicle travel and considers all vehicle trips and trip purposes; whereas, VMT per service population is an efficiency metric that represents VMT generated on a typical weekday per person who lives and/or works

in the City of Yorba Linda. Total VMT provides an estimate of the total vehicle travel, while VMT per service population measures the efficiency of travel. Consistent with City Guidelines, VMT per service population is recommended for transportation impact analysis.

ORIGIN/DESTINATION VMT

The Origin/Destination (OD) method for calculating VMT sums all weekday VMT generated by trips with at least one trip end in the study area (i.e., City boundary) and tracks those trips to their estimated origins/destinations. Origins are all vehicle trips that start in a specific traffic analysis zone (TAZ) and destinations are all trips that end in a specific TAZ.

BOUNDARY VMT

The City Guidelines also acknowledge that the VMT analysis should also contain an evaluation of a project's effect on VMT, which can be performed using the boundary method of calculating VMT. The boundary method is the sum of all weekday VMT on the roadway network within a designated boundary (i.e., City boundary). The boundary method estimates VMT by multiplying vehicle trips on each roadway segment within the boundary by that segment's length. This approach consists of all trips, including those trips that do not begin or end in the designated boundary. Consistent with City Guidelines, the City of Yorba Linda was used as the boundary for this assessment.

VMT METRIC AND SIGNIFICANCE THRESHOLD

City Guidelines identifies that land use projects in the City of Yorba Linda shall use the efficiency metric VMT per service population for purposes of determining a VMT impact. More specifically, a land use project would result in a potentially significant impact if either of the following conditions is met:

1. The baseline project generated VMT per service population exceeds the City of Yorba Linda General Plan Buildout VMT per service population, or
2. The cumulative project generated VMT per service population exceeds City of Yorba Linda General Plan Buildout VMT per service population

CITY OF YORBA LINDA GENERAL PLAN BUILDOUT VMT PER SERVICE POPULATION

In order to conduct a comparison to the City's City of Yorba Linda General Plan Buildout VMT per service population value, Urban Crossroads has calculated this value using the OCTAM 5.0 travel demand model. Table 2 presents the key inputs and resulting City of Yorba Linda General Plan Buildout VMT per service population value.

TABLE 2: CITY OF YORBA LINDA VMT PER SERVICE POPULATION

	General Plan Buildout
Service Population	85,821
VMT	3,190,101
VMT per SP[1]	37.2

[1]SP refers to Service Population

PROJECT VMT ESTIMATES

PROJECT LAND USE CONVERSION

In order to estimate project generated VMT per service population for the Project, land use information must first be converted into an OCTAM compatible dataset. The OCTAM model utilizes socio-economic data (SED) (e.g., population, households, employment, etc.) instead of land use information for the purposes of vehicle trip estimation. Adjustments in SED have been made to the appropriate TAZs within the City of Yorba Linda to reflect the Project's proposed land uses (i.e., residential). Table 3 summarizes the population estimates for the Project. It should be noted that the population estimates are consistent with the population density factors identified in the California Department of Finance, Table 2: E-5 (January 2023).

TABLE 3: POPULATION ESTIMATES

Land Use	Quantity (DU)	Population Density Factor	Estimated Population
Residential	1,929	2.89 Persons per Household	5,575

Table 4 presents the population changes made within OCTAM by TAZ. The TAZs listed below are all within the City of Yorba Linda's city boundary.

TABLE 4: POPULATION CHANGES BY TAZ

TAZ	Population Added
57	87
167	587
168	780
172	173
175	225
178	116
179	231
180	176
182	116
187	552
197	2,532

BASELINE AND CUMLATIVE "PLUS PROJECT" CONDITIONS VMT CALCULATION

The values as calculated previously for the Project land use conversion are input into the OCTAM model for each of the Project's TAZs and the OCTAM model was run inclusive of the Project's SED changes. Table 5 lists the key inputs used to calculate VMT per service population as extracted from OCTAM for both Baseline plus Project and Cumulative plus Project conditions.

TABLE 5: "PLUS PROJECT" VMT PER SERVICE POPULATION

	Baseline	Cumulative
Service Population	85,341	90,794
Total VMT	3,006,527	3,318,148
VMT per Service Population	35.2	36.6
City Threshold	37.2	37.2
Potentially Significant?	No	No

As shown in Table 5, the Project would not exceed the City's VMT per service population impact threshold for Baseline and Cumulative conditions. The Project's VMT impact is therefore considered less than significant.

PROJECT'S CUMULATIVE EFFECT ON VMT

Consistent with City Guidelines, in addition to evaluating the project VMT per service population (i.e., population and employees), the analysis must also evaluate the cumulative effects of the Project on VMT. To complete this cumulative analysis, the analysis must compare the Citywide VMT per service population for with Project conditions to the no Project condition. This assessment is performed using the Boundary method, which includes all vehicle trips with one or both trip-ends within a specific geographic area of interest within the City of Yorba Linda boundary. Once the areawide VMT value is calculated, it is then normalized by dividing by the City's service population (based on the values contained within the OCTAM model). Baseline and Cumulative link-level boundary VMT per service population (City) has been calculated for both "No Project" and "With Project" conditions. If an increase occurs for the With Project condition as compared to No Project condition, then the impact is considered significant. As shown in Table 6, Citywide VMT per service population was found to decrease under both baseline and cumulative "With Project" conditions. The Project's cumulative impact is considered less than significant.

TABLE 6: CITYWIDE VMT PER SERVICE POPULATION

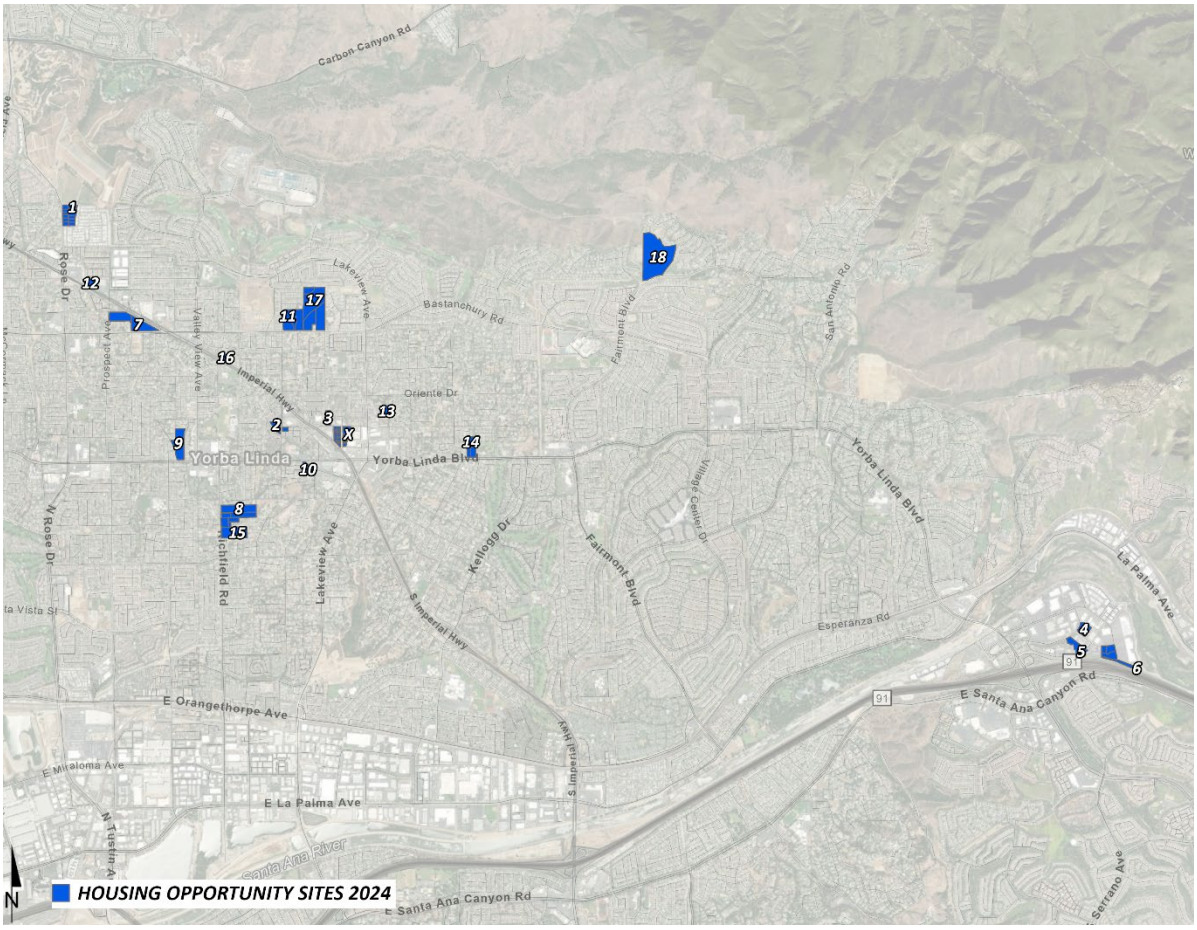
	Baseline No Project	Baseline With Project	Cumulative No Project	Cumulative With Project
Service Population	80,096	85,341	85,821	90,794
VMT	1,475,492	1,494,983	1,701,106	1,699,520
VMT/SP	18.4	17.5	19.8	18.7
Change in VMT	-0.9		-1.1	

If you have any questions, please contact me directly at aso@urbanxroads.com.

REFERENCES

1. **Southern California Assocation of Governments.** *Current Context Demographics and Growth Forecast.* September 2020.
2. **Office of Planning and Research.** *Technical Advisory on Evaluating Transportation Impacts in CEQA.* State of California : s.n., December 2018.
3. **City of Yorba Linda.** *City of Yorba Linda Traffic Impact Analysis (TIA) Guidelines.* May 2020.

ATTACHMENT A
PROJECT HOUSING ELEMENT SITE MAP


Carbon Canyon Rd
Rose Dr
Lakeview Ave
Bastanchury Rd
Fairmont Blvd
San Antonio Rd
Valley View Ave
Imperial Hwy
Oriente Dr
Yorba Linda
Yorba Linda Blvd
Kellogg Dr
Lakeview Ave
Fairmont Blvd
Esperanza Rd
La Palma Ave
E Orangethorpe Ave
E Santa Ana Canyon Rd
E Miraloma Ave
E La Palma Ave
Santa Ana River
N Tustin Ave
91
HOUSING OPPORTUNITY SITES 2024
N

ATTACHMENT B
HOUSING ELEMENT SITE LIST

TABLE B-1: SUMMARY OF HOUSING ELEMENT SITES

				Certified 2022 PEIR		Addendum to 2022 PEIR	
HE Site ID	Site	Acres	Existing Current Zoning	2022 PEIR Proposed Zoning	Total Net Unit Potential	Proposed Zoning	Total Net Unit Potential
S1-021	W. of 16951 Imperial Highway	1.76	CG	Commercial Mixed Use Overlay	62	Commercial Mixed Use Overlay	62
S1-200	SEC Rose Dr. & Blake Rd.	5.94	RE	RM-20 w/ Affordable Overlay	208	RM-20 w/ Affordable Overlay	208
S2-008	17151 Bastanchury Rd.	4.92	RE	Congregational Land Overlay	60	Congregational Land Overlay	60
S3-012	5320 Richfield Rd.	9.48	RU	Congregational Land Overlay	55	Congregational Land Overlay	55
S3-207	5300-5392 Richfield Rd.	8.83	RU	RM-20 w/ Affordable Overlay	340	RM-10	88
S2-013	4861 Liverpool St.	6.2	RU	Congregational Land Overlay	40	Congregational Land Overlay	40
S3-074	18132 Yorba Linda Bl.	0.42	CG	RM-20 w/ Affordable Overlay	15	*** Site Removed ***	
S3-024	Friends Church Overflow Parking	17.45	RE	Congregational Land Overlay	48	Congregational Land Overlay	48
S3-033	4382 Eureka Av.	3.88	RS	Congregational Land Overlay	30	*** Site Removed ***	
S3-210	18111 Bastanchury Rd.	9.23	PD-26	Congregational Land Overlay	105	Congregational Land Overlay	105
S3-082	4791 & 4811 Eureka Av.	1.75	CG	RM-20 w/ Affordable Overlay	61	RM-20 w/ Affordable Overlay	61
S4-075	4742 Plumosa Dr.	1.62	CG	RM-20 w/ Affordable Overlay	57	RM-20 w/ Affordable Overlay	57
S6-015	22722 Old Canal Rd.	2.56	PD	Affordable Housing Overlay	89	PD RM-60	154
S6-020	22711 Oak Crest Circle	10.35	PD	RM-20 w/ Affordable Housing Overlay	143	PD RM-60	242
S7-001	Bryant Ranch Shopping Center	9.15	CG	Commercial Mixed Use Overlay	320	*** Site Removed ***	
S3-034	4341 Eureka Av.	2.19	RS	RM	22	*** Site Removed ***	
S3-203	18101-18251 Bastanchury Rd.	19.58	PD	PD	228	PD	98
S3-205A	5225 & 5227 Highland Av.	7.08	RE	RM	71	*** Site Removed ***	
S4-200	18597-18602 Altrudy Ln.	2.0	RS	RM-20	40	RM-20	40
S4-204A	19045 Yorba Linda Bl.	1.85	RE	Congregational Land Overlay	17	*** Site Removed ***	
S4-204B	19081-19111 Yorba Linda Bl.	3.9	RE	RM-20	78	RM-20	78
S3-211	17651 Imperial Highway	2.32	RS	RM	23	RM	23
S4-053	SWC of Kellogg Dr. & Grandview Av.	0.98	RE	RM	10	*** Site Removed ***	
S4-060	5541 S. Ohio St.	0.96	RE	RM	10	*** Site Removed ***	
S4-201	5531 S. Ohio St.	1.82	RE	RM	18	*** Site Removed ***	
S5-008	Fairmont Bl.	9.0	PD	RM	230	PD	30
S7-005	NEC of Camino del Bryant & Meadowland	3.06	RU	RM	30	*** Site Removed ***	
S6-025	Bac Tran Savi Ranch Site	23.0	PD	Not Evaluated		PD RM-60	480
		148.28		**TOTAL**	**2,410**	**TOTAL**	**1,929**

2024 YORBA LINDA TRAFFIC

		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
COLLISIONS	FATAL	0	0	0										0
	INJURY	7	2	9										18
	NON-INJURY	14	26	24										64
	DUI	1	2	2										5
	HIT & RUN	4	6	8										18
	NON-REPORTED	19	20	14										53
TOTAL CITES	HAZARDOUS	55	63	115										233
	NON-HAZARDOUS	44	60	60										164
DUI/ TRAFF ENF. UNIT	DUI ARRESTS	2	5	3										10
	HAZARDOUS	14	5	5										24
	NON-HAZARDOUS	3	1	3										7
TOTAL	DUI ARRESTS	2	8	8										18

2023 YORBA LINDA TRAFFIC

		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
COLLISIONS	FATAL	0	0	0	0	0	0	1	0	0	0	0	0	**1**
	INJURY	3	3	8	7	5	3	10	9	10	8	11	7	**84**
	NON-INJURY	9	21	12	14	9	11	16	15	11	16	18	14	**166**
	DUI	0	8	1	4	1	0	3	2	1	4	2	2	**28**
	HIT & RUN	0	3	2	5	5	6	7	5	7	3	9	4	**56**
	NON-REPORTED	28	23	17	22	12	20	17	23	16	26	15	17	**236**
TOTAL CITES	HAZARDOUS	73	46	140	189	183	149	165	164	78	135	171	58	**1,551**
	NON-HAZARDOUS	112	76	80	124	169	131	96	128	124	95	95	64	**1,294**
DUI/ TRAFF ENF. UNIT	DUI ARRESTS	0	3	2	6	4	4	3	5	4	6	5	9	**51**
	HAZARDOUS	1	8	20	22	19	17	15	7	10	15	7	7	**148**
	NON-HAZARDOUS	1	0	4	4	3	6	0	8	4	4	2	1	**37**
TOTAL	DUI ARRESTS	5	10	3	7	8	5	8	12	9	10	7	11	**95**

To: City of Yorba Linda Traffic Commission
From: Deputy Ryan Reneau
Date: April 4, 2024
RE: March 2024 Non-Reported Traffic Incidents

Listed below are the traffic collision that occurred in the City of Yorba Linda during the month of March 2024 for which a report was not taken.

Total: 14

Incident Date	Location
03/31/2024 14:10	Kellogg Dr // Yorba Linda Blvd
03/31/2024 08:05	Fairlynn Blvd // Esperanza Rd
03/29/2024 15:55	Fairmont Blvd // Yorba Linda Blvd
03/25/2024 07:52	24695 Paseo De Toronto
03/20/2024 08:23	Esperanza Rd // Fairlynn Blvd
03/16/2024 15:17	Via Lomas De Yorba East // La Palma Ave
03/10/2024 15:53	Lakeview Ave // Oriente Dr
03/10/2024 14:31	22633 Savi Ranch Pkwy
03/08/2024 20:11	5601 Mountain View Ave
03/08/2024 10:50	Savi Ranch Pkwy // Yorba Linda Blvd
03/06/2024 14:29	22633 Savi Ranch Pkwy
03/04/2024 12:23	Yorba Linda Blvd // Lakeview Ave
03/02/2024 09:22	Valley View Ave // Bastanchury Rd
03/01/2024 18:02	Stafford Cir // Van Buren St

ORANGE COUNTY
SHERIFF'S DEPARTMENT

EXTERNAL MEMO

To: City of Yorba Linda Traffic Commission
From: Deputy Ryan Reneau
Date: April 4, 2024
RE: March 2024 Reported Traffic Collisions

Listed below are the traffic collision that occurred in the City of Yorba Linda during the month of March 2024 for which a report was taken.

Fatal: 0
Injury: 9
Non-injury: 24
DUI: 2
Hit and Run: 8
Hazardous Citations: 115
Non-Hazardous Citations: 60

DR#	Incident Date	Location	Injury	PCF	Property Damage	At Fault (Age)
24-011093	03/31/2024 19:43	Yorba Linda Blvd // Fairmont Blvd	No	Hit & Run	No	Unk
24-010939	03/29/2024 19:21	Imperial Hwy // Prospect Ave	Yes	Ran red light	No	35
24-010849	03/29/2024 06:01	Imperial Hwy // Prospect Ave	No	DUI	No	19
24-010735	03/28/2024 09:45	6041 Sandy Hill Ln	No	Unsafe turn	Light Pole	24
24-010437	03/25/2024 20:49	18532 Yorba Linda Blvd	No	Hit & Run	No	19
24-010435	03/25/2024 20:30	18532 Yorba Linda Blvd	No	Hit & Run	No	Unk
24-010397	03/25/2024 14:44	21174 Via Alisa	Yes	Unsafe turn	No	16
24-010234	03/24/2024 03:09	5972 Trail View Pl	Yes	DUI	No	22
24-010190	03/23/2024 17:40	La Palma Ave // Via Lomas de Yorba E	No	Speed	No	60
24-010192	03/23/2024 16:48	La Palma Ave // Via Lomas de Yorba E	No	Speed	No	24
24-010066	03/22/2024 18:24	Imperial Hwy // Casa Loma Ave	Yes	Speed	No	39
24-010039	03/22/2024 14:52	22349 La Palma Ave	No	Failure to yield	No	24
24-009937	03/21/2024 20:46	La Palma Ave // Via Lomas de Yorba W	No	Unsafe turn	Light Pole	72
24-009893	03/21/2024 13:26	Bastanchuty Rd // Prospect	No	Undetermined	No	Unk
24-009862	03/21/2024 08:45	19900 Bastanchury Rd	No	Unsafe lane change	No	16
24-009855	03/21/2024 07:44	Fairmont Blvd // Yorba Linda Blvd	No	Opp. of traffic flow	No	10
24-009583	03/19/2024 06:59	Esperanza Rd // Dominguez Rd	No	Failure to yield	No	16
24-009515	03/18/2024 15:21	Yorba Linda Blvd // Fairmont	No	Unsafe starting	No	42

24-009497	03/18/2024 13:24	Village Center Dr // Fairmont Blvd	Yes	Medical emergency	Fence	76
24-009371	03/17/2024 12:10	5985 Avenida Antigua	No	Unsafe U-turn	No	52
24-008967	03/14/2024 06:09	Yorba Linda Blvd // Village Center	Yes	Ran red light	No	20
24-008688	03/11/2024 19:09	4601 Avenida De Las Estrellas	No	Hit & Run	No	49
24-008571	03/11/2024 00:10	Fairmont Blvd // Oak Meadow Dr	No	Hit & Run	Light Pole	Unk
24-008445	03/09/2024 15:22	Yorba Linda Blvd // New River Rd	No	Unsafe turn	No	63
24-008251	03/08/2024 07:35	Village Center Dr // Via Espana	No	Undetermined	No	Unk
24-008208	03/07/2024 18:40	Bastanchury Rd // Princeton Pl	Yes	Failure to yield	No	46
24-008182	03/07/2024 14:56	20390 Via Trinidad	No	Unsecured trailer	No	27
24-008163	03/07/2024 12:09	18601 Yorba Linda Blvd	No	Unsafe lane change	No	18
24-008072	03/06/2024 15:09	19411 Yorba Linda Blvd	No	Hit & Run	No	Unk
24-008056	03/06/2024 13:43	Imperial Hwy // Kellogg Dr	Yes	Speed	Tree	87
24-007996	03/05/2024 20:56	Fairmont Blvd // Fairmont Connector	No	Hit & Run	Street sign	Unk
24-007885	03/05/2024 07:50	17411 Brooklyn Ave	No	Hit & Run	No	Unk
24-007837	03/04/2024 16:31	Lakeview Ave // Bastanchury Rd	Yes	Unsafe starting	No	40