CITY of YORBA LINDA

TRAFFIC COMMISSION MEETING AGENDA

Thursday, April 23, 2026, 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, Patel, Phayakapong

4. APPROVAL OF MINUTES

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. COMMISSIONER ITEMS

9.a Selection of Chair for the year 2026

9.b Selection of Chair Pro-Tem for the year 2026

10. COMMISSIONER COMMENTS

11. ADJOURNMENT

The next regularly scheduled Traffic Commission Meeting is May 28, 2026.

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

January 22, 2026,
6:30p.m.
Council Chambers
4845 Casa Loma Avenue

Commissioners: Present:	De Santos, Phayakapong, Johnson, Cugini,
Staff Present:	Lai, Wang, Hu, Garcia-Barrera
Staff Absent:	Patel

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1. CALL TO ORDER

The Yorba Linda Traffic Commission convened at 6:35 p.m. in the Council Chambers at 4845 Casa Loma Avenue, Yorba Linda, California.

2. PLEDGE OF ALLEGIANCE

Commissioner Anthony Johnson led the flag salute.

3. ROLL CALL

Traffic Commissioners Present:

De Santos, Johnson, Cugini

4. INTRODUCTION OF CITY MANAGER

A brief introduction of the newly appointed City Manager Peter Grant followed.

Chairman De Santos acknowledged Chair Pro-Tem Phayakapong arrival at 6:47 p.m. and stated that no votes were taken on any items prior to his arrival.

5. APPROVAL OF MINUTES

5 a. Approval of December 11, 2025, Traffic Commission Special Meeting Minutes.

Moved by Cugini
Seconded by Phayakapong

That the Commission approve the December 11, 2025, Traffic Commission meeting minutes.

AYES (4): Phayakapong, Cugini, Johnson

ABSENT (1): Patel

ABSTAINING (1): De Santos

The motion carried with 3 yes votes, 1 member absent, 1 member abstaining

6. PUBLIC COMMENTS

Chairman De Santos opened the public comment portion of this item. Seeing none, Chairman De Santos closed the public comment portion of the item.

7. NEW BUSINESS

7.a GOLDEN AVENUE TEMPORARY CLOSURE – TC-PW-26-002

Tony Wang, Traffic Engineering Manager, presented the staff report recommending that the Traffic Commission approve the temporary closure of Golden Avenue for the Golden Avenue Bridge Project.

Mr. Wang introduced Gabriel Guerrero, Project Manager, City of Placentia and Consultant Mazen Mneimneh, Project Manager, Bruce Fock Job Inspector, Yat and CT&T for Project Manager.

Chairman De Santos opened comments to the Commission.

Commissioner Johnson asked how many vehicles travel on Golden Avenue daily. Mr. Guerrero stated that he does not have the exact traffic count at this time but can defer the question to Mr. Wang for a follow-up response. Commissioner Johnson expressed appreciation for the two proposed detour routes, noting that he had concerns related to McCormick due to nearby residential homes. He also stated his support for the project and appreciated that the City of Placentia is moving forward with it.

Commissioner Cugini asked whether detour signage will be installed along Imperial Highway during the project.

Mr. Guerrero stated that CMS signage is proposed on Imperial Highway, consistent with what was approved for Rose Drive, and that electronic messaging will be provided.

Commissioner Phayakapong asked about the 64-foot-wide bridge and why it would be reduced to 60 feet rather than remaining at 64 feet. Mr. Guerrero stated that the existing bridge is 27 feet wide and will be extended to 60 feet. Although other portions of the bridge may measure up to 64 feet, the 60-foot width is sufficient to accommodate the necessary components, including the sidewalk, bike lane, and median, and is adequate from a design perspective.

Chairman DeSantos requested clarification regarding the timeline. The city sent out a letter indicating construction closures from March to August, but in the presentation, February was mentioned with a seven-month duration, and another slide showed February 19 through October. He asked whether the closure time and duration have been finalized.

Mr. Guerrero responded that the initial assumption was that the contractor would not be ready until March 3. However, the vendor is now ready, so the timeline has been moved up. Mr. Guerrero added that the team has coordinated with the community outreach team to confirm the updated timeline, mailers have been created, and thorough information has been provided regarding when the closure will take place and the locations of the detours. The February 19 to October 9 timeline is what is being shared with the public to allow for flexibility.

Chairman DeSantos asked, with this timeline, what kind of incentives are being implemented to ensure the project is completed on time.

Mr. Meneimneh answered that there will be a $4,200 per day liquidated damages charge after 120 days, and that no delays are expected. Chairman De Santos noted that 120 days is six months, and Mr. Meneimneh confirmed. Chairman De Santos then stated that the closure is planned for eight months and asked about assessing liquidated damages after six months whether the needed time is six months. Mr. Guerrero responded that the timeline provides flexibility, and the eight-month duration allows a buffer in case of any construction delays. Chairman DeSantos asked whether sidewalks will be available once the bridge is open during the road closure while the sidewalks are being constructed. Mr. Guerrero responded that yes, everything will be open, and the bridge is anticipated to be open by August.

Commissioner Cugini asked whether the fabricated girders will be on site or offsite.

Mr. Meneimneh answered they will be fabricated offsite.

Commissioner Johnson asked if residents will be notified about construction on Golden. Director Lai responded that the city would coordinate notifications through media and CMS signs reflecting the new dates.

Chairman De Santos opened the public comments portion of this item and inquired with the Recording Secretary regarding whether any electronic communications were received. It was confirmed that no electronic communications were received, seeing no public comments Chairman De Santos closed the public comment.

Moved by Cugini
Seconded by Johnson

It is recommended to approve the temporary closure of Golden Avenue for the Golden Avenue Bridge Project.

AYES (4): De Santos, Phayakapong, Cugini, Johnson

ABSENT (1): Patel

The motion carried with 4 yes votes and 1 member absent.

7.b CITYWIDE ENGINEERING AND TRAFFIC SURVEY – PW-25-005

Tony Wang, Traffic Engineering Manager, presented the staff report recommending that the Traffic Commission review the attached draft Citywide Engineering and Traffic Survey report. Staff will incorporate the Traffic Commission‘s input and finalize the report for the City Council’s adoption on posted speed limits.

Mr. Wang introduced Ruben Perales from AGA Engineers who gave a presentation of the Engineering and Traffic Survey.

Chairman De Santos opened comments to the Commission.

Commissioner Johnson thanked Mr. Perales and noted that a lot of the accidents occur at signalized intersections. Commissioner Johnson was surprised by the numbers and thought they were lower than expected, Commissioner Johnson asked about recommendations in the survey regarding establishing speed limits and saw that some limits were not part of the final recommendations. Mr. Perales explained that some amendments were made after 2019 and that the survey report was intended solely for review of the existing speed limits.. Some speed limits were already established, and the purpose of the review was to verify whether any increase or decrease was applicable rather than establish new limits.

Commissioner Cugini asked about Dominguez Ranch and whether any of the criteria for reducing speed limits applied to the mid-block section on Yorba Ranch Road, stating there is a similar mid-block location there. Mr. Perales responded

that at Yorba Ranch, the speed limit would need to be increased, so they recommended keeping it at the same speed. The review provided a justification to increase but not to reduce.

Chairman DeSantos asked about the timeline for implementation and signage.

Mr. Wang answered that once the item is approved by the City Council, it will be implemented immediately. Mr. Wang consulted with Sergeant Lee, who indicated that once approved it goes through the courts and will serve as the city's official speed survey.

Chairman De Santos opened the public comments portion of this item, seeing none he closed the public comment.

Moved by Johnson
Seconded by Cugini

It is recommended to approve the attached draft Citywide Engineering and Traffic Survey report and forward to City Council.

AYES (4): De Santos, Phayakapong, Cugini, Johnson

ABSENT (1): Patel

The motion carried with 4 yes votes and 1 member absent.

7.c BASTANCHURY ROAD TEMPORARY CLOSURE FROM CORNELL LANE TO PRINCETON PLACE -TC- PW 26-001

Tony Wang, Traffic Engineering Manager, presented the staff report recommending that the Traffic Commission approve temporary closure of Bastanchury Road, from Cornell Lane to Princeton Place and that the City Council authorize the Director of Public Works/City Engineer to approve street closures for future *Every 15 Minutes* events on Bastanchury Road between Cornell Lane and Princeton Place.

Mr. Wang introduced Sergeant Lee from OCSD who will be available to answer questions.

Chairman De Santos opened comments to the Commission.

Commissioner Cugini asked if the event will remain the same. Sergeant Lee answered yes, it will, the event was conducted biannually and was missed last year, so it will now restart biannually for juniors and seniors. He further explained that this event is quite impactful and explained that DUI-related death rate was once every 15 minutes in the 1990s, and it has now improved to every 42 minutes.

Commissioner Johnson asked whether the Traffic Commission will be invited to observe as done in the past. Sergeant Lee stated yes, they are all welcomed. Commissioner Johnson commended the Sheriff's Department for bringing this event back.

Chairman De Santos opened the public comments portion of this item, seeing none he closed the public comment

Moved by Johnson
Seconded by Phayakapong

It is recommended to approve the temporary closure of Bastanchury Road, from Cornell Lane to Princeton Place, from approximately 9 AM to noon on April 23, 2026, for the California Highway Patrol *Every 15 Minutes* event and recommend that the City Council authorize the Director of Public Works/City Engineer to approve street closures for future *Every 15 Minutes* events on Bastanchury Road between Cornell Lane and Princeton Place, unless substantial changes necessitate reconsideration by the Traffic Commission.

AYES (4): De Santos, Phayakapong, Cugini, Johnson

ABSENT (1): Patel

The motion carried with 4 yes votes and 1 member absent.

8. DIRECTOR'S REPORT

Director Lai shared no new report.

9. INFORMATIONAL ITEMS

9.a TRAFFIC INCIDENT REPORTS NOVEMBER 2025 - DECEMBER 2025

Moved by Johnson
Seconded by Cugini

To receive and file Traffic Incident Reports from November 2025- December 2025.

AYES (4): De Santos, Phayakapong, Cugini, Johnson

ABSENT (1): Patel

The motion carried with 4 yes votes and 1 member absent.

10. COMMISSIONER COMMENTS

Commissioner Johnson stated that while DUI arrests remain the same, the incident reports showed a downward trend, and she thanked the City and the Sheriff's Department for doing a great job.

Chairman DeSantos asked Sergeant Lee if the DUI enforcement car is still in use. Sergeant Lee stated that it is and will be on patrol later tonight. He also explained that they are in a transitional period because the deputy previously handling enforcement was promoted to Sergeant, and a new deputy is replacing him.

Commissioner Phayakapong announced that the "Love Yorba Linda" event is scheduled for April 26 and expressed hope for the public to sign up for project leads and that all will be able to attend.

Commissioner Johnson reminded everyone that the Lobster Fest, organized by the Sunrise Rotary Club, will be held on Saturday, May 16. He noted that it is also the event's 40th anniversary of the Rotary Club and mentioned that Sergeant Lee and Commissioner Phayakapong, both are club members and will be in attendance.

11. ADJOURNMENT

The next scheduled Traffic Commission Meeting is February 26, 2026.

Moved by Phayakapong
Seconded by Johnson

That the Commission adjourns the meeting.

AYES (4): De Santos, Phayakapong, Cugini, Johnson

ABSENT (1): Patel

The motion carried with 4 yes votes and 1 member absent

Sara Garcia-Barrera

Recording Secretary

STAFF REPORT
CITY of YORBA LINDA

PUBLIC WORKS DEPARTMENT

DATE: **APRIL 23, 2026**

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

FROM: **JAMIE LAI, PUBLIC WORKS DIRECTOR / CITY ENGINEER**
PREPARED BY: TONY WANG, TRAFFIC ENGINEERING MANAGER

SUBJECT: **PARKING ANALYSIS FOR THE EXPANSION OF THE RICHARD NIXON PRESIDENTIAL LIBRARY AND MUSEUM**

RECOMMENDATION

It is recommended that the Traffic Commission review the attached parking analysis for the proposed expansion of the Richard Nixon Presidential Library and Museum and provide input to the Planning Commission.

SUMMARY

According to the parking analysis prepared by GTS for the proposed expansion of the Richard Nixon Presidential Library and Museum, the projected parking demand can be accommodated either on-site or through a shared parking arrangement with Friends Christian Church.

DISCUSSION

The Richard Nixon Presidential Library and Museum ("Library") is a prominent civic institution and nationally recognized destination located at 18001 Yorba Linda Boulevard. The Library was originally approved by the City Council on July 19, 1988, for development of the original museum and theater wing. In April 2002, the City Council approved a subsequent expansion consisting of the southern wing, which included offices for the Richard Nixon Foundation, meeting rooms, the East Room banquet facility, additional exhibit space, and reconfiguration of the main entrance and lobby.

APN:	334-411-08, 334-411-10, 334-411-11, 334-403-28
Lot Size:	±8.42 acres (±366,983 square feet)
General Plan:	Area Plan A
Zoning:	PL (Presidential Library)

The Library's expansion program has been structured in two phases. Phase 1 was approved by the Planning Commission in April 2024 and includes a new exhibition hall, pre-function space, storage area, and underground parking on the northwest triangular portion of the site.

The current request, Design Review 2025-17, pertains to Phase 2 of the expansion program. Phase 2 consists of a new American Civics Center building of approximately 18,800 square feet, proposed in the northeast portion of the campus adjacent to Eureka Avenue, together with associated parking area modifications and EV-ready parking improvements. This portion of the site is currently occupied by the Marine One presidential helicopter display area and is identified as "Phase 2" on the vicinity map. As proposed, Phase 2 would further expand the educational and visitor-serving functions of the Library campus while maintaining its longstanding role as a significant public institution within the City.

The Nixon Library currently provides 233 on-site parking spaces, consisting of regular, accessible, bus, white-zone, and loading spaces. Under the Phase II proposal, the site would add 29 new spaces, resulting in a total on-site supply of 262 spaces. In addition to its on-site parking, the Library also has a shared parking agreement with Friends Christian Church located south of the Library across Yorba Linda Boulevard**,** which makes the Church's northwest overflow lot available for Library overflow parking and provides an additional 150 spaces when needed.

Based on the parking analysis conducted by GTS, it concludes that the expanded Library campus can accommodate parking demand on-site during typical weekdays and weekends. The only time overflow parking is expected to be needed is during a limited Saturday midday peak period, when demand could exceed on-site supply by up to 30 vehicles; in that situation, the shared parking arrangement with Friends Christian Church is expected to absorb the excess demand.

As indicated in the GTS parking analysis, the estimated trip generation by the proposed project expansion is marginal - 12 morning peak hour trips and 7 afternoon peak hour trips on a typical weekday. On a typical Saturday, the project is expected to generate 30 peak trips. Therefore, no significant traffic impact is anticipated by the proposed project expansion.

FISCAL IMPACT

None.

ATTACHMENTS

Attachment 1 - Parking analysis for the expansion of the Richard Nixon Presidential Library and Museum
Attachment 2 - Notification letter

GTS
gentecsol.com

DRAFT

Parking Analysis

for the

Richard Nixon Presidential Library and Museum

GTS.231001

March 2026

T. 213 267 2332 | F. 213 318 0744
info@gentecsol.com

Table of Contents

1. Purpose and Background

The purpose of this Parking Analysis is to assess the change in parking demand that is expected to result from a planned expansion of the Richard Nixon Presidential Library and Museum, located at 18001 Yorba Linda Blvd in Yorba Linda, California (APN: 334-411-08, 334-411-10, 334-411-11, 334-403-28); to provide an overview of existing parking supply and demand; and to identify parking management strategies that the Library can consider in order to mitigate anticipated changes in parking demand resulting from the expansion. This document includes an overview of the proposed expansion project; an overview of existing conditions with respect to parking; an analysis of parking utilization based on on-site parking data collection; a future conditions (post-project) parking analysis; and a summary of the findings.

The Richard Nixon Presidential Library and Museum is located on an 8.21-acre campus at 18001 Yorba Linda Boulevard, Yorba Linda, California. The existing library building has an area of 58,096 square feet, and the adjacent NARA Archive Building has an area of 8,754 square feet. The grounds also include a reflecting pool, gardens, and the original Richard Nixon birthplace house.

The location of the project area within the City of Yorba Linda is shown in Exhibit 2.

2. Project Overview

The Richard Nixon Library Expansion Project consists of two phases, adding a total of 41,080 square feet to the gross floor area (GFA):

- **Phase 1** will consist of the addition of a 22,264 square foot Exhibit Hall and Pre-function space, and an 8,925 square foot storage area at the northwest corner of the existing site.[1] The exhibition space will be on the second floor, while the storage area and covered parking will be at ground level. The site plan is included in the Appendix of this report.
- **Phase 2** will consist of the addition of an 18,816 square foot Civics Center, divided into two approximately equal spaces:
    - About half of the Civics Center will be primarily an exhibition space that houses the Marine One Helicopter (currently on-site in open space). This space, secondarily, may also be used to host evening events. This area will also include a café, which will be used by library visitors during the day and function as a catering kitchen for evening events.
    - The remainder of the Civics Center will be used as a space for teaching American Civics. This is envisioned to be an interactive teaching experience that will be part of the library's daytime function. Classes will be held during school hours on weekdays.

In addition to the existing staff, approximately ten new employees are expected to support the American Civics operations and five will support the café functions.

[1] The 8,925 square foot storage space is not expected to generate parking demand as it is incidental to the RNL's operations. Therefore, for the purposes of this analysis, the storage space is excluded from project area calculations and parking demand projections.

The existing gross floor area (GFA) is 67,656 square feet. The proposed project will increase the GFA, 41,080 square feet for a total of 108,736 square feet, as shown in Exhibit 1 below.

Exhibit 1. Existing and proposed gross floor area

Building	Gross Floor Area (GFA)
Existing Facilities	
Library	58,096
NARA Archive Building	8,754
Richard Nixon Birthplace House	806
Total Existing	*67,656*
Planned Facilities	
Phase 1: Exhibit Hall & Pre-function	22,264
Phase 1: Storage Area	8,925
Phase 2: Civics Center	18,816
Phase 1 & 2 Total (Excluding Storage Area)	*41,080*
Total With Project	**117,661**
Total With Project (Excluding Storage Area)	108,736

An excerpt from the site plan showing the above phases is shown in Exhibit 3. The full site plan is included in the Appendix.

Exhibit 2. Location map

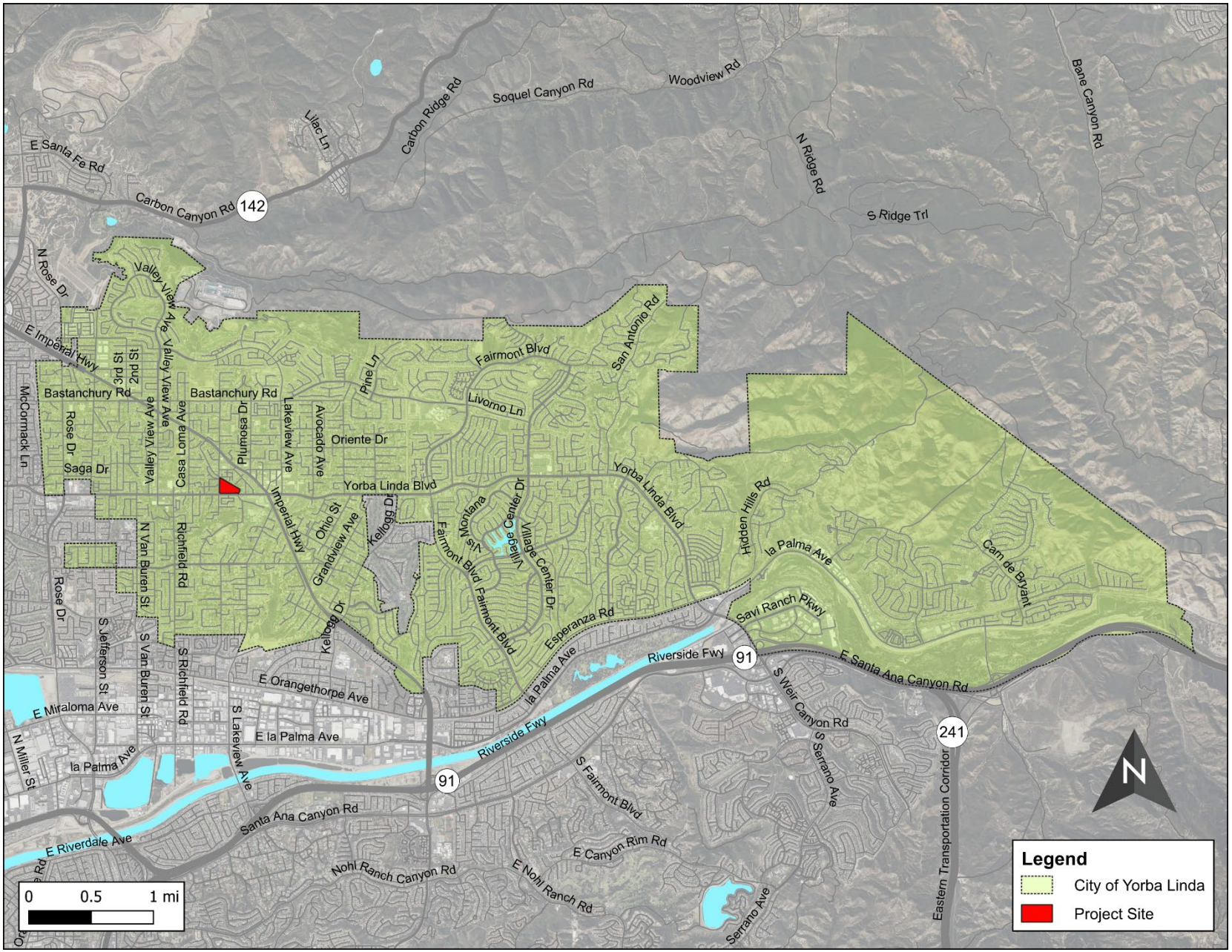
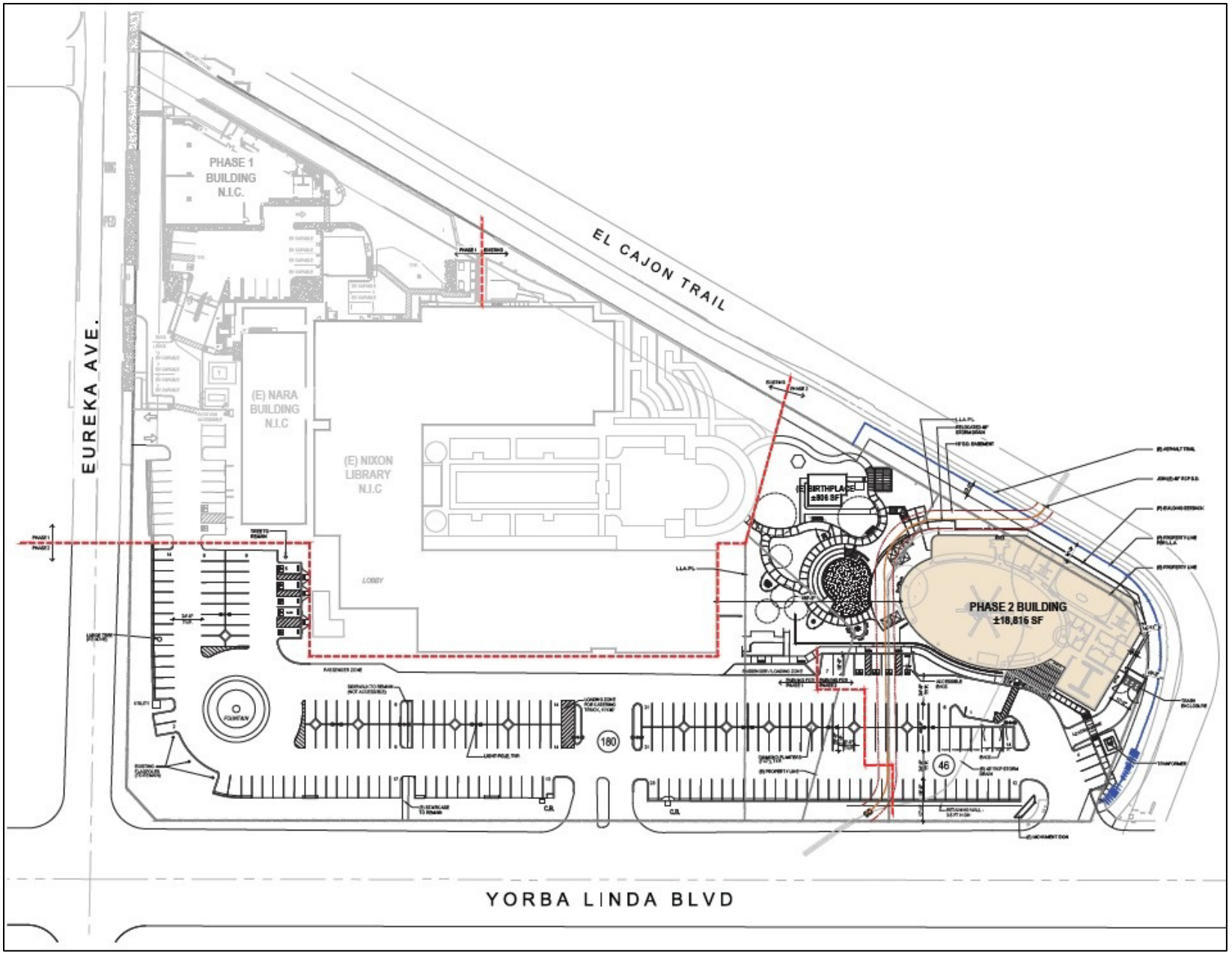


Exhibit 3. Excerpt from the site plan showing Phases 1 and 2



3. Parking Analysis

This section analyzes the current parking supply, demand, and shared-parking arrangements for the Richard Nixon Presidential Library and Museum (Library). It includes an overview of existing conditions and parking supply; results of a parking utilization survey that was conducted as part of this parking analysis; a shared parking analysis; and a summary of findings.

3.1. Existing Conditions

The existing parking supply consists of 233 parking spaces on the Library site. There are 200 regular spaces, 7 disabled spaces, 16 spaces marked for docents only, 6 bus spaces, one “white zone” space, and 3 loading spaces.

In addition, the Library has a shared parking agreement with the Friends Church, located directly on the other side of Yorba Linda Boulevard. The Friends Church northwest (NW) parking lot is used for Library overflow parking and provides an additional 150 spaces. Reciprocally, the Library parking lot is used for church overflow parking on some occasions. Its location is shown in Exhibit 6. It is important to differentiate between the Friends Church NW parking lot (smaller overflow lot for the church) and the church’s main parking lot.

The Friends Church NW lot is less than 400 feet from the Library property and has strong connectivity to the Library. There are pedestrian facilities on both sides of Mountain View Drive (a sidewalk on the west side and a shared-use path on the east side) and marked crosswalks with pedestrian signal heads on all four legs of the intersection of Mountain View Avenue and Yorba Linda Drive. The NW lot is closer to the proposed Phase 2 site than the western parking spaces in the library’s lot.

3.2. On-Site and Off-Site Circulation

The site plan was reviewed for on-site circulation and no issues were identified.

Sight distances were evaluated at the site’s three access driveways. Stopping Sight Distance is the minimum distance required by a vehicle traveling at or near the design speed of a roadway, on wet pavement, to stop before reaching an object in its travel path. Per the CA Highway Design manual (HDM), Table 201.1, the stopping sight distance at 30 mph (the posted speed limit on Eureka Avenue) is 200 feet. The sight distance triangles for the Eureka Avenue driveway are shown in Exhibit 5.

The following was noted:

1. At the left turn lane leading into the mid-block driveway on Yorba Linda Boulevard, the City has installed ceramic raised pavement markers to emphasize the prohibition of left turns out of this driveway (see Exhibit 4). If turning restriction violations continue to be a concern, the number of markers could be increased and yellow markers could be used for greater visibility.
2. For the Library’s west driveway on Eureka Avenue, red curbs should be striped along the east side of Eureka Avenue to ensure lines of sight are not blocked by parked vehicles (see Section 5, Exhibit 11).

Exhibit 4. Left turn lane on Yorba Linda Blvd, looking south from the Library's mid-block driveway

Exhibit 5. Sight distance triangles for the Library's west driveway

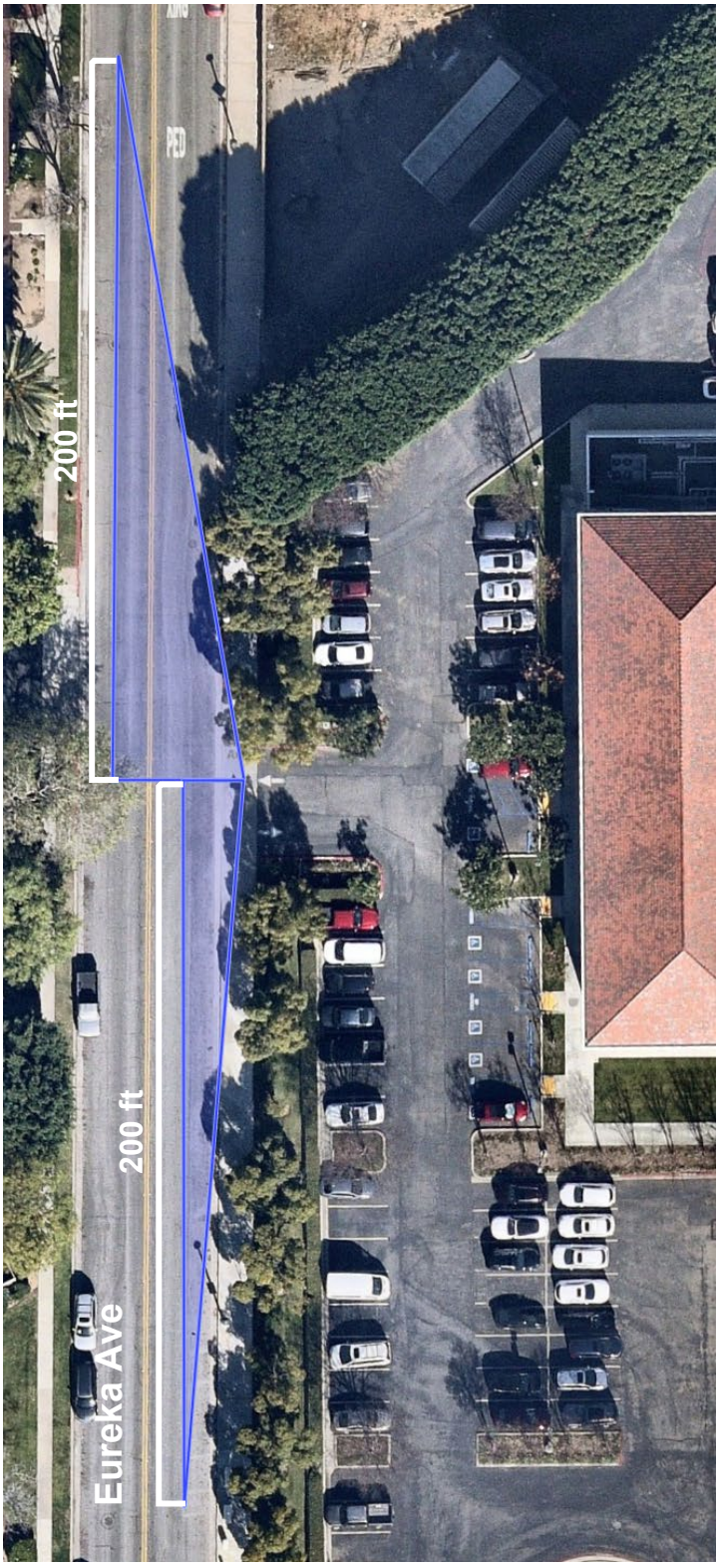


Exhibit 6. Shared parking location in relation to the site

3.3. Proposed Parking and Requirements

The expansion plans involve the addition of 29 parking spaces, for a total of 262 parking spaces.

Per the City of Yorba Linda Municipal Code, Section 18.16.320: Property Development Standards, the off-street parking requirement for the Presidential Library (PL) special purpose zone is one space per 300 square feet of gross floor area (GFA). Based on a planned total GFA of 108,736, this would result in a requirement of 362 off-street parking spaces.

However, cities across Southern California and the nation are recognizing that the current parking requirements, which in many cases were established over 20 years ago, have not kept up with the changes in travel patterns, economic development needs, historic preservation considerations, and parking demand and supply. The current parking requirements are seen as hindering the change of use or the expansion of existing uses, thereby impacting economic development and the urban environment by curtailing revitalization efforts in areas where such efforts are most needed.

In the following section, the parking demand is measured based on actual observations performed during typical weekday and weekend conditions.

3.4. Site Observations and Parking Utilization

Parking lot utilization data was gathered by on-site surveys in February 2026. Hourly utilization figures were collected for three periods: a typical weekday (Tuesday, February 3); a typical Saturday (February 7); and a typical Sunday (February 1). Parked vehicles were enumerated hourly from 10:00 AM to 5:00 PM to be consistent with the hours during which the Library is open.

Tuesday February 3rd was typical weekday that included hosting a field trip in the morning and an event in the evening starting at about 4:30 PM.

February 7th was a Saturday that included hosting a daytime event with about 200 people (between 11 AM and 1 PM), a group tour at 2 PM, and a High School Winter Formal at 7 PM.

According to the Library management, the busiest days of the week are Saturday and Sunday, with an average of about 250 visitors per day.

3.5. Parking Analysis

The following parking analysis was carried out to estimate post-project parking demand based on observed demand. This is considered the most reliable method as it utilizes data from the current situation to project future conditions based on an expansion of the exhibition space.

The existing gross floor area (GFA) of the Library, including the NARA Archive Building, is 67,656 square feet. The planned expansion project would add 41,080 square feet, for a total of 108,736 square feet. However, since the American Civics classes in the Phase 2 building will only be held during school hours on weekdays — and the remainder of the Phase 2 space is largely dedicated to providing coverage to the existing Marine One Helicopter as well as events that will take place in the evenings — Phase 2 is not expected to generate additional parking demand on weekends during daytime hours. Therefore, Phase 2 is not included in the weekend daytime parking analysis.

Existing and projected demand for typical weekdays is shown in Exhibit 6, Saturday in Exhibit 7, and Sunday in Exhibit 8.

The analysis shows that under typical weekday and Sunday conditions, both existing and future construction scenarios can be accommodated on-site. Following the expansion, there is expected to be a surplus of parking at all times on typical weekdays and Sundays.

On Saturdays, during the 12:00 PM – 1:00 PM hour, on-site capacity is expected to be exceeded when mid-day events take place (such as the February 7 events mentioned earlier). During these hours, an excess demand of up to 30 vehicles is projected (292 vehicles total demand at 12:00 PM compared to 262 spaces capacity).

Therefore, a shared parking analysis was carried out for both Saturdays and Sundays based on observed increased demand for the Friends Church NW overflow lot. As shown in Exhibit 8, under post-project conditions, additional spaces will be needed on Saturdays. The additional demand can be accommodated by the overflow lot.

3.6. Parking at Events

Evening and other major events at the library typically attract between 150 and 250 visitors, and on less frequent occasions attendance may reach approximately 400 visitors. Larger events accommodating up to 500 people occur only two to four times per year and are generally associated with school functions where students are transported to the site by bus.

The Library has indicated that the proposed expansion is intended to enhance the visitor experience by providing a covered area at the Marine One Helicopter site. The expansion is not intended to increase the frequency or size of events held at the facility.

In the infrequent instances when two events occur concurrently, the combined attendance will not exceed 400 people. For example, if an event with approximately 250 attendees is held in the existing space, the new area would accommodate only smaller gatherings of approximately 50 to fewer than 100 people. Concurrent events are not expected to occur regularly and would take place only on an occasional basis.

Assuming the typical rate of two people per vehicle, the demand for parking at a 400-person event will be about 200 spaces. In cases of excess demand, the overflow lot is available (see the shared parking agreement in Appendix B).

Exhibit 7. Nixon Presidential Library Parking Demand Analysis – Survey-based projection, typical Weekday

	Existing Richard Nixon Library		Post-Project Richard Nixon Library		Can RNL on-site parking spaces serve the post-project demand?	Friends Church (Overflow Lot)		Shared Parking (Library and Church)*		Can available spaces serve the post-project demand?
GFA (SF)	**67,656**		**108,736**							
Parking Spaces	**233**		**262**			**150**		**412**		
	Existing Utilization	Existing Demand	Projected Utilization	Projected Demand		Existing Utilization	Existing Demand	Utilization	Total Projected Demand	
10:00 AM	21%	48	29%	77	Yes	2%	3	19%	80	Yes
11:00 AM	25%	59	36%	95	Yes	4%	6	24%	101	Yes
12:00 PM	25%	59	36%	95	Yes	1%	2	24%	97	Yes
1:00 PM	23%	53	33%	85	Yes	1%	2	21%	87	Yes
2:00 PM	24%	55	34%	88	Yes	1%	2	22%	90	Yes
3:00 PM	21%	49	30%	79	Yes	1%	2	20%	81	Yes
4:00 PM	21%	50	31%	80	Yes	1%	2	20%	82	Yes
5:00 PM	17%	40	25%	64	Yes	1%	2	16%	66	Yes

** Note the Church's NW overflow lot will not be needed in this scenario*

Exhibit 8. Nixon Presidential Library Shared Parking Demand Analysis – Survey-based projection, typical Saturday

	Existing Richard Nixon Library		Post-Project Richard Nixon Library*		Can RNL on-site parking spaces serve the post-project demand?	Friends Church (Overflow Lot)		Shared Parking (Library and Church)		Can available spaces serve the post-project demand?
GFA (SF)	**67,656**		**108,736**							
Parking Spaces	**233**		**262**			**150**		**412**		
	Existing Utilization	Existing Demand	Projected Utilization	Projected Demand		Existing Utilization	Existing Demand	Utilization	Total Projected Demand	
10:00 AM	41%	96	49%	128	Yes	0%	0	31%	128	Yes
11:00 AM	79%	185	94%	246	Yes	0%	0	60%	246	Yes
12:00 PM	94%	220	112%	292	**No**	1%	1	71%	293	Yes
1:00 PM	79%	185	94%	246	Yes	1%	1	60%	247	Yes
2:00 PM	38%	88	45%	117	Yes	0%	0	28%	117	Yes
3:00 PM	31%	73	37%	97	Yes	1%	1	24%	98	Yes
4:00 PM	28%	66	33%	88	Yes	0%	0	21%	88	Yes
5:00 PM	13%	30	15%	40	Yes	0%	0	10%	40	Yes

.

Exhibit 9. Nixon Presidential Library Shared Parking Demand Analysis – Survey-based projection, typical Sunday

	Existing Richard Nixon Library		Post-Project Richard Nixon Library*		Can RNL on-site parking spaces serve the post-project demand?	Friends Church (Overflow Lot)		Shared Parking* (Library and Church)		Can available spaces serve the post-project demand?
GFA (SF)	**67,656**		**108,736**							
Parking Spaces	**233**		**262**			**150**		**412**		
	Existing Utilization	Existing Demand	Projected Utilization	Projected Demand		Existing Utilization	Existing Demand	Utilization	Total Projected Demand	
10:00 AM	12%	27	14%	36	Yes	5%	7	10%	43	Yes
11:00 AM	13%	30	15%	40	Yes	7%	11	12%	51	Yes
12:00 PM	15%	34	17%	45	Yes	26%	39	20%	84	Yes
1:00 PM	22%	51	26%	68	Yes	1%	2	17%	70	Yes
2:00 PM	23%	53	27%	70	Yes	1%	2	18%	72	Yes
3:00 PM	25%	58	29%	77	Yes	1%	1	19%	78	Yes
4:00 PM	20%	47	24%	62	Yes	0%	0	15%	62	Yes
5:00 PM	28%	65	33%	86	Yes	0%	0	21%	86	Yes

** Note the Church's NW overflow lot will not be needed in this scenario.*

4. Trip Generation and VMT Screening Analysis

5.1. Background

On December 28, 2018, the California Office of Administrative Law cleared the revised California Environmental Quality Act (CEQA) guidelines for use. Among the changes to the guidelines was removal of vehicle delay and level of service from consideration under CEQA. With the adopted guidelines, transportation impacts are to be evaluated based on a project's effect on vehicle miles traveled (VMT).

5.2. Trip Generation

The project's trip generation was calculated using the trip generation rates of the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition (2021)* using the following land use category:

- Museum (Land Use Code 580)

Exhibit 10 summarizes the estimated trip generation for the project site on a typical weekday during the AM peak and PM peak hours as well as the Saturday peak. The trip generation calculation is based on the square footage of the planned expansion (both phases), for a total of 41,080 square feet (excluding the storage area, as noted earlier).

As shown in Exhibit 10, the project is expected to generate 12 morning peak hour trips (10 in and 2 out) and 7 afternoon peak hour trips (1 in and 6 out) on a typical weekday. On a typical Saturday, the project is expected to generate 30 peak trips (14 in and 16 out).

Exhibit 10. Trip generation

				AM Peak Hour			PM Peak Hour			Saturday Peak Hour		
Land Use	**ITE Code**	**Units**	**Daily**	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Trip Rates												
Museum	580	1,000 SF		0.24	0.04	**0.28**	0.03	0.15	**0.18**	0.34	0.40	**0.74**
Project Trip Generation												
Museum Expansion	41.08	1,000 SF		10	2	12	1	6	7	14	16	30
Total Trip Generation				10	2	**12**	1	6	**7**	14	16	**30**

TSF = Thousand Square Feet

Source: Institute of Transportation Engineers (ITE) , *Trip Generation, 12th Edition,* 2025.

As shown above, ITE provides peak hour trip rates for museums but does not provide daily trip generation rates for this land use type. However, based on the Library's records, an average of about 150 people visit on a typical weekday. Given the planned increase in gross floor area, it can conservatively be assumed that, correspondingly, the post-project number of weekday

visitors will be greater. Therefore, the project is estimated to generate an additional 91 daily trips. As noted earlier, this number is very conservative as the Marine One Helicopter is already on-site and Phase 2 mainly provides a roof in lieu of hosting it in an open space.

Weekday Traffic Considerations

As noted earlier, the expansion of the library is not intended to increase the typical event attendance beyond the existing 150- to 250-person events. On some rare occasions, events can attract up to 400 people (similar to exiting conditions).

In the infrequent instances when two events occur concurrently, the combined attendance will not exceed 400 people. For example, if an event with approximately 250 attendees is held in the existing space, the new area would accommodate only smaller gatherings of approximately 50 to fewer than 100 people. Concurrent events are not expected to occur regularly and would take place only on an occasional basis.

Additional peak hour trips are not expected to exceed comparable conditions under the existing scenario. Therefore, there is no need to conduct a traffic impact assessment for this scenario.

Weekend Traffic Considerations

As shown in Exhibit 10, the Saturday peak hour of the generator was used to estimate the number of net new trips resulting from the expansion (a total of 30 peak hour trips).

Under existing conditions, weddings are hosted in the evenings. The expansion is not expected to increase the frequency or number of people attending weddings.

Also as noted earlier, larger 500-person events are rare under current conditions and occur only two to four times per year. These are generally associated with school functions where students are transported to the site by bus.

As such, there are no major changes anticipated on weekends compared to existing conditions in terms of additional event trips.

Farmers Market and Church Services

The Yorba Linda Farmers Market is hosted every Saturday in the main parking lot of the Friends Church between 9:00 AM and 1:00 PM. The market does not utilize the NW overflow parking lot (this is also evident from the NW overflow lot counts from Saturday February 7). As such, the Farmers Market parking needs are not expected to impact the NW overflow lot.

The Friends Church hosts Sunday morning services at 9:00 AM and at 11:00 AM. As shown earlier, the overflow parking will not be required by the Library during these hours. The Friends Church also hosts Saturday evening services at 5:00 PM; these services have much lower attendance numbers than Sunday services and do not result in use of the overflow lot.

5.3. Vehicle Miles Traveled (VMT) Screening

Pursuant to SB 743 technical guidance published by the Governor's Office for Planning and Research (OPR) and the "CEQA Assessment – VMT Analysis" section of the City of Yorba Linda Traffic Impact Analysis (TIA) Guidelines (adopted May 2020), there are three types of project screening that lead agencies can apply in order to effectively screen projects from project-level assessment. Projects may be presumed to have a less than significant impact if they meet any of the following criteria, summarized below:

a) Transit Priority Area (TPA) Screening

Projects within a Transit Priority Area may be presumed to have a less than significant impact. However, this presumption may NOT be appropriate if the project has a floor-area ratio (FAR) of less than 0.75. The site's proposed FAR after the expansion will be 0.32. Furthermore, based on currently available transit service in the City of Yorba Linda, there are no identified TPAs within the City.

This criterion is not met.

b) Low VMT Area Screening

According to the Orange County Transportation Analysis Model (OCTAM), the project site is not within a low VMT generating area.

This criterion is not met.

c) Project Type Screening

Some project types have been identified as having the presumption of a less than significant impact. Per the City's guidelines, the list of such project types includes the following relevant to this project:

- Projects generating less than 110 daily vehicle trips (this project generates 91 new daily trips).
- Community Institutions, which includes public libraries and can be presumed to include museums.

This criterion is met.

Due to meeting Criterion (c) above, the project can be screened out for VMT analysis.

5. Findings

1. The Richard Nixon Library and Museum is a 67,656 square foot facility located in Yorba Linda, California. A planned expansion project would add 41,080 square feet (a 22,264 square foot exhibition space and 18,816 square foot civic center), bringing the total GFA to 108,736 square feet (excluding storage space). The expansion project would increase the on-site parking capacity by 29 spaces from the existing 233 spaces, resulting in a total on-site capacity of 262 spaces.

2. Parking surveys conducted at the site in February 2026 indicate that the supply is sufficient to meet projected post-expansion demand on typical weekdays, most of the day on Saturdays, and on Sundays. Some excess demand is projected for one hour on busier Saturdays, with peak demand at the 12:00 PM – 1:00 PM hour predicted to be 30 vehicles above supply. This demand can be met by utilizing the overflow lot of the Friends Church, (with which the Richard Nixon Library has a shared parking agreement). The addition of the overflow lot is expected to create a surplus of parking (supply greater than demand).

3. Given the projected level of demand on weekends, in order to keep more parking spaces available for visitors, the Library could advise staff to park in the Friends Church overflow lot instead of parking on-site. In addition, signage should be posted to direct vehicles to the correct parking areas.

4. To ensure adequate sight distance at the driveway on Eureka Avenue, red curbs are recommended along the east side of the street for about 60 feet north of the driveway and about 80 feet south of the driveway, as shown in Exhibit 11.

Exhibit 11. Suggested red curbs on Eureka Avenue

References

City of Yorba Linda Municipal Code, Section 18.16.320 Property development standards

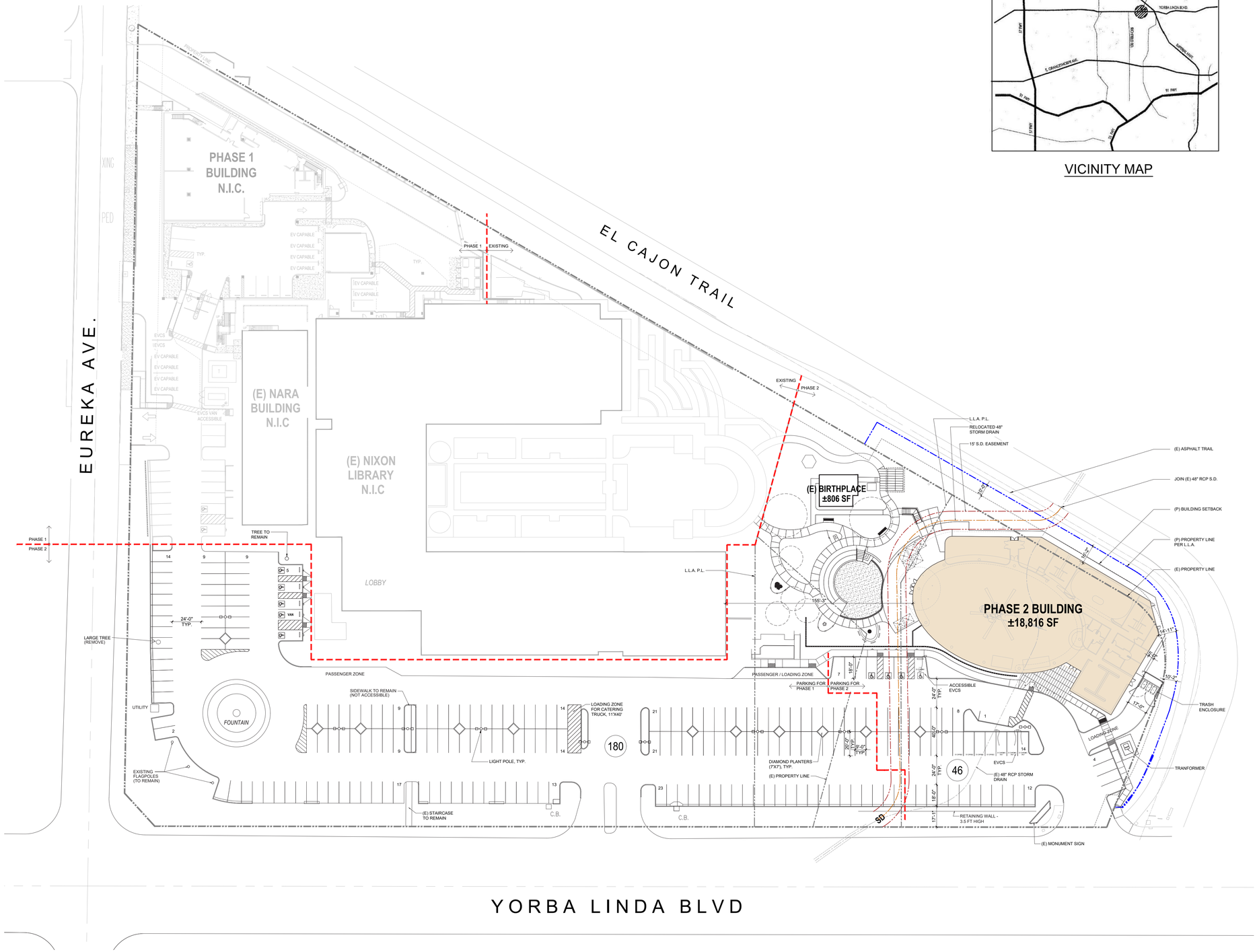
City of Yorba Linda. Traffic Impact Analysis (TIA) Guidelines. https://yorbalinda.granicus.com/MetaViewer.php?view_id=&event_id=1063&meta_id=151572

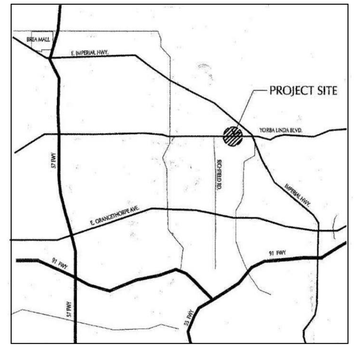
Institute of Transportation Engineers. *Parking Generation Manual*, 6th Edition (ITE, 2023)

Institute of Transportation Engineers. *Trip Generation Manual*, 12th Edition (ITE, 2025)

Appendix

A. Site Plan
B. Shared Parking Agreement
C. Parking Survey Data Tables





VICINITY MAP

SITE SUMMARY

SITE AREA: ±366,983 SF (±8.42 AC)
ZONE: PS (PUBLIC AND SEMI-PUBLIC)

PARKING SUMMARY

BUILDING	AREA (SF)
Existing Library & Museum, Ground Level (GFA)	58,096
Existing NARA Archive	8,754
Nixon Birthplace House	806
Phase 1 Exhibit Hall & Prefunction (GFA)	22,264
Phase 2 Civics Center (GFA)	18,816
TOTAL	**108,736**

PARKING REQUIRED (2.4 STALLS PER 1,000 SF)*	261
PARKING PROVIDED	262
ACCESSIBLE STALLS REQUIRED	7
ACCESSIBLE STALLS PROVIDED	12

* Assumed parking ratio based on the Phase 1 project entitlement.

EV Parking Summary

Total Parking Provided for Phase 2	**46**
Standard Method	
Required EV Capable Stalls	8
Required EV Capable with EVSE (EVCS)	4
Provided EV Capable Stalls	8
Provided EV Capable Stalls with EVSE (EVCS)	4
Power Allocation Method	
Minimum Total kVA Required	61
Maximum kVA allowed for EV Capable	46

Can be any combination of EV Capable, Low Power Level 2, Level 2 or DCFC
At least one Level 2 EVSE shall be provided, min. 6.6 kVA
Depending on type, some DCFC provide 350 kVA

CONTACT INFORMATION

ARCHITECT:
KTGY GROUP
17911 VON KARMAN AVE, STE 200
IRVINE, CA 92614
DAVID SCHMITZ
949-797-8364

October 6, 2023

LETTER OF INTENT TO COOPERATE ON AN AGREEMENT ON RECIPROCAL PARKING

This letter establishes a mutual intent to cooperate between the Richard Nixon Foundation, a nonprofit corporation organized under the laws of California and Delaware and Friends Church, a California non-profit religious organization, to establish reciprocal unreserved vehicular parking use of either organization's parking lot.

The parties acknowledge that each has a common interest in ensuring that its parking lot spaces can be used by either party, as certain days and times see lighter use of each respective lot.

The parties agree to define reciprocal unreserved vehicular parking as taking place over and across the surface parking areas; this would include pedestrian and vehicular access to and from such parking areas.

To that end, the parties wish to provide to and obtain from each other, upon the terms and conditions set forth in a future agreement, reciprocal, nonexclusive use of each parking lot and a reciprocal, nonexclusive use over and across those driveways, sidewalks, and other accessways to and from the parking areas. Any easements, rights and privileges, shall be perpetual and shall remain in effect until terminated by the recordation of a written agreement signed by both parties. Such an agreement would be binding, pending review and approval by the City of Yorba Linda for specific terms or limitations the City may request.

Matthew Cork (Signature)
Lead Pastor
Friends Church

Jim Byron (Signature)
President and CEO
Richard Nixon Foundation

The Richard Nixon Library & Museum Parking Occupancy Study

Tuesday, February 3, 2026

Parking Lot 1

Prepared by AimTD LLC

cs@aimtd.com

Time	18001 Yorba Linda Blvd, Yorba Linda, CA 92886							Occupied Spaces
	Regular	Disabled	Docents Only	Bus	White Zone	Loading Zone	Grand Total	
Inventory	**200**	**7**	**16**	**6**	**1**	**3**	**233**	**%**
10:00 AM - 11:00 AM	42	1	5	0	0	0	48	21%
11:00 AM - 12:00 PM	52	1	5	1	0	0	59	25%
12:00 PM - 1:00 PM	52	1	5	1	0	0	59	25%
1:00 PM- 2:00 PM	47	1	4	0	0	1	53	23%
2:00 PM- 3:00 PM	49	1	4	0	0	1	55	24%
3:00 PM- 4:00 PM	44	1	2	0	0	2	49	21%
4:00 PM- 5:00 PM	43	1	4	0	0	2	50	21%
5:00 PM- 6:00 PM	34	0	3	0	0	3	40	17%

The Richard Nixon Library & Museum Parking Occupancy Study — Saturday, February 7,2026

Parking Lot 1

Prepared by AimTD LLC — cs@aimtd.com

Time	18001 Yorba Linda Blvd, Yorba Linda, CA 92886							Occupied Spaces
	Regular	Disabled	Docents Only	Bus	White Zone	Loading Zone	Grand Total	
Inventory	**200**	**7**	**16**	**6**	**1**	**3**	**233**	**%**
10:00 AM - 11:00 AM	79	1	9	4	2	1	96	41%
11:00 AM - 12:00 PM	167	2	10	4	0	2	185	79%
12:00 PM - 1:00 PM	193	6	11	6	0	4	220	94%
1:00 PM- 2:00 PM	160	5	11	6	1	2	185	79%
2:00 PM- 3:00 PM	74	2	8	2	2	0	88	38%
3:00 PM- 4:00 PM	60	2	9	2	0	0	73	31%
4:00 PM- 5:00 PM	51	2	9	3	1	0	66	28%
5:00 PM- 6:00 PM	21	0	6	3	0	0	30	13%

The Richard Nixon Library & Museum Parking Occupancy Study

Sunday, 02/01/2026

Parking Lot 1

Prepared by AimTD LLC

cs@aimtd.com

Time	18001 Yorba Linda Blvd, Yorba Linda, CA 92886							Occupied Spaces
	Regular	Disabled	Docents Only	Bus	White Zone	Loading Zone	Grand Total	
Inventory	**200**	**7**	**16**	**6**	**1**	**3**	**233**	**%**
10:00 AM - 11:00 AM	16	0	4	6	1	0	27	12%
11:00 AM - 12:00 PM	25	0	4	0	1	0	30	13%
12:00 PM - 1:00 PM	29	0	4	0	1	0	34	15%
1:00 PM- 2:00 PM	43	1	6	0	1	0	51	22%
2:00 PM- 3:00 PM	46	1	5	0	1	0	53	23%
3:00 PM- 4:00 PM	47	1	5	2	1	2	58	25%
4:00 PM- 5:00 PM	36	0	6	2	1	2	47	20%
5:00 PM- 6:00 PM	53	0	5	3	1	3	65	28%

April 8, 2026

Homeowner/Resident
Yorba Linda, CA 92886

SUBJECT: PARKING ANALYSIS FOR THE EXPANSION OF THE RICHARD NIXON PRESIDENTIAL LIBRARY AND MUSEUM

Dear Homeowner/Resident:

On Thursday, April 23, 2026, the City of Yorba Linda Traffic Commission will review the parking analysis prepared for the proposed Richard Nixon Presidential Library and Museum Expansion project.

The purpose of this analysis is to evaluate the anticipated change in parking demand associated with the proposed expansion of the Richard Nixon Presidential Library and Museum, located at 18001 Yorba Linda Boulevard. The proposed expansion involves a new American Civics Center building to be in the area currently occupied by the Marine One presidential helicopter display. The analysis also provides an overview of existing parking supply and demand and identifies potential parking management strategies to help mitigate projected impacts resulting from the expansion.

Please note that this meeting will focus exclusively on traffic and parking considerations. All other matters, including design review, site planning, and architectural design, will be considered separately by the Planning Commission at a future meeting.

The Traffic Commission meeting will begin at 6:30 p.m. in the City Council Chambers at 4845 Casa Loma Avenue, Yorba Linda, CA. If you have any questions or concerns regarding traffic or parking, you are cordially invited to attend the meeting and provide your input. Alternatively, written comments may also be submitted by e-mail to Traffic Commission Secretary Sara Garcia-Barrera at sagarcia@yorbalindaca.gov.

Sincerely,
CITY OF YORBA LINDA

Tony L. Wang

Tony L. Wang, PE, TE, PTOE
Traffic Engineering Manager

CC: Jamie Lai, Director of Public Works/City Engineer

STAFF REPORT
CITY of YORBA LINDA

PUBLIC WORKS DEPARTMENT

DATE: **APRIL 23, 2026**

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

FROM: **JAMIE LAI, PUBLIC WORKS DIRECTOR / CITY ENGINEER**
PREPARED BY: TONY WANG, TRAFFIC ENGINEERING MANAGER

SUBJECT: **FRIENDS CHURCH CHRISTIAN SCHOOL TRANSPORTATION ANALYSIS**

RECOMMENDATION

It is recommended that the Traffic Commission review the attached Transportation Analysis for the proposed Friends Church Christian School Expansion and provide input to the Planning Commission.

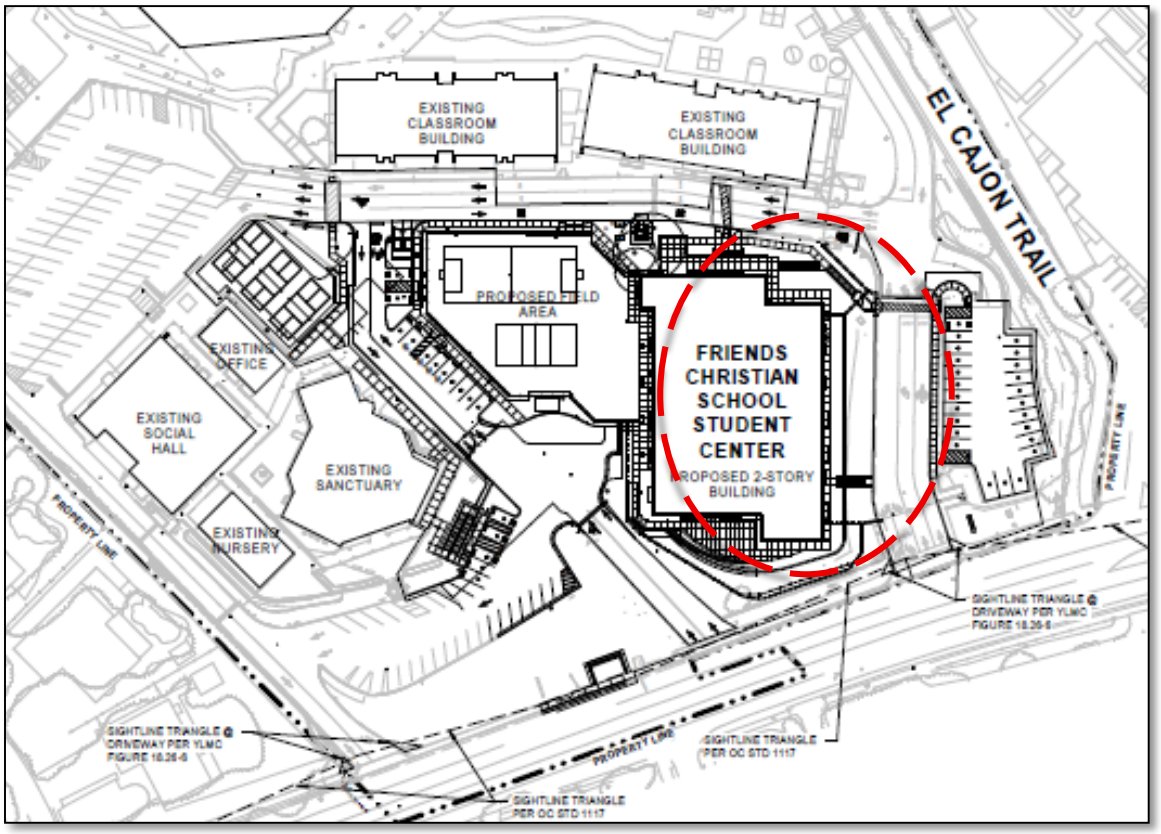
SUMMARY

According to the transportation analysis prepared by LSA, the proposed Friends Church Christian School Expansion would not cause a significant traffic impact in the project vicinity.

DISCUSSION

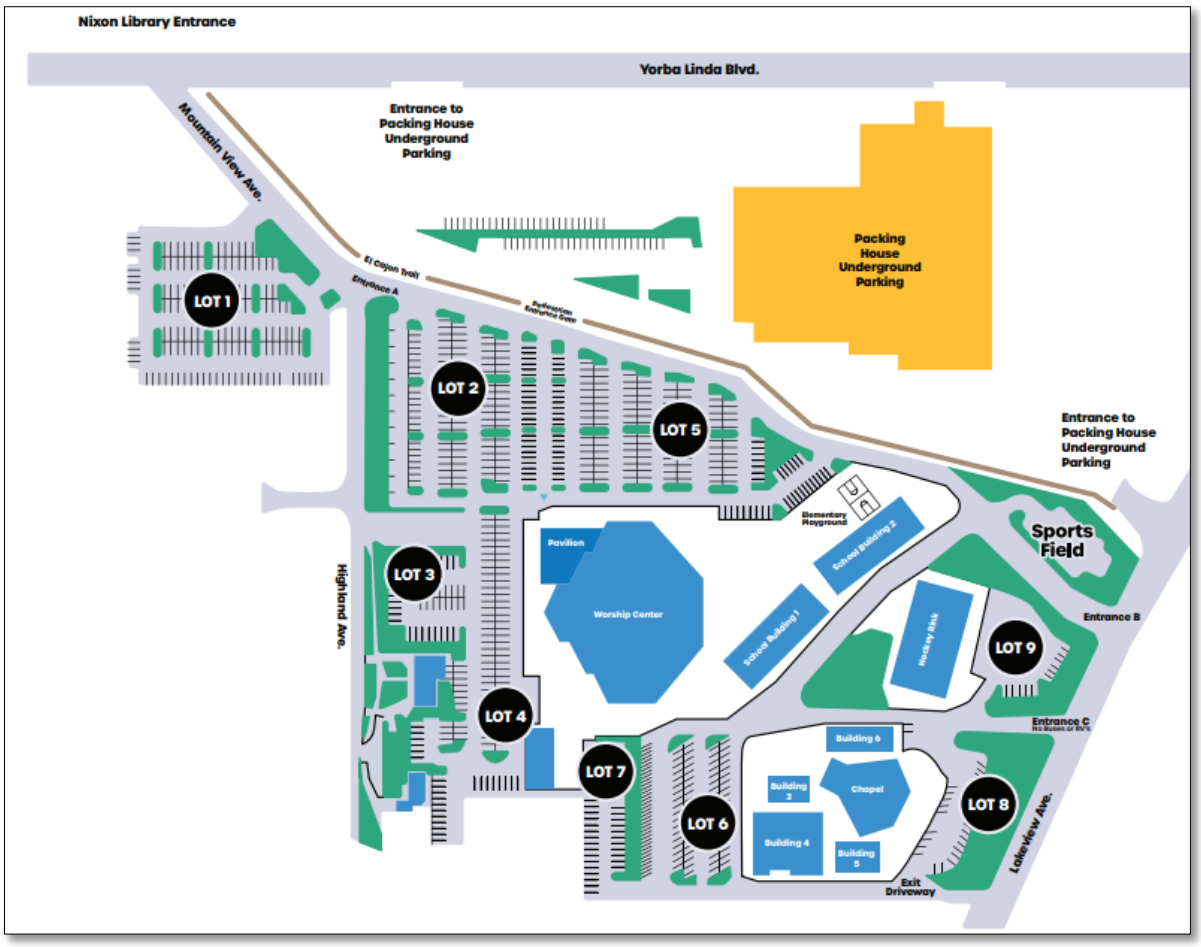
Yorba Linda Friends Church ("YLFC") is a long-established institution in Yorba Linda that has served the community since 1912. Over time, the property has developed as a multi-building church and school campus supporting worship, education, childcare, fellowship, and community-serving activities. Presently, the campus includes the main Worship Center, sanctuary, chapel, nursery, preschool and elementary school buildings, offices, and nine (9) surface parking lots distributed across the lower and upper portions of the campus.

APN:	343-581-01, -02, -03, -05, -06, -08, -09, -10; 343-281-07, -08, -09, -20, -21, -22, -23; 343-491-29
General Plan:	Residential Medium-Low Density
Zoning:	RE (Residential Estate)



The YLFC proposes to construct a new two-story student center totaling approximately 29,800 square feet on the upper campus, as shown within the red circle above. The project includes seven classrooms, a gymnasium, a multi-purpose room, and related support spaces, together with associated outdoor gathering areas, parking lot improvements, signage, and restriping of the existing basketball court for pickleball. The building is intended to support the Friends Christian School program primarily during the normal school day. The seven classrooms would be used for instruction, while the gymnasium and multi-purpose room would accommodate physical education, rainy-day recess, assemblies, and other school-related functions. The applicant also states that fifth grade students would be relocated from the affiliated middle school campus on Rose Drive to the Lakeview Avenue campus, thereby increasing total enrollment from 501 to 584 students and staffing from 99 to 108 employees, while school hours would remain generally consistent with current operations, from 7:00 a.m. to 6:00 p.m., Monday through Friday.

To accommodate the new student center and related improvements, the project would redevelop an existing upper-campus area currently occupied by outdoor activity space, hardscape, parking, and circulation areas. Vehicular access to the campus would continue to be provided from both the Yorba Linda Boulevard/Mountain View Avenue side and from Lakeview Avenue. The campus is served by three entrances and internal circulation routes that connect the lower and upper campus areas. As identified on the site map below, the YLFC campus contains nine parking lots with a total of 835 spaces, including 646 spaces on the lower campus and 189 spaces on the upper campus.



The applicant states that school-related traffic is currently distributed among multiple drop-off and pick-up areas on both the upper and lower portions of the campus. These areas include curbside loading zones where parents may either remain in supervised queue lanes or park and walk students to class. According to the applicant's justification letter, school staff are stationed on-site during peak arrival and dismissal periods to direct vehicles, assist students, and guide drivers to alternate loading areas as needed. This operational approach will maintain vehicle queuing within the campus and minimize spillovers onto adjacent public streets.

The applicant further states that morning drop-off procedures would remain generally unchanged with construction of the new student center. For afternoon dismissal, students assigned to classrooms within the new building would be picked up from an adjacent upper-campus area that has been used previously as an auxiliary pick-up location. The applicant indicates that school staff would continue to manage on-site circulation and queueing through coordinated supervision and loading procedures.

In addition to its on-site parking supply, the campus also maintains a reciprocal overflow parking arrangement with the Richard Nixon Presidential Library and Museum across Yorba Linda Boulevard. As reflected in the Nixon Library Parking Analysis, the Friends Church northwest overflow lot provides 150 spaces for Library overflow use when needed, primarily

during limited peak Saturday conditions, while the Library parking lot may also accommodate church overflow parking on occasion.

As shown in the table below, the proposed project would generate approximately 341 new daily vehicle trips, of which 84 would occur in the a.m. peak hour, 51 would occur at the end of the school day, and 22 would occur in the p.m. peak hour.

Land Use	Size	Unit	ADT	AM Peak Hour			Afternoon Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total	In	Out	Total
Trip Rates (Land Use)												
Private School K-8 (530)		Student	4.11	0.57	0.44	1.01	0.28	0.32	0.60	0.12	0.14	0.26
Project Trip Generation												
Proposed Project	83	Student	341	47	37	84	24	27	51	10	12	22
Total Trip Generation			**341**	**47**	**37**	**84**	**24**	**27**	**51**	**10**	**12**	**22**

Sources: ITE *Trip Generation Manual*, 12th Edition (2025). Compiled by LSA (2026).
ADT = average daily traffic
ITE = Institute of Transportation Engineers

According to the attached transportation analysis prepared by LSA, the proposed Friends Church Christian School Expansion would not cause a significant traffic impact in the project vicinity.

FISCAL IMPACT

None.

ATTACHMENTS

Attachment 1 - Transportation Analysis for the proposed Friends Church Christian School
Attachment 2 - Notification letter

TRANSPORTATION ANALYSIS

FRIENDS CHRISTIAN SCHOOL

YORBA LINDA, CALIFORNIA

LSA

March 2026

TRANSPORTATION ANALYSIS

FRIENDS CHRISTIAN SCHOOL

YORBA LINDA, CALIFORNIA

Submitted to:

Friends Church
5091 Mountain View Avenue
Yorba Linda, California 92886

Prepared by:

LSA
3210 El Camino Real, Suite 100
Irvine, California 92602
(949) 553-0666

Project No. 20262730

March 2026

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APPENDICES

FIGURES AND TABLES

FIGURES

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LIST OF ABBREVIATIONS AND ACRONYMS

CA-MUTCD	California supplement of the Manual on Uniform Traffic Control Devices
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
City	City of Yorba Linda
HCM	Highway Capacity Manual
HDM	Highway Design Manual (Caltrans)
ICU	intersection capacity utilization
ITE	Institute of Transportation Engineers
LOS	level of service
mph	miles per hour
NOCC	North Orange County Cities
OCTAM	Orange County Transportation Analysis Model
project	Friends Christian School
SR	State Route
TAZ	traffic analysis zone
v/c	volume-to-capacity
VMT	vehicle miles traveled

TRANSPORTATION ANALYSIS

INTRODUCTION

Friends Church is a large-congregation church located at 5091 Mountain View Avenue in Yorba Linda. Friends Church holds two services on Sunday at 9:00 a.m. and 11:00 a.m. A second sanctuary for Amigos tu Iglesia is located within the church campus at 5211 Lakeview Avenue. This sanctuary holds Spanish-language services at 11:00 a.m. on Sunday. The church operates a preschool during the week within the main sanctuary building. A separate school building within the campus at 5151 Lakeview Avenue houses Friends Christian School. This school currently provides instruction for kindergarten through fourth grade. The locations of these facilities are illustrated on Figure 1.

Friends Middle School, located at 4231 Rose Drive in Yorba Linda, is affiliated with Friends Church and Friends Christian School and offers instruction for grades 5 through 8.

Friends Christian School is proposing to construct additional school rooms at 5151 Lakeview Avenue and move fifth grade to Friends Christian School. Grades 6 through 8 would continue to be offered at Friends Middle School. Vehicle trips associated with fifth grade already occur within Yorba Linda, as they are currently housed on the campus at 4231 Rose Drive. However, additional vehicle trips would travel to 5151 Lakeview Avenue as a result of the proposed project. This report analyzes the level of service (LOS) at intersections near the Friends Christian School campus and makes recommendations if the LOS would fall below local standards. The report analyzes LOS for existing conditions (based on 2026 traffic volumes), opening year (anticipated traffic volumes in the 2028 opening year, including cumulative projects), and horizon year (with buildout of the General Plan). The report also addresses whether unsignalized intersections warrant signalization, vehicle miles traveled (VMT), and parking availability.

Study Area

LSA coordinated with the City of Yorba Linda (City) and identified eight intersections to include in the study area. Seven of the study intersections are on the public roadway system. One intersection is within the project site. The intersections analyzed in this report are shown below and illustrated on Figure 2.

1. Eureka Avenue/Yorba Linda Boulevard
2. Mountain View Avenue/Yorba Linda Boulevard
3. Highland Avenue/Mountain View Avenue
4. Imperial Highway/Yorba Linda Boulevard
5. Lakeview Avenue/Yorba Linda Boulevard
6. Lakeview Avenue/Buena Vista Avenue (unsignalized)
7. Lakeview Avenue/Private Roadway (unsignalized)
8. Upper Campus Drop-off and Pick-up Zone/Private Roadway (unsignalized)

LSA

Project Location

FIGURE 1

N

0 333 667

FEET

SOURCE: Google Maps

Friend Christian School Project

Project Location

P:\2026\20262730\GIS\Friend Christian School Project\Friend Christian School Project.aprx (Project Location)
3/12/2026 7:40 PM

LSA

Project Location

Study Area Intersections

FIGURE 2

N

0 312.5 625

FEET

SOURCE: Google Maps

Friend Christian School Project

Study Area

P:\2026\20262730\GIS\Friend Christian School Project\Friend Christian School Project.aprx (Project Location)
3/12/2026 4:30 PM

Methodology

The *City of Yorba Linda Traffic Impact Analysis Guidelines* (May 2020) specify that intersection analysis be performed by the Intersection Capacity Utilization (ICU) methodology. This methodology compares the volume-to-capacity (v/c) ratios of conflicting turn movements at an intersection, sums up these critical conflicting v/c ratios for each intersection approach, and determines the overall ICU. The ICU methodology was applied to all study intersections using Traffix traffic analysis software. Study intersections that are unsignalized were also analyzed applying Highway Capacity Manual (HCM) methodology using Synchro traffic analysis software. HCM methodology calculates the delay experienced by vehicles passing through the intersection.

The resulting ICU or delay is expressed in terms of LOS, where LOS A represents free-flow activity and LOS F represents overcapacity operation. LOS is a qualitative assessment of the quantitative effects of such factors as traffic volume, roadway geometrics, speed, delay, and maneuverability on roadway and intersection operations. LOS criteria for signalized intersections using the ICU methodology are presented in the tables below.

LOS	Description
A	No approach phase is fully utilized by traffic, and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turns are made easily, and nearly all drivers find freedom of operation.
B	This service level represents stable operation, where an occasional approach phase is fully utilized and a substantial number are nearing full use. Many drivers begin to feel restricted within platoons of vehicles.
C	This level still represents stable operating conditions. Occasionally, drivers may have to wait through more than one red signal indication, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.
D	This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak period; however, enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups.
E	Capacity occurs at the upper end of this service level. It represents the most vehicles that any particular intersection approach can accommodate. Full utilization of every signal cycle is attained no matter how great the demand.
F	This level describes forced-flow operations at low speeds, where volumes exceed capacity. These conditions usually result from queues of vehicles backing up from a restriction downstream. Speeds are reduced substantially, and stoppages may occur for short or long periods of time due to the congestion. In the extreme case, speed can drop to zero.

LOS = level of service

The relationship between LOS and the ICU value (i.e., the v/c ratio) is as follows:

Level of Service	Intersection Capacity Utilization
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: *Yorba Linda Housing Element Update Traffic Analysis* (City of Yorba Linda).

The relationship between LOS and the HCM delay is as follows:

Level of Service	Signalized Intersection Delay per Vehicle (seconds)	Unsignalized Intersection Delay per Vehicle (seconds)
A	< 10.0	< 10.0
B	> 10.0 and < 20.0	> 10.0 and < 15.0
C	> 20.0 and < 35.0	> 15.0 and < 25.0
D	> 35.0 and < 55.0	> 25.0 and < 35.0
E	> 55.0 and < 80.0	> 35.0 and < 50.0
F	> 80.0	> 50.0

The City has established LOS D as the minimum satisfactory LOS that should be maintained during the a.m. and p.m. peak commute hours. A project is determined to have an effect on an intersection if an intersection functioning at a satisfactory LOS would operate at an unsatisfactory LOS with the addition of project traffic. An intersection operating at LOS E or F without project traffic would be affected by a project if project traffic causes a 0.01 increase in the v/c ratio.

School Traffic Operation

Preschool hours of operation are 9:00 a.m. to 1:00 p.m., but parents can pay for extended hours of care between 8:00 a.m. and 9:00 a.m. or from 1:00 p.m. to 6:00 p.m.

Elementary school hours of operation are 8:45 a.m. to 3:00 p.m., but parents can pay for extended hours of care between 7:00 a.m. and 8:45 a.m. or from 3:00 p.m. to 6:00 p.m.

Table A summarizes school operating hours.

Table A: School Hours of Operation

	Preschool	Elementary School
Morning Extended Hours[1]	8:00 a.m. to 9:00 a.m.	7:00 a.m. to 8:45 a.m.
Regular Hours	9:00 a.m. to 1:00 p.m.	8:45 a.m. to 3:00 p.m.
Afternoon Extended Hours[1]	1:00 p.m. to 6:00 p.m.	3:00 p.m. to 6:00 p.m.

[1] Extended hours offered for an additional expense.

Access to the church campus is possible from Yorba Linda Boulevard via the intersection with Mountain View Avenue. South of Yorba Linda Boulevard, Mountain View Avenue intersects with Highland Avenue. The roadbed of Mountain View Avenue continues east of the intersection with Highland Avenue but this is a private roadway. The private roadway continues through the campus and connects to Lakeview Avenue. East of Highland Avenue and west of Lakeview Avenue, the private roadway has gates that can be closed to control access to and through the campus.

Morning

The official school drop-off times are posted as 8:25 a.m. to 8:45 a.m. Because extended care is available as early as 7:00 a.m. and the school gates are open prior to 8:25 a.m., parents have two choices for drop-off zones. Vehicles arriving from Yorba Linda Boulevard proceed south through the

first two aisles of parking to the roadway directly north of the sanctuary. The necessity of using the first two aisles only is enforced by barriers in place within the parking lot (preventing travel east-west through the lot) and at the southern end of most parking aisles. This roadway leads to a drop-off area on the playground side of the school campus. This area is on the lower side of the hill and is referred to in this report as the Lower Campus). Most vehicles using this drop-off zone then turn left and continue along the private extension of Mountain View Avenue back to Yorba Linda Boulevard. Some turn right and exit to Lakeview Avenue at the northern driveway.

Vehicles arriving from Lakeview Avenue proceed along a private drive to the second drop-off zone directly in front of classrooms. This area is on the higher size of the hill and is referred to in this report as the Upper Campus). This roadway has three travel lanes while adjacent to the school building. Each lane is then channelized to a different path through Lot 6 and then merges to two lanes at the southernmost driveway on Lakeview Avenue.

In addition to these two drop-off lanes, some parents may park and walk their children to the classroom.

LSA observed the morning school operation on a typical school day. Vehicles began arriving and dropping off students as early as 8:00 a.m. The pace of drop-offs increased after 8:15 a.m. Observation of the morning school operation confirmed what traffic volume data appeared to show. Approximately half of drop-offs occur on the Lower Campus and approximately half occur on the Upper Campus. Occasional queues of vehicles within the Upper Campus drop-off lane were observed, but the queue did not extend to Lakeview Avenue. No queue of northbound vehicles waiting to turn left was observed beyond a single vehicle waiting for an appropriate gap in southbound traffic.

Afternoon

The official school pick-up time is posted as 3:00 p.m. to 3:20 p.m. Parents picking up from half-day kindergarten are asked to do so between 12:24 p.m. and 1:00 p.m. After half-day kindergarten has departed, gates are closed in front of the school building. Parent vehicles begin arriving before the gates reopen. These vehicles queue on the private roadway eastbound down the hill to the Lower Campus and westbound down the hill to Lakeview Avenue. Gates open to parent vehicles a few minutes before 3:00 p.m. Vehicles then proceed to pick-up zones in either the far-left lane or the far-right lane. The center lane remains open for vehicles proceeding through the zone. Traffic cones channeling vehicles through Lot 6 are still in place, and vehicles proceed to the southern driveway with Lakeview Avenue.

Rather than proceeding through the pick-up line, some parents choose to park and walk to the school building to pick up their children. Pick-ups can also occur on the Lower Campus. Unlike morning drop-off, however, pick-ups are not evenly split. Almost three-quarters of pick-ups occur on in the Upper Campus pick-up zone.

The queue of vehicles waiting for the pick-up zone gates to open extends to southbound Lakeview Avenue by 2:45 p.m. At the time gates opened (minutes before 3:00 p.m.), a total of eight vehicles were observed queued on Lakeview Avenue. These queued vehicles left a gap for the Packing House

shopping center driveway onto Lakeview Avenue. Immediately prior to the gates opening, a northbound vehicle arrived and waited in the two-way left-turn median on Lakeview Avenue. Upon gates opening, vehicles proceeded to the pick-up zone and filled two rows waiting for students. Vehicles began departing and additional vehicles arrived. The queue of vehicles no longer extended onto Lakeview Avenue by 3:08 p.m. By 3:10 p.m., there was no queue of vehicles within the pick-up zone.

EXISTING CONDITIONS

Existing Circulation System

Key roadways in the vicinity of the proposed project are as follows:

- **Yorba Linda Boulevard:** In the vicinity of the project site, Yorba Linda Boulevard is an east-west roadway designated as a Modified Major Arterial. The roadway has six lanes. At its western extremity, Yorba Linda Boulevard connects to State Route (SR) 57. At its eastern extremity, it connects to SR-91.

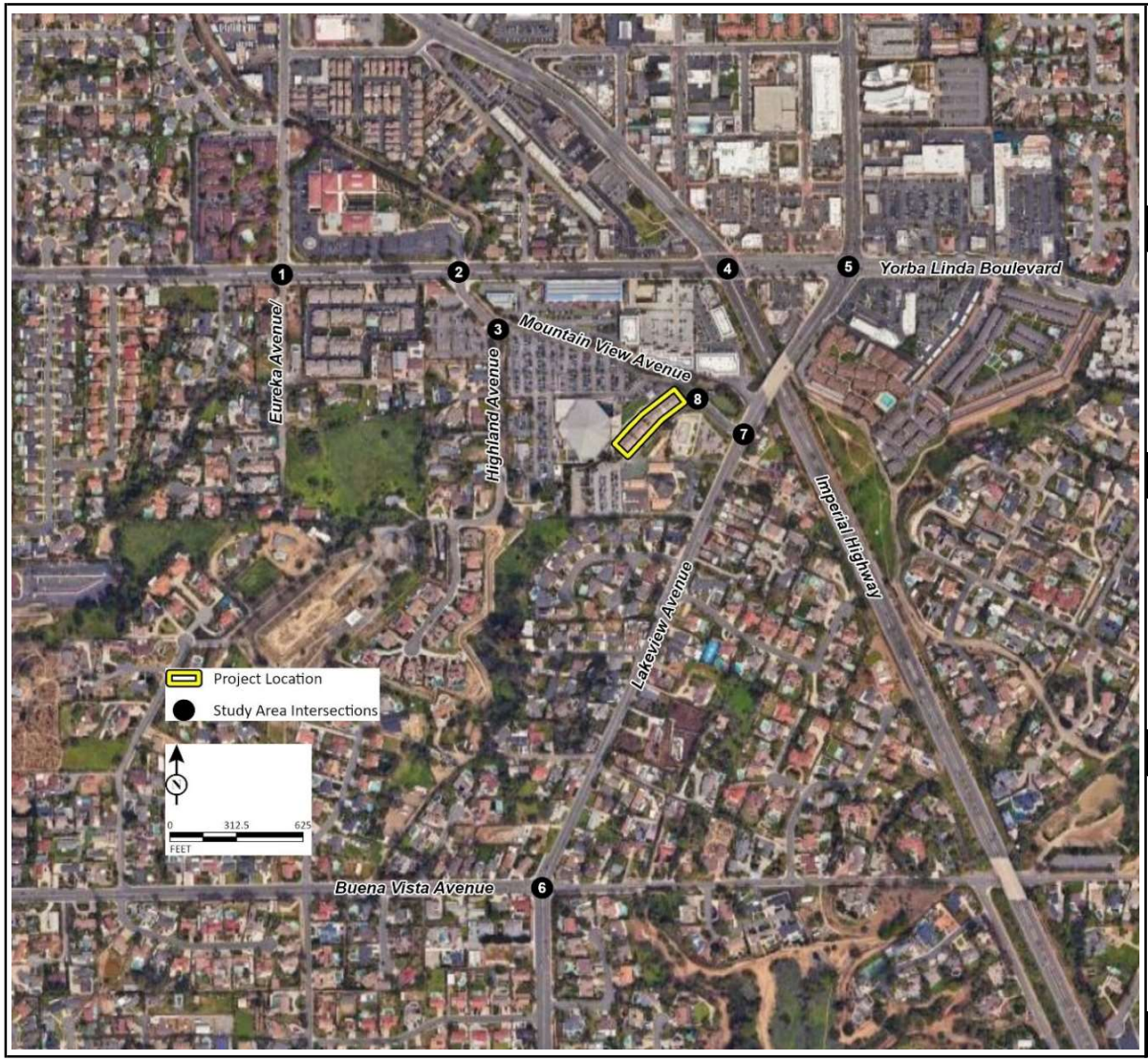
- **Imperial Highway:** Imperial Highway is a designated Smart Street. The roadway transitions from four lanes south of Yorba Linda Boulevard (where it is a grade-separated highway) to six lanes north of Yorba Linda Boulevard (where it proceeds as an arterial). West of Yorba Linda, this roadway connects to SR-57. South of Yorba Linda, this roadway connects to State Route 91.

- **Lakeview Avenue:** This north-south roadway is designated as a Primary Arterial adjacent to the project site. North of Yorba Linda Boulevard, this roadway becomes a Secondary Arterial. Both Primary and Secondary Arterials typically provide four travel lanes. A portion of Lakeview Avenue near Yorba Linda Boulevard has four travel lanes, but many sections of the roadway narrow to two travel lanes. The posted speed limit on Lakeview Avenue is 35 miles per hour (mph), but the presence of several speed feedback signs indicate that travel in excess of the posted speed limit is frequent. South of Yorba Linda, this roadway connects to SR-91.

- **Mountain View Avenue:** Mountain View Avenue is not a continuous roadway. East of Imperial Highway, a section of Mountain View Avenue is designated as a Collector. West of Imperial Highway, a short section of Mountain View Avenue intersects Yorba Linda Boulevard at one of the access points for the Richard Nixon Presidential Library and Museum and connects to Highland Avenue, which provides access to a residential neighborhood.

- **Buena Vista Avenue:** This east-west roadway is designated as a Secondary Arterial. Secondary Arterials typically provide four travel lanes, but the portion of Buena Vista Avenue near the intersection with Lakeview Avenue provides two travel lanes.

Figure 3 provides the existing geometrics at each study intersection.



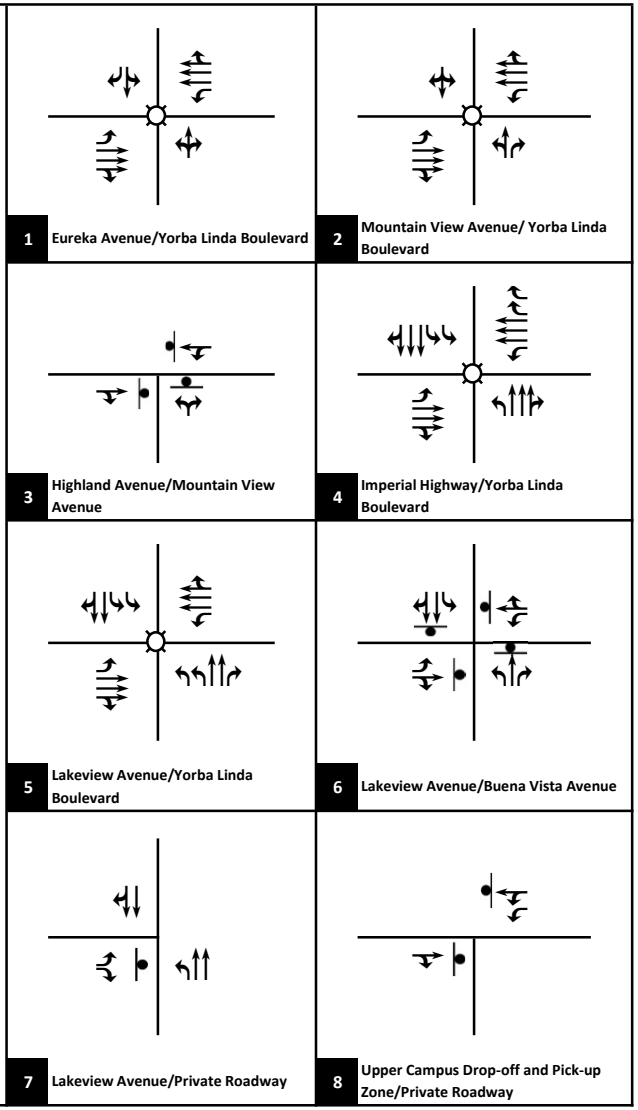


FIGURE 3

LSA

Legend

Signal

Stop Sign

Friend Christian School Project

Existing Intersection Geometrics

Existing Level of Service

LSA contracted with an independent data collection company to collect vehicle turning movement volumes at the study intersections on a typical weekday (Wednesday, January 14, 2026). Vehicle turning volumes were collected for the study intersections during the peak morning (7:00 a.m.–9:00 a.m.) and afternoon (4:00 p.m.–6:00 p.m.) commute periods and during the afternoon corresponding with school dismissal (2:00 p.m.–4:00 p.m.).

Figure 4 presents these a.m., afternoon, and p.m. peak-hour turn movement volumes for the study intersections. The traffic volume data sheets are provided in Appendix A.

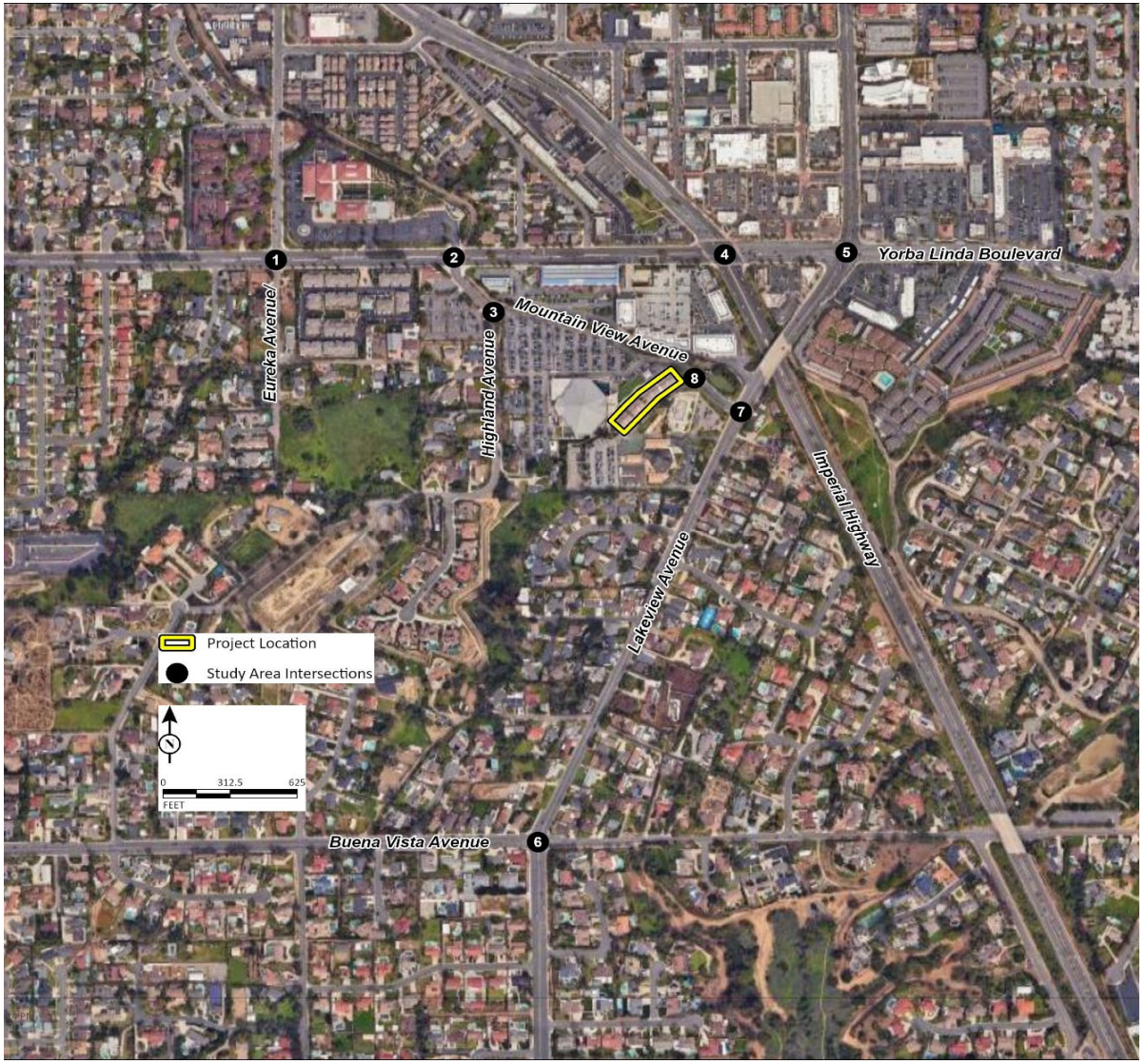
LOS analysis was performed for the study intersections, and the results are summarized in Table B. All ICU and HCM analysis worksheets for the existing scenario are provided in Appendix B. As Table B shows, all study intersections currently operate at satisfactory LOS except for the unsignalized intersection of Lakeview Avenue/Buena Vista Avenue. This intersection operates at LOS E during the a.m. peak hour and in the afternoon. The intersection operates at LOS F during the p.m. peak hour. The current all-way stop control at this intersection results in unsatisfactory delay, leading to long vehicle queues in the directions most vehicles are attempting to travel. The Friends Church northern driveway used by school traffic to access the campus is analyzed as Intersection 7. This is a two-way stop controlled intersection with traffic on Lakeview Avenue free-flowing and stop control for northbound vehicles turning left into the campus and for vehicles exiting the campus. Existing levels of school traffic result in satisfactory levels of delay for the stop-controlled vehicles.

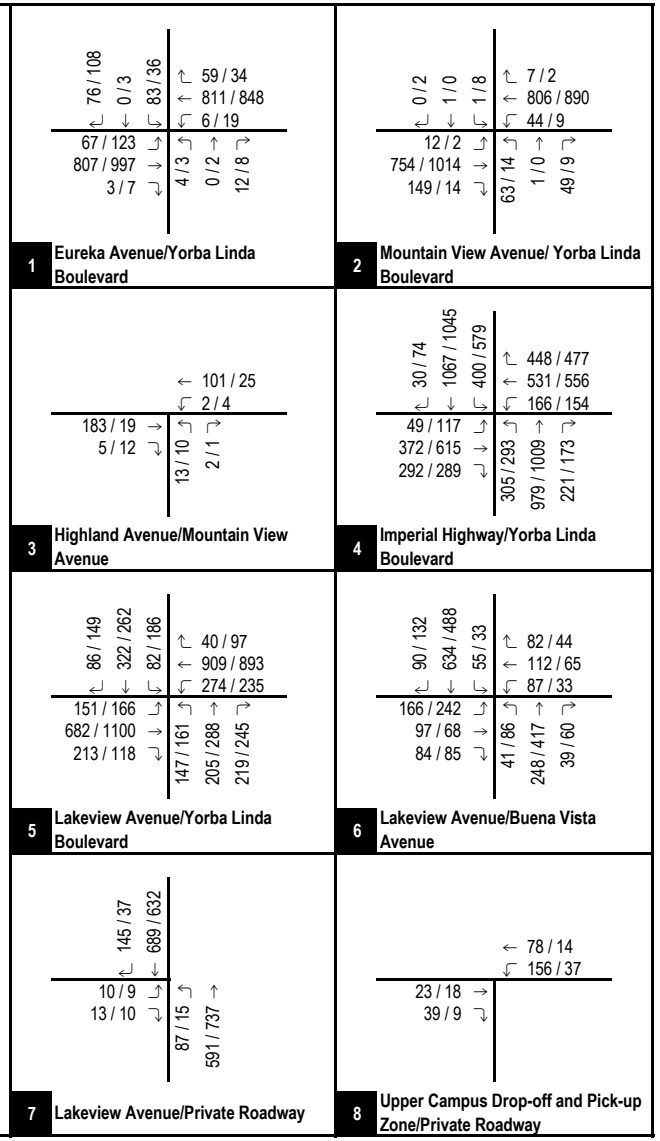
Table B: Existing Level of Service Summary

Intersection	AM Peak Hour		Afternoon Peak Hour		PM Peak Hour	
	ICU/Delay	LOS	ICU/Delay	LOS	ICU/Delay	LOS
1. Eureka Avenue/Yorba Linda Boulevard	0.318	A	0.394	A	0.361	A
2. Mountain View Avenue/Yorba Linda Boulevard	0.291	A	0.324	A	0.271	A
3. Highland Avenue/Mountain View Avenue[1]	8.0 sec	A	7.8 sec	A	7.1 sec	A
4. Imperial Highway/Yorba Linda Boulevard	0.714	C	0.701	C	0.720	C
5. Lakeview Avenue/Yorba Linda Boulevard	0.581	A	0.663	B	0.607	B
6. Lakeview Avenue/Buena Vista Avenue[1]	49.4 sec	E	45.5 sec	E	53.8 sec	F
7. Lakeview Avenue/Private Roadway[1]	19.6 sec	C	16.5 sec	C	16.3 sec	C
8. Upper Campus Drop-off and Pick-up Zone/ Private Roadway[1]	7.6 sec	A	7.1 sec	A	6.9 sec	A

Source: Compiled by LSA (2026).
[1] Unsignalized intersection
☐ = Unsatisfactory LOS
LOS = level of service
ICU = intersection capacity utilization
sec = seconds

LSA also examined queueing at the two main access points from arterials onto the campus. The westbound left-turn pocket from Yorba Linda Boulevard to Mountain View Avenue provides approximately 78 feet of storage, which is sufficient for three vehicles to wait without interfering with westbound through traffic. The northbound left-turn from Lakeview Avenue to the northern driveway occurs in a two-way left-turn median on Lakeview Avenue. While no raised median would





LSA

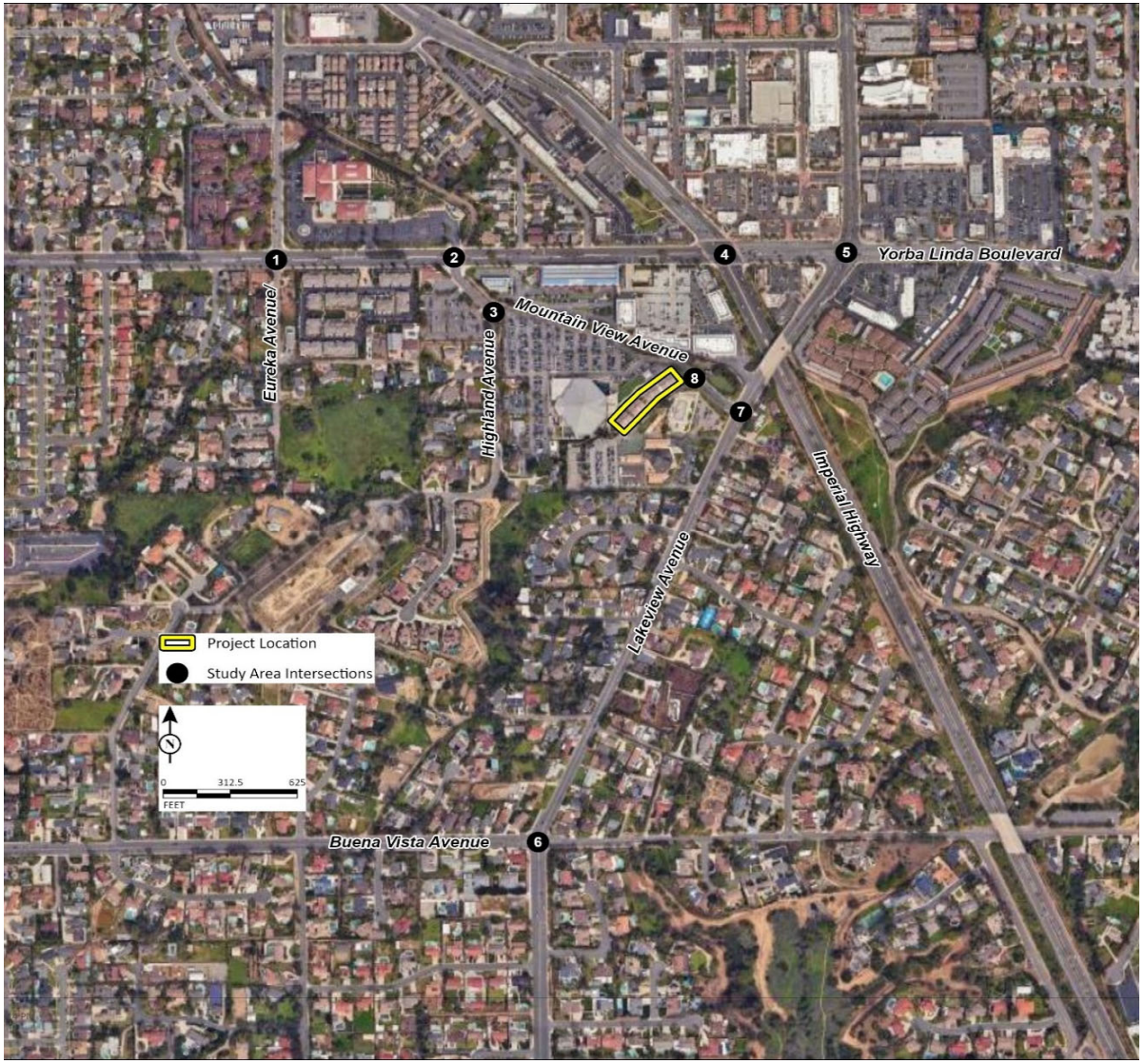
FIGURE 4a

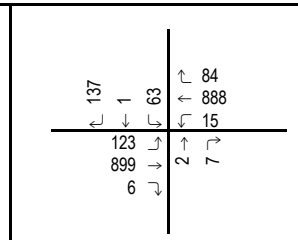
XX / YY AM / PM Peak Hour Traffic Volumes

Friend Christian School Project

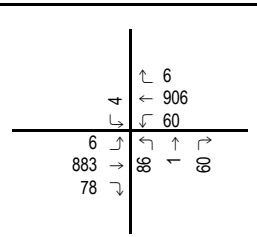
Existing AM and PM Peak Hour Traffic Volume

P:\2026\20262730\xls\Existing NP Volumes.xlsx\Figure (3/12/2026)

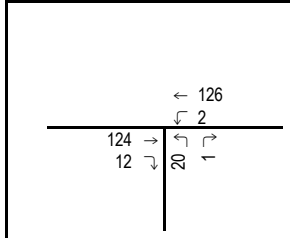




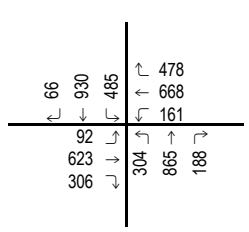
1 Eureka Avenue/Yorba Linda Boulevard



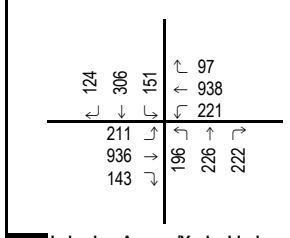
2 Mountain View Avenue/ Yorba Linda Boulevard



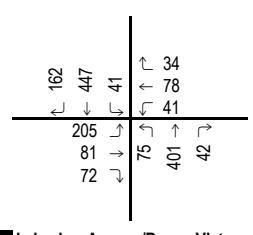
3 Highland Avenue/Mountain View Avenue



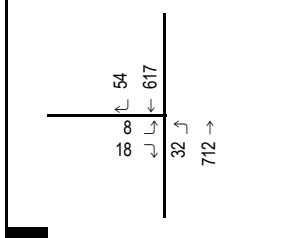
4 Imperial Highway/Yorba Linda Boulevard



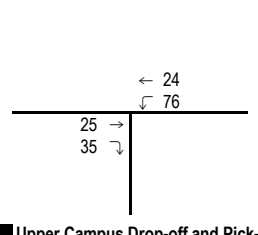
5 Lakeview Avenue/Yorba Linda Boulevard



6 Lakeview Avenue/Buena Vista Avenue



7 Lakeview Avenue/Private Roadway



8 Upper Campus Drop-off and Pick-up Zone/Private Roadway

LSA

FIGURE 4b

Friend Christian School Project

Existing Afternoon Traffic Volume

P:\2026\20262730\xls\Existing NP Volumes_Afternoon.xlsx\Figure (3/12/2026)

prevent additional vehicles from queueing, approximately 75 feet is provided between the northern driveway and a residential driveway. Queues beyond 75 feet have the potential to interfere with movements into or out of that residential driveway. Queueing worksheets for these two locations are included in Appendix B.

During all 3 examined peak hours, the westbound left-turn queue calculated by HCM methodology at Mountain View Avenue/Yorba Linda Boulevard is no more than two vehicles. This can be accommodated within the existing turn pocket.

During all 3 examined peak hours, the northbound left-turn queue calculated by HCM methodology at the northern driveway with Lakeview Avenue is no more than one vehicle.

OPENING YEAR (2028) CONDITION

Construction of the proposed classroom expansion is anticipated to be completed for the beginning of the 2028/2029 school year. LSA applied an ambient growth rate of 1 percent per year (2 percent total) to existing traffic volumes. LSA coordinated with the City staff on identifying a list of approved and pending projects that could reasonably be assumed to be operating by 2028 and would also contribute traffic to the study intersections. Through this process, one cumulative project was identified. The Richard Nixon Presidential Library and Museum, which is located north of Yorba Linda Boulevard, is proposing an expansion. Its project would add storage, exhibit, and event space totaling 41,080 square feet. Trip generation estimates for this cumulative project are identified in the *Draft Parking Analysis for Richard Nixon Presidential Library and Museum* (GTS, December 2025), which applied trip rates for museums published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 12th Edition (2025) for the a.m. and p.m. peak hours. LSA queried the ITE *Trip Generation Manual* and found that trip rates for p.m. peak hour of the land use was higher than the p.m. peak hour rate and applied this higher trip generation rate for the afternoon peak hour studied. Table C provides the trip generation calculation for the cumulative project.

Table C: Cumulative Project Trip Generation

Land Use	Size	Unit	ADT	AM Peak Hour			Afternoon Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total	In	Out	Total
Trip Rates (Land Use)												
Museum (580)		TSF		0.24	0.04	0.28	0.11	0.30	0.41	0.03	0.15	0.18
Project Trip Generation												
Nixon Library	41.080	TSF	91[1]	10	2	12	2	15	17	1	6	7
Total Trip Generation			**91**	**10**	**2**	**12**	**2**	**15**	**17**	**1**	**6**	**7**

Sources: ITE *Trip Generation Manual*, 12th Edition (2025).
Compiled by LSA (2026).

[1] *Draft Parking Analysis for Richard Nixon Presidential Library and Museum* (2025)

ADT = average daily traffic
ITE = Institute of Transportation Engineers
TSF = thousand square feet

LSA distributed cumulative project trips to the study intersections and added that traffic volume to the ambient traffic growth. Figures 5a and 5b illustrate the resulting opening-year baseline traffic volumes. The City does not anticipate that any planned roadway improvements will be completed by 2028, and no changes to existing intersection geometry were applied for the project opening year. Table D presents the Opening Year (2028) No Project LOS performance at the study intersections. LOS worksheets for the Opening Year (2028) condition are provided in Appendix B.

Table D: Opening Year (2028) Level of Service Summary

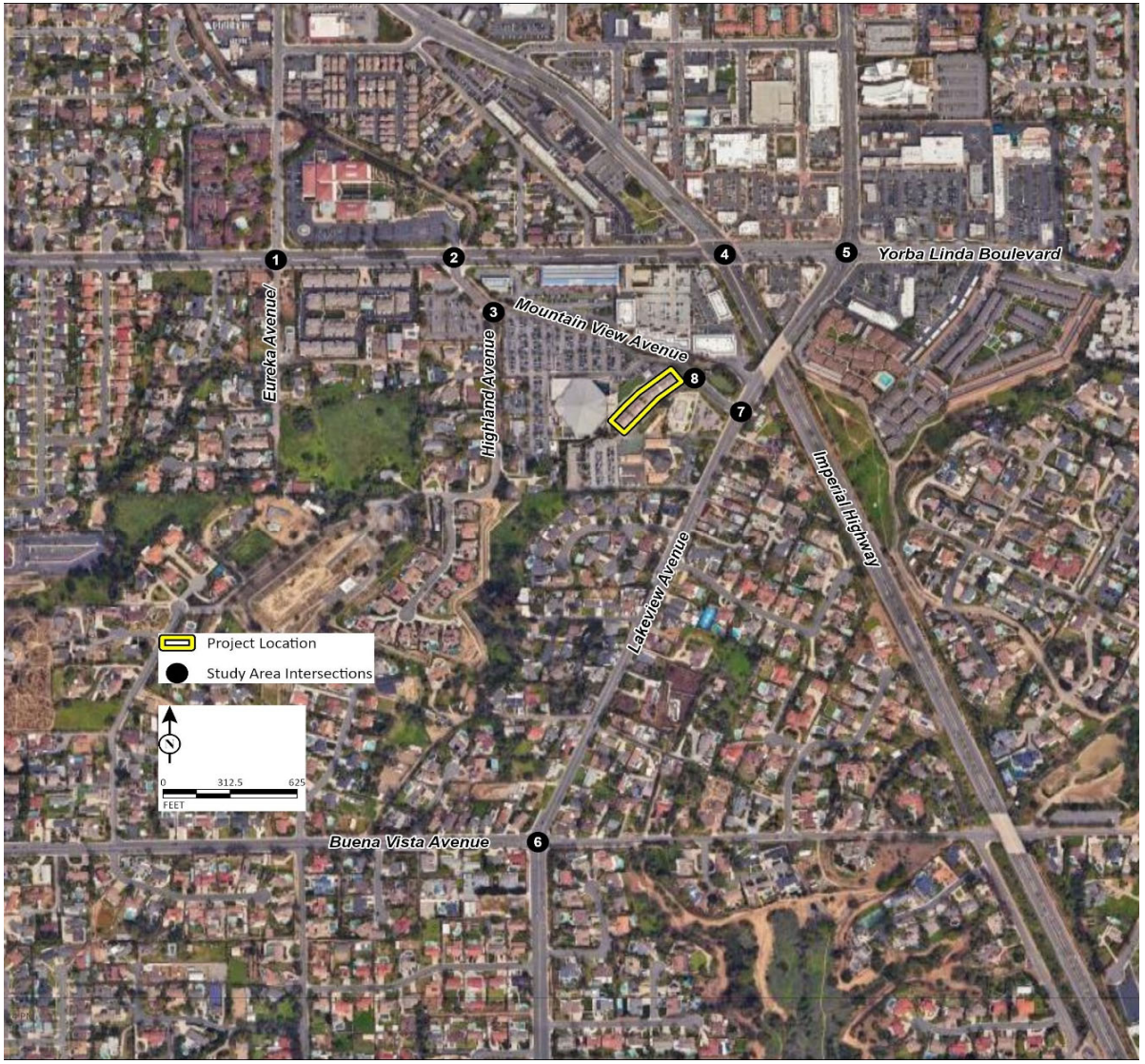
Intersection	AM Peak Hour		Afternoon Peak Hour		PM Peak Hour	
	ICU/ Delay	LOS	ICU/ Delay	LOS	ICU/ Delay	LOS
1. Eureka Avenue/Yorba Linda Boulevard	0.325	A	0.402	A	0.366	A
2. Mountain View Avenue/Yorba Linda Boulevard	0.296	A	0.336	A	0.275	A
3. Highland Avenue/Mountain View Avenue[1]	8.0 sec	A	7.9 sec	A	7.1 sec	A
4. Imperial Highway/Yorba Linda Boulevard	0.730	C	0.716	C	0.733	C
5. Lakeview Avenue/Yorba Linda Boulevard	0.592	A	0.675	B	0.618	B
6. Lakeview Avenue/Buena Vista Avenue[1]	54.4 sec	F	48.9 sec	E	59.7 sec	F
7. Lakeview Avenue/Private Roadway[1]	20.0 sec	C	16.8 sec	C	16.5 sec	C
8. Upper Campus Drop-off and Pick-up Zone/ Private Roadway[1]	7.6 sec	A	7.1 sec	A	6.9 sec	A

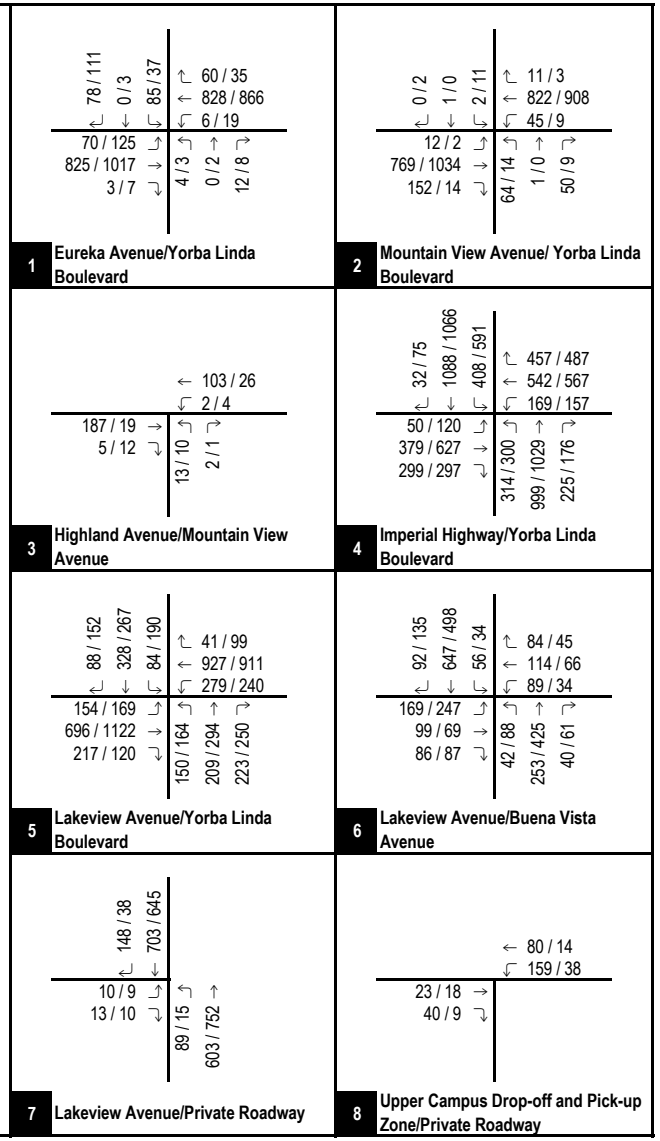
Source: Compiled by LSA (2026).
[1] Unsignalized intersection
= Unsatisfactory LOS
LOS = level of service
ICU = intersection capacity utilization
sec = seconds

As Table D shows, all study intersections are anticipated to continue to operate within their LOS target with the addition of cumulative project traffic and ambient traffic growth, with the exception of Lakeview Avenue/Buena Vista Avenue. The intersection of Lakeview Avenue/Buena Vista Avenue would continue to operate at an unsatisfactory LOS throughout the day and would be anticipated to degrade to LOS F in the a.m. peak hour with the addition of ambient traffic growth.

Similar to existing conditions, during all 3 examined peak hours, the westbound left-turn queue calculated by HCM methodology at Mountain View Avenue/Yorba Linda Boulevard is no more than two vehicles. This can be accommodated within the existing turn pocket.

Similar to existing conditions, during all 3 examined peak hours, the northbound left-turn queue calculated by HCM methodology at the northern driveway with Lakeview Avenue is no more than one vehicle.





LSA

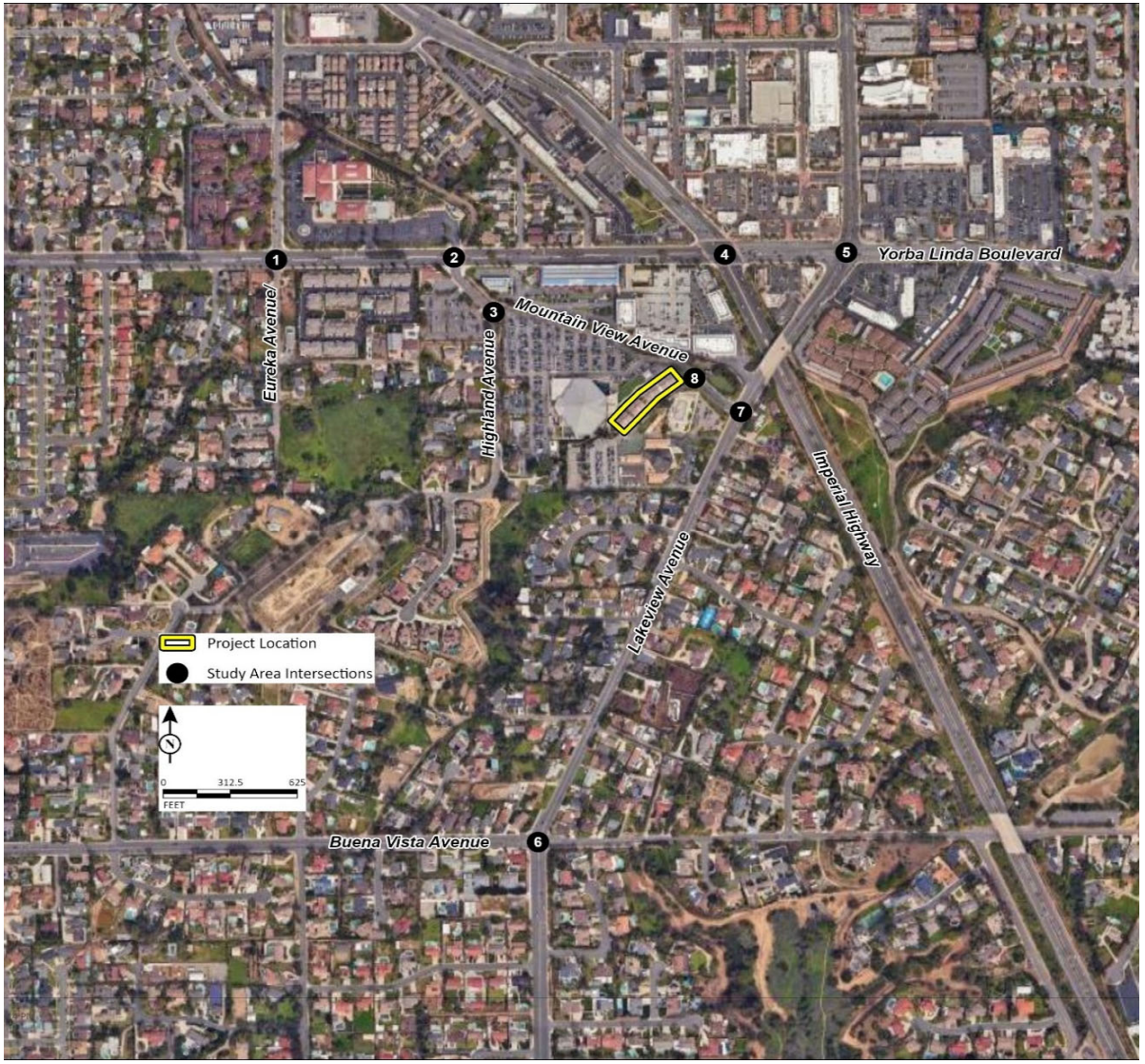
FIGURE 5a

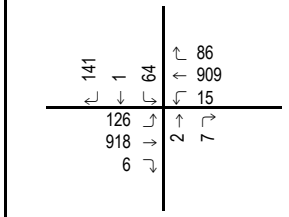
XX / YY AM / PM Peak Hour Traffic Volumes

Friend Christian School Project

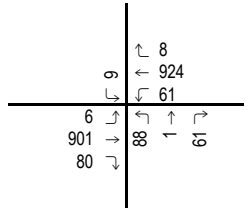
Opening Year (2028) AM and PM Peak Hour Traffic Volume

P:\2026\20262730\xls\Opening Year with Cumulative NP.xlsx\Figure (3/12/2026)

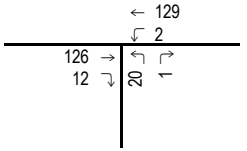




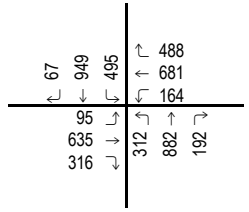
1 Eureka Avenue/Yorba Linda Boulevard



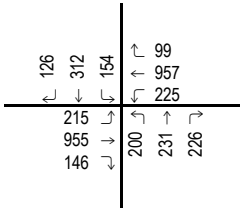
2 Mountain View Avenue/ Yorba Linda Boulevard



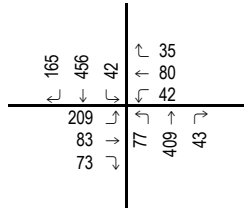
3 Highland Avenue/Mountain View Avenue



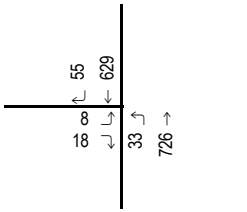
4 Imperial Highway/Yorba Linda Boulevard



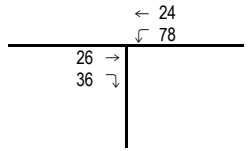
5 Lakeview Avenue/Yorba Linda Boulevard



6 Lakeview Avenue/Buena Vista Avenue



7 Lakeview Avenue/Private Roadway



8 Upper Campus Drop-off and Pick-up Zone/Private Roadway

LSA

FIGURE 5b

Friend Christian School Project

Opening Year (2028) Afternoon Traffic Volume

P:\2026\20262730\xls\Opening Year with Cumulative NP_Afternoon.xlsx\Figure (3/12/2026)

HORIZON YEAR NO PROJECT

The City requested analysis of the future horizon at buildout of the General Plan. These conditions were recently forecasted for three of the study intersections in the *Yorba Linda Housing Element Update Traffic Analysis* (2024) that was included in the *Addendum to the Program Environmental Impact Report for the City of Yorba Linda 2021-2029 Housing Element Implementation Programs* (2024). These intersections were Imperial Highway/Yorba Linda Boulevard, Lakeview Avenue/Yorba Linda Boulevard, and Lakeview Avenue/Buena Vista Avenue.

For intersections not included in the Housing Element analysis, LSA calculated the traffic growth rate between existing and future conditions for intersections included in the Housing Element study area and applied that growth rate to adjacent intersections. For example, the intersections of Eureka Avenue/Yorba Linda Boulevard and Mountain View Avenue/Yorba Linda Boulevard were not included in the Housing Element analysis, but traffic growth at these intersections would be anticipated to be similar to future traffic growth at Imperial Highway/Yorba Linda Boulevard. Similarly, traffic growth along Lakeview Avenue could be calculated at the intersection of Lakeview Avenue/Yorba Linda Boulevard and applied to Intersection 7, Lakeview Avenue/Private Roadway. It was anticipated that traffic growth on arterial streets would not affect Intersection 8, Upper Campus Drop-off and Pick-up Zone/Private Roadway, which is internal to the Friends Church campus. Figure 6 illustrates the baseline horizon year traffic volumes.

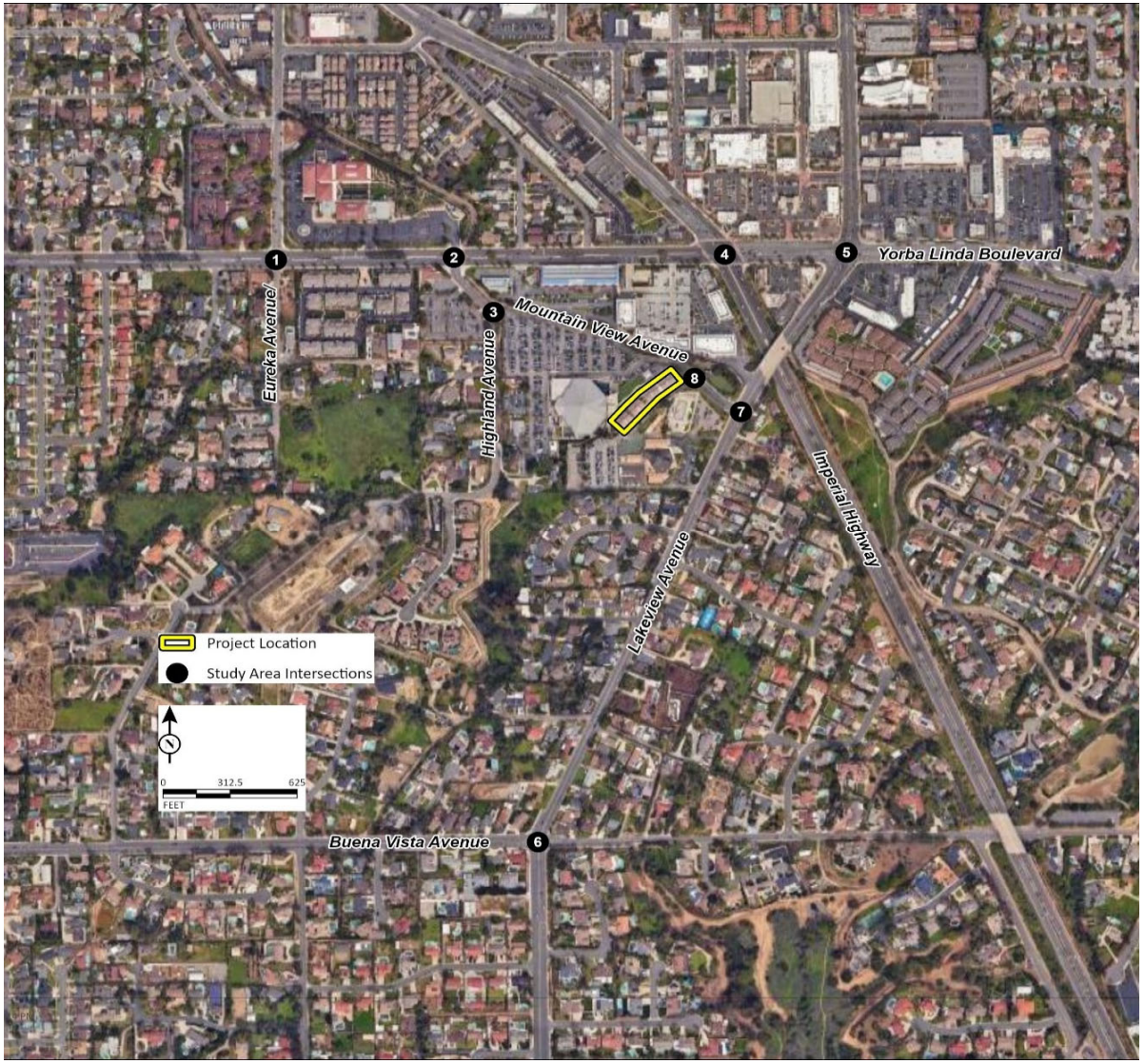
The City identified two planned roadway improvements that would be implemented at General Plan buildout. These included signalization of Lakeview Avenue/Buena Vista Avenue and widening of Yorba Linda Boulevard between Imperial Highway and Lakeview Avenue. Striping plans for both were provided by the City and incorporated into the analyzed intersection geometry. Figure 7 illustrates the resulting horizon-year intersection geometry.

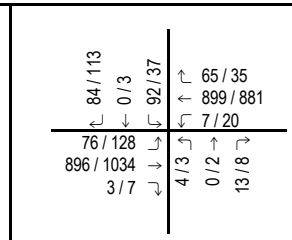
Table E presents the Horizon Year No Project LOS performance at the study intersections. LOS worksheets for the Horizon Year condition are provided in Appendix B. As Table E shows, all study intersections are anticipated to continue to operate within their LOS target at General Plan buildout. After signalization, the intersection of Lakeview Avenue/Buena Vista Avenue would operate at satisfactory LOS D.

The Friends Church northern driveway (intersection 7) would continue to have satisfactory levels of delay for the stop-controlled vehicles even with growth in traffic along Lakeview Avenue.

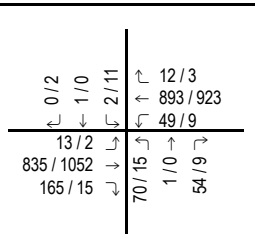
Similar to existing conditions, during all 3 examined peak hours, the westbound left-turn queue calculated by HCM methodology at Mountain View Avenue/Yorba Linda Boulevard is no more than two vehicles. This can be accommodated within the existing turn pocket.

Similar to existing conditions, during all 3 examined peak hours, the northbound left-turn queue calculated by HCM methodology at the northern driveway with Lakeview Avenue is no more than one vehicle.

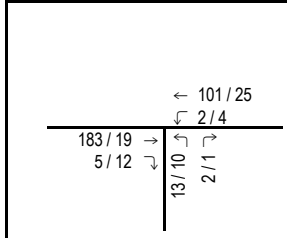




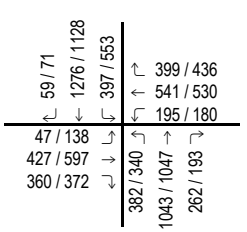
1 Eureka Avenue/Yorba Linda Boulevard



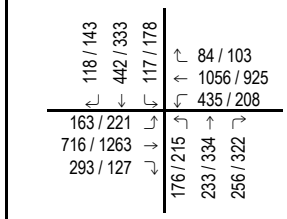
2 Mountain View Avenue/ Yorba Linda Boulevard



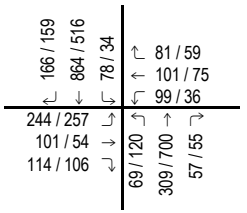
3 Highland Avenue/Mountain View Avenue



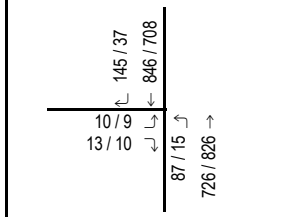
4 Imperial Highway/Yorba Linda Boulevard



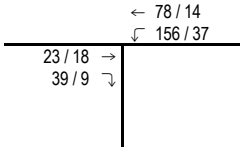
5 Lakeview Avenue/Yorba Linda Boulevard



6 Lakeview Avenue/Buena Vista Avenue



7 Lakeview Avenue/Private Roadway



8 Upper Campus Drop-off and Pick-up Zone/Private Roadway

LSA

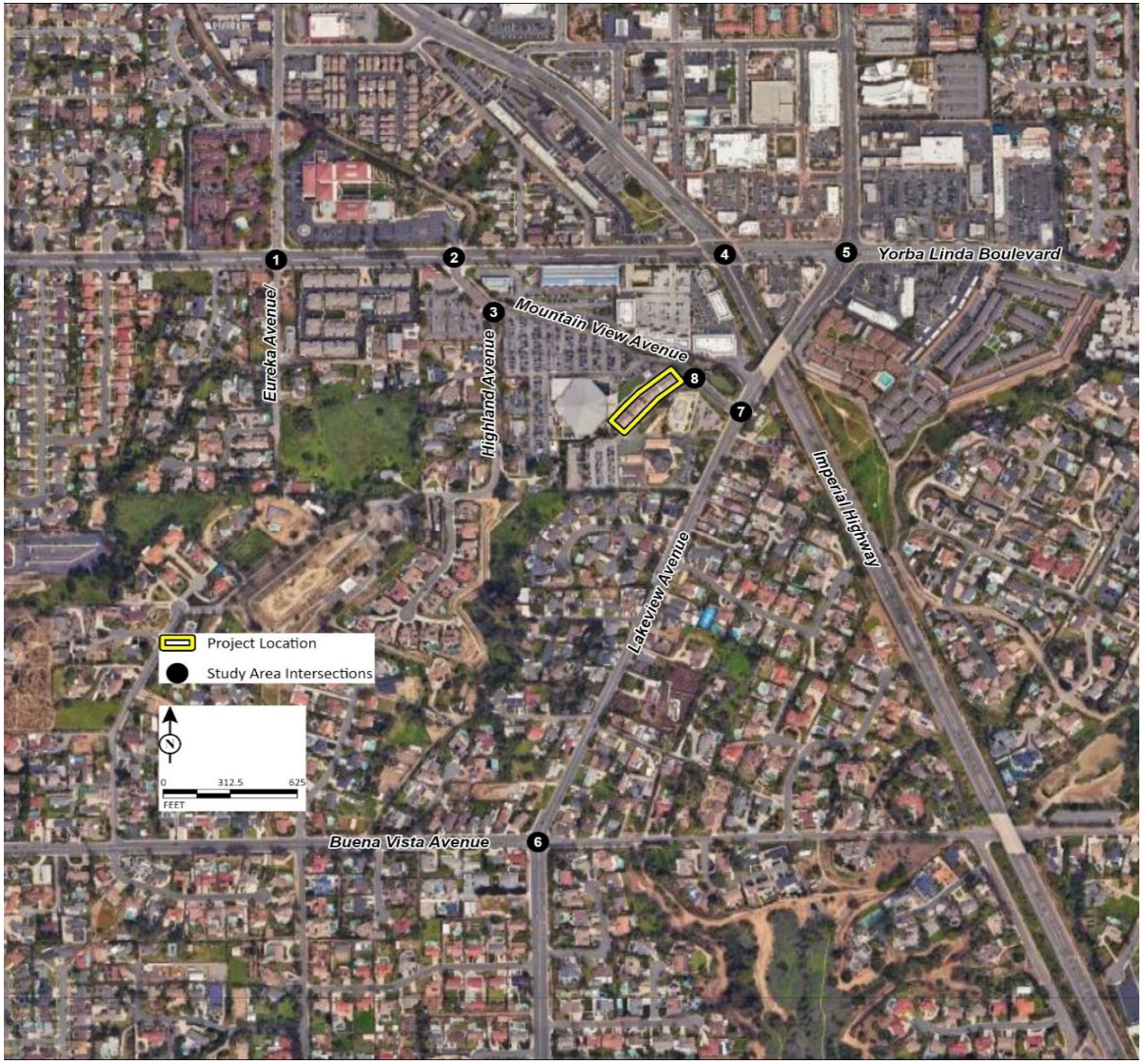
FIGURE 6a

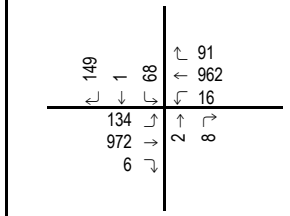
XX / YY AM / PM Peak Hour Traffic Volumes

Friend Christian School Project

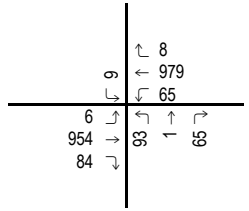
Horizon Year AM and PM Peak Hour Traffic Volume

P:\2026\20262730\xls\Horizon Year NP.xlsx\Figure (3/12/2026)

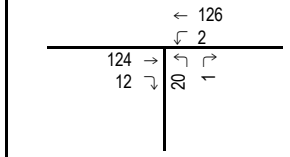




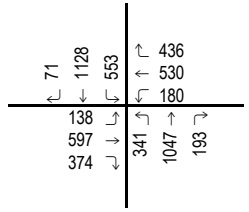
1 Eureka Avenue/Yorba Linda Boulevard



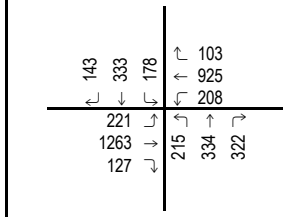
2 Mountain View Avenue/ Yorba Linda Boulevard



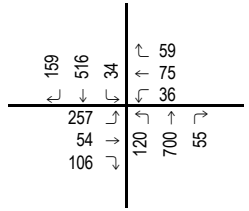
3 Highland Avenue/Mountain View Avenue



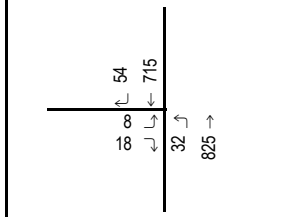
4 Imperial Highway/Yorba Linda Boulevard



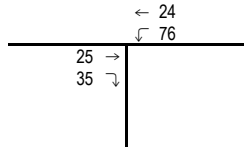
5 Lakeview Avenue/Yorba Linda Boulevard



6 Lakeview Avenue/Buena Vista Avenue



7 Lakeview Avenue/Private Roadway



8 Upper Campus Drop-off and Pick-up Zone/Private Roadway

LSA

FIGURE 6b

Friend Christian School Project

Horizon Year Afternoon Traffic Volume

P:\2026\20262730\xls\Horizon Year NP_Afternoon.xlsx\Figure (3/12/2026)

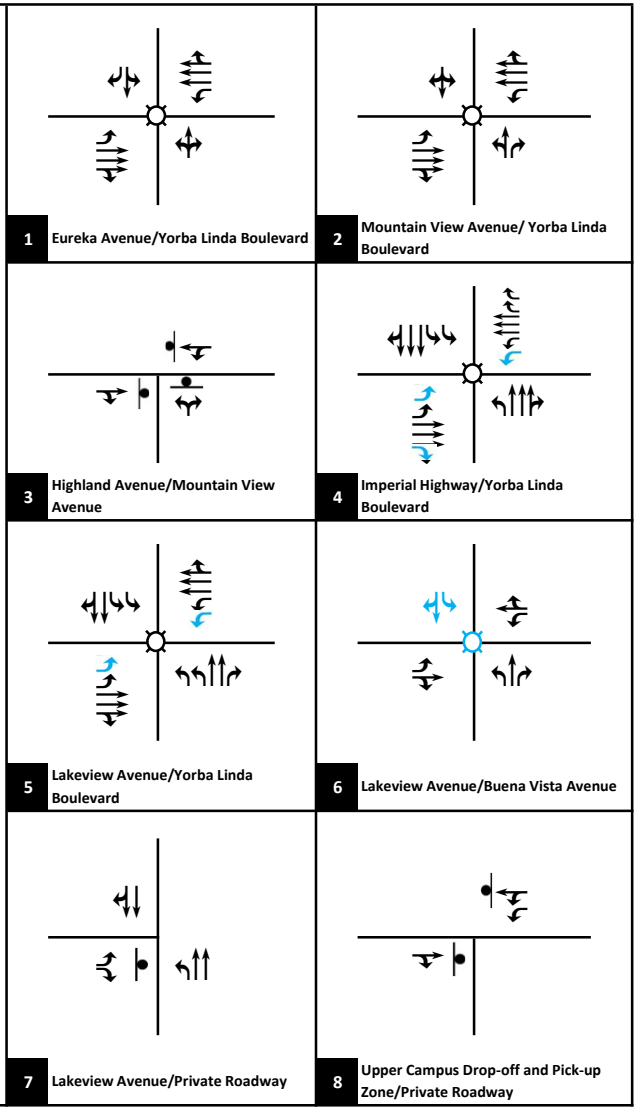


FIGURE 7

LSA

Legend

Signal
Future Signal
Stop Sign
Future Features

Friend Christian School Project

Horizon Year Intersection Geometrics

Table E: Horizon Year Level of Service Summary

Intersection	AM Peak Hour		Afternoon Peak Hour		PM Peak Hour	
	ICU/Delay	LOS	ICU/Delay	LOS	ICU/Delay	LOS
1. Eureka Avenue/Yorba Linda Boulevard	0.348	A	0.423	A	0.373	A
2. Mountain View Avenue/Yorba Linda Boulevard	0.318	A	0.352	A	0.281	A
3. Highland Avenue/Mountain View Avenue[1]	8.0 sec	A	7.8 sec	A	7.1 sec	A
4. Imperial Highway/Yorba Linda Boulevard	0.806	D	0.759	C	0.757	C
5. Lakeview Avenue/Yorba Linda Boulevard	0.592	A	0.587	A	0.587	A
6. Lakeview Avenue/Buena Vista Avenue	0.849	D	0.712	C	0.712	C
7. Lakeview Avenue/Private Roadway[1]	23.4 sec	C	18.3 sec	C	17.6 sec	C
8. Upper Campus Drop-off and Pick-up Zone/ Private Roadway[1]	7.6 sec	A	7.1 sec	A	6.9 sec	A

Source: Compiled by LSA (2026).
[1] Unsignalized intersection
☐ = Unsatisfactory LOS
ICU = intersection capacity utilization
LOS = level of service
sec = seconds

PROJECT IMPACTS

Trip Generation

The proposed project would result in 5 additional school staff members and 83 additional elementary students enrolled at this campus. The ITE *Trip Generation Manual* provides trip rates surveyed at Elementary Schools (Land Use 520) and Private Schools K-8 (Land Use 530), both of which could describe the private Friends Christian School for elementary-aged students. LSA examined existing trip patterns at Friends Christian School and determined that Private Schools K-8 (Land Use 530) better fits the proposed project. The published trip rates include staff and delivery trips in the calculation of trips generated per student enrolled at the school. In addition to a.m. and p.m. peak-hour trip rates corresponding to peak commute periods, the ITE *Trip Generation Manual* identifies trip rates for the afternoon period corresponding to the end of the school day. Table F provides the trip generation calculation for the proposed addition of 83 students to the existing school campus. As shown in Table F, the proposed project would generate approximately 341 new daily vehicle trips, of which 84 would occur in the a.m. peak hour, 51 would occur at the end of the school day, and 22 would occur in the p.m. peak hour.

Table F: Project Trip Generation

Land Use	Size	Unit	ADT	AM Peak Hour			Afternoon Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total	In	Out	Total
Trip Rates (Land Use)												
Private School K-8 (530)		Student	4.11	0.57	0.44	1.01	0.28	0.32	0.60	0.12	0.14	0.26
Project Trip Generation												
Proposed Project	83	Student	341	47	37	84	24	27	51	10	12	22
Total Trip Generation			**341**	**47**	**37**	**84**	**24**	**27**	**51**	**10**	**12**	**22**

Sources: ITE *Trip Generation Manual*, 12th Edition (2025). Compiled by LSA (2026).
ADT = average daily traffic
ITE = Institute of Transportation Engineers

Trip Distribution and Assignment

Trip distribution defines the regional percentage origins/destinations for a project. To determine trip distribution for the proposed project, LSA considered existing travel patterns and access to regional transportation networks. Project trip assignment followed the shortest travel paths. Figures 8a and 8b illustrate the project trip distribution and resulting assignment of project trips at each study intersection.

Existing Plus Project Condition

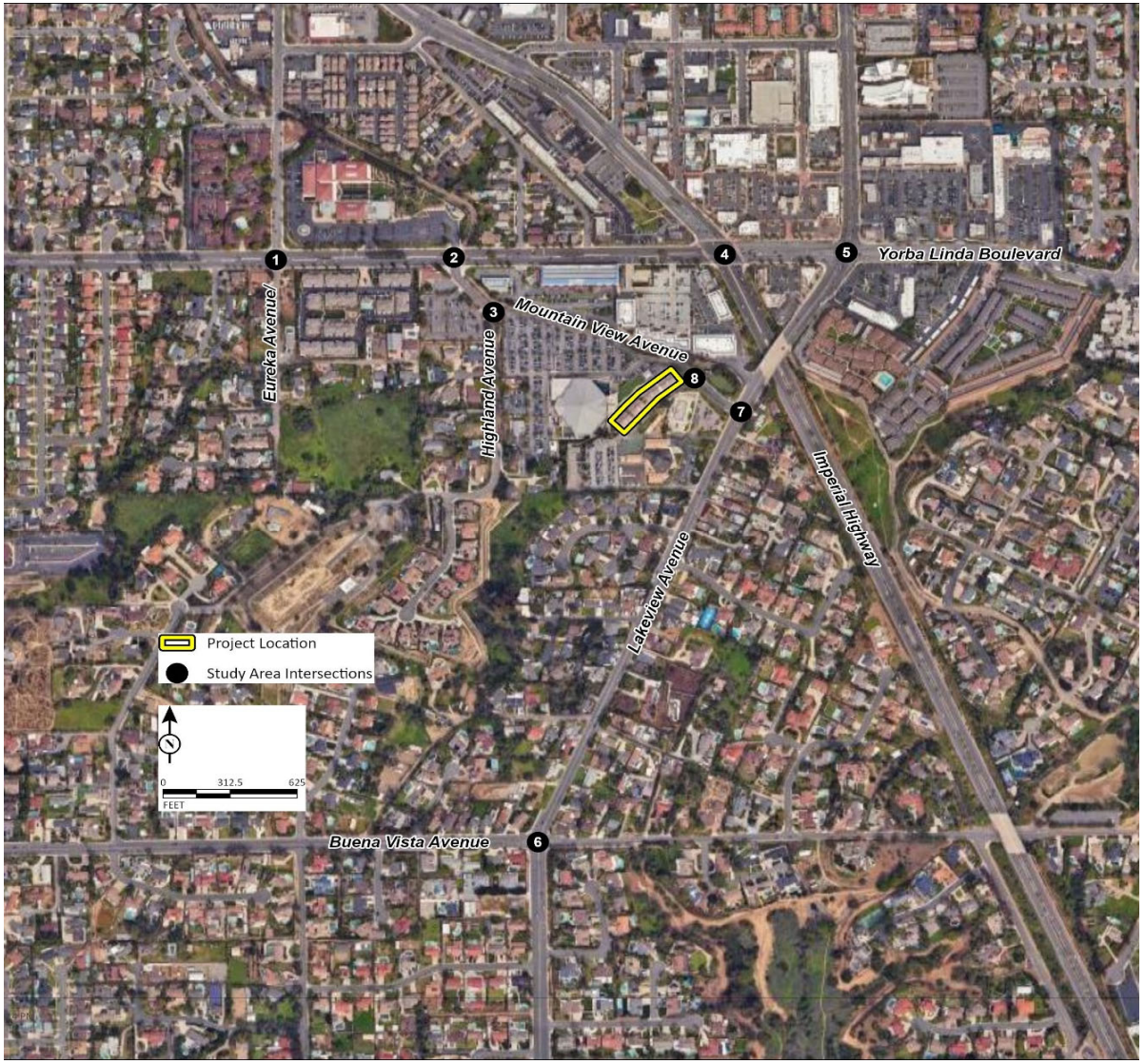
The new project trips were added to the existing traffic volumes at the study intersections. Figures 9a and 9b show the resulting Existing Plus Project peak-hour traffic volumes. Table G summarizes the results of the Existing Plus Project LOS analysis for all study intersections. LOS worksheets for the Existing Plus Project condition are provided in Appendix B. As Table G indicates, all study intersections are anticipated to continue to operate within their LOS target after the addition of project traffic, with the exception of Lakeview Avenue/Buena Vista Avenue. The study intersection internal to the campus controlling access to the upper campus drop-off/pick-up zone will continue to operate at satisfactory LOS with the additional project trips. The intersection of Lakeview Avenue/Buena Vista Avenue operates with unsatisfactory levels of delay in existing conditions and would continue to operate with unsatisfactory delay with the addition of project traffic.

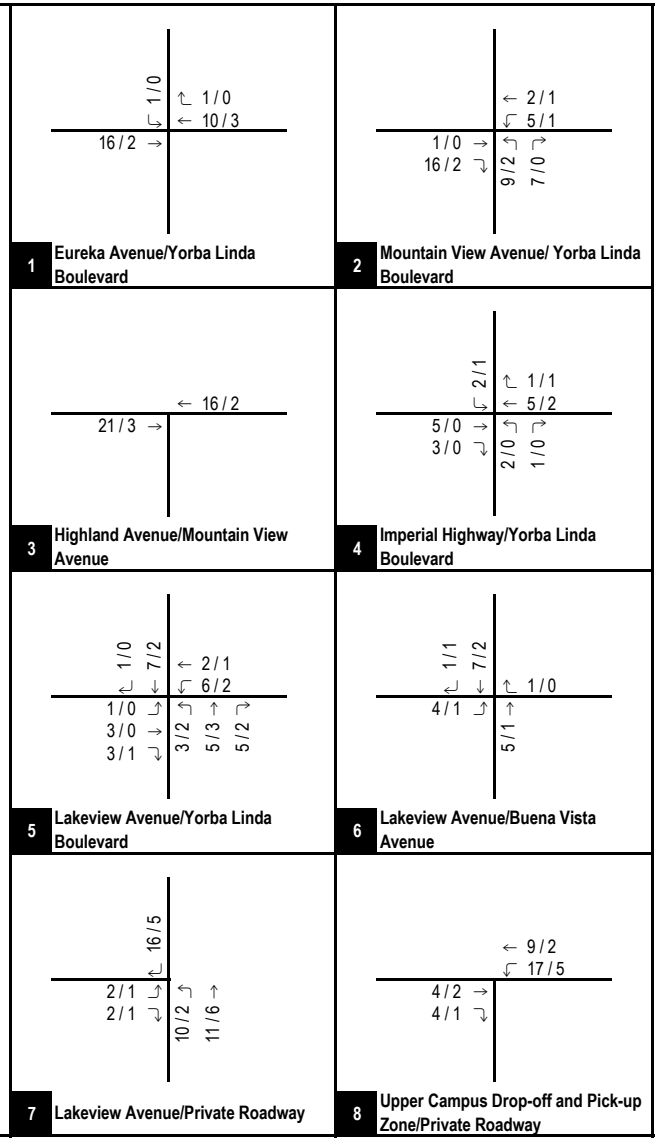
Table G: Existing Plus Project Level of Service Summary

Intersection	AM Peak Hour		Afternoon Peak Hour		PM Peak Hour	
	ICU/Delay	LOS	ICU/Delay	LOS	ICU/Delay	LOS
1. Eureka Avenue/Yorba Linda Boulevard	0.321	A	0.395	A	0.361	A
2. Mountain View Avenue/Yorba Linda Boulevard	0.303	A	0.333	A	0.273	A
3. Highland Avenue/Mountain View Avenue[1]	8.2 sec	A	8.0 sec	A	7.1 sec	A
4. Imperial Highway/Yorba Linda Boulevard	0.717	C	0.703	C	0.720	C
5. Lakeview Avenue/Yorba Linda Boulevard	0.586	A	0.666	B	0.609	B
6. Lakeview Avenue/Buena Vista Avenue[1]	52.1 sec	F	46.1 sec	E	54.6 sec	F
7. Lakeview Avenue/Private Roadway[1]	20.3 sec	C	16.7 sec	C	16.4 sec	C
8. Upper Campus Drop-off and Pick-up Zone/Private Roadway[1]	7.7 sec	A	7.1 sec	A	7.0 sec	A

Source: Compiled by LSA (2026).
[1] Unsignalized intersection
☐ = Unsatisfactory LOS
ICU = intersection capacity utilization
LOS = level of service
sec = seconds

To determine whether the addition of project traffic would have an effect on the intersection of Lakeview Avenue/Buena Vista Avenue, a v/c analysis of the intersection was also conducted, which allows comparison according to the City's established threshold of a 0.01 change in the intersection v/c ratio. Table H provides a comparison between without and with project conditions. As Table H shows, the effect of project traffic on the intersection of Lakeview Avenue/Buena Vista Avenue is less than the established threshold of 0.01 increase in v/c ratio. Therefore, the project would have a less than significant effect on the intersection.





LSA

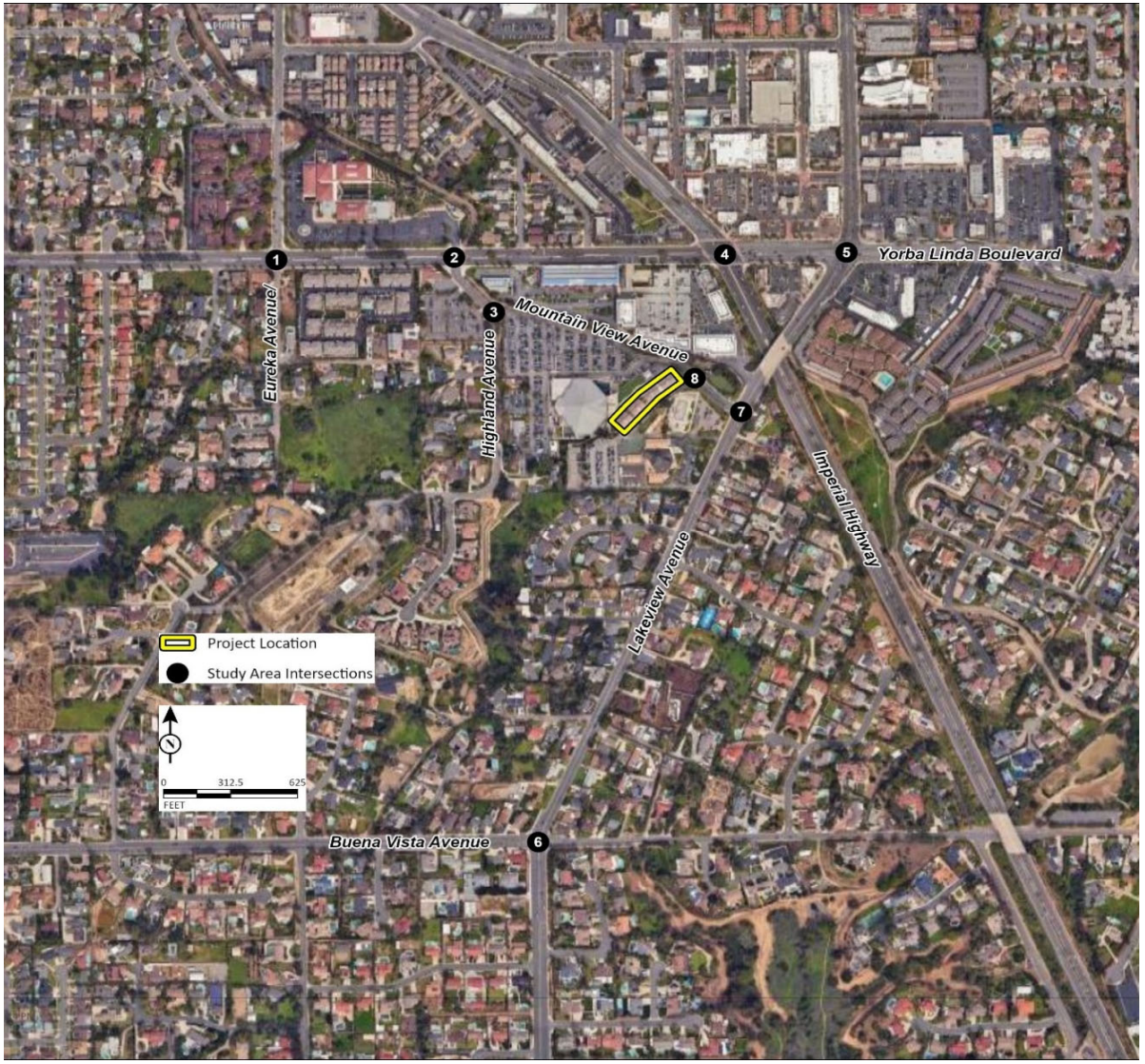
FIGURE 8a

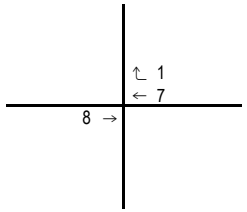
XX / YY AM / PM Peak Hour Traffic Volumes

Friend Christian School Project

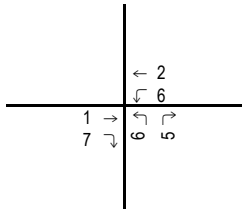
Project AM and PM Peak Hour Trip Distribution and Assignment

P:\2026\20262730\xls\Project Trip Assignment.xlsx\Figure (3/12/2026)

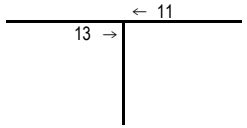




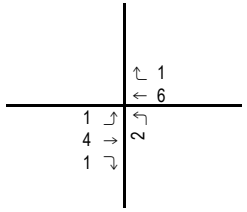
1 Eureka Avenue/Yorba Linda Boulevard



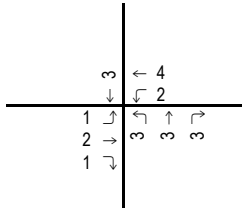
2 Mountain View Avenue/ Yorba Linda Boulevard



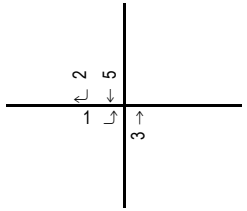
3 Highland Avenue/Mountain View Avenue



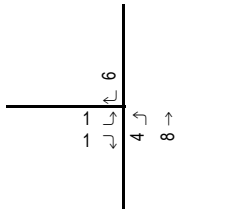
4 Imperial Highway/Yorba Linda Boulevard



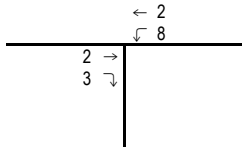
5 Lakeview Avenue/Yorba Linda Boulevard



6 Lakeview Avenue/Buena Vista Avenue



7 Lakeview Avenue/Private Roadway



8 Upper Campus Drop-off and Pick-up Zone/Private Roadway

LSA

FIGURE 8b

Friend Christian School Project

Project Afternoon Trip Distribution and Assignment

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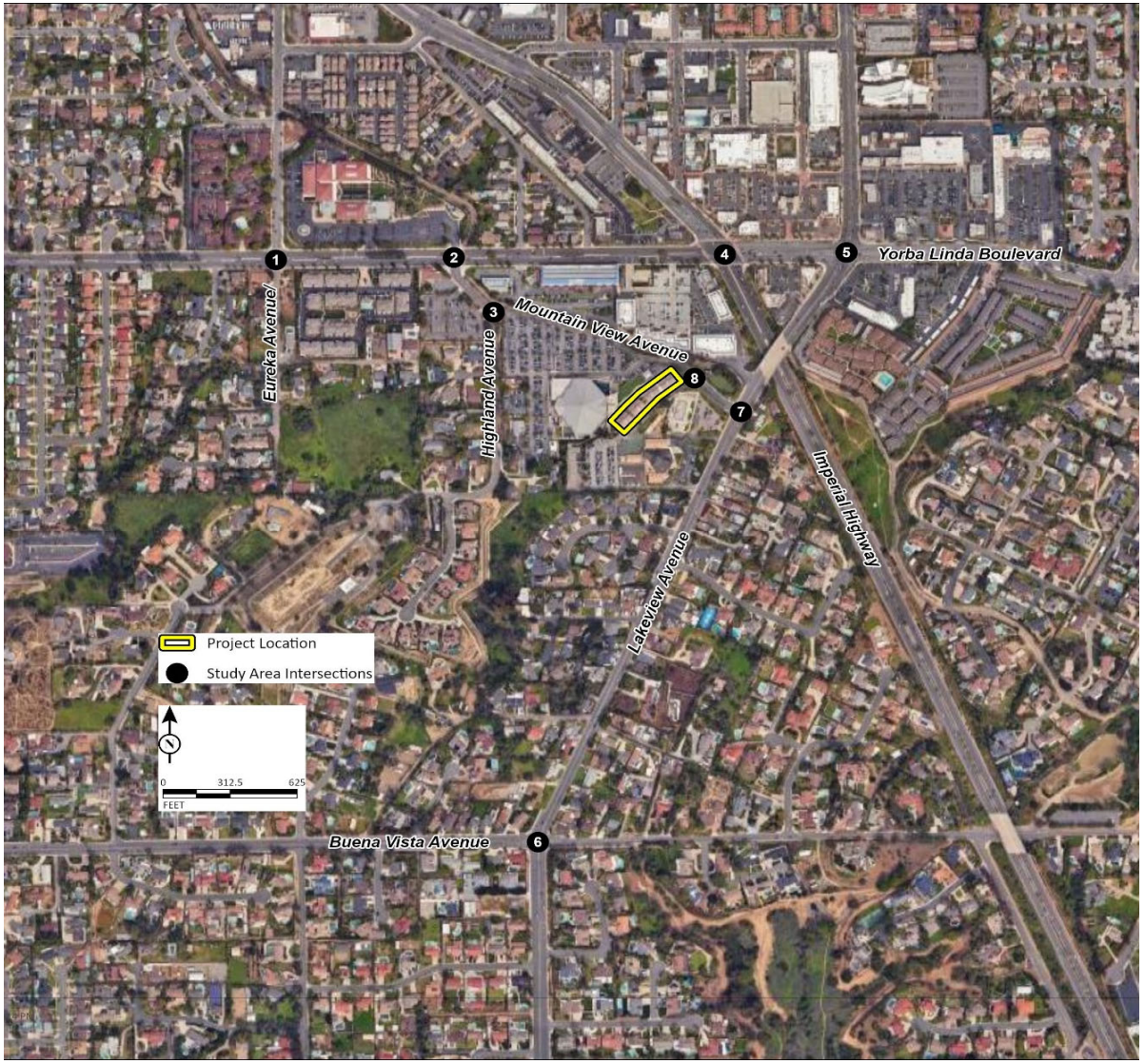
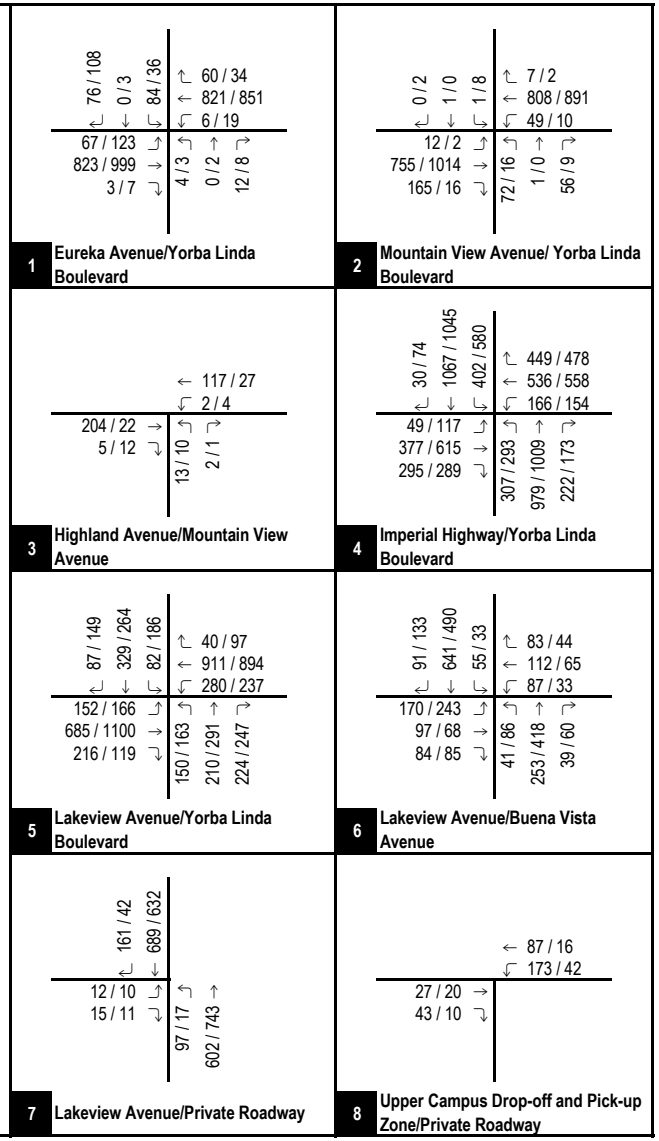




LSA

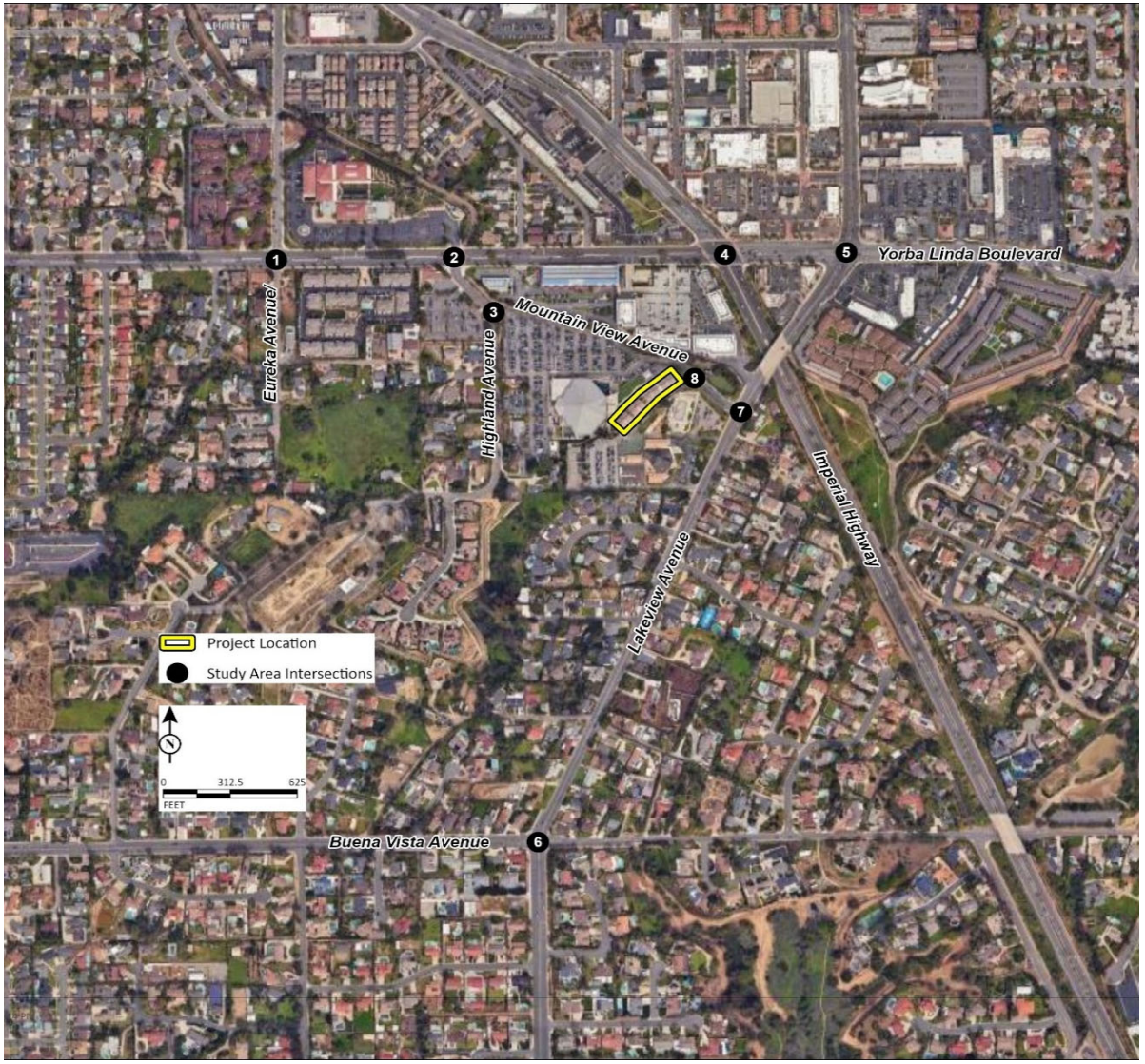
FIGURE 9a

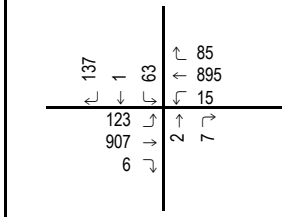
XX / YY AM / PM Peak Hour Traffic Volumes

Friend Christian School Project

Existing Plus Project AM and PM Peak Hour Traffic Volume

P:\2026\20262730\xls\Existing WP Volumes.xlsx\Figure (3/12/2026)





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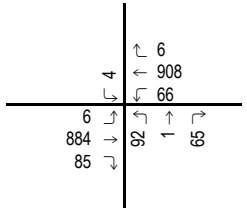
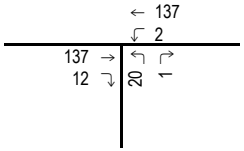


2 Mountain View Avenue/ Yorba Linda Boulevard



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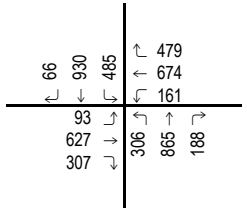

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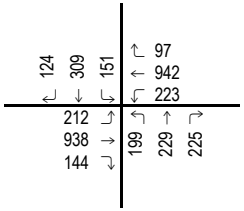
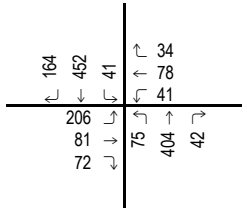


5 Lakeview Avenue/Yorba Linda Boulevard



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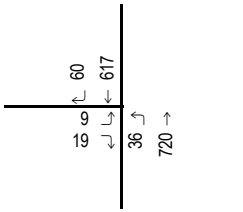
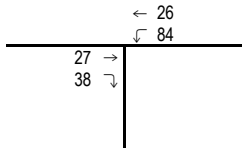


7 Lakeview Avenue/Private Roadway



8 Upper Campus Drop-off and Pick-up Zone/Private Roadway

LSA

FIGURE 9b

Friend Christian School Project

Existing Plus Project Afternoon Traffic Volume

P:\2026\20262730\xls\Existing WP Volumes_Afternoon.xlsx\Figure (3/12/2026)

Table H: Project Effect Comparison—Existing Plus Project

6. Lakeview Avenue/Buena Vista Avenue	Existing	Plus Project	Project Effect
	V/C	V/C	V/C
AM Peak Hour	0.499	0.504	0.005
Afternoon Peak Hour	0.496	0.499	0.003
PM Peak Hour	0.521	0.522	0.001

Source: Compiled by LSA (2026).
LOS = level of service
v/c = volume-to-capacity ratio

LSA also examined queueing forecasts with the addition of project traffic. Similar to existing conditions, during all 3 examined peak hours, the westbound left-turn queue calculated by HCM methodology at Mountain View Avenue/Yorba Linda Boulevard is no more than two vehicles. This can be accommodated within the existing turn pocket. During all 3 examined peak hours, the northbound left-turn queue calculated by HCM methodology at the northern driveway with Lakeview Avenue is no more than one vehicle.

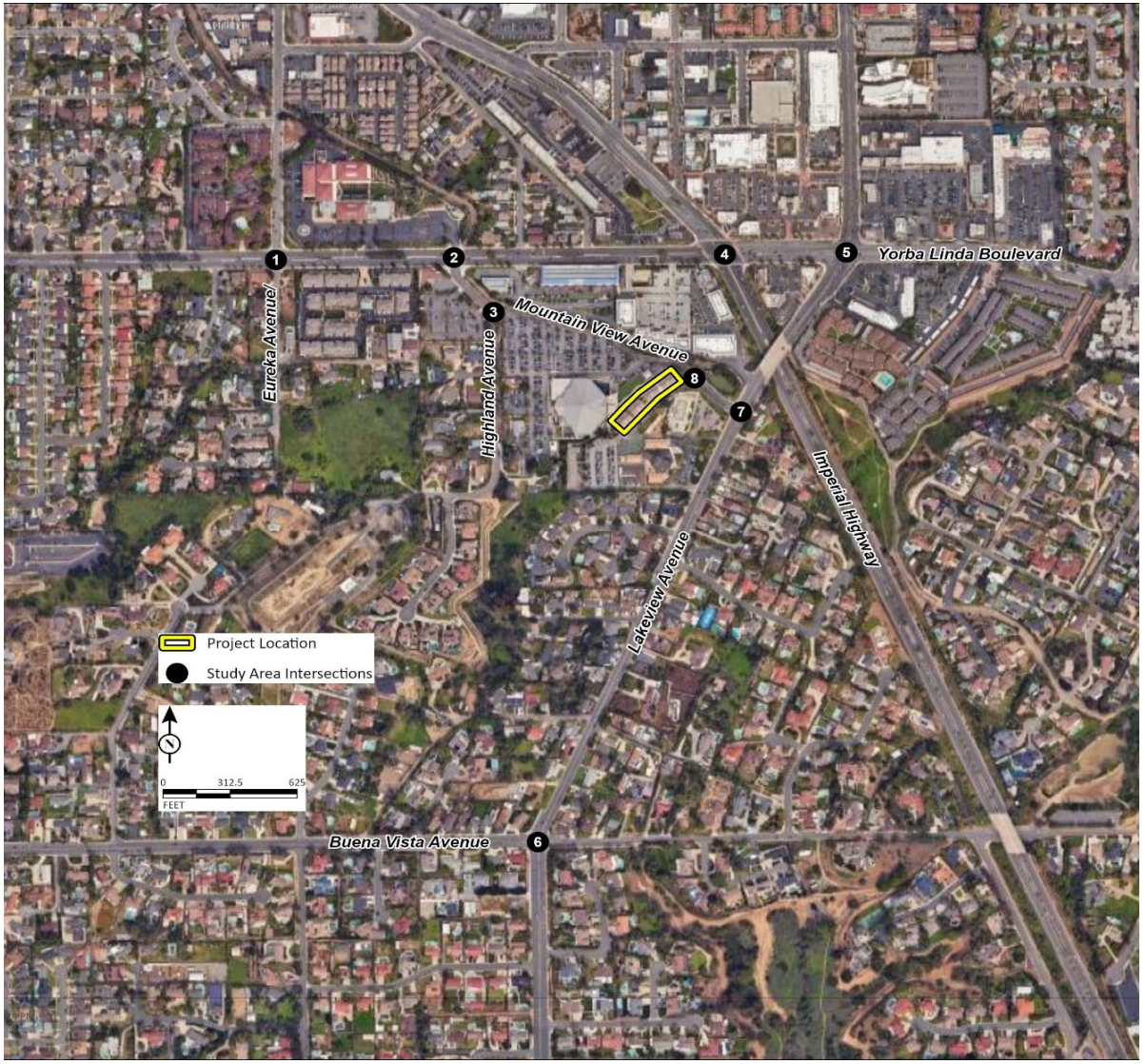
Opening Year (2028) Plus Project Condition

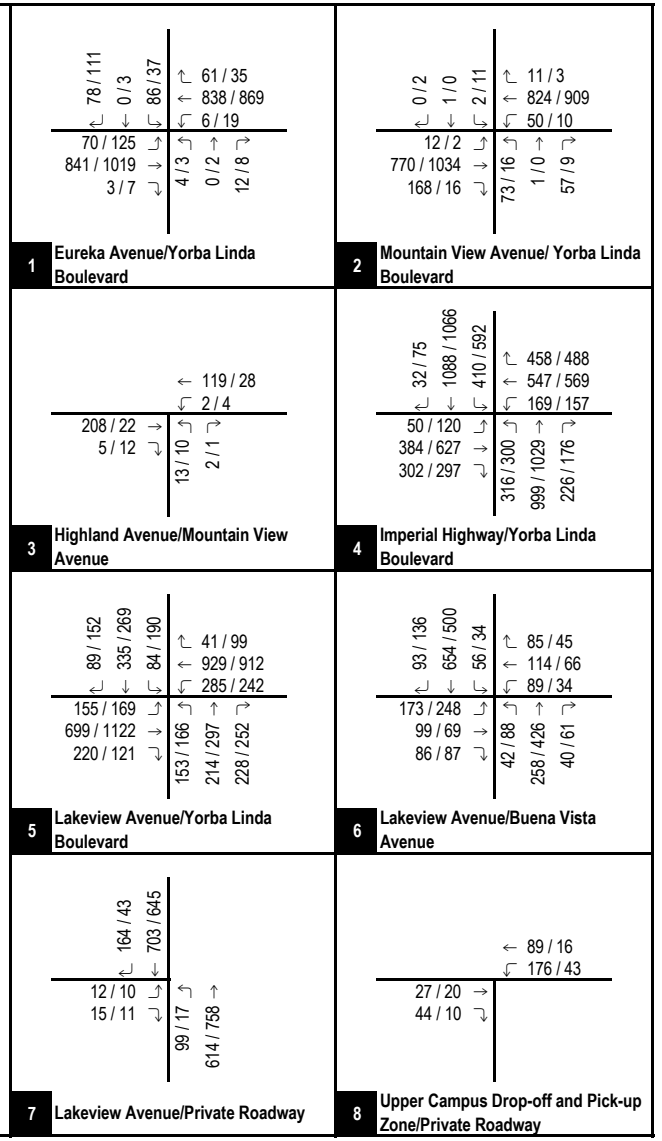
Project trips were also added to the Opening Year (2028) traffic volumes. Figures 10a and 10b show the resulting Opening Year (2028) Plus Project peak-hour traffic volumes. Table I summarizes the results of the Opening Year (2028) Plus Project LOS analysis for all study intersections. LOS worksheets for the Opening Year (2028) Plus Project condition are provided in Appendix B. As Table I indicates, all study intersections are anticipated to continue to operate within their LOS target after the addition of project traffic, with the exception of Lakeview Avenue/Buena Vista Avenue. This intersection operates with unsatisfactory levels of delay without project traffic and would continue to operate with unsatisfactory delay with the addition of project traffic. Table J provides a comparison between without and with project conditions. As Table J shows, the effect of project traffic on the intersection of Lakeview Avenue/Buena Vista Avenue is less than the established threshold of 0.01 increase in v/c ratio. Therefore, the project would have a less than significant effect on the intersection.

Table I: Opening Year (2028) Plus Project Level of Service Summary

Intersection	AM Peak Hour		Afternoon Peak Hour		PM Peak Hour	
	ICU/Delay	LOS	ICU/Delay	LOS	ICU/Delay	LOS
1. Eureka Avenue/Yorba Linda Boulevard	0.327	A	0.404	A	0.368	A
2. Mountain View Avenue/Yorba Linda Boulevard	0.308	A	0.345	A	0.279	A
3. Highland Avenue/Mountain View Avenue[1]	8.3 sec	A	8.0 sec	A	7.1 sec	A
4. Imperial Highway/Yorba Linda Boulevard	0.733	C	0.718	C	0.734	C
5. Lakeview Avenue/Yorba Linda Boulevard	0.596	A	0.678	B	0.619	B
6. Lakeview Avenue/Buena Vista Avenue[1]	57.2 sec	F	50.6 sec	F	60.4 sec	F
7. Lakeview Avenue/Private Roadway[1]	20.8 sec	C	17.0 sec	C	16.6 sec	C
8. Upper Campus Drop-off and Pick-up Zone/Private Roadway[1]	7.7 sec	A	7.2 sec	A	7.0 sec	A

Source: Compiled by LSA (2026).
[1] Unsignalized intersection
☐ = Unsatisfactory LOS
LOS = level of service
ICU = intersection capacity utilization
sec = seconds





LSA

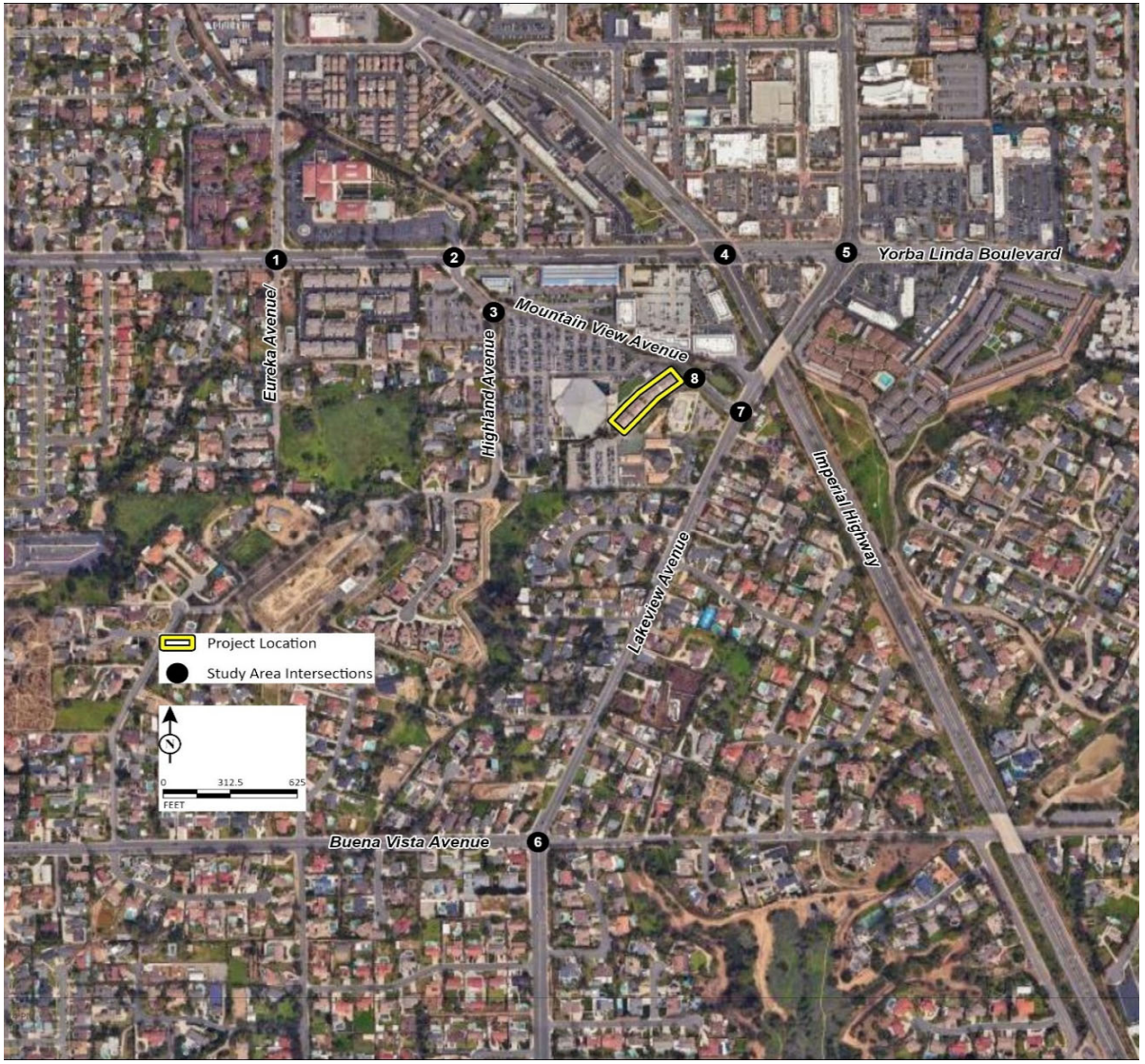
FIGURE 10a

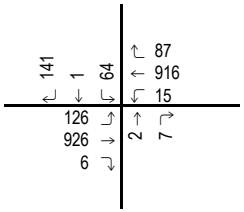
XX / YY AM / PM Peak Hour Traffic Volumes

Friend Christian School Project

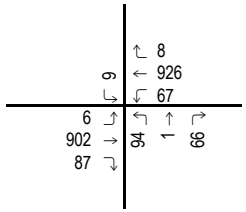
Opening Year (2028) Plus Project AM and PM Peak Hour Traffic Volume

P:\2026\20262730\xls\Opening Year with Cumulative WP.xlsx\Figure (3/12/2026)

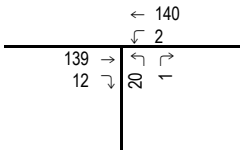




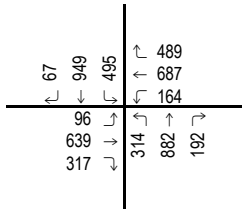
1 Eureka Avenue/Yorba Linda Boulevard



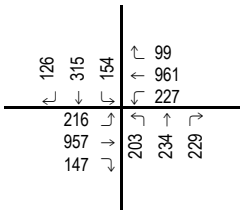
2 Mountain View Avenue/ Yorba Linda Boulevard



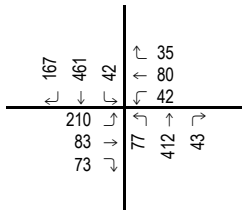
3 Highland Avenue/Mountain View Avenue



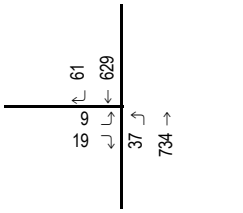
4 Imperial Highway/Yorba Linda Boulevard



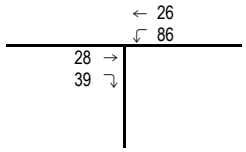
5 Lakeview Avenue/Yorba Linda Boulevard



6 Lakeview Avenue/Buena Vista Avenue



7 Lakeview Avenue/Private Roadway



8 Upper Campus Drop-off and Pick-up Zone/Private Roadway

LSA

FIGURE 10b

Friend Christian School Project

Opening Year (2028) Plus Project Afternoon Traffic Volume

P:\2026\20262730\xls\Opening Year with Cumulative WP_Afternoon.xlsx\Figure (3/12/2026)

Table J: Project Effect Comparison—Opening Year (2028) Plus Project

6. Lakeview Avenue/Buena Vista Avenue	Opening Year	Plus Project	Project Effect
	V/C	V/C	V/C
AM Peak Hour	0.508	0.513	0.005
Afternoon Peak Hour	0.506	0.508	0.002
PM Peak Hour	0.531	0.532	0.001

Source: Compiled by LSA (2026).
LOS = level of service
v/c = volume-to-capacity ratio

LSA also examined queueing forecasts with the addition of project traffic. During all 3 examined peak hours, the westbound left-turn queue calculated by HCM methodology at Mountain View Avenue/Yorba Linda Boulevard is no more than two vehicles. This can be accommodated within the existing turn pocket. During all 3 examined peak hours, the northbound left-turn queue calculated by HCM methodology at the northern driveway with Lakeview Avenue is no more than one vehicle.

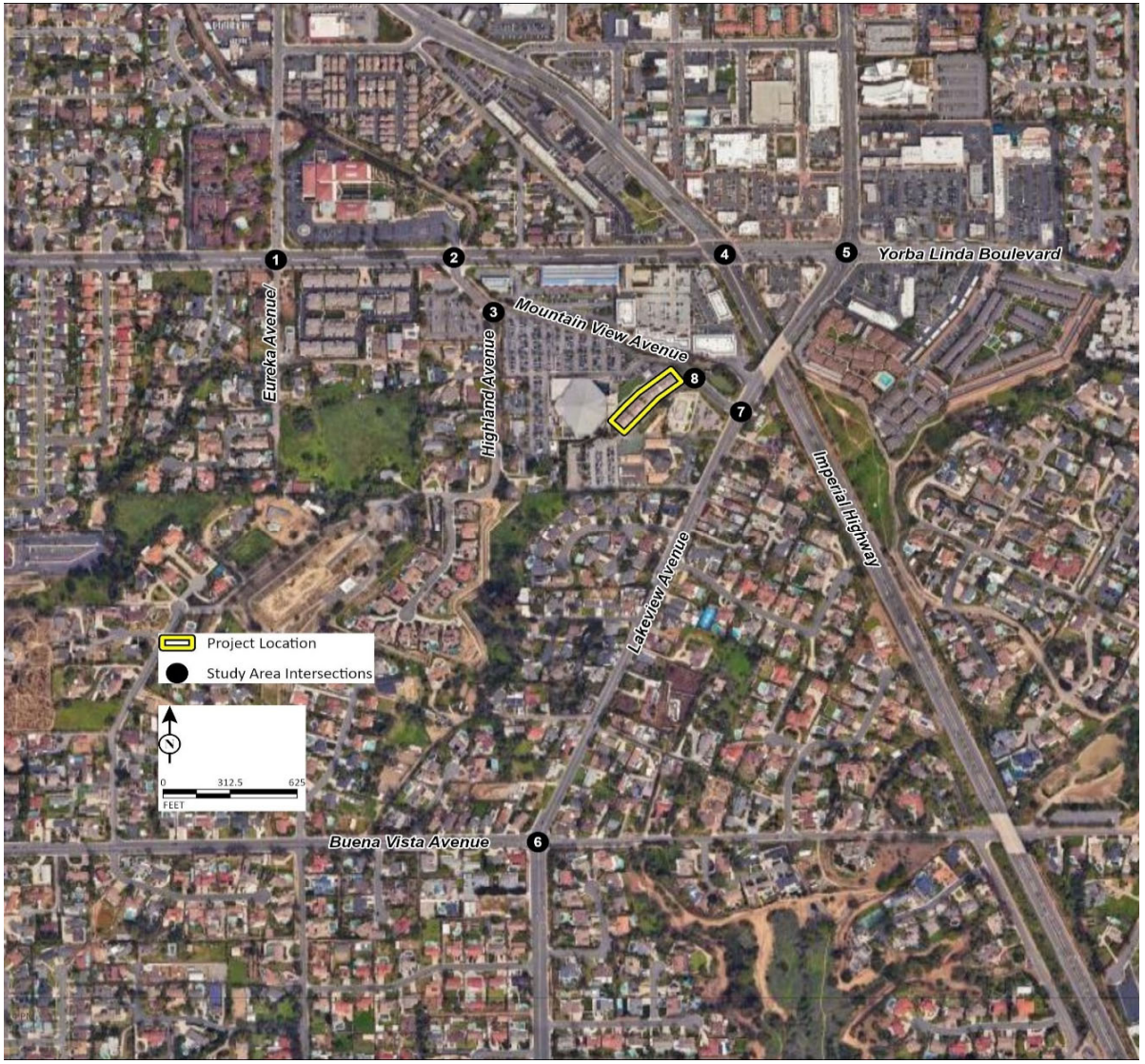
Horizon Year Plus Project Condition

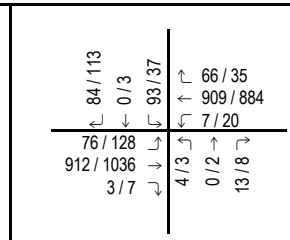
Project trips were also added to the Horizon Year traffic volumes. Figures 11a and 11b show the resulting Horizon Year Plus Project peak-hour traffic volumes. Table K summarizes the results of the Horizon Year Plus Project LOS analysis for all study intersections. LOS worksheets for the Horizon Year Plus Project condition are provided in Appendix B. As Table K indicates, all study intersections are anticipated to continue to operate within their LOS target after the addition of project traffic.

Table K: Horizon Year Plus Project Level of Service Summary

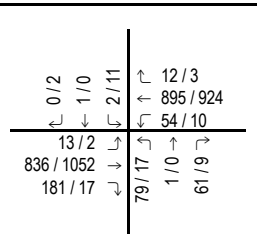
Intersection	AM Peak Hour		Afternoon Peak Hour		PM Peak Hour	
	ICU/Delay	LOS	ICU/Delay	LOS	ICU/Delay	LOS
1. Eureka Avenue/Yorba Linda Boulevard	0.351	A	0.425	A	0.374	A
2. Mountain View Avenue/Yorba Linda Boulevard	0.329	A	0.361	A	0.283	A
3. Highland Avenue/Mountain View Avenue[1]	8.2 sec	A	8.0 sec	A	7.1 sec	A
4. Imperial Highway/Yorba Linda Boulevard	0.809	D	0.760	C	0.757	C
5. Lakeview Avenue/Yorba Linda Boulevard	0.598	A	0.590	A	0.589	A
6. Lakeview Avenue/Buena Vista Avenue	0.856	D	0.714	C	0.713	C
7. Lakeview Avenue/Private Roadway[1]	24.4 sec	C	18.6 sec	C	17.8 sec	C
8. Upper Campus Drop-off and Pick-up Zone/Private Roadway[1]	7.7 sec	A	7.1 sec	A	7.0 sec	A

Source: Compiled by LSA (2026).
[1] Unsignalized intersection
☐ = Unsatisfactory LOS
ICU = intersection capacity utilization
LOS = level of service
sec = seconds

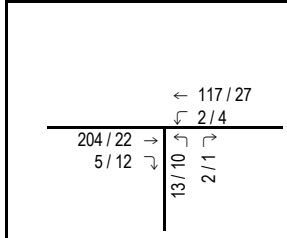




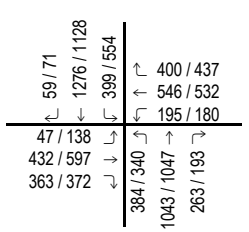
1 Eureka Avenue/Yorba Linda Boulevard



2 Mountain View Avenue/ Yorba Linda Boulevard



3 Highland Avenue/Mountain View Avenue



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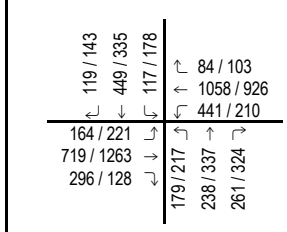

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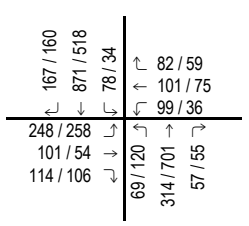
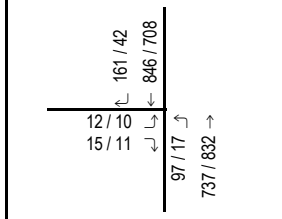
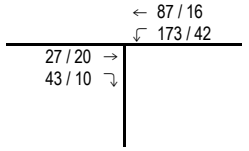


6 Lakeview Avenue/Buena Vista Avenue



7 Lakeview Avenue/Private Roadway



8 Upper Campus Drop-off and Pick-up Zone/Private Roadway

LSA

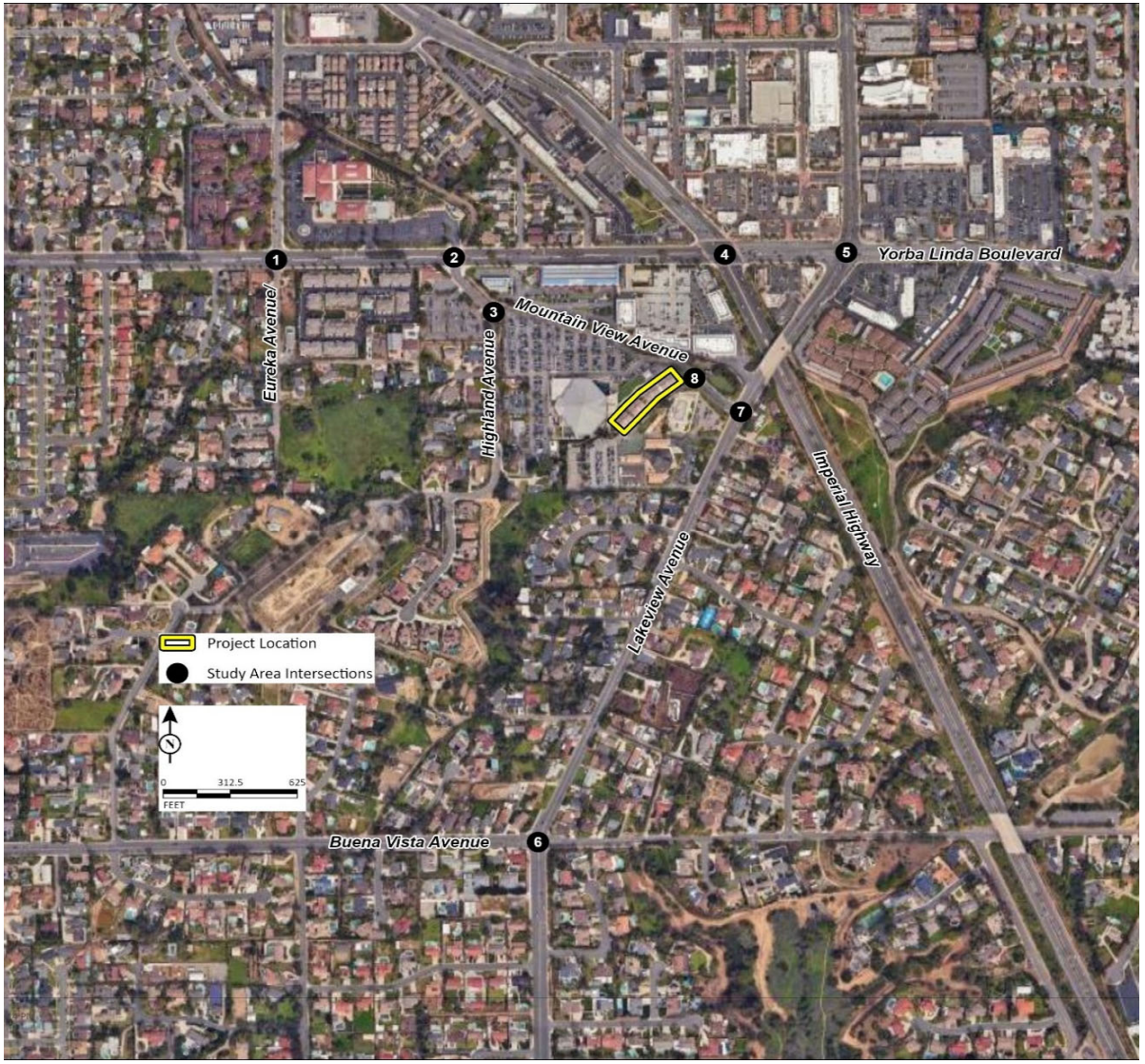
FIGURE 11a

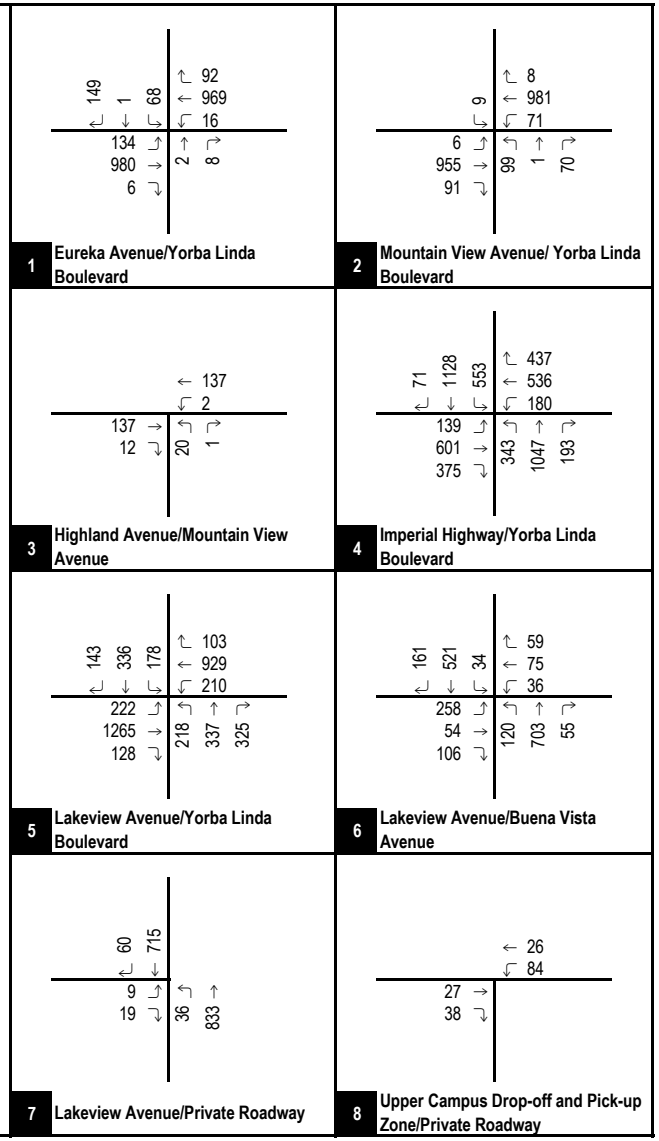
XX / YY AM / PM Peak Hour Traffic Volumes

Friend Christian School Project

Horizon Year Plus Project AM and PM Peak Hour Traffic Volume

P:\2026\20262730\xls\Horizon Year WP.xlsx\Figure (3/12/2026)





LSA

FIGURE 11b

Friend Christian School Project

Horizon Year Plus Project Afternoon Traffic Volume

P:\2026\20262730\xls\Horizon Year WP_Afternoon.xlsx\Figure (3/12/2026)

LSA also examined queueing forecasts with the addition of project traffic to the Horizon Year. During all 3 examined peak hours, the westbound left-turn queue calculated by HCM methodology at Mountain View Avenue/Yorba Linda Boulevard is no more than two vehicles. This can be accommodated within the existing turn pocket. During all 3 examined peak hours, the northbound left-turn queue calculated by HCM methodology at the northern driveway with Lakeview Avenue is no more than one vehicle.

SIGNAL WARRANT ANALYSIS

Signal warrant analysis was conducted at two unsignalized study intersections. These intersections are Intersection 6 (Lakeview Avenue/Buena Vista Avenue) and Intersection 7, the northern driveway of Friends Church at Lakeview Avenue. Intersection approach volumes for those two unsignalized study intersections were examined to determine whether signalization is warranted per the criteria defined in the California supplement of the *Manual on Uniform Traffic Control Devices* (CA-MUTCD).

#6: Lakeview Avenue/Buena Vista Avenue

The level of peak-hour traffic is Warrant 3 in the CA-MUTCD. Signal warrant worksheets are provided in Appendix C. According to the criteria established in the CA-MUTCD, this unsignalized intersection meets the signal warrant with existing peak-hour traffic volume. As described above, the City plans to signalize this intersection in the future.

#7: Lakeview Avenue/Private Roadway

The peak-hour traffic volumes for Warrant 3 were evaluated for this intersection under Existing, Opening Year (2028), and Horizon Year conditions. Signal warrant worksheets are provided in Appendix C. For each of these conditions, the peak-hour traffic volume does not meet the criteria established in the CA-MUTCD.

At this location, 24-hour roadway traffic volume data were collected. This allowed the analysis of the highest 8 hours of traffic volume (Warrant 1) and highest 4 hours of traffic volume (Warrant 2). Again, signal warrant worksheets are provided in Appendix C. Traffic volumes at this location are below the thresholds provided in the CA-MUTCD for warranting a traffic signal.

At this location, all three volume-based signal warrants identified in the CA-MUTCD were evaluated, and the intersection was not found to warrant installation of a traffic signal.

SIGHT DISTANCE

Sight distance describes the limits of visibility either from a vehicle on a roadway to objects ahead of the vehicle on or near the roadway, or from a vehicle preparing to enter a roadway to other vehicles on the roadway. The Friends Church campus has three driveways on Lakeview Avenue. The middle driveway is striped for entry only, but the northern and southern driveways are used by exiting vehicles. The southern driveway is the primary exit for vehicles picking up students at the end of the school day. This transportation analysis examined whether sufficient sight distance is provided at these driveways for the exiting vehicles.

Two types of sight distance are relevant for this analysis: (1) stopping sight distance refers to the distance required for a vehicle traveling on a roadway to come to a complete stop, and (2) intersection sight distance presents the amount of space necessary for a vehicle to enter a roadway without causing other vehicles to alter their velocity. Stopping sight distance is the minimum that must be provided. Intersection sight distance is different for left-turning and right-turning vehicles because left-turning vehicles must cross additional lanes of traffic before accelerating to the roadway's predominant speed. This report references recommended sight distance published in the California Department of Transportation (Caltrans) *Highway Design Manual* (HDM) (dated July 2020).

Sight distance is highly dependent on the predominant travel speed. In the project vicinity, the posted speed limit along Lakeview Avenue is 35 mph. However, the typical speed observed along Lakeview Avenue is 45 mph. Table L provides the sight distance for 35 mph (i.e., the speed limit) and 45 mph (i.e., the observed speed).

Table L: Recommended Sight Distance

Speed (mph)	Recommended Sight Distance (feet)		
	Stopping Sight Distance[1]	Intersection Sight Distance	
		Left Turn from Stop[2]	Right Turn from Stop[2]
35	250	440	335
45	360	565	430

Source: *Highway Design Manual* (HDM), 7th Edition (Caltrans 2020).
[1] Table 201.1
[2] Section 405.1
Caltrans = California Department of Transportation
mph = miles per hour

Since the intersection sight distance would be greater than the stopping sight distance, sight triangle figures were created at both the northern and southern driveways using the intersection sight distance. Figures 12 and 13 illustrate the sight distance at the northern driveway access at Lakeview Avenue (Intersection 7) for the posted speed of 35 mph and observed speed of 45 mph on Lakeview Avenue, respectively. Figures 14 and 15 illustrate the sight distance at the southern access for the posted speed of 35 mph and observed speed of 45 mph on Lakeview Avenue, respectively.

At the project access points, the sight distance for left-turn maneuvers coming out of the access points along Lakeview Avenue was measured between the driveway and northbound traffic, and the sight distance for right-turn maneuvers coming out of the access points along Lakeview Avenue was measured between the driveway and southbound traffic. As shown on these figures, there are no sight obstructions within the sight distance triangles at each access point; therefore, adequate sight distance for left- and right-turn maneuvers onto Lakeview Avenue is provided at both driveways. Vehicles exiting the Friends Church campus onto Lakeview Avenue have sufficient sight distance to accept an appropriate gap in traffic as specified in the HDM.

VEHICLE MILES TRAVELED

In January 2019 the State of California modified the Public Resources Code specifying that analysis of transportation impacts under the California Environmental Quality Act (CEQA) analyze a project's effect on VMT. VMT considers not just the number of vehicle trips generated by a project, but also the distance traveled by those vehicles. Land uses with fewer and/or shorter vehicle trips would have lower VMT than land uses with more and/or longer vehicle trips.

The *City of Yorba Linda Traffic Impact Analysis Guidelines* (May 2020) provides screening criteria identifying types of projects that would be presumed to have a less than significant impact and not require project-level analysis. The proposed project is not located in a transit priority area or a low-VMT area and cannot be screened based on project location. The guidelines provide examples of project type that have a tendency to shorten vehicle trips (and therefore reduce VMT) and do not require individual analysis. This list includes local-serving K-12 public schools. The proposed project is a private school and does not qualify for this project-type screening.

Simultaneously with the guidelines, the City developed the North Orange County Cities (NOCC) tool for analysis of project VMT. This tool is a helpful user interface that queries data developed by the Orange County Transportation Analysis Model (OCTAM). The NOCC tool can query VMT information for standard types of land uses (e.g., residential and office projects) very well but does not contain information for every possible land use type. Therefore, LSA calculated VMT for the proposed project using OCTAM.

LSA identified the project's traffic analysis zone (TAZ) and isolated the school land use within that TAZ. LSA confirmed that the socioeconomic data for the TAZ reflected the existing school employment and enrollment and ran OCTAM to calculate the No Project VMT based on the origin-destination methodology as specified in the City's guidelines. The resulting VMT and calculation of VMT per service population is provided in Table M. As shown in Table M, the existing VMT per service population for the current school operation is 18.24. The new employment and enrollment for the proposed project were added to the TAZ and OCTAM calculated the new (with project) VMT.

As stated above, the proposed project would add classrooms to the Friends Christian School campus and expand enrollment at this campus, but the grade being added is currently located at Friends Middle School and is contributing to citywide VMT in the existing condition. As shown in Table M, the total VMT for the school would increase with the additional enrollment, but VMT per service population would decrease to 16.49.

OCTAM was also used to calculate the VMT per service population for Yorba Linda. In the base year model, Yorba Linda generates 3,037,438 VMT, which is 30.79 VMT per service population. In the future-year model, Yorba Linda generates 3,234,632 VMT, which is 33.40 VMT per service population. Traffic model output is provided in Appendix D.

LEGEND

Sight Distance Triangle

FIGURE 12

0 45 90
FEET

SOURCE: Nearmap , January 2026

P:\2026\20262730\SSD\SSD Triangles.dwg (3/12/2026)

Friends Christian School Project

Northern Driveway Sight Distance at Posted Speed Limit (35 mph)

LEGEND

Sight Distance Triangle

FIGURE 13

0 55 110
FEET

SOURCE: Nearmap , January 2026

P:\2026\20262730\SSD\SSD Triangles.dwg (3/12/2026)

Friends Christian School Project

Northern Driveway Sight Distance at Observed Speed (45 mph)

LEGEND

Sight Distance Triangle

FIGURE 14

0 45 90
FEET

SOURCE: Nearmap , January 2026

P:\2026\20262730\SSD\SSD Triangles.dwg (3/12/2026)

Friends Christian School Project

Southern Driveway Sight Distance at Posted Speed Limit (35 mph)

LEGEND

Sight Distance Triangle

FIGURE 15

0 55 110
FEET

SOURCE: Nearmap , January 2026

P:\2026\20262730\SSD\SSD Triangles.dwg (3/12/2026)

Friends Christian School Project

Southern Driveway Sight Distance at Observed Speed Limit (45 mph)

Table M: Vehicle Miles Traveled Summary

City of Yorba Linda	
2019 Base Year Origin-Destination Total VMT	3,037,438
2019 Base Year Total Service Population	98,637
Base Year VMT per Service Population	30.79
2050 Future Year Origin-Destination Total VMT	3,234,632
2050 Future Year Total Service Population	96,847
Future Year VMT per Service Population	33.40
Existing School	
Origin-Destination VMT	11,127
Service Population (109 staff, 501 student)	610
VMT per Service Population	18.24
School With Project	
Origin-Destination VMT	11,508
Service Population (114 staff, 584 student)	698
VMT per Service Population	16.49

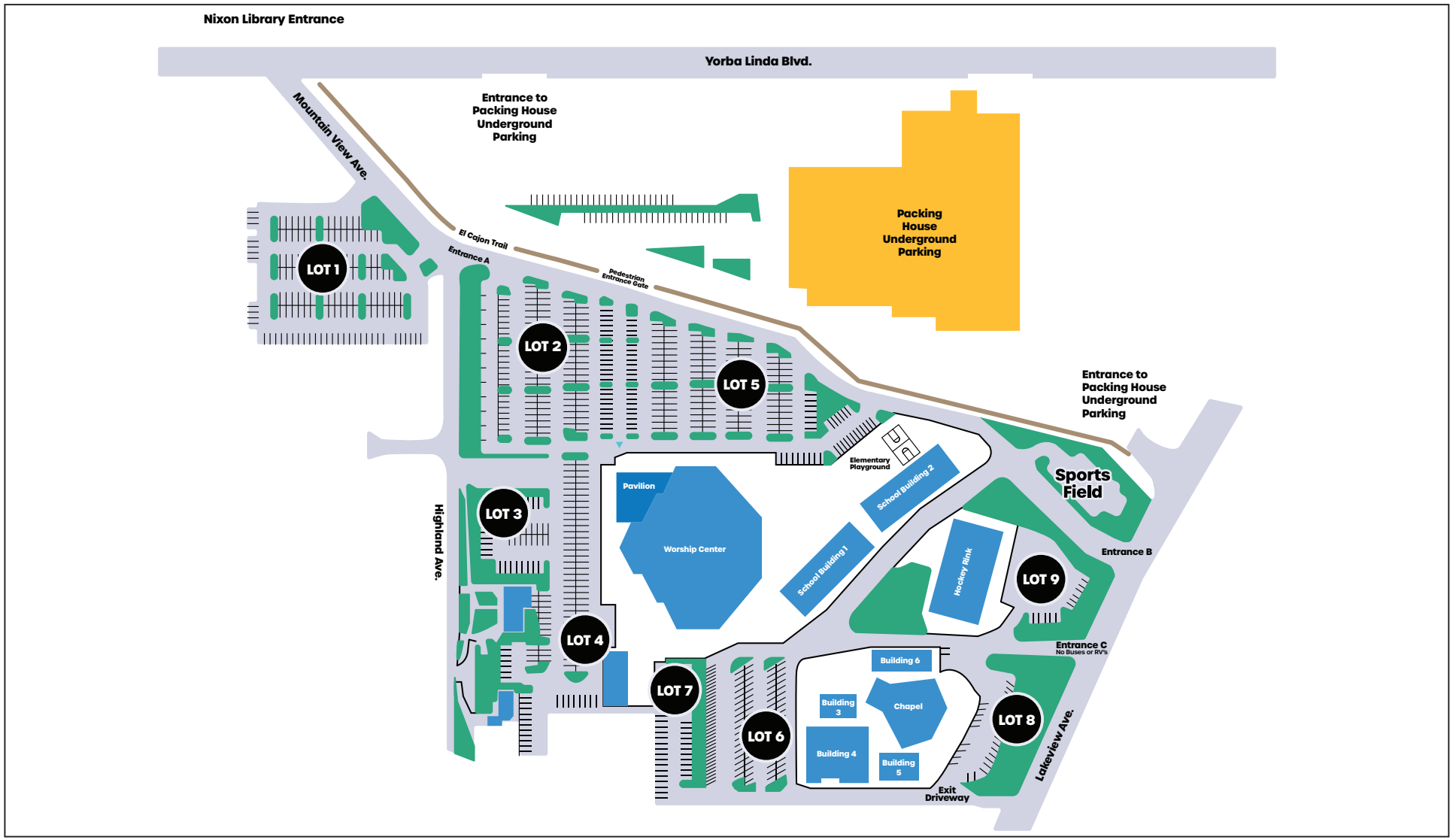
Source: OCTAM 5.1
OCTAM = Orange County Transportation Analysis Model
VMT = vehicle miles traveled

The project-generated VMT per service population is lower than the City of Yorba Linda General Plan Buildout VMT per service population. The proposed project would decrease the VMT per service population within the project TAZ. The project's would not result in an increase in citywide VMT per service population. Therefore, the project's effect on VMT would be less than significant under the criteria established in the City's guidelines.

PARKING

A total of 835 parking spaces are available in nine parking lot within the Friends Church campus. The locations of the nine parking lots are identified on Figure 16. The Friends Church campus experiences its peak parking demand during Sunday services. Most of the parking spaces are vacant during the school week. Lot 1 is gated and closed during the week to prevent random vehicle storage. Of the 337 parking spaces in Lots 2 and 5, only 18 were occupied at the beginning of the school day when LSA observed school traffic operations. Friends Christian School benefits from the ability to use this abundance of parking during the school week.

Yorba Linda Municipal Code Section 18.22.030 identifies the parking required for various types of land uses. For elementary or middle schools, the City requires that 2 spaces be provided for each teaching station. The existing school has 16 classrooms, which requires 32 parking spaces. The proposed project would add 7 classrooms, which would require an additional 14 parking spaces. Table N provides this calculation. Friends Church has 646 parking spaces on the Lower Campus and an additional 189 parking spaces on the Upper Campus, which is more than sufficient to accommodate the existing and proposed parking requirement for Friends Christian School.



LSA

FIGURE 16

N

0 110 220

FEET

Friend Christian School Project

Parking Lot Locations

SOURCE:

P:\2026\20262730\GIS\Figure 16 - Parking Lot Locations.ai (3/13/2026)

Table N: Municipal Code Parking Requirement

Land Use	Parking Space Rates per Yorba Linda Municipal Code Section 18.22.030	Parking Requirements		
		Size	Unit	Required Parking Spaces
Existing School				
Elementary or junior high school	2 spaces for each teaching station	16	Classrooms	32
Future School				
Elementary or junior high school	2 spaces for each teaching station	23	Classrooms	46
			Total Added Parking Requirement	**14**

Source: Yorba Linda Municipal Code Section 18.22.030.

Cumulative Project

The Richard Nixon Presidential Library and Museum, which is located north of Yorba Linda Boulevard, is currently planning an expansion. Its project would add storage, exhibit, and event space totaling 41,080 square feet. Currently, the Richard Nixon Presidential Library and Museum provides 235 parking spaces; this would expand to 262 with the project. According to the *Draft Parking Analysis for Richard Nixon Presidential Library and Museum* (GTS, December 2025), total parking demand with the expansion could be accommodated during weekdays. The draft parking analysis states, however, that use of overflow parking within the Friends Church campus will be necessary on Sundays when museum peak parking demand is anticipated to exceed museum parking supply by 14 spaces.

The museum has a shared parking agreement with Friends Church for use of surplus spaces in Lot 1. Lot 1 provides 152 parking spaces. Since the church experiences its peak parking demand on Sundays and the museum anticipates requiring overflow parking on Sundays, this report analyzed Sunday parking conditions.

Sunday Parking Demand

Sunday services are held at 9:00 a.m. and 11:00 a.m. Services at Amigos tu Iglesia are held Sundays at 11:00 a.m. Services are 70 minutes, and congregants are advised to arrive 20 minutes prior to service. This means that a 30-minute window is provided to clear the sanctuary and parking lot before arrivals begin for the second service.

LSA contracted with an independent data collection company to collect parking accumulation data within the Friends Church campus. This data were collected on Sunday, January 11, 2026. Surveys were conducted between 8:00 a.m. and 1:00 p.m. to capture the parking demand during and between both church services. The parking data is provided in Appendix E. Table O summarizes the peak parking demand within each analyzed parking zone by time period.

As Table O shows, Lot 1 has at least 79 parking spaces available on Sunday. During both the 9:00 a.m. and 11:00 a.m. services, Lot 1 has the most spaces remaining available of all the parking lots within the Friends Church campus. The entire Friends Church campus has at least 114 parking spaces available even during the busiest time during church services on Sunday.

Table O: Sunday Parking Demand Summary

	Lower Campus				Upper Campus			Grand Total
	Lot 1	Lots 2 and 5	Lots 3 and 4	Total	Lots 6 and 7	Lot 8	Lot 9	
Capacity	152	337	157	646	121	32	36	**835**
8:00 a.m.								
Parked	2	16	10	28	5	0	0	**33**
Remaining	150	321	147	618	116	32	36	**802**
8:45 a.m.								
Parked	2	193	25	220	33	0	0	**253**
Remaining	150	144	132	426	88	32	36	**582**
During 9:00 a.m. service								
Parked	40	337	158	535	77	0	0	**612**
Remaining	112	0	(1)	111	44	32	36	**223**
10:10 a.m.								
Parked	15	225	84	324	77	0	0	**401**
Remaining	137	112	73	322	44	32	36	**434**
10:30 a.m.								
Parked	9	145	58	212	59	4	0	**275**
Remaining	143	192	99	434	62	28	36	**560**
During 11:00 a.m. service								
Parked	73	336	159	568	95	32	26	**721**
Remaining	79	1	(2)	78	26	0	10	**114**
12:15 p.m.								
Parked	37	253	74	364	43	14	17	**438**
Remaining	115	84	83	282	78	18	19	**397**
12:40 p.m.								
Parked	14	59	28	101	26	6	10	**143**
Remaining	138	278	129	545	95	26	26	**692**
1:00 p.m.								
Parked	5	30	18	53	14	1	5	**73**
Remaining	147	307	139	593	107	31	31	**762**

Source: Counts Unlimited, compiled by LSA (2026).

SUMMARY AND CONCLUSIONS

Friends Christian School, at 5151 Lakeview Avenue, is located within the campus of Friends Church in Yorba Linda. The school currently serves 501 students and is proposing an expansion to bring fifth grade from the campus of Friends Middle School (at 4231 Rose Drive) to the elementary school campus. The proposed expansion of Friends Christian School would add 83 students. Vehicle trips associated with the relocated grades already traverse Yorba Linda roadways but would increase school traffic traveling to the Friends Church campus.

In the existing condition, morning drop-off trips are spread between 8:00 a.m. and 8:25 a.m. and occur in two locations; one drop-off zone on the Lower Campus and one drop-off zone on the Upper Campus. Vehicle queues in the morning do not interfere with public roadways. Afternoon pick-up occurs over a shorter period of time (starting at precisely 3:00 p.m.) and primarily occurs in one pick-up zone (Upper Campus in front of classrooms). Vehicle queues waiting to pick up extend onto

Lakeview Avenue but are present for less than 30 minutes. By 3:10 p.m., the pick-up operation is completed.

LSA collected traffic volume data at intersections in the vicinity of the project site. In existing conditions, only one intersection, the unsignalized intersection of Lakeview Avenue/Buena Vista Avenue, exceeds the City's vehicle LOS target. This intersection meets the threshold for signalization according to the CA-MUTCD.

The City provided information on a cumulative project, the proposed expansion of the Richard Nixon Presidential Library and Museum, that could be operating by the school project's opening year of 2028. Trips associated with the cumulative project and ambient traffic growth were added to study intersections and analyzed. Again, only the intersection of Lakeview Avenue/Buena Vista Avenue exceeds the City's vehicle LOS target.

The City provided information on two roadway projects anticipated to be constructed by the Horizon Year. Three of the study intersections were also analyzed in the traffic analysis of the Housing Element Update. Traffic growth rates at these intersections were applied to adjacent study intersections to analyze Horizon Year traffic conditions. While it is anticipated that the intersection of Lakeview Avenue/Buena Vista Avenue will be signalized in the Horizon Year, increased traffic volumes result in this intersection continuing to function in excess of the City's LOS target in the a.m. peak hour.

Published trip generation rates for private schools were applied to the proposed project and the new trips were distributed to the roadway network based on existing travel patterns. These trips were added to the baseline traffic volumes in Existing, Opening Year (2028), and Horizon Year scenarios and analyzed. The addition of project traffic is not anticipated to cause any intersection functioning at satisfactory LOS to degrade. The northern driveway on Lakeview Avenue would continue to operate within the City's standards, as would the internal intersection controlling access to the Upper Campus pick-up zone. The project's effect on the intersection of Lakeview Avenue/Buena Vista Avenue was found to be less than the City's threshold and is not considered significant. The unsignalized northern driveway access on Lakeview Avenue does not meet any of the volume-based signal warrant criteria even with the addition of project traffic.

This report also examined whether sufficient sight distance is provided at the northern and southern driveways on Lakeview Avenue. LSA examined both the posted 35 mph speed limit and the observed typical speed of 45 mph. Both driveways were found to provide sufficient sight distance for vehicles turning left or right from the campus onto Lakeview Avenue.

The State of California mandated changes to transportation analysis under CEQA and considers analysis of VMT to be the metric for a project's impacts. The City guidelines establish that VMT per service population is the metric to be used for project comparison. LSA used OCTAM to analyze the existing and proposed school staff and students. The traffic model shows that the increase of 5 staff and 83 students would result in a decrease in VMT per service population from 18.24 today to 16.49 with the project. Both the without and with project VMT per service population are lower than citywide average. Therefore, the project would not have an impact on transportation under CEQA.

This report considered parking demand for the project and the effect of reciprocal parking. The proposed project would increase the Municipal Code parking requirement from 32 parking spaces today to 46 parking spaces after the project. Friends Church has 646 parking spaces on the Lower Campus and an additional 189 parking spaces on the Upper Campus, which is more than sufficient to accommodate the existing and proposed parking requirement for Friends Christian School.

The *Draft Parking Analysis for Richard Nixon Presidential Library and Museum* identifies a brief period on Sundays when museum peak parking demand is anticipated to exceed its on-site parking supply by 14 parking spaces. The museum has a shared parking agreement with Friends Church for use of surplus spaces in Lot 1, which has 152 parking spaces. This report for Friends Christian School collected parking accumulation data within the Friends Church campus before, during, and after 9:00 a.m. and 11:00 a.m. Sunday services. The data showed that Lot 1 has at least 79 parking spaces available on Sunday, which could accommodate the museum's 14-space shortfall. The entire Friends Church campus has at least 114 available parking spaces even during the busiest period during Sunday services.

REFERENCES

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GTS. 2025. *Draft Parking Analysis for Richard Nixon Presidential Library and Museum.* December.

Institute of Transportation Engineers (ITE). 2025. *Trip Generation Manual*, 12th Edition.

April 8, 2026

Homeowner/Resident
Yorba Linda, CA 92886

SUBJECT: FRIENDS CHRISTIAN SCHOOL TRANSPORTATION ANALYSIS

Dear Homeowner/Resident:

On Thursday, April 23, 2026, the City of Yorba Linda Traffic Commission will review the traffic study prepared for the proposed Friends Church Christian School expansion project.

The Yorba Linda Friends Church proposes to construct a new two-story student center totaling approximately 29,800 square feet on the upper campus. The project includes seven classrooms, a gymnasium, a multi-purpose room, and related support spaces, together with associated outdoor gathering areas, parking lot improvements, signage, and restriping of the existing basketball court for pickleball. The building is intended to support the Friends Christian School program primarily during the normal school day. The applicant also states that fifth grade students would be relocated from the affiliated middle school campus on Rose Drive to the Lakeview Avenue campus, thereby increasing total enrollment from 501 to 584 students and staffing from 99 to 108 employees, while school hours would remain generally consistent with current operations, from 7:00 a.m. to 6:00 p.m., Monday through Friday.

Please note that this meeting will focus exclusively on traffic and parking considerations. All other matters, including design review, site planning, and architectural design, will be considered separately by the Planning Commission at a future meeting.

The Traffic Commission meeting will begin at 6:30 p.m. in the City Council Chambers at 4845 Casa Loma Avenue, Yorba Linda, CA. If you have any questions or concerns regarding traffic or parking, you are cordially invited to attend the meeting and provide your input. Alternatively, written comments may also be submitted by e-mail to Traffic Commission Secretary Sara Garcia-Barrera at sagarcia@yorbalindaca.gov.

Sincerely,
CITY OF YORBA LINDA

Tony L. Wang

Tony L. Wang, PE, TE, PTOE
Traffic Engineering Manager

CC: Jamie Lai, Director of Public Works/City Engineer

STAFF REPORT
CITY of YORBA LINDA

PUBLIC WORKS DEPARTMENT

DATE: **APRIL 23, 2026**

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

FROM: **JAMIE LAI, P.E., DIRECTOR OF PUBLIC WORKS / CITTY ENGINEER**
PREPARED BY: TONY WANG, P.E., TRAFFIC ENGINEERING MANAGER

SUBJECT: **TRANSPORTATION IMPACT FEE FOR NEW DEVELOPMENT IN THE CITY OF YORBA LINDA**

RECOMMENDATION

Receive and file.

SUMMARY

Staff will soon be bringing a Transportation Impact Fee Resolution to the City Council for review, approval and adoption. This updated Traffic Impact Fee is based upon on the 2025–2026 Nexus Study and ensures compliance with State law. The update establishes revised fee rates, maintains a per-dwelling-unit methodology for residential development, and includes annual inflation adjustments to support future transportation improvements.

DISCUSSION

The City of Yorba Linda established its Transportation Impact Fee (TIF) Program in 1993 to fund transportation improvements needed to support new development. The California Mitigation Fee Act requires that such fees be supported by a nexus study and periodically updated. The City has completed the 2025–2026 Transportation Impact Fee Nexus Study, which identifies the transportation improvements required to accommodate future growth and establishes a reasonable relationship between development impacts and the proposed fees.

As shown in Table 1, the maximum development impact fee represents the estimated cost necessary to fund the transportation improvements needed to serve future development. The average transportation impact fee reflects what other Orange County cities are currently collecting, based on a survey of approximately 13 jurisdictions throughout the county. It should be noted that because the City's Transportation Impact Fee has not been updated since 1993, the full cost of these improvements is based off of current construction costs. Accordingly, staff recommends initiating the fee at a reduced level, as reflected in Table 1, for land uses including detached and attached residential units, office, commercial, mobile homes, and private institutional uses, with annual adjustments based on inflation to support

implementation of the transportation improvements identified in the City's Capital Improvement Program.

Table 1

	Existing Transportation Impact Fee[1]	Maximum Transportation Impact Fee[2]	Average Transportation Impact Fee[3]	**Proposed Transportation Impact**	Unit
Detached Dwelling	$600.00	$8,886.00	$2,149.12	**$3,000.00**	per unit
Attached Dwelling	$600.00	$4,799.00	$1,460.59	**$2,000.00**	per unit
Office	$0.48	$20.48	$3.05	**$10.00**	Per GSF[4]
Commercial	$1.98	$40.17	$5.01	**$5.00**	per GSF[4]
Industrial/Manufacturing	$0.15	$10.75	$1.41	**$10.75**	per GSF[4]
Senior Only Apartments		$822.00	$415.57	**$822.00**	per unit
Mobile Homes		$5,156.00	$1,426.83	**$3,000.00**	per unit
Commercial Lodging		$978.00	$1,583.58	**$978.00**	per unit
Private Institutional Uses (private schools, places of worship, etc.)		$29.40	$3.81	**$10.00**	per GSF[4]

[1] 1993 Traffic impact Fee Resolution 93-2830
[2] 2025 Nexus Study
[3] Orange County cities transportation impact fee survey (approximately 13 cities)
[4] Gross square foot

Adoption of the updated TIF Program will ensure compliance with State law and provide a funding source for transportation infrastructure needed to support future development.

FISCAL IMPACT

The proposed Transportation Impact Fee Program will generate revenue to fund transportation infrastructure improvements necessitated by new development. This will reduce reliance on existing City funding sources, including the General Fund, for growth-related capital improvements.

ATTACHMENTS

Attachment 1 - Transportation Impact Fee Nexus Study

Yorba Linda Transportation Impact Fees

NEXUS STUDY

Prepared By: Scott Thorpe | scott@revenuecost.com

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Appendices

APPENDIX A - SUMMARY OF RECOMMENDATIONS

APPENDIX B - EXPANDED LAND-USE DATABASE

APPENDIX C - CALCULATION OF AVERGE RESIDENTIAL DWELLING SIZES

APPENDIX D - ACCESSORY DWELLING UNITS COST CALCULATION EXPLANATION

List of Tables

List of Abbreviated Terms

COAs	Conditions of Approval
DIFs	Development Impact Fees (in general)
FARs	Floor Area Ratios
LUDB	Land-use Database
LOS	Level of Service
ROW	Rights-of-way
TIF	Traffic Impact Fee (specific to Yorba Linda)

Chapter 1

Background and Introduction to Development Impact Fees and Yorba Linda Transportation Impact Fees

The City of Yorba Linda recently determined it needed to undertake a comprehensive updated calculation of the future transportation-related development impact costs for the City. This document will serve as the update of the previous 1993 calculation. City staff contacted staff at Urban Crossroads who then put together a team that included Revenue and Cost Specialists, LLC (henceforth referred to as RCS). The development impact cost calculation is intended to identify the cost of additional transportation-based infrastructure necessary to accommodate continued development within the City's existing limits. The intent is to prevent the natural decrease in the transportation Level of Service (henceforth referred to as the LOS) currently enjoyed by the City's existing residents and businesses that would occur by increasing demands from new development. This transportation development impact cost calculation can now be formalized as the Transportation Impact Fee (TIF) schedule by the City Council. Government Code §66000 et. seq. refers to such impositions as *development impact* fees. However, for consistency purposes, the City prefers to continue its current nomenclature of *Traffic Impact Fees*, or TIFs for its transportation system needs. The term Development Impact Fee will be reserved to any reference to Government Code §66000 et. seq. while *Transportation Impact Fee* (TIF) will refer to the City's specific transportation-based impact fee schedule and will henceforth will be referred to as TIFs.

A review and adjustment of the City's TIFs is appropriate and warranted in order to continue to ensure that the City collects sufficient monies to construct the additional transportation-based infrastructure needed to accommodate the anticipated traffic demands of new residents and businesses expected to be developed in the City. Continuous inflation, older project cost estimates, General Plan amendments and changing development are major factors in creating the need to update of this important fee schedule. This section also requires public agencies to quantify and defend the development costs. Such has been completed with the submission of this *Traffic Impact Fee Calculation and Nexus Report.*

This *TIF Calculation and Nexus Report* effort is consistent with the requirements contained within §66000, et, seq. of the Government Code. This document includes a complete list of the projects potentially financed by the TIF schedules as well as an investment comparison with the existing financial commitment of the existing community. TIF proceeds are limited for use only on the projects highlighted in this report and conversely cannot be used on any other project not listed.

The Importance of Capital Infrastructure. The LOS of any single City infrastructure is based upon (and limited by) the capacity of the cumulative improvements within that infrastructure to support the users, both residents and businesses. The design of any municipal project has a finite capacity, such as a four-lane roadway or a 30" storm drainage pipe. Each can only meet the needs of a defined number of users. For example, a four-lane collector street segment can only support so many vehicles per hour, especially at a speed that makes it worth using for driving over longer distances similarly as a storm drainage pipe that is 30" cannot handle storm flows twice that capacity.

However, the amount of and complexity of any infrastructure defines (in part or all) of the LOS. This makes the one-time TIF financing of any City's infrastructure that much more important. It takes a balance to accommodate development with the proper amount of major street lane-miles within the desired street segment. It will take additional lane miles, traffic signals, bridges, intelligent transportation systems and planning documents to maintain the existing LOS. The importance of having a properly calculated and documented TIF schedule necessary to accommodate development-related demands cannot be overstated. Of course, the City's TIFs can only be used for the capital acquisitions, the short- and long-term maintenance costs will need to come from other sources.

REQUIRED NOLLAN/DOLAN LEGAL STANDARDS

Impact Fees in California must meet three nexus requirements:

1. The Federal Nollan Decision,

2. The Federal Dolan Decision; and

3. The five findings referred to in the State of California Government Code §66000 et. seq.

The Nollan/Dolan Standards require a public entity to show that a fee bears an "essential nexus" and "rough proportionality" directly related to the impact of the development being charged the fee. The standard or test is derived from two separate court cases, and most recently reaffirmed and clarified in the 2024 Sheetz v. County of El Dorado U.S. Supreme Court decision.

The first case was Nollan v. California Coastal Commission in 1986. This established the "essential nexus," or the first part of the Standard. In this particular case, the Nollan's wanted to tear down their dilapidated bungalow and build a larger new home. The California Coastal Commission stated that since the larger house would block the public's view of the ocean, the Nollan's would need to dedicate a strip of their land along the beach to allow the public to pass along the beach for 20 years. The United States Supreme Court ruled in favor of the Nollan's and found no clear relationship or "nexus" between the public's view of the ocean and the Coastal Commission's requirement that the Nollan's dedicate a part of their land for public access. In this Report, the TIF is limited to transportation improvement projects based upon a Daily trip-mile basis.

The second case was Dolan v. City of Tigard in 1993. This case established the “rough proportionality,” the second part of the Standard. In the case, Dolan owned a plumbing supply store and wanted to expand the store and parking lot. The City of Tigard’s planning commission granted conditional approval of the expansion, dependent on Dolan dedicating 10% of her land to a public greenway along an adjacent creek and constructing a bicycle and pedestrian pathway. The case went to the Supreme Court, which ruled in favor of Dolan. The Court found that although an “essential nexus” (in this case, increased runoff due to impervious surfaces) was established, there was no clear proportionality between the expansion of Dolan’s store and the city’s requirement for a public greenway and bike path. Therefore, the condition was found to be an unconstitutional exaction.

These cases combined resulted in the Nollan/Dolan Standards. The first part of the Standard is the “essential nexus.” When applied to Impact Fees, this means that each fee must have a nexus directly related to that development's impact on a city's infrastructure. For example, it would make sense to have development contribute to increasing the capacity of the water conveyance system in the city, since all new developments increase water demand. However, it would not make sense for all developments to contribute to a reverse osmosis plant that only benefits a few industrial uses.

The second part of the Standard is “rough proportionality.” This means that the fee charged to new development must be proportional to the impact that development will have on the city’s infrastructure. For example, a single-family home should not bear the cost of an entire new water treatment plant, but rather contribute based on its relative demand, such as gallons per day (or in a proportional manner).

PROPORTIONAL ANALYSIS

The infrastructure needs that are required to accommodate continued development of the City as compared to the existing infrastructure has been generated through years of taxes and other contributions and currently serves the existing community. This proportional analysis is intended to recognize and reconcile the difference between the City's desired LOS required of new development, per statements in the various General Plan elements, with that of the *de-facto* or actual LOS provided to the existing community. The City’s current transportation inventory of transportation assets generated by the existing community is nearly five times greater than will be asked of the development community through the new TIFs. The inclusion of this proportional analysis will assist the City Council in adopting a TIF structure that recognizes long term equity and assist the Council in making the difficult policy decisions regarding the required capital additions needed to accommodate new development by increasing the lay-person’s understanding of *fairness*.

The proportional analysis is important as a test for long term community equity, i.e., fairness in the infrastructure investment that has been made by existing residents and businesses with those of new residents and businesses that wish to use the existing transportation system infrastructure. For example, new development may be required to expand the number of arterial and collector lane miles in the City but that same new development gains an immediate benefit from the use of the existing transportation improvements constructed over many decades. In short, previous

generations of businesses and residents have contributed to the massive development of the City's existing infrastructure inventory and this fact should be recognized by future residents and businesses by contributing a similar (or lesser) amount of capacity towards completing the various infrastructure systems.

It is one thing to identify the many public improvement projects needed through build-out. It is an entirely different thing to assume that all of the identified improvements are required to meet the demands of the new development. Some projects will be *replacements* of the existing infrastructure while others will be *capacity increasing* projects. Within the category of the latter, they may also be further classified into two categories;

1. Existing Needs, i.e., projects that are required regardless of whether there is additional development or not. An example could be a traffic intersection currently controlled by an aging traffic signal that simply needs to be replaced or updated. This is not caused by new development. An additional example would be adding a 2" cap on any existing roadway. That improvement does not increase the capacity of that roadway to carry additional traffic.

2. Public improvement projects required as a result of the need to accommodate future development. An example of this would be a stop-controlled intersection but because of anticipated development will ultimately need to be signalized.

The U.S. Supreme Court, in Sheetz v. County of El Dorado, further clarified and reinforced the application of the Nollan/Dolan Standards, particularly in the context of monetary impact fees. In that case, the Court held that development impact fees imposed on an individual basis must also meet the "essential nexus" and "rough proportionality" standards, even if such fees are part of a legislatively adopted fee schedule rather than an ad hoc, project-specific condition.

Mr. Sheetz had challenged El Dorado County's traffic impact fee, which was uniformly imposed on all new residential development under a county ordinance. The Court ruled that constitutional protections against takings under the Fifth and Fourteenth Amendments apply equally to fees imposed through legislation as they do to fees imposed on a case-by-case basis. This decision rejects the idea that legislative enactments are immune from individualized scrutiny when they demand concessions from property owners in exchange for building permits.

The ruling in *Sheetz* emphasizes that all exactions—monetary or otherwise—must be justified with a clear, individualized connection to the specific development's impacts. Cities and public agencies must be able to demonstrate that a fee relates to a public need caused by the development and that the amount charged is reasonably proportional to the development's actual impact.

This Report provides the documentation of the City's costs serves as the basis for calculating the City's TIF schedule. The updated Schedules and related information can be found in Chapter 3 and Appendices A through D of this Report.

Urban Crossroads and RCS staff has worked with the Finance, Public Works and Community Development staff to generate and review the supporting data which forms the recalculation of the City's TIF schedule. The results of this review can be found on the schedules located at the end of Chapter 3.

Traffic Impact Fee Structure. The General Plan provides a range of potential densities for residential development, as such, the DIFs for residential uses need to be calculated on a more accurate per dwelling unit basis to reflect the impacts from a specific development. For example, a property zoned for detached dwelling residential development may contain from two to six units per acre. If fees are calculated on an acreage basis, the developer proposing three units per acre would pay the same amount as a developer constructing six units per acre. Similarly, fees are calculated on a square footage basis for business (retail/service, office and industrial, etc.) parcels to reflect the impacts of different building intensities for these types of development.

A second reason for the proposed TIF fee structure recommended in this Report involves the issue of building expansion or intensification of retail, office and industrial areas. For example, if a property owner of commercial or industrial property proposes an expansion to his building, the question exists about how to charge this proposed expansion for its impact on the City's transportation system. A TIF calculated on a building square footage (with an Average **F**loor **A**rea **R**atio, or **FAR**) for business uses basis simplifies this calculation.

CALCULATION OF TRAFFIC IMPACT FEES

In California, State legislation sets certain legal and procedural parameters for the charging of these fees. This legislation was passed as AB1600 by the California Legislature and is now codified as California Government Code Sections 66000 through 66009. This State law went into effect on January 1, 1989. Additional requirements and clarifications from the more recent AB602 are also chaptered in this section.

Government Code §66000 requires documentation of projects to be financed by Development Impact Fees prior to their levy and collection, and that the monies collected actually be *committed* within five years to a project of direct benefit to the development which paid the fees. It is important to note that the term *committed* does not equate with *expended*. The portion of this Repot identifying the list and description of the projects act suffices as the commitment of collection of the fees. Government Code §66000 requires the following nexus process commonly referred to as the five findings. They are:

1. Delineation of the purpose of the fee.

2. Determination of the use of the fee.

3. Determination of the relationship between the use of the fee and the type of development paying the fee.

4. Determination of the relationship between the need for the facility and the type of development project.

5. Determination of the relationship between the amount of the fee and the cost of the portion of the facility attributed to the specific development project.

This Report, with some additions, utilizes the basic methodology consistent with the above requirements of Government Code §66000. Briefly, the following steps were undertaken in the calculation of TIFs for the City:

1. Define the LOS desired within the General Plan area for each project or acquisition identified as necessary. In some areas, certain statistical measures are commonly used to measure or define an acceptable LOS for a category of infrastructure. Street intersections, for instance, are commonly rated based on a LOS scale of "A" to "F" developed by transportation engineers. Most agencies adopt a LOS of “C”.

2. Review the Land-use map and determine the existing mix of land-uses and amount of undeveloped/developed land. The magnitude of ROW costs and its impacts can thus be determined by considering this land-use data when planning needed infrastructure. This inventory can be found in Table 2-1 and the more detailed Appendix B.

3. Identify all additions to the transportation capital facilities necessary to maintain the existing LOS within the City and then determine the cost of those additions. This is accomplished in the Chapter 3 project descriptions and Schedule 3.1 in this Report.

4. Identify a level of responsibility, identifying, as termed in this Report, the relative need or as referred to in Schedule 3.1 as "Percent Need" for the facility necessary to accommodate future additional transportation demands as defined, and as opposed to current transportation requirements.

5. Distribute the identified project costs based on their relative use, or *nexus,* of the capital system. For example, future street costs were distributed to each land use based on their trip generation characteristics.

OTHER ASSUMPTIONS OF THE REPORT

In addition to the land use assumptions contained in the next Chapter of this Report, other important assumptions of this study include the following:

Condition of Approval Projects Omitted. *Condition of Approval* projects *(*henceforth referred to as *COA’s)* are required for and typically benefit limited private development and thus do not benefit the greater City at large. COA projects are identified in development documents approved by Council. The best example of a COA would be a mid-block traffic signal providing access in and out of a shopping center. But for that shopping center, that signal would probably not be needed and for that reason it is left out of the City-wide TIF calculation. An additional COA example would be the curb, gutter and sidewalk improvements adjacent to any City arterial or collector road segment. These projects are identified as specifically called-out as COA’s of the private development project that is generating 100% of the need for that public infrastructure

improvement. To do otherwise would require other developers in the City to unfairly subsidize those particular developers by requiring them to construct those very specific public improvements.

"Normal" Subdivision Improvements Omitted. “Local" public improvements generally associated with and identified as being the sole responsibility of the developer through the subdivision or development review process are not included in either of the project lists or consequent calculations. This type of "on site" and immediately adjacent improvement would include all such capital construction within the boundaries of any development, such as street lights, curb, gutter, sidewalks, neighborhood streets and all local utility pipes. These improvements would continue to be the direct responsibility of the developer, with or without the addition of DIFs. These COA projects are only required to meet specific local needs of the residential dwellings and business needs within that specific private development. No other development within the City benefits from those local improvements so they should not be put in a position of having to subsidize that developer in paying for them. They benefit only that one development.

Land Acquisition Costs. Land acquisition cost estimates have been developed based upon recent ROW acquisitions, the nature or value of the contiguous land-use or information about parcels similar to what is needed by the City. Arguments for higher or lower costs can be made; however, the herein contained per acre amounts appear to be the most appropriate current figure for the purposes of this study. However, City engineering staff should be vigilant in looking for marked swings that can occur to land acquisition costs that would affect the City’s TIF schedule.

CHAPTER ORGANIZATION

Within the Transportation System Chapter there will be three fee/cost comparison tables. They are:

Schedule 3.1, Allocation of Project Cost Estimates - The first schedule is the *Allocation of Project Cost Estimates* identifies the project titles, their costs and the relationship, in an allocation percentage, to future development. This list of the projects identifies projects proposed to maintain the City’s transportation system LOS.

Schedule 3.2. Minimum Needs-based Impact Fee – This schedule calculates the TIF schedule that would need to be adopted to meet the capital needs identified in Schedule 3.1 as necessary to maintain the City’s existing LOS, as best as possible. Strictly speaking, this schedule is a calculation of the development impact **costs**, suitable to be adopted as a TIF schedule, by the legislative body determining City policy, in this case the Yorba Linda City Council.

With adoption of this level of TIFs, one could claim that new development is occurring without creating any additional cost to the existing residents and businesses. You could not, however, necessarily claim that new development is paying its fair share.

Schedule 3.3, Existing Community Financial Commitment Comparison - Schedule 3.3, while not an impact fee calculation, serves as the test for long term equity (or fairness) by identifying the

cost (at current nominal replacement dollar value) of the City significant existing infrastructure, including land and physical transportation-based capital improvements. This significant figure is then divided by the existing peak-hour trip-end demands from the existing community. The distribution of this replacement value equity total distributed over the existing developed community calculates the average amount that has been invested over the many years by the current community of residents and businesses and is a good indication, or comparison, with what could be imposed upon new development. This financial commitment will be expressed in terms of the cost to acquire the ROW assets and construct the public transportation improvements at current replacement costs. Significant differences between this schedule and the Schedule 3.2, General Plan Minimal Needs-based TIF rate schedule would certainly be worth additional analysis and explanation.

If the average equity (for a detached dwelling for example) on this *Existing Commitment Financial Commitment Comparison* Table is greater than the average cost on the previous *Minimum Needs-based* Table, then that infrastructure system is front-ended with more of the system, say 80% of it has been constructed while only at 50% of General Plan build-out has occurred and it likely has excess capacity at that point in time. The excess capacity is the result of earlier residents and businesses of the community having put more of the transportation system into place than will be necessary by the remaining un-built portions of the community. In Yorba Linda's case, the existing community has advanced money to build capacity into the infrastructure system to meet the needs of residents and businesses not yet there. This table is intended to be the required test for the required proportionality.

Distribution of Any Unobligated Existing Traffic Impact Fee Fund Balance. There is an existing Traffic Impact Fund Balance but it has been appropriated to projects within the 2025-26 budget thus there is no unobligated amount.

Use of Textual Acronyms. The following acronyms may be used through-out the Report. They are:

- **Conditions of Approval** may be referred to as COAs.
- **Development Impact Fees** will often be referred to as DIFs but only when discussing Government Code §66000 in general.
- **Floor Area Ratios** may be referred to as FARs.
- **Land-use Database** may be referred to as the LUDB.
- **Level-of-Service** will be referred to as the LOS.
- **Right-of-way** may be referred to a ROW.
- The City's specific **Transportation Impact Fees** will be referred to as TIFs.
- **Transportation System** will refer to the City's inventory of major collector and arterial streets, traffic signals, bridges, intelligent transportation system improvements and planning documents.

As a reminder, Section §66000 of the Government Code (often referred to as the Mitigation Fee Act) refers to the payment of an impact mitigation fee as condition of a development approval as *Development Impact Fees* (or DIFs) while the City refers to its State enabled transportation-oriented development impact fee as the *Transportation Impact Fee (or TIF)*. This is merely a difference in nomenclature as the City's TIF is under the auspices of Section §66000. To avoid confusion within this Report, the use of the term *Development Impact Fees* or *DIFs* has been

limited to any discussion relating to the generic discussion of impact fees and the law as stated in Government Code §66000, et. seq. The term *Transportation Impact Fees* or *TIFs*, will be used in reference to the City's current TIF schedule.

END OF CHAPTER ONE TEXT

Chapter 2

Demographics and Findings

This Chapter represents the beginning and end of the TIF calculation process. It begins with an inventory of fully developed, undeveloped and under-developed units and acreage within the City and concludes with a summary of the recommended TIF schedule with detailed infrastructure explanations in the following chapters of this Report.

LAND USE ASSUMPTIONS

This Report's calculations are based upon an inventory of fully developed, undeveloped and underdeveloped land within the City limits of Yorba Linda and is based upon the City's most recent General Plan update as well as City staff adjustments based upon vacant land opportunities. The Report refers to as the Land Use Database or the LUDB. The *Undeveloped* and the *Underdeveloped* land use inventory, identified as *Potential Development,* combine to form the base for the distribution of the estimated costs of the service-expanding transportation system capital projects necessary to accommodate that same anticipated development. Without the expansion projects, the City would have difficulty absorbing/accommodating new development without some form of impact on the City's transportation-based LOS. The *developed* land inventory creates the denominator basis for distributing the replacement cost of the existing infrastructure over the LUDB representing the existing community. This action provides the basis for comparison with the proposed TIF schedules and for the *de facto* identification of the many existing LOS currently provided by the City's major transportation-based infrastructure which is conservatively valued at about $2.25 billion (See Schedule 3.3).

Table 2-1, is the inventory of all private land-uses contained within the current City limits in what is referred to as the **General City** area and new development in the City's Sphere of influence that will be dependent upon the City of Yorba Linda's combined transportation system. The LUDB has been based on the General Plan's land use inventory along with a planning staff analysis of privately held residential parcels. Table 2-1 is a summary of the LUDB

Appendix B, Total - Land-use Database, Sum of A, B, C, & D Below. This block of information identifies the total amount of developed and undeveloped land in terms of acres and development units for the City's transportation demands. This is the total of: *A. Land-use Database within the General Core City Limits, B. SAVI Ranch, C. Esperanza Development via County Planning* and *D. Cielo Vista Development via County Planning*. A, B, C, & D are detailed below the summary on Appendix B which includes potential redevelopment of approximately 6.56 acres in the Savi Ranch area.

Appendix B and its summary in Table 2-1 identify new transportation demands from two potential developments that appear to be exempt from the imposition of General Area TIFs but will be fully dependent upon the City's transportation system for access/egress to their developments. Both of these projects have some specific transportation projects they will have to contribute to. The two projects, governed Pre-Annexation Agreements, include a maximum of 340 detached dwellings in the Esperanza Development and a maximum 80 detached dwellings within the Cielo Vista Development, both of which developments were submitted to and approved by the County. The roughly combined 420 detached dwellings from the two County approved developments need to be included in the Land-use Database as they will add to the City's new traffic demands because they have no alternative routes other than in or out of the Yorba Linda Transportation System. To ignore their traffic demands would require those developments within the City boundaries to unfairly subsidize that non-City demand. The City has annexed the 80 detached dwelling-unit Cielo Vista Development but has no current plans to annex the Esperanza Development of 340 detached dwellings.

Table 2-1
City of Yorba Linda
Land Use Inventory

Total - Land-use	Existing Development		Potential Development		Total G. P. Build-out	
	Acres	# of Units	Acres	# of Units	Acres	# of Units
Detached Dwelling Units	5,700.17	19,049	164.73	631	5,864.90	19,680
Attached Dwelling Units	406.91	5,534	45.01	1,536	451.92	7,070
Mobile Homes Dwelling Units	35.24	212	0.10	1	35.34	213
Senior Only Apartment Units	30.00	600	5.06	40	35.06	640
Commercial Lodging Units	12.03	229	-4.00	-122	8.03	107
Commercial Uses (SF)	124.98	1,924,369	11.89	38,244	136.87	1,962,613
Office Uses (SF)	72.35	1,095,674	0.94	16,876	73.29	1,112,550
Ind./Manufacturing Uses (SF)	42.53	2,529,271	25.41	1,807,891	67.94	4,337,162
Private Institutional Uses (SF)	580.57	3,793,444	5.00	43,560	585.57	3,837,004
Total - Land-use Database	**7,004.78**		**254.14**		**7,258.92**	
Residential Dwelling Units	6,172.32	25,395	214.90	2,208	6,387.22	27,603
Commercial Lodging Units	12.03	229	-4.00	-122	8.03	107
Business Use Square Feet	820.43	9,342,758	43.24	1,906,571	863.67	11,249,329
Total - Land-use Database	**7,004.78**		**254.14**		**7,258.92**	

TIF Land-use Types Definitions. This Report classifies private development within the City's more numerous Land Uses into one of four residential TIF *Land-use Types* or one of five different business-based TIF *Land-use Types.* For purposes of the Report, the term TIF *Land-use Type* will refer to one of the nine broad types under which the City's specifically defined zoning code *land-uses* will fall into. These TIF *Land-use Types* are defined as the following:

Residential Land-uses:

● **Detached Dwelling Units** - This TIF Land-use Type is generally defined as a detached unit and corresponds to an allowable use within the City's land-use designations of:

Residential Low (R-L), 1.0 dwelling units/acre
Residential Medium-Low, (R-ML) 1.8 dwelling units/acre
Residential Medium (R-M), 3.0 dwelling units/acre

Residential Medium-High, (R-MH) 4.0 dwelling units/acre
Residential High (R-H), 4 – 30 dwelling units/acre, for those dwelling units deemed as similar to a detached dwelling.

This category would include the construction of the unusual detached condominium or townhome and a manufactured unit on an individual lot.

● **Attached Dwelling Units** - This larger category consists of apartments, townhomes, condominiums or any other living unit that is attached to any other living unit. It generally corresponds to an allowable land-use designation of *Residential High (R-H***)** [4 to 30 dwelling units/acre] when the units are attached dwelling units and *Residential Very High (R-VH)* [40-60 dwelling units/acre].

● **Mobile Home Dwelling Residential Units** - This TIF Land-use Type encompasses portions of any land use consistent with the typical 10 to 15 mobile homes per acre land-use designation in the Zoning Code. No applications for this type is anticipated, but given the number of existing mobile unit pads (212), the calculation was included for purposes of the proportional analysis.

It is important to note that the removal of one existing manufactured unit (or existing mobile home dwelling) and the replacement with a similar dwelling does not constitute a TIF imposition event, it is merely a replacement of existing demand. The construction of a mobile unit pad is the TIF imposition event, not the placement of a mobile or modular residential dwelling.

● **Senior Only Apartment Dwelling Units** - This category consists of apartments, townhomes, condominiums or any other living unit that is attached to any other unit and has a minimum age requirement (typically at 55+). It generally corresponds to an allowable land-use designation of Residential High (R-H**)** 4 – 30 dwelling unit/acre and Residential Very High (R-VH) 40-60 dwelling unit/acre.

Business/Commerce Land-uses:

● **Commercial Lodging** (keyed) **Units** - This TIF *Land-use Type* may be approved in *Commercial General (C-G)* zones. The extended Land-use Database indicates an anticipated decrease in commercial lodging uses.

● **Commercial Uses** - As utilized in this Report, commercial uses include the general type of retail services and thus includes outlets ranging from restaurants to auto repair shops to shopping centers. This category includes the *Commercial General (C-G)* and *Commercial Neighborhood (C-N)* zones.

● **Office Uses** - As utilized in this Report, office uses is largely limited to general office, professional and medical buildings. This category includes the *Commercial Office (C-O)* zone.

● I**ndustrial/Manufacturing Uses** - This TIF *Land-use Type* contains all businesses engaged in heavy to light manufacturing or industrial development. This category consists of the *Industrial Manufacturing* (I-M) zone.

● **Private Institutional Uses** - This TIF *Land-use Type*, based upon the specific use, may be approved in just about any of the City's previously mentioned zones. It consists of private schools, private meeting places, places of worship and similar private facilities and could be located within many of the City's land use categories.

Definitions of TIF Application Categories Status. For each of the TIF land-use categories detailed on Table 2-1, acreage is categorized as either *Existing Development* or *Potential Development*. Definitions regarding the status of each land use are as follows:

Existing Development - Acres/Units - This column title reference identifies land in the City which is developed or land which has received a building permit but may not yet be constructed. Acreage in this category may include non-conforming use areas of the City which contain extensive development prior to an annexation or before any changes to the General Plan.

Potential Development - Acres/Units - Refers to all non-public vacant acreage located within the City and some outside of the City's limits that is highly dependent upon Yorba Linda's transportation system for local trips. This category includes any fully vacant parcel and those that can be upsized in the future is it contains some remaining development potential on it.

SUMMARY OF FINDINGS

The combined efforts of City and Urban Crossroads staff have identified over $78.2 million in needed and Master Planned capital improvement projects required through the City's General Plan build-out including both projects related to existing deficiencies and those needed solely to support future demands. Roughly 44.9% of the total project list can be financed with TIF receipts imposed upon new development. The proposed impact fees will generate just over $35.1 million. The remaining 55.1% (or $43.1 million) will need to be financed via other measure like grants and or contributions for other agencies. Table 2-2 indicates the development fee-related capital project costs by area.

Table 2-2
Total City-wide General Plan Build-out Capital Requirements
(per Schedule 3.1 in the following chapter)

Infrastructure Type	Total – All Capital Projects
Development-related Projects (all or partial)	$35,139,055
Non-Development Generated Projects	$43,062,202
Future Transportation System Project Costs	$78,201,257

TIFs for the City's General Plan Area. Based on these costs and the schedules found at the end of Chapter 3 of this Report, costs attributable to future development were derived on a per-dwelling unit basis for residential land-uses and on a per square foot of pad basis for business land-uses. Schedule 2.1, found at the end of this Chapter, provides a summary of the recommended TIF schedules for each type of infrastructure and land use category. The total recommended maximum TIFs for each of the nine TIF Land-use Types within General City area are summarized following in Table 2-3.

Table 2-3
Summary of Maximum Potential Transportation Impact Fees
For the City's General Plan Area
(See Schedule 3.2 at conclusion of text)

TIF Land Use Type	Maximum Development Impact Fees
Detached Dwelling Units	$8,886/Unit
Attached Dwelling Units	$4,799/Unit
Mobile Home Dwelling Units	$5,156/Unit
Senior Only Apartment Units	$822/Unit
Commercial Lodging (keyed) Units	$978/Unit
Commercial Uses	$40.167/Unit
Office Uses	$20.478/S.F.
Ind./Manufacturing Uses	$10.751/S.F.
Private Institutional Uses	$29.404/S.F.

FORMAT OF THIS REPORT

The following chapter of this Report contains the detailed information relative to the calculation of the Transportation (Streets, Signals, Bridges, Intelligent Transportation System and Planning Studies) TIFs recommended by RCS for the City. There is an appropriate textual nexus explanation contained in that specific chapter along with the five required findings per §66000 of the California Government Code. The transportation infrastructure chapter is listed along with four appendices, one of which contains a summary of TIF recommendations.

CHAPTER 3 - Transportation (Streets, Signals, Bridges, Intelligent Transportation System and Planning Documents) Facilities
APPENDIX A - Summary of Maximum Adoptable Fees.
APPENDIX B - Expanded Land-use Database (LUDB)
APPENDIX C - Findings in Support of Continuation of City Policy to Impose Residential Transportation Impact Fees on a per Unit Basis
APPENDIX D - Accessory Dwelling Unit Cost Calculation Explanation

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NOTE REGARDING TEXTUAL MATHEMATICS: It is important to note that the use of a computer provides for calculations to a large number extending over a large number of decimal points. Such data, when included in text and supporting textual tables, has often been rounded to usually no more than two or three decimals for clarity and thus may not be replicated to the necessary degree of accuracy as the spreadsheet schedules at the end of each chapter. If questions arise between the tables and schedules, the schedules at the end of each chapter will prevail as the more accurate. The schedules at the end of the Chapter are instructive to the recommendation. The tables within the chapters are text summaries of the schedules at the end of the chapter and are illustrative.

END OF CHAPTER TWO TEXT

Chapter 3

Transportation (Streets, Signals, Bridges, ITS And Planning Documents) System

The following Chapter will discuss the Transportation System capital improvements consisting of major street segments, traffic signals, bridges, intelligent transportation system (henceforth ITS) and planning documents required for the City through build-out of the existing City General Plan as identified in the Land Use Database Table in Chapter 2. Initially, RCS recommends continuation of the current calculation of a comprehensive TIF schedule covering all components of the transportation system within the City's General Plan area. The reasons are practical in that combining these infrastructure components will provide greater flexibility in establishing priorities in what is essentially a singular transportation issue with a common nexus, a combination of peak-hour trip-end[1] generation with average trip distance.

The Existing System. The City currently has and maintains an extensive system of roadways available for transportation of goods and services, as well as for other purposes. Streets that fall under the jurisdiction of the City of Yorba Linda are classified as one of the following major roadways for the purposes of this Report and are defined in the Yorba Linda General Plan Circulation Element. The following is an excerpt of that Element and generally comprises of pages CR-2 through CR-5 of the General Plan, Circulation Element.

> *City of Yorba Linda Functional Roadway Classification System*
>
> The City of Yorba Linda's transportation network serves two distinct and equally important functions: it provides access to adjacent land uses, and it facilitates the movement of persons and goods to and from, within and through the City. The design and operation of each street is determined by the importance placed on each of these functions. Streets that have a mobility and/or regional access function will typically have more lanes, higher speed limits and fewer driveways. Where direct access to properties is required, streets will generally have fewer lanes, lower speeds, on-street parking, and more frequent driveways to serve abutting properties. To define the intended uses of roadways, many jurisdictions, including the City of Yorba Linda, use a functional roadway classification system. The system provides a framework for the design and operation of the roadway system and helps identify preferred characteristics of each street. In the General Plan, the City of Yorba Linda's Circulation Element employs a functional classification system consistent with classification systems used throughout Orange County. It includes the following street classifications. It states:

[1] A *trip* is defined as a series of one or more trip-ends. A trip-end is a single stop in a trip. As an example, a drive from home to work is a trip. Each individual stop along the way along the way to drop children off at a school
, buy gas, get a lunch, drop off laundry and the ultimate arrival at work or home is a trip-end. The term *trip* has no effect on the calculation and only means *a drive*.

- Smart Street
- Major
- Primary
- Secondary
- Collector

Typical cross sections for roadways in the City are presented in *Exhibit CR-1: Typical Roadway Cross-Sections*. The existing functional classifications for the arterial roadways in the City of Yorba Linda are presented on *Exhibit CR-2: Existing Roadway Functional Classification*.

Smart Street

Smart Streets are arterials with enhanced traffic-carrying capacity. Increases in capacity are achieved by a variety of measures, including, but not limited to:

- Preferential and acceptably maintained traffic signal timing and synchronization;
- Prohibition of on-street parking;
- Intersection grade separations of critical through and/or turn movements;
- Addition of at-grade through or turn lanes at intersections;
- Access limitation to right turns only, or no access (street and/or driveways);
- Access consolidation;
- Frontage roads;
- Pedestrian grade separations; and
- Other elements that may be documented to be useful.

The intent of these measures is to minimize conflicts with cross traffic. These measures improve traffic carrying capacity and facilitate improved traffic flow along an arterial. This designation is intended to represent a roadway of a Primary, Major, or a Principal arterial classification.

In the City of Yorba Linda, Imperial Highway is a Smart Street with six-lanes from the west City limit to Yorba Linda Boulevard, and four-lanes from Yorba Linda Boulevard to the south City limit.

Major Arterial

A Major Arterial is a six-lane divided roadway, with 84 to 106 feet of curb-to-curb width within 100 to 120 feet of ROW. The optimal ROW width for a six-lane Major arterial would be 120 feet, but where full ROW is not available; the six-lane cross section could be accommodated within less ROW (Modified Major). A minimum ROW of 100 feet is considered appropriate where it is not feasible to obtain the desired ROW width of 120 feet. Major arterials are designated with Yorba Linda

General Plan Page CR-4 Adopted Oct 2016 emphasis for automobile, goods movement, and/or transit, and may carry a component of regional through traffic not handled by the freeway system.

A Major arterial would typically consist of three through lanes in each direction, with one or two left- turn lanes and a dedicated right-turn lane at intersections. Major arterials in the City of Yorba Linda consist of:

- Yorba Linda Boulevard: from Rose Drive to Fairmont Boulevard
- Fairmont Boulevard: from Village Center Drive South to Esperanza Road
- Esperanza Road from City limit to Fairmont Boulevard
- Yorba Linda Boulevard: from State Route 91 north to the City boundary

Primary Arterial

A Primary Arterial is a four-lane divided roadway, with 64 to 84 feet of curb-to-curb width within 80 to 100 feet of ROW. The ROW width for a Primary arterial would be 100 feet, but where necessary, the four-lane cross section could be accommodated within less ROW (Modified Primary). A minimum ROW of 80 feet is considered appropriate where it is not feasible to obtain the desired ROW width of 100 feet. Primary arterials are designated with emphasis for automobile, goods movement, transit and bicycle, and may function similarly to Major arterials, with the primary difference being vehicle capacity. Typically, Major arterials are expected to carry more vehicles than Primary arterials.

Primary arterial would typically consist of two through lanes in each direction, with a left-turn lane, and may include a dedicated right-turn lane at intersections. Primary arterials in the City of Yorba Linda consist of:

- Yorba Linda Boulevard: from Fairmont Boulevard to Esperanza Road
- Lakeview Avenue: from Yorba Linda Boulevard to south of southern City limit
- Fairmont Boulevard: from Village Center Drive N to Village Center Drive S
- Bastanchury Road from City limit to Fairmont Boulevard
- Rose Drive from north City limit to Imperial Highway
- Esperanza Road from Fairmont Boulevard to Yorba Linda Boulevard
- La Palma Boulevard from Yorba Linda Boulevard to Gypsum Canyon Road
- Savi Ranch Parkway from Yorba Linda Boulevard to Old Canal Road

Secondary Arterial

A Secondary Arterial is a four-lane undivided roadway, with 64 feet of curb-to-curb width within 80 feet of ROW. Secondary arterials are designated with emphasis for automobiles and bicycles, and often provide a collector function, distributing traffic between local streets and Major and Primary arterials. Although some Secondary arterials may also serve as through routes, most provide more direct access to surrounding land uses.

A Secondary Arterial would typically consist of two travel lanes in each direction, with a left-turn lane at intersections. Secondary arterials in the City of Yorba Linda consist of:

- Buena Vista Avenue: from western City limit to Lakeview Avenue
- Valley View Avenue: from Yorba Linda Boulevard to Valleyview Circle
- Richfield Road: from Yorba Linda Boulevard to southern City limit
- Lakeview Avenue: from Yorba Linda Boulevard to Valleyview Avenue
- Kellogg Drive: from Yorba Linda Boulevard to Imperial Highway
- Village Center Drive: from Fairmont Boulevard N to Fairmont Boulevard S
- Yorba Ranch Road: from Yorba Linda Boulevard to Esperanza Road
- Paseo de las Palomas: from Fairmont Blvd. to Yorba Linda Blvd.

Collector Arterial

A Collector is a two-lane undivided roadway, with 40 feet of curb-to-curb width within 60 feet of ROW. Collector streets would typically consist of one avenue lane in each direction and a parking lane or bike lane on each side. Collectors carry traffic from the neighborhoods to the higher classification street system. An Enhanced Collector would serve the same function as a Collector but would also have a center median.

The last category of street segments within the City are referred to as *local streets*. In general, construction of *local streets* would be the responsibility of the developer who then dedicates the completed street to the City. The City will accept these local street improvements and the responsibility to maintain them in perpetuity assuming they meet City's requirements. For these reasons and the fact that local streets do not exhibit City-wide benefits to all transportation system users, the cost of all *local streets* are not included in the Transportation System financial commitment calculation or the proportionality test.

GENERAL CITY TIF SCHEDULE

Demand Upon Infrastructure Created by the Development of Undeveloped Parcels. Undeveloped parcels create few trip-ends beyond an occasional visit to the site for weed abatement purposes, planning purposes or to consider a sale or development of the vacant parcel. None of these trip-ends are on a routine basis. However, a developed parcel will generate a statistically predictable amount of trip-ends and peak-hour trip-miles, depending upon the specific land use of the

development. Thus it can be stated that a vacant parcel, when developed into a specific use, i.e., residential or business, will generate more traffic than it did when it was vacant. Similarly, a change in the use of the property may increase or decrease the number of trip-ends, i.e., the demolition of a low trip-generating insurance office into reconstruction as a new a high trip generating fast-food restaurant.

All new development contributes to cumulative traffic impacts, which are difficult to measure and mitigate on a project-by-project basis but which have significant and widespread cumulative impacts on the City's existing road system. Factors that will increase the competition for existing major street segment lane miles existing in the City include the following:

● The construction of just over 1.9 million square feet of private business uses on under or undeveloped acres will generate 8,240 additional daily peak-hour trip-miles at General Plan build-out. This figure could vary significantly depending upon the type of commercial uses constructed and possible zoning changes or conditional use permits issued.

● An increase in demand from residential construction of approximately 1,788 additional dwelling units within the City's limits contributing approximately 3,386 new daily peak-hour trip-miles.

● The combined 420 anticipated detached dwellings within the City's transportation system dependent sphere of influence areas will generate about 1,361 daily peak-hour trip-miles. These two developments have no alternative routes available and thus these residents are dependent upon the City's street system.

● A reduction of about 122 commercial lodging units is anticipated by General Plan build-out that will reduce traffic demands by about 174 daily peak-hour trip-miles daily. This reduction will be offset by whatever land-use replaces the commercial lodging units. The developer that replaces the demolished commercial lodging business will receive a credit for those reduced peak-hour trip-miles due to the elimination of the existing lodging units. In short the developer transitioning from the commercial lodging units to whatever use is to come would have TIFs imposed on only the delta between the new TIF and the credit identified in this Report for the removed or demolished units. A potential credit against any new fees would be the case for any demolished building replaced with a new one. No TIF refunds can be made regardless of decreased demands from changing from one land-use to another.

When all (or most) of the available vacant land within the City's sphere is developed, the City can expect an additional 12,812 daily peak-hour trip-miles. For perspective, the City currently experiences an estimated 159,304 daily peak-hour trip-miles from/to the existing residences and businesses for a total at General Plan build-out demand of 172,116 annual peak-hour trip-miles.

Finding #1, Delineation of the Purpose of the Fee. - In the City, most of the planned arterials and collectors exist in some form, perhaps not yet fully widened to allow for the maximum number of lane miles. Stated another way, there are few opportunities to construct any completely new

arterial/collector lane miles. Thus the collection of Transportation System TIF receipts becomes imperative as a revenue source to finish off any existing, but limited or incomplete, or not yet maximized roads. Additionally, the fees would be used to complete the system of signals that insures the smooth movement of vehicles through intersections. Efficient signalization (i.e. turn pockets and fully actuated left-turn signals) are also important to keep vehicular traffic moving at the optimum efficiency through major intersections. Included are the transportation projects needed to alter existing arterials, connectors or collectors that currently exist to create additional capacity, but due to additional peak-hour trip-ends are becoming less effective at moving goods, services and residents in a timely manner.

The importance of traffic signals is two-fold. First, the City can build only so many major collector/arterial streets and there are limits as to how many extra lanes they will have. Second, north-south collectors will, by definition, intersect with east-west collectors assuring that *someone* will have to stop, either at a stop sign or a traffic signal. The traffic carrying capacity of each collector can only be maximized by assuring the orderly flow of traffic by signalizing those intersecting arterials and collectors. There are several traffic signal improvement projects and ITS signal interconnect projects included in the City's TIF calculation that will maximize traffic flows through intersections.

The collection of Transportation System Impact Fees is not intended to eliminate the existing practice of the developer constructing the full width roadway and being reimbursed for the portion of costs greater than would otherwise be required of the developer in the calculated simple impact fee amount. This impact fee calculation and resulting fee collection would simply improve the City's capability for such reimbursements.

Finding #2, Determination of the Use of the Fee. The collection of TIF schedule receipts would be used to construct the projects (or portions of projects) identified in Schedule 3.1 at the conclusion of this Chapter's text. The collected fees will be used to create traffic signals, major street segment additions, and roadway reconfigurations with which to accommodate the additional daily peak-hour trip-miles expected from further development near (or through) the City.

ST-001, Arroyo Cajon Drive – Kellogg Drive to Foxfield Lane. Construct sidewalks and wheelchair access/egress ramps along Arroyo Cajon Drive. There is no possibility of adding lanes along this street segment however the existing lane carrying capacity can be maximized with these minor improvements.

ST-002, Avocado Avenue N/S – Avocado E/W to Yorba Linda Boulevard. Construct sidewalks and wheelchair ramps and access/egress median islands along Avocado Avenue. There is no possibility of adding lanes along this street segment, however the existing lane carrying capacity can be maximized with these minor improvements.

ST-003, Bastanchury Road – Fairmont Boulevard to Village Center Drive. Construct improvements to widen the street segment to its ultimate width. Reconstruct the median to accommodate restriping from two to four lanes. Project includes some right-of-way costs.

ST-004, Buena Vista Avenue – Imperial Highway to Grandview Avenue. Widen the traffic lanes within this segment. Proposed sidewalk improvements will allow for pedestrians to be located outside of travel way thereby improving vehicular passage for LOS improvement. The project will require approximately 5,725 square foot of ROW, assuming a 60' ROW.

ST-005, Buena Vista Avenue – Richfield Road to Imperial Highway. Construct full improvements necessary from two to four lanes and installation of sidewalk. The project estimate includes the acquisition of approximately 42,240 square foot of ROW needed at an 80' ROW.

ST-006, Casa Loma Avenue – Richfield Road to La Entrada Dr. Improvements for this street segment includes minor pavement additions and sidewalk gap closures that will allow for pedestrians to be located outside of travel way thereby improving vehicular passage for LOS improvement.

ST-007, El Cajon Avenue – Prospect Avenue to Valley View Avenue. Project improvements consist of minor pavement additions and sidewalk gap closures that will allow for pedestrians to be located outside of travel way thereby improving vehicular passage for LOS improvement.

ST-008, Esperanza Road – West City Limits to Fairmont Boulevard. Construct improvements for these four to six lane segments. Sidewalk improvements will be limited to the north side of the street segment.

ST-009, Eureka Avenue – Bastanchury Road to Yorba Linda Boulevard Construct east-side sidewalk and pavement improvements from Bastanchury to Mark Lane and west-side sidewalk and pavement improvements between La Entrada and Oak Leaf. Proposed sidewalk improvements will allow for pedestrians to be located outside of travel way thereby improving vehicular passage for LOS improvement. ROW acquisition is not included nor required. Improvements vary along this area.

ST-010, Highland Avenue – Buena Visa Avenue to Mariposa Avenue. Improvements consist of pavement widening on west side and sidewalks on both the east and west side. Proposed sidewalk improvements will allow for pedestrians to be located outside of travel way thereby improving vehicular passage for LOS improvement. Costs include relocation of the power poles along east side. ROW acquisition is not included nor required.

ST-011, La Palma Avenue – Lomas De Yorba to Corbit Place. Construct sidewalk along north side of La Palma. Proposed sidewalk improvements will allow for pedestrians to be located outside of travel way thereby improving vehicular passage for LOS improvement. No ROW is required.

ST-012, Lakeview Avenue – Lemon Drive to Oriente Drive. Project includes widening of this street segment to its ultimate width per the Circulation Element. It includes removal or relocation of the existing power poles as well as construction of curb, gutter, sidewalks, and driveways and roadway striping.

ST-013, Ohio Street – J & J Lane to Yorba Linda Boulevard. Project is limited to the roadway widening per transportation element, striping, sidewalk, ADA ramps, and grading. Proposed sidewalk improvements will allow for pedestrians to be located outside of travel way thereby improving vehicular passage for LOS improvement.

ST-014, Ohio Street – Yorba Linda Boulevard to Mountain View Avenue. The project consists of pavement widening, sidewalk improvements and relocation of the power poles on east-side. Proposed sidewalk improvements will allow for pedestrians to be located outside of travel way thereby improving vehicular passage for LOS improvement. There are ROW acquisition needs of 13,280 square feet.

ST-015, Oriente Drive – Lakeview Avenue to Palm Avenue. Lane widening and sidewalk improvements that will also require ROW acquisition. Proposed sidewalk improvements will allow for pedestrians to be located outside of travel way thereby improving vehicular passage for LOS improvement.

ST-016, Palm Avenue – Via Del Cabillo to Yorba Linda Avenue. The project consists of pavement widening and sidewalk improvements with the relocation of power poles on east side. Proposed sidewalk improvements will allow for pedestrians to be located outside of travel way thereby improving vehicular passage for LOS improvement.

ST-017, Plumosa Drive – Bastanchury Road to Cari Lane. The project is limited to construction of sidewalk and wheelchair access/egress ramps on this street segment. Proposed sidewalk improvements will allow for pedestrians to be located outside of travel way thereby improving vehicular passage for LOS improvement.

ST-018, Prospect Avenue – Imperial Highway to Hillcrest Drive. The project consists mainly of sidewalk and wheelchair ramps along Prospect Avenue and elimination of the various sidewalk gaps along this street segment. Proposed sidewalk improvements will allow for pedestrians to be located outside of travel way thereby improving vehicular passage for LOS improvement.

ST-019, Richfield Road – 250 S/O Page Court to Buena Vista Avenue. Project includes roadway widening per Circulation Element, striping, sidewalk, ADA ramps, and grading.

ST-020, Rose Drive – Blake Road to Wabash Avenue. Improvements for two to four lanes from Wabash to Blake Road Sidewalk improvements 200' south of Promenade to 100' south of Wabash on west side of the street. Relocate the power poles along east-side. There is the need for ROW in the amount of 13,350 square feet (northerly segment).

ST-021, Savi Ranch Parkway – Yorba Linda Boulevard to Mirage Street. The project adds a left turn pocket at the Savi Ranch Parkway/Yorba Linda intersection and implements modifications that improve circulation on Savi Ranch Parkway between Yorba Linda Boulevard and Mirage Street.

ST-022, Valley View Avenue – Imperial Highway to Yorba Linda Boulevard. The project is limited to restriping from two lanes to four lanes.

ST-023, Yorba Linda Boulevard – Lakeview Avenue to Imperial Highway. The project consists of major Intersection improvements, left-turn pocket improvements and a right turn pocket at eastbound Imperial to southbound Lakeview Avenue. Project costs include for the acquisition of roughly $1.6 million in required ROW.

ST-024, Yorba Linda Boulevard – Santa Ana Canyon to La Palma Avenue. The project includes the expansion of the Yorba Linda Bridge over the Santa Ana River to allow for additional lane capacity and pedestrian improvements. Other improvements include capacity increases for turn pockets on Yorba Linda Boulevard. The project also include improvements in the Anaheim city limits along with their funding participation.

ST-025, Traffic Signal – Fairmont at Avenida Del Rey. Construct operational traffic signal improvements to the T intersection of Fairmont Avenue at Avenida Del Rey. The project consists of the construction of a three-way traffic signal and, as necessary, minor intersection modifications. This project has been identified as necessary to maintain the existing LOS at General Plan build-out.

ST-026, Traffic Signal – Imperial Highway at Yorba Linda Boulevard. Construct operational traffic signal modifications/improvements to the intersection of Imperial Highway at Yorba Linda Boulevard including the construction of an additional left turn lane on Yorba Linda Boulevard. This project has been identified as necessary to maintain the existing LOS at General Plan build-out.

ST-027, Traffic Signal – Lakeview Avenue at Buena Vista Drive. All proposed street improvements and right-of-way (ROW) acquisitions are intended to address existing visibility deficiencies specifically those caused by the alignment of Lakeview Avenue and the significant grade differential on Buena Vista Avenue and to support the installation of a traffic control measure, such as a traffic signal or a roundabout. This project has been identified as necessary to maintain the existing LOS at General Plan build-out.

ST-028, Traffic Signal – Lakeview Avenue at Oriente Drive. Construct operational traffic signal improvements to the intersection of Lakeview Avenue at Oriente Drive. The project consists of the construction of a four-way, fully actuated traffic signal, with left turn pockets and, as necessary, minor intersection modifications. This project has been identified as necessary to maintain the existing LOS at General Plan build-out.

ST-029, Traffic Signal – Lakeview Avenue at Yorba Linda Boulevard. Construct operational traffic signal modifications to the intersection of Lakeview Avenue at Yorba Linda Boulevard and construct an additional left hand turn lane on Yorba Linda Boulevard. This project has been identified as necessary to maintain the existing LOS at General Plan build-out.

ST-030, Traffic Signal – Prospect Avenue at Imperial Highway. Construct operational traffic signal modifications to the intersection of Prospect Avenue at Imperial Highway. The project includes construction of a protected left turn phase for Prospect Avenue. This project has been identified as necessary to maintain the existing LOS at General Plan build-out.

ST-031, Traffic Signal – Van Buren Street at Buena Vista Avenue. Construct operational traffic signal improvements to the intersection of Van Buren Street at Buena Vista Avenue. The project consists of the construction of a four-way, fully actuated traffic signal, with left turn pockets and, as necessary, minor intersection modifications. This project has been identified as necessary to maintain the existing LOS at General Plan build-out.

ST-032, ITS Bastanchury Road Interconnect. This project along Bastanchury Road consists of electronic interconnect or wireless communication improvements that will allow for real time alteration of signal timing plans in order reduce congestion, handle varying traffic conditions and improve road safety. It will also allow for reliable and redundant communication to traffic signals.

ST-033, Fairmont Boulevard Interconnect. This project along Fairmount Boulevard consists of electronic interconnect or wireless communication improvements that will allow for real time alteration of signal timing plans in order reduce congestion, handle varying traffic conditions and improve road safety. It will also allow for reliable and redundant communication to traffic signals.

ST-034, Kellogg Drive Interconnect. This project along Kellogg Drive consists of electronic interconnect or wireless communication improvements that will allow for real time alteration of signal timing plans in order reduce congestion, handle varying traffic conditions and improve road safety. It will also allow for reliable and redundant communication to traffic signals.

ST-035, La Palma Avenue Interconnect. This project along La Palma Avenue consists of electronic interconnect or wireless communication improvements that will allow for real time alteration of signal timing plans in order reduce congestion, handle varying traffic conditions and improve road safety. It will also allow for reliable and redundant communication to traffic signals.

ST-036, Lakeview Avenue Interconnect. This project along Lakeview Avenue consists of electronic interconnect or wireless communication improvements that will allow for real time alteration of signal timing plans in order reduce congestion, handle varying traffic conditions and improve road safety. It will also allow for reliable and redundant communication to traffic signals.

ST-037, ITS Traffic Management Center Expansion. Construct improvements to the *Intelligent Transportation System Control and Operations Center* that will increase the City's on-site signal timing plans and traffic management plans can be quickly and efficiently implemented in order to reduce congestion, handle varying traffic conditions and improve safety.

ST-038, Orangethorpe/Esperanza RTSSP. The projects consists of traffic signal timing adjustments consistent with the requirements of the *Regional Traffic Signal Synchronization Program (RTSSP)* for the Orangethorpe/Esperanza Street segments though Yorba Linda. These roads have significant importance to numerous contiguous public agencies.

ST-039, Tustin/Rose RTSSP. The project consists of traffic signal timing adjustments consistent with the requirements of the *Regional Traffic Signal Synchronization Program (RTSSP)* for the Tustin/Rose Street segments though Yorba Linda. These roads have significant importance to numerous contiguous public agencies.

ST-040, Yorba Linda/Weir Canyon RTSSP. The project consists of traffic signal timing adjustments consistent with the requirements of the *Regional Traffic Signal Synchronization Program (RTSSP)* for the Yorba Linda/Weir Canyon Street segments though Yorba Linda. These segments have significant importance to contiguous public agencies and thus coordination/consistency of the ITS improvements required along this segment must be consistent.

ST-041, ATP Study and Trail Master Plan. Update the City's *Active Transportation Plan* and the *Tails Master Plan*.

ST-042, ITS Master Plan Update. Update the *Intelligent Transportation System Master Plan* of specific improvements with recommendations for optimum timing of segment ITS improvements.

ST-043, TIF Updates. Update the City's TIF Calculation and Nexus reports on a more frequent basis.

ST-044, LRSP Update. Update the City's *Local Road Safety Plan*.

Finding #3 – Determination of the Relationship between the Need for the Fee and the Type of Development Project. Schedule 5.1 identifies the additional traffic to be generated by new development, by type of development. The technical volume, *Trip Generation (Manual)* 11th Edition, produced by the Institute of Traffic Engineers, has been used to identify the *nexus*, or relationship between the type of development and the projected number of trips that development will generate.

Transportation System Cost Distribution by Average Land-use Trip Frequency/Distance

New Trip Adjustment for *Pass-by* or *Diverted* Trips. Schedule 3.2 contains a sub-schedule that identifies adjustments to new total ***trip-ends***. As an example, an acre of commercial uses would be expected, on average, to generate about 136.9 peak-hour trip-ends daily. However, approximately 15% of those trip-ends, or about 20.5 peak-hour trip-ends per day, are ***pass-by trip-ends.*** The ***trip-end*** is not truly an ***end*** but is actually one in a series of *ends*, i.e. at various commercial establishments, with a different location such as a residence as the final ***trip-end*** or destination of the series of ***trip-ends***. In order to be considered a pass-by trip, the location of the stop must be contiguous to the ***generator*** route [2], i.e. the route that would have been used even if the temporary stop had not been made. The Institute of Transportation Engineers (ITE) indicates that:

> Thus when forecasted trips based upon the trip generation rates are distributed to the adjacent streets, some reduction is made to account for those trips already there that will be attracted to the proposed development.[3]

[2] An example of a diverted trip-end would be a single trip-end where along the way from work, a motorists evening drive deviates from the normal route taken home at perhaps a preferred grocery store, mail drop, or to pick up a child from a piano lesson before continuing home. Each of these three stops would be considered *diverted* trip-ends.

[3] Trip Generation, Institute of Transportation Engineers, 1099 14th Street, Suite 300 West, Washington D.C. 20005-3438. Definition of terms.

A *diverted* trip is similar to a *pass-by* trip-end in that it is an extra stop between, as an example, a motorists' work site and their residence. The *diverted* trip differs slightly from the *pass-by* trip in that it requires a minor deviation from the normal ***generator*** route and the temporary stop. In short, a *diverted* trip creates a separate side trip using additional (and different) lane miles from that of the normal route from the motorist's place of employment and his or her residence.(6) Using our example of one acre of general retail/service/office uses, roughly 1,499 of the expected trips would involve a diversion to that basic planned trip. We could expect these trips to increase the traffic volume off of the generator route, but only for brief distances. The ITE states that diverted trips: are produced from traffic volume on roadways within the vicinity of the generator (route) and require a diversion from that roadway to another roadway with access to the site. These roadways could include streets or freeways adjacent to the generator but without access to the generator.(4)

These *diverted* trips will be adjusted (reduced at 50%) from the full trip count for each of the land-uses identified in Chapter 2.

Again, the sub-schedule at the bottom of Schedule 3.2 indicates the total trip-ends and the reduction due to the number pass-by trips (at 100%) and diverted trips (at 100%). The trip pass-by and diversion percentages were generated and are supported by a study conducted by the San Diego Association of Governments (SANDAG) in conjunction with various U.S. and California government agencies (5).

Additionally, the same SANDAG data schedule referenced above provides information for a trip distance factor component to the nexus. Based upon that data, a trip to an industrial work-site has the greatest distance at 9.0 miles. A trip to an office average 8.8 miles, residential trips average 7.9 miles, a trip from a hotel or motel (once in residence) average 7.6 miles, and an average trip to a retail/service site is the shortest at 4.3 miles. This indicates that drivers generally appear willing to travel further distances to work and for treatment at medical offices than they are to shop. Both frequency (trip-ends) and distance (average/typical miles per trip) have been combined into the nexus by multiplying the average trip frequency by average trip distance. Trip-mile rates have been calculated for the nine TIF land-use categories. They are demonstrated at the bottom of Schedule 3.2 at the end of the Chapter.

[4] Institute of Transportation Engineers, 1099 14th Street NW, Suite 300 west, Washington D.C. 2005-3438, Definition of Terms.

[5] *Traffic Generators*, San Diego Association of Governments, 401 B Street, Suite 800, San Diego, CA 92101. Brief Guide to Traffic Generators Rates. Compiled in conjunction with the U.S. Department of Housing and Urban Development. U.S. Department of Transportation, The California Department of Transportation and the U.S. Environmental Protection Agency, 2002.

Finding #4, Determination of the Relationship Between the Need for the Facility and the Type of Project - Private development will generate additional peak trip-miles based upon the demand of that land use and the number of units in either dwelling units or business square feet. All of the projects identified on Schedule 3.1 (and described within this Chapter) are intended to mitigate the additional transportation needs/demands of that new development. The fee collected will be based on the projected number of trip-ends the proposed development will generate in relationship to the total 151,510 projected peak-hour trip-miles at build-out. Any amount imposed as a Transportation System TIF will be placed in a separate fund (collecting interest) and is to be used only on the projects identified on Schedule 3.1 as development-related. The collected TIF receipts can only be used per Schedule 3.1.

Credits Against a Developers TIFs for Construction of Improvements on Schedule 3.1 as a Condition of Approval. From time to time the City may require an applicant for a private project to construct a street or signal improvement (or portion thereof) that is on the list of required improvements at the end of this Chapter (Schedule 3.1). This method is often undertaken to expedite the project at the request of the applicant/developer. The developer should receive a credit for any monies expended on any required improvement listed on Schedule 3.1 (as development-generated) against their Transportation System TIF calculation.

Finding #5, Determination of the Relationship Between the Amount of the Fee and the Cost of the Portion of the Facility Attributed to the Specific Development Project - The calculation of the Transportation System TIFs is based upon the recognition that differing types of developments generate differing amounts of peak-hour trip-miles. The fee is based upon the projected number of trip-miles generated by the proposed private development project. TIF receipts will be accumulated until they reach the amount that could construct a meaningful project to alleviate or mitigate the demands of those new developments. Table 3-1 (summarized from Schedule 3.2) on the following page identifies the Minimum Needs-based Transportation System TIF schedule for the City of Yorba Linda's General Plan area.

Table 3-1
City of Yorba Linda's General Plan Area
Minimum Needs-based Transportation System
Development Impact Costs
By TIF Land-use Type

TIF Land-use Type	Allocation of Development Costs	Development Impact Cost Per Unit or Square Foot
Detached Dwelling Units	$5,606,065	$8,886/Unit
Attached Dwelling Units	$7,372,359	$4,799/Unit
Mobil Home Dwelling Units	$5,156	$5,156/Unit
Senior Only Apartment Units	$32,912	$822/Unit
Commercial Lodging (Keyed) Units	-$477,229	$978/Unit
Commercial Uses (Square Foot)	$1,535,908	$40.167/S.F.
Office Uses (Square Foot)	$345,579	$20.478/S.F.
Ind./Manufacturing Uses (Square Foot	$19,437,466	$10.751/S.F.
Private Institutional Uses (Square Foot)	$1,280,838	$29.404/S.F.

This schedule of proposed TIFs would generate the Minimum Needs amount of revenue necessary to construct the needed street, signal, and roadway reconfiguration projects. These figures then need to be compared to the financial commitment demonstrated by the existing community.

AB-602, Chaptered within the General Mitigation Fee Act requires the City to adopt residential dwelling TIFs on a per-square foot basis, unless certain findings are made. Appendix C outlines the methodology used to determine the residential dwelling unit (detached dwelling unit, attached dwelling unit, and mobile home units) average square footage. They are as follows:

Table 3-2
Summary of Average Residential Dwelling Square Feet

Land Use Designation	Average Dwelling Size
Detached Dwelling Units	2,800 S.F.
Attached Dwelling Units	1,000 S.F.
Mobile Home Units	1,300 S.F.

When the residential per-dwelling unit TIFs from Tale 3-1 (from Schedule 3.2) are divided by the average residential dwelling sizes in Table 3-2 previous, the following per-square foot residential TIF costs are derived. They are as follows:

Table 3-3
Average Residential Dwelling TIF Cost per Square Foot

Land Use Designation	TIF per Unit	Average Dwelling Size	TIF per Square Foot
Detached Dwelling Units	$8,886	2,800 S.F.	$3.17
Attached Dwelling Units	$4,799	1,000 S.F.	$4.80
Mobile Home Units	$5,156	1,300 S.F.	$3.97

Alternative Business Cost Methodology. A more precise calculation of costs for specific types of land-uses (i.e., banks, hospitals, convalescent residences, etc.) can be determined by multiplying the average cost per daily peak-hour trip-end of $2,742.69 by the applicable peak-hour daily trip-mile rate. An example of this calculation can be found at the bottom of Schedule 3.2 and applied to Table 3-2. This table lists trip rates and costs for various residential, industrial and commercial developments. A fee system based on a lengthy schedule of trip rates theoretically provides more accuracy and therefore financial commitment in determining specific uses' impact on the City's transportation system, but at the same time may increase the City's costs to administer the fee. A more extensive listing of traffic generators by land use is available in *Trip Generation* as published by the Institute of Transportation Engineers, New York, NY.

Table 3-2 following, (and summarized from Schedule 3.3) identifies the assets of the City's existing transportation system (at current replacement costs). The total transportation system replacement cost of $2,256,797,238 consists of the existing 67.07 miles of major transportation plan arterial and collector miles (or 213 lane miles) with $155,877,150 invested in major roadways, ROW assets totaling $1,799,989,488, sixty-two traffic signals, interconnections and intersection improvements at $37,200,000 and major bridge structures investment at $263,730,600. When these existing assets are distributed over the existing community, using the same nexus factor (e.g. peak-hour trip-miles) used for distribution of future costs, the existing community has contributed the following, on average, by land use:

Table 3-4
Existing Transportation System Community
Financial Commitment
Comparison Data

TIF Land-use Category	Allocation of Development Costs	Development Impact Cost Per Unit or Square Foot
Detached Dwelling Units	$874,348,847	$49,925/Unit
Attached Dwelling Units	$137,203,593	$24,793/Unit
Mobile Home Dwelling Units	$5,652,457	$4,392/Unit
Senior Only Apartment Units	$2,634,989	$20,225/Unit
Commercial Lodging (Keyed) Units	$4,632,481	$20,225/Unit
Commercial Uses (Square Foot)	$399,115,833	$207.406/S.F.
Office Uses (Square Foot)	$116,109,515	$105.971/S.F.
Ind./Manufacturing Uses (Square Foot)	$140,461,913	$55,535/S.F.
Private Institutional Uses (Square Foot)	$576.637,591	$152.009/S.F.

It should be noted that the existing community has contributed, on average, significantly more than would be required of future development to meet the minimum needs for build-out and all users. This is not to imply that each dwelling unit or business square foot has equally contributed this amount, only that on a whole the existing community has done so. While there is likely some excess capacity in the existing transportation system, it is usually the result of the existing community absorbing the initial street construction costs including the costly ROW acquisition, the later part of the community often finances only the smaller segment length widening's and the final traffic signals which maximize the capacity of each street segment.

Recommended Transportation System TIF Schedule. The adoption of Schedule 3.2 at the end of the chapter (and as summarized in Table 3-1), as the Transportation System Schedule would generate enough capital to construct the facilities needed by the new development. In addition, the City should adopt the application of the *per peak-hour trip-mile fee* from the bottom of Schedule 3.2 and multiplied by the specific use in Table 3-2 or the more extensive listing of traffic generation by land use available in *Trip Generation* as published by the Institute of Transportation Engineers, New York, N.Y.

Construction Responsibility vs. TIF Payment. This TIF calculation assumes that each developer, contiguous to a planned Major Street, would:

- Dedicate needed ROW and would be responsible for last lane of asphalt concrete or PCC;
- Construct the parkway landscaping; and,
- Construct the curb, gutter, sidewalk, striping and street lights.

However, construction of the extra lanes would be financed by the Transportation System TIF, contributed to by all development within the City limits, thereby leveling the playing field between privately held parcels contiguous to a four lane collector as opposed to those privately held parcels contiguous to a two lane minor arterial. A given developer may undertake the actual construction of the *extra* lanes at the same time that they construct the *first* lane, but they would receive a reimbursement for construction of those *extra* lanes. However, it is important to note that if the developer constructs all or a portion of a road, signal or other transportation system improvement, and that project is not listed on Schedule 5.1, that project is assumed to be a condition of approval and not subject to a reimbursement or credit from the City from this TIF Fund. In short, the City cannot give a credit for a project that is not partially financed through this calculation.

The City's TIF adoption ordinance should contain the necessary language for identifying the process for calculating the reimbursement amount for the construction of *extra* lanes.

RECAP OF RECOMMENDED TIFS

- **General City Residential-based TIFs** – The City could adopt Table 3-3, or a portion thereof.

- **General City Business-based TIFs** – The City could adopt Schedule 3.2, or a portion thereof, for most land-uses and the $2,742.69 per trip-end rate calculated on Schedule 3.2 to be used in conjunction with the most current edition of ITE manual (and the peak-hour trip frequency/length figures (via SANDAG) at the bottom of Schedule 3.2) as well as Table 3-2 for unusual land-uses.

END OF CHAPTER TEXT

Schedule 3.1
City of Yorba Linda
2025-26 Development Impact Cost Calculation
Allocation of Project Cost Estimates
Transportation (Streets, Signals, Bridges, ITS and Planning Documents) Facilities

Line #		Estimated Cost	Construction Needs Supported by Other Resources or C of A: Percent Need	Construction Needs Supported by Other Resources or C of A: Apportioned Dollar Cost	Infrastructure Needed to Accommodate Increased Development: Percent Need	Infrastructure Needed to Accommodate Increased Development: Apportioned Dollar Cost
Street/Bridge Capacity Improvements						
ST-001	Arroyo Cajon Dr. - Kellogg Dr. to Foxfield Ln.	$319,900	0.00%	$0	100.00%	$319,900
ST-002	Avocado Ave. N/S - Avocado Ave. E/W to Yorba Linda Blvd.	$1,505,000	0.00%	$0	100.00%	$1,505,000
ST-003	Bastanchury Rd. - Fairmont Blvd. to Village Center Dr.	$2,200,000	75.00%	$1,650,000	25.00%	$550,000
ST-004	Buena Vista Ave. - Imperial Hwy. to Grandview Ave.	$1,017,800	75.00%	$763,350	25.00%	$254,450
ST-005	Buena Vista Ave. - Richfield Rd. to Imperial Hwy.	$5,404,000	75.00%	$4,053,000	25.00%	$1,351,000
ST-006	Casa Loma Ave. - Richfield to La Entrada Dr.	$56,200	0.00%	$0	100.00%	$56,200
ST-007	El Cajon Ave. - Prospect Ave. to Valley View Ave.	$150,300	0.00%	$0	100.00%	$150,300
ST-008	Esperanza Rd. - West City Limits to Fairmont Blvd.	$372,400	75.00%	$279,300	25.00%	$93,100
ST-009	Eureka Ave. - Bastanchury Rd. to Yorba Linda Blvd.	$278,100	0.00%	$0	100.00%	$278,100
ST-010	Highland Ave. - Buena Vista Ave. to Mariposa Ave.	$1,280,000	0.00%	$0	100.00%	$1,280,000
ST-011	La Palma Ave. - Lomas De Yorba E to Corbit Pl.	$93,600	0.00%	$0	100.00%	$93,600
ST-012	Lakeview Ave. - Lemon Dr. to Oriente Dr.	$1,326,055	75.00%	$994,541	25.00%	$331,514
ST-013	Ohio St. - J & J Ln. to Yorba Linda Blvd.	$1,738,000	0.00%	$0	100.00%	$1,738,000
ST-014	Ohio St. - Yorba Linda Blvd. to Mountain View Ave.	$2,076,400	0.00%	$0	100.00%	$2,076,400
ST-015	Oriente Dr. - Lakeview Ave. to Palm Ave.	$4,505,920	0.00%	$0	100.00%	$4,505,920
ST-016	Palm Ave. Via Del Caballo to Yorba Linda Blvd.	$1,097,000	0.00%	$0	100.00%	$1,097,000
ST-017	Plumosa Dr. - Bastanchury Rd. to Cari Ln.	$74,000	0.00%	$0	100.00%	$74,000
ST-018	Prospect Ave. - Imperial Hwy to Hillcrest Cir.	$243,200	0.00%	$0	100.00%	$243,200
ST-019	Richfield Rd. - 250' S/O Page Ct. to Buena Vista Ave.	$1,488,111	75.00%	$1,116,083	25.00%	$372,028
ST-020	Rose Dr. - Blake Rd. to Wabash Ave.	$1,600,600	75.00%	$1,200,450	25.00%	$400,150
ST-021	Savi Ranch Pkwy - Yorba Linda Blvd. to Mirage St.	$4,280,000	75.00%	$3,210,000	25.00%	$1,070,000
ST-022	Valley View Ave. - Imperial Hwy to Yorba Linda Blvd.	$41,000	0.00%	$0	100.00%	$41,000
ST-023	Yorba Linda Blvd. - Lakeview Ave. to Imperial Hwy	$6,957,171	75.00%	$5,217,878	25.00%	$1,739,293
ST-024	Yorba Linda Blvd. - Santa Ana Canyon Rd. to La Palma Ave.	$26,783,000	75.00%	$20,087,250	25.00%	$6,695,750
Traffic Signal/Intersection Improvements						
ST-025	TS - Fairmont Blvd. at Avenida Del Rey	$400,000	0.00%	$0	100.00%	$400,000
ST-026	TS - Imperial Hwy at Yorba Linda Blvd.	$500,000	75.00%	$375,000	25.00%	$125,000
ST-027	TS - Lakeview Ave. at Buena Vista Ave.	$6,000,000	0.00%	$0	100.00%	$6,000,000
ST-028	TS - Lakeview Ave. at Oriente Dr.	$400,000	75.00%	$300,000	25.00%	$100,000
ST-029	TS - Lakeview Ave. at Yorba Linda Blvd.	$600,000	75.00%	$450,000	25.00%	$150,000
ST-030	TS - Prospect Ave. at Imperial Hwy	$50,000	0.00%	$0	100.00%	$50,000
ST-031	TS - Van Buren St. at Buena Vista Ave.	$500,000	0.00%	$0	100.00%	$500,000
Intelligent Transportation System Improvements (ITS)						
ST-032	ITS Bastanchury Rd. Interconnect	$140,000	75.00%	$105,000	25.00%	$35,000
ST-033	ITS Fairmont Blvd. Interconnect	$977,000	75.00%	$732,750	25.00%	$244,250
ST-034	ITS Kellogg Dr. Interconnect	$158,000	75.00%	$118,500	25.00%	$39,500
ST-035	ITS La Palma Interconnect	$634,000	75.00%	$475,500	25.00%	$158,500
ST-036	ITS Lakeview Ave. Interconnect	$848,000	75.00%	$636,000	25.00%	$212,000
ST-037	ITS Traffic Management Center Expansion	$600,000	75.00%	$450,000	25.00%	$150,000
ST-038	Orangethorpe/Esperanza RTSSP	$70,000	80.00%	$56,000	20.00%	$14,000
ST-039	Tustin/Rose RTSSP	$129,000	80.00%	$103,200	20.00%	$25,800
ST-040	Yorba Linda Blvd./Weir Canyon RTSSP	$860,500	80.00%	$688,400	20.00%	$172,100
Master Plans and Other Circulation-based Documents						
ST-041	ATP Study and Trail Master Plan	$47,000	0.00%	$0	100.00%	$47,000
ST-042	ITS Master Plan	$200,000	0.00%	$0	100.00%	$200,000
ST-043	TIF Updates	$100,000	0.00%	$0	100.00%	$100,000
ST-044	LRSP Update	$100,000	0.00%	$0	100.00%	$100,000
	Total Infrastructure Master Plan Capital Needs	$78,201,257	55.07%	$43,062,202	44.93%	$35,139,055

Schedule 3.2

City of Yorba Linda
2025-26 Development Impact Cost Calculation
General Plan Minimal Needs-based Impact Costs
Transportation (Streets, Signals, Bridges, ITS and Planning Documents) Facilities

Proposed Land Use	*Undeveloped*		*Peak Trip-end and Length Factor*	*Total Peak Additional Trip-miles*	*Percentage of Additional Trip-miles*	*Allocation of Expansion Costs*	*Cost Distribution Per Acre*	*Average Units or Square Feet/Acre*	*Development Impact Fee per Unit or Square Foot*	
	Acres	*Units*								
Detached Dwelling Units	164.73	631	3.24	2,044	15.95%	$5,606,065	$34,032	3.83	*$8,886*	*per Unit*
Attached Dwelling Units	45.01	1,536	1.75	2,688	20.98%	$7,372,359	$163,794	34.13	*$4,799*	*per Unit*
Mobile Homes Dwelling Units	0.10	1	1.88	2	0.01%	$5,156	$51,563	10.00	*$5,156*	*per Unit*
Senior Only Apartment Units	5.06	40	0.31	12	0.09%	$32,912	$6,504	7.91	*$822*	*per Unit*
Commercial Lodging Units	(4.00)	(122)	1.43	(174)	-1.36%	-$477,229	$119,307	30.50	*$978*	*per Unit*
Commercial Uses (SF)	11.89	38,244	14.64	560	4.37%	$1,535,908	$129,176	3,216	*$40.167*	*per S.F.*
Office Uses (SF)	0.94	16,876	7.48	126	0.98%	$345,579	$367,638	17,953	*$20.478*	*per S.F.*
Ind./Manufacturing Uses (SF)	25.41	1,807,891	3.92	7,087	55.32%	$19,437,466	$764,953	71,149	*$10.751*	*per S.F.*
Private Institutional Uses (SF)	5.00	43,560	10.73	467	3.65%	$1,280,838	$256,168	8,712	*$29.404*	*per S.F.*
TOTAL	**254.14**	**--**	**--**	**12,812**	**100.00%**	**$35,139,055**	**Total Infrastructure Master Plan Capital Needs**			
ALTERNATIVE FEE METHODOLOGY				***12,812***		***$35,139,055***	***$2,742.69***	***per Daily Peak-hour Trip-mile***		

Trip-ends Adjustment Calculation **Land Use Title**	**Daily Peak Trip-ends**	**Percent of Diverted Trips**	**Diverted Trip-end % Adjustment**	**Diverted Trip-end Percent**	**Percent of Pass-by Trips**	**Combined Diverted and Pass-by**	**Remaining Trip % as Adjustment %**	**Adjusted Trip Rate, Adjustmen % X Total trips**	*Average Trip Length*	*Trip-ends X Length X 50%*
Detached Dwelling Units	0.895	11	0.50	5.5	3.0	**8.5**	**91.5%**	0.819	***7.9***	***3.24***
Attached Dwelling Units	0.484	11	0.50	5.5	3.0	**8.5**	**91.5%**	0.443	***7.9***	***1.75***
Mobile Homes Dwelling Units	0.520	11	0.50	5.5	3.0	**8.5**	**91.5%**	0.476	***7.9***	***1.88***
Senior Only Apartment Units	0.085	11	0.50	5.5	3.0	**8.5**	**91.5%**	0.078	***7.9***	***0.31***
Commercial Lodging Units	0.488	38	0.50	19.0	4.0	**23.0**	**77.0%**	0.376	***7.6***	***1.43***
Commercial Uses (SF)	10.475	40	0.50	20.0	15.0	**35.0**	**65.0%**	6.809	***4.3***	***14.64***
Office Uses (SF)	1.966	19	0.50	9.5	4.0	**13.5**	**86.5%**	1.701	***8.8***	***7.48***
Ind./Manufacturing Uses (SF)	0.983	19	0.50	9.5	2.0	**11.5**	**88.5%**	0.870	***9.0***	***3.92***
Private Institutional Uses (SF)	2.820	19	0.50	9.5	4.0	**13.5**	**86.5%**	2.439	***8.8***	***10.73***

Schedule 3.3

City of Yorba Linda
2025-26 Development Impact Cost Calculation
Existing Community Financial Commitment Comparison
Transportation (Streets, Signals, Bridges, ITS and Planning Documents) Facilities

Proposed Land Use	*Developed* Acres	Units	*Peak Trip-end and Length Factor*	*Total Peak Existing Trip-miles*	*Percentage of Additional Trip-miles*	*Allocation of Expansion Costs*	*Cost Distribution Per Acre*	*Average Units or Square Feet/Acre*	*Development Impact Fee per Unit or Square Foot*
Detached Dwelling Units	5,700.17	19,049	3.240	61,719	38.74%	$874,348,847	$153,390	3.34	*$45,925 per Unit*
Attached Dwelling Units	406.91	5,534	1.750	9,685	6.08%	$137,203,593	$337,184	13.60	*$24,793 per Unit*
Mobile Homes Dwelling Units	35.24	212	1.880	399	0.25%	$5,652,476	$160,399	6.02	*$26,644 per Unit*
Senior Only Apartment Units	30.00	600	0.310	186	0.12%	$2,634,989	$87,833	20.00	*$4,392 per Unit*
Commercial Lodging Units	12.03	229	1.430	327	0.21%	$4,632,481	$385,077	19.04	*$20,225 per Unit*
Commercial Uses (SF)	124.98	1,924,369	14.640	28,173	17.69%	$399,115,833	$3,193,438	15,397	*$207.406 per S.F.*
Office Uses (SF)	72.35	1,095,674	7.480	8,196	5.14%	$116,109,515	$1,604,831	15,144	*$105.971 per S.F.*
Ind./Manufacturing Uses (SF	42.53	2,529,271	3.920	9,915	6.22%	$140,461,913	$3,302,655	59,470	*$55.535 per S.F.*
Private Institutional Uses (SF	580.57	3,793,444	10.730	40,704	25.55%	$576,637,591	$993,227	6,534	*$152.009 per S.F.*
TOTAL	**7,004.78**	**--**	**--**	**159,304**	**100.00%**	**$2,256,797,238**	**Total Infrastructure Master Plan Assets**		
						$155,877,150	**Major Circulation System**		
						$1,799,989,488	**Arterial Rights of Way**		
						$37,200,000	**Traffic Signals and Major Intersections**		
						$263,730,600	**in Bridge Improvements**		
						$2,256,797,238	**Total Infrastructure Master Plan Assets**		

Appendix A

Summary of Recommendations

SUMMARY OF RECOMMENDATIONS

Chapter 3 - Transportation (Streets, Signals, Bridges, ITS and Documents) Facilities

- **General City Residential -based TIFs** – The City could adopt Table 3-3, or a financial portion thereof.

- **General City Business-based TIFs** – The City could adopt Schedule 3.2, or a financial portion thereof, for most land-uses and the $2,742.69 per trip-end rate calculated on Schedule 3.2 to be used in conjunction with the most current edition of ITE manual (and the peak-hour trip frequency/length figures (via SANDAG) at the bottom of Schedule 3.2) as well as Table 3-2 for unusual land-uses.

Appendix B

Expanded Land-use Database

Appendix B
City of Yorba Linda
Circulation (Streets, Signals, Bridges) Facilities Development Impact Fee
Expanded Land-use Database
2024-25 Development Impact Cost Calculation (DRAFT TEXT FEES)

Total - Land-use Database Sum of A, B, C, & D Below	Existing Development		Potential Development		Total G. P. Build-out	
	Acres	# of Units	Acres	# of Units	Acres	# of Units
Detached Dwelling Units	5,700.17	19,049	164.73	631	5,864.90	19,680
Attached Dwelling Units	406.91	5,534	45.01	1,536	451.92	7,070
Mobile Homes Dwelling Units	35.24	212	0.10	1	35.34	213
Senior Only Apartment Units	30.00	600	5.06	40	35.06	640
Commercial Lodging Units	12.03	229	-4.00	-122	8.03	107
Commercial Uses (SF)	124.98	1,924,369	11.89	38,244	136.87	1,962,613
Office Uses (SF)	72.35	1,095,674	0.94	16,876	73.29	1,112,550
Ind./Manufacturing Uses (SF)	42.53	2,529,271	25.41	1,807,891	67.94	4,337,162
Private Institutional Uses (SF)	580.57	3,793,444	5.00	43,560	585.57	3,837,004
Total - Land-use Database	**7,004.78**		**254.14**		**7,258.92**	
Residential Dwelling Units	6,172.32	25,395	214.90	2,208	6,387.22	27,603
Commercial Lodging Units	12.03	229	-4.00	-122	8.03	107
Business Use Square Feet	820.43	9,342,758	43.24	1,906,571	863.67	11,249,329
Total - Land-use Database	**7,004.78**		**254.14**		**7,258.92**	

A. Land-use Database within the General Core City Limits	Existing Development		Potential Development		Total G. P. Build-out	
	Acres	# of Units	Acres	# of Units	Acres	# of Units
Detached Dwelling Units	5,700.17	19,049	39.73	211	5,739.90	19,260
Attached Dwelling Units	400.52	5,410	45.01	1,536	445.53	6,946
Mobile Homes Dwelling Units	35.24	212	0.10	1	35.34	213
Senior Only Apartment Units	30.00	600	5.06	40	35.06	640
Commercial Lodging Units	4.03	1	-	-	4.03	1
Commercial Uses (SF)	47.84	1,414,369	14.45	72,244	62.29	1,486,613
Office Uses (SF)	25.90	485,674	0.94	16,876	26.84	502,550
Ind./Manufacturing Uses (SF)	21.49	1,529,271	25.41	1,807,891	46.90	3,337,162
Private Institutional Uses (SF)	580.57	3,793,444	5.00	43,560	585.57	3,837,004
Sub-total (General City)	**6,845.76**		**135.70**		**6,981.46**	

B. SAVI Ranch Area	Existing Development		Potential Development		Total G. P. Build-out	
	Acres	# of Units	Acres	# of Units	Acres	# of Units
Detached Dwelling Units	-	-	-	-	-	-
Attached Dwelling Units	6.39	124	-	-	6.39	124
Mobile Homes Dwelling Units	-	-	-	-	-	-
Senior Only Apartment Units	-	-	-	-	-	-
Commercial Lodging Units	8.00	228	(4.00)	(122)	4.00	106
Commercial Uses (SF)	77.14	510,000	(2.56)	(34,000)	74.58	476,000
Office Uses (SF)	46.45	610,000	-	-	46.45	610,000
Ind./Manufacturing Uses (SF)	21.04	1,000,000	-	-	21.04	1,000,000
Private Institutional Uses (SF)	-	-	-	-	-	-
SAVI Ranch Development	**159.02**		**(6.56)**		**152.46**	

C. Esperanza Development Via County Planning	Existing Development		Potential Development		Total G. P. Build-out	
	Acres	# of Units	Acres	# of Units	Acres	# of Units
Detached Dwelling Units	-	-	85.00	340	85.00	340
Attached Dwelling Units	-	-	-	-	-	-
Mobile Homes Dwelling Units	-	-	-	-	-	-
Senior Only Apartment Units	-	-	-	-	-	-
Commercial Lodging Units	-	-	-	-	-	-
Commercial Uses (SF)	-	-	-	-	-	-
Office Uses (SF)	-	-	-	-	-	-
Ind./Manufacturing Uses (SF)	-	-	-	-	-	-
Private Institutional Uses (SF)	-	-	-	-	-	-
Esperanza Development	**-**		**85.00**		**85.00**	

D. Cielo Vista Development Via County Planning	Existing Development		Potential Development		Total G. P. Build-out	
	Acres	# of Units	Acres	# of Units	Acres	# of Units
Detached Dwelling Units	-	-	40.00	80	40.00	80
Attached Dwelling Units	-	-	-	-	-	-
Mobile Homes Dwelling Units	-	-	-	-	-	-
Senior Only Apartment Units	-	-	-	-	-	-
Commercial Lodging Units	-	-	-	-	-	-
Commercial Uses (SF)	-	-	-	-	-	-
Office Uses (SF)	-	-	-	-	-	-
Ind./Manufacturing Uses (SF)	-	-	-	-	-	-
Private Institutional Uses (SF)	-	-	-	-	-	-
Cielo Vista Development	**-**		**40.00**		**40.00**	

Appendix C

Calculation of Average Residential Dwelling Sizes

Findings in Support of Continuation of City Policy to Impose Residential Transportation Impact Fees on a per Residential Unit Basis

AB-602 (Gov't Code. sections 66016.5(a)(5)(A) and (B)) states that if the City adopts a calculation and nexus study after July 1, 2022, it must either "calculate a fee imposed on a housing development project proportionately to the square footage of proposed units of the development" or make the following findings:

(i) An explanation as to why square footage is not an appropriate metric to calculate fees imposed on housing development projects.

(ii) An explanation that an alternative basis of calculating the fee bears a reasonable relationship between the fee charged and the burden posed by the development.

(iii) That other policies in the fee structure support smaller developments or otherwise ensure that smaller developments are not charged disproportionate fees.

However, there is no requirement for the City to have a financial element in the City's General Plan document. Thus, a properly calculated Development Impact Fee Calculation and Nexus Report functions as the de-facto financial plan in support of the City's General Zoning Plan. It identifies the anticipated service demands by infrastructure based upon the empirically based per residential unit-based averages and lays out a fair and reasonable method with which to finance the required capital projects and acquisitions necessary to accommodate those anticipated new service demands.

The City of Yorba Linda has expressed that it may wish to continue to impose residential Transportation Impact Fees (TIFs) based upon the same manner that additional development service demands are calculated, that is, by type of average residential unit. The City may not impose TIFs based on residential development projects proportionate to the square footage of proposed units for completing the City's General Plan. The current set of fees fosters greater accuracy in planning and provides the City with the required level of certainty in needed impact fee collection to assure that the infrastructure needs, also determined by average residential unit demands, will be adequate and sufficient to finance the infrastructure required by that same development.

The California Mitigation Fee Act (Government Code §66000, et.seq.), which was first established in 1987, specifies that every public agency that adopts development impact fees must provide the essential calculation and nexus report with fees calculated upon data that is as empirical accurate as possible. AB-602's Proportionate to Square Footage is based upon a presumption (7) that a smaller detached dwelling creates less local government service demands than a larger detached dwelling. AB-602 does not offer any peer reviewed, third-party empirical data that substantiates that a small square footage detached dwelling unit creates less municipal service impacts than a larger square foot detached dwelling.

As such, the City has determined that the best practices for both managing development and obtaining the adequate impact fee financing for the development-generated infrastructure is as identified in the many infrastructure chapters in this Report.

The City's zoning code allows for identification of the use of privately held land and in some cases, primarily business uses, provides for a maximum Floor Area Ratio (FAR) that limits the amount of square feet that can be constructed on an acre of business space. No such limitation is placed upon the construction square foot of a detached dwelling unit (AKA "single family residence"). The detached dwellings can be a size that the developer determines to be a marketable product.

At approximately 15.9 detached dwelling units per acre, this equates to an additional net 631 detached dwellings to be constructed by General Plan build-out within the City's limits. The City does not, however, have any information as to how many square feet any of these 631 detached dwelling units will be, that is, within applicable zoning, determined by the developers of the various parcels. There will be an additional 420 detached dwelling units developed contiguously to the City that will be dependent upon the City's traffic system (Cielo Vista and Esperanza developments).

This Report employs the most defensible empirical sources, appropriate to the demands of that particular infrastructure to determine the *average* demands of an *average* detached dwelling. These sources determine demand by an average detached dwelling but does produce this demand data for various sized detached dwellings. Such data is simply not available.

The amount of and complexity of any City's infrastructure defines the LOS of that infrastructure, not just currently but in perpetuity. This makes the one-time TIF financing of any City's infrastructure that much more important. It takes balance to accommodate development with the police responses within the desired standard. It will take a combination of additional law enforcement station space, response and support vehicles and specialty equipment to support the required officers (non-impact supported). The importance of having a properly calculated and documented TIF schedule in order to accommodate development-related demands cannot be over-stated.

The collection of an impact fee to raise capital revenue for development-based demands is one-time but represents the municipal service needs of that dwelling unit as long as that structure exists. Thus the argument that any new detached dwelling will generate less municipal service demand based on its smaller square footage is separated from the reality that any particular residential dwelling may have different occupants over 50 years (e.g. a home for a family of four to a single resident).

Government Code §66000 charges local governments to determine the most fair method of distributing the costs of infrastructure required to support services to new development. The following paragraphs identify the logic behind using a per unit impact fee schedule over per square foot impact fee schedule by infrastructure. To summarize, each uses best practices information from empirical data, all of which is based upon per unit demand data. To divert to a per square foot fee schedule, any agency would have to divide the more accurate per unit fee schedule by an average square foot figure for detached dwellings, attached dwellings and mobile home dwellings. Since there is no known source for average residential dwellings size particular to the City of Yorba Linda, the resulting figure would be no more than an estimate. As a result, the per square foot impact fee schedule would yield a less accurate result than the City's existing per unit methodology.

If the City were to employ a per residential square foot impact fee schedule one of three result could occur. Initially, the City could collect the exact of impact fee revenue required over the course of permitting over 631 residential units, a very unlikely result. What is more likely is that the City will either under-collect or over-collect the impact fees. If the City were to overstate the average size of a detached dwelling at say 3,250 square foot per detached dwelling and the actual average of the permitted detached homes is 2,500 square feet, the City would seriously under-collect the impact fees and would not be able to finance the required transportation infrastructure. In short the City would only be able to finance 77% of the required infrastructure (2,500 SF ÷ 3,250). In the alternative, if the City were to understate the average size of a detached dwelling at say 2,500 square foot per detached dwelling and the actual average of the permitted detached homes is 3,250 square feet, the City would be in a position of over-collecting the impact fees and would be forced to return any excess to the current owners of those parcels that over-paid. The City does cannot afford to under-collect nor does it desire to over-collect either. The responsible method is to employ the per unit impact fee schedule to avoid either of those results.

Transportation Needs - According to the volume of empirical data collected by the highly respected Institute of Traffic Engineering (ITE), an average detached dwelling generates approximately 0.895 trip-ends per day; however the ITE does not offer any distinction between small and large homes, because such data does not exist in their database. There is no demonstrated link or nexus between the square foot sizes of a detached dwelling with its traffic-generation demand rate. GIS data does not include the size of each residential dwelling in the City. To convert the accurate per unit impact fee schedule into a per square foot impact fee schedule would render it as less than the maximum accuracy it could have. There is a dearth of evidence that a "smaller" home generates any less traffic demand than a "larger" detached dwelling regardless as to how intuitive that may appear to some. The City's GIS data does not include the size of each residential dwelling in the City, such information is not available. Per dwelling unit fees, on the other hand, accomplishes that desired accuracy.

Importance of a Static or Average per Unit based Development Impact Fee Schedule.

The City must be able to depend on the collection of sufficient impact fee revenues with which to finance development-generated projects necessary to accommodate new development with adequate and sufficient service levels without decreasing the existing levels of service. This assurance will be greatly diminished should the City choose an arbitrarily determined per residential square foot impact fee schedule. As an example, the City has identified that a number of street segment and traffic signal improvements required for maintenance of the City's Transportation/Traffic LOS (Level of Service) an area with 631 dwelling units. However, if a greater proportion of those 631 residential dwellings are far smaller than the City had anticipated, the City will not have adequate TIF revenue to construct those required units. With a per unit determined fee representing an average demand per unit, the City can have significantly greater confidence in receiving the TIF revenue necessary to construct those required Transportation system improvements.

The City's development practices neither favor nor penalize any one land-use over another. Nor are the City's policies unfair within any one land use based upon available empirical data. For residential units based upon best practices empirically-based averages, all are assessed the same fee; no developer is charged disproportionately as could be the case with an arbitrarily based "average" detached dwelling size estimate. The type of dwelling unit drives the fee, not the square footage. For detached, attached and mobile home residential units, all are assessed the same fee (within those three residential types); none are charged disproportionately. A five unit detached dwelling development would have one tenth the impact fees imposed as would a fifty units detached dwelling unit proposal.

Since the City does not impose per square foot-based impact fees, it also does not apply such fees on any room addition to a residential dwelling.

DIFs for non-residential uses (i.e. the variety of businesses) have always been calculated and imposed on a per square foot basis as empirical data is available for those uses. Additionally, each of those business uses (see Table 2-1) has differing maximum allowable floor area ratio (FAR).

The City is mindful that the state is encouraging construction of smaller detached dwellings and is assuming that these types of residential dwellings create lesser demand merely because they are smaller. However, given the lack of any empirical data supporting such a presumption, the City feels obligated to adopt residential impact fees that are fair to all developers of residential dwellings, regardless of size. In the end, the City has determined to err on the side of fair treatment of all residential development.

Yorba Linda Transportation Impact Fees on a per Average Dwelling Unit Basis.

Should the City prefer to adopt their residential dwellings TIFs by square foot in accordance within the strict definition of residential TIFs within AB-602 the following will assist the City in that effort.

Average Unit Size Derivation of the Three Types of Residential Dwelling Units

Adopted Residential Average Unit Sizes (Summary). The following figures represent the average residential dwelling square foot sizes based upon a sampling of dwellings units currently or actual floor plans available in the City.

Appendix C - Table 1
Summary of Average Residential Dwelling Square Foot

Land Use Designation	Average Dwelling Size
Detached Dwelling Units	2,800 S.F.
Attached Dwelling Units	1,000 S.F.
Mobile Home Units	1,300 S.F.

Purpose of this Calculation: Establish defensible, evidence-based average residential unit sizes for Yorba Linda to support downstream capacity and fee calculations. The figures rely on current local data, exclude clear outliers, and reflect the central tendency of typical units.

Method (Evidence-First, Outlier-Trimmed)

1) Collect recent, local square-footage evidence by category.
2) Screen for correct category (detached vs. attached; apartment floor plans vs. houses; mobile/manufactured only for that category).
3) Exclude outliers that would skew the mean (e.g., ultra-large custom S.F.Rs; micro-units not typical locally).
4) Document the observed range and then adopt a representative average anchored to the central tendency.
5) Maintain a clear trail of sources and sample counts.

Appendix C Calculation of Average Residential Dwelling Sizes

A. Detached Dwelling Residential (AKA *S.F.R*) Evidence Set (Detached Dwelling Listings — Yorba Linda)

Sample size: 10 current/recent detached listings with posted living area square footage.

- 21590 Via Pepita — 2,183 S.F.
- 18751 Turfway Park — 4,598 S.F.
- 3880 Hogan Dr — 4,496 S.F.
- 3836 Jutland Ln — 4,535 S.F.
- 19762 Ridgewood Pl — 1,710 S.F.
- 23080 Foxtail Dr — 1,803 S.F.
- 5130 Webb Pl — 1,841 S.F.
- 20000 Villa Torino — 1,824 S.F.
- 5527 Patricia Way — 1,931 S.F.
- Additional city inventory corroborated by Yorba Linda city listing pages.

Observed Range (Detached Dwellings) Approximately 1,700 to 4,600 S.F., with a cluster around 1,800–3,700 S.F.

Adopted Average & Justification (Detached Dwellings) Adopted Average: 2,800 S.F. Centers on the modal band of typical detached homes; avoids upward skew from infrequent ultra-large custom homes.

B. Attached Dwelling Residential (AKA MF), Evidence Set (Published Floor Plans — Yorba Linda) Sample size: multiple plans across two in-city communities that publish square footage. Representative published ranges include 1–2 BR units spanning approximately 795–1,128 S.F. and 1–3 BR units spanning approximately 664–1,040 S.F.

- The Bryant at Yorba Linda — floor plans ~795 to 1,128 S.F. (1–2 BR).
- Oakcrest Heights — floor plans ~664 to 1,040 S.F. (1–3 BR, affordable).
- Arbor Villas — community context only (S.F. not published; excluded from S.F. calculations).

Observed Range (Detached dwellings) Approximately 664 to 1,128 S.F., with most 1–2 BR plans clustering around 800–1,100 S.F.

Adopted Average & Justification (MF) Adopted Average: 1,000 S.F. sites near the center of published plan distributions and reflects typical 1–2-bedroom inventory.

C. Mobile Home Dwelling Units. Evidence Set (Mobile/Manufactured Listings — Yorba Linda)
Sample size: 10+ active/sold listings with posted square footages. Representative examples:

- 16942 Lake Ridge Way — 1,152 S.F.
- 16958 Lake Ridge Way — 1,200 S.F.
- 3708 Lake Crest Dr — 1,536 S.F.
- 3678 Lake Crest Dr #41 — 1,344 S.F.
- 3731 Lake Side Dr — 1,358 S.F.
- 3761 Lake Glen Dr #146 — 1,392 S.F.
- 16927 Lake Ridge Way — 1,440 S.F.
- 16950 Lake Park Way #7 — 1,472 S.F.
- 16942 Lake Park Way — 1,464 S.F.
- 16991 Lake Terrace Way #266A — 1,368 S.F. (sold record).

Observed Range (Mobile Homes)
Approximately 1,152 to 1,536+ S.F., tightly clustered around 1,300–1,500 S.F.

Adopted Average & Justification (Mobile Homes) Adopted Average: 1,300 S.F. Represents the central tendency of double-wide (2 X 800 S.F.) formats in Yorba Linda mobile home parks.

Notes on Defensibility

- Transparency: Each category lists actual examples, shows the observed range, and states a representative average with clear rationale.
- Recency: Sources are current public listings and floor-plan pages.
- Reproducibility: Reviewers can navigate the source pages to verify square footages and repeat the sampling.
- Stability: Averages are inputs to capacity/fee calculations and remain stable across routine market changes.

Source Index (Key References)

- Redfin — Yorba Linda city and ZIP listing pages (detached S.F.R and mobile/manufactured examples).
- The Bryant at Yorba Linda — published floor plans (1–2 BR).
- Oakcrest Heights — published floor plans (1–3 BR).
- Arbor Villas — community context (S.F. not published; excluded from S.F. calculations).

Summary - The following table identifies the TIF cost per residential dwelling unit (from Schedule 3.2) and divides it by the average square foot of the type of residential dwelling unit for an average TIF cost per square foot.

Appendix C - Table 2

Average Residential Dwelling TIF Cost per Square Foot

Land Use Designation	TIF per Unit	Average Dwelling Size	TIF per Square Foot
Detached Dwelling Units	$8,886	2,800 S.F.	$3.17
Attached Dwelling Units	$4,799	1,000 S.F.	$4.80
Mobile Home Units	$5,156	1,300 S.F.	$3.97

Appendix D

Accessory Dwelling Units
Cost Calculation Explanation

Application of Traffic Transportation Impact Fees on Accessory Dwelling Units

The approach that is recommended for the calculation of TIFs for application to the construction of ADUs is to make it a function of the demand of one detached dwelling unit as is consistent with current State statutes. One can assume that the State identified them as function of a detached dwelling TIF as they more closely resemble detached dwellings, albeit smaller in size, as they are largely located within detached dwelling neighborhoods and will likely function as such.

The application of an ADU TIF as a function of a Detached Dwelling is consistent with the recently Chaptered Government Code, Title 7, Division 1, Chapter 4, Article 2 (attached as Attachments A to E). Section 65852.2, (f) (1).

> (3) (A) A local agency, special district, or water corporation shall not impose any impact fee upon the development of an accessory dwelling unit less than 750 square feet. *Any impact fees charged for an accessory dwelling unit of 750 square feet or more shall be charged proportionately in relation to the square footage of the primary dwelling unit.*

The following Table is an example of a proposed 750 square foot accessory dwelling unit to be constructed behind a 3,000 square foot primary dwelling unit. The 750 square feet ADU represents 25.0% of the 3,000 square foot primary unit (750 SQUARE FOOT /3,000 SQUARE FOOT = 25.0%). The City will also receive a spreadsheet application enabling staff to make other such calculations depending upon the facts presented within the ADU application.

Existing Mitigation Fee Act Findings. The five required Government Code §66000 findings within each chapter would apply to the imposition/collection of ADU TIFs. The fees collected would be used to finance the same projects limited for use in that TIF-defined area in each corresponding infrastructure chapter in the *2025-26 Yorba Linda TIF Calculation and Nexus Report*.

Square Foot of Proposed Accessory Dwelling Unit	750
Square Foot of Primary (i.e. “front”) Dwelling Unit	3,000
Ratio of ADU S.F. to Primary Unit S.F.	25.0%
Detached Dwelling Unit Traffic Impact Fee	$8,886
ADU Traffic Impact Fee (rounded)	$2,221

End of Report

ORANGE COUNTY
SHERIFF'S DEPARTMENT

EXTERNAL MEMO

To: City of Yorba Linda Traffic Commission
From: Deputy Ryan Reneau
Date: February 4, 2026
RE: January 2026 Reported Traffic Collisions

Listed below are the traffic collision that occurred in the City of Yorba Linda during the month of January 2026 for which a report was taken.

*****STATISTICS PRESENTED IN THIS REPORT ARE UNOFFICIAL AND SUBJECT TO CHANGE UPON COMPLETION OF THE NATIONAL INCIDENT BASED REPORTING SYSTEM CERTIFICATION PROCESS BY THE ORANGE COUNTY SHERIFF'S DEPARTMENT*****

Total: 23

DR#	Incident Date	Location	Property Damage
26-003319	01/30/2026 12:26	La Palma Ave // Via Lomas De Yorba East	No
26-003225	01/30/2026 09:46	Valley View Ave // Bastanchury Rd	No
26-003152	01/29/2026 15:47	Esperanza Rd // Yorba Ranch Rd	Fence / Wall / Water Valve
26-003151	01/29/2026 15:24	New River Rd // Esperanza Rd	No
26-003047	01/28/2026 16:16	Imperial Hwy // Casa Loma Ave	No
26-003044	01/28/2026 15:07	Imperial Hwy // Bastanchury Rd	No
26-002465	01/23/2026 17:54	Copper Canyon Rd // Via Lomas De Yorba West	No
26-002331	01/22/2026 17:43	Bastanchury Rd // Prospect Ave	No
26-002213	01/21/2026 14:43	17001 Saga Dr	No
26-001825	01/18/2026 00:43	Imperial Hwy // Yorba Linda Blvd	No
26-001563	01/15/2026 14:43	16951 Imperial Hwy	No
26-001517	01/15/2026 06:42	Mountain View Ave // Yorba Linda Blvd	No
26-001354	01/13/2026 16:33	Imperial Hwy // Casa Loma Ave	No
26-001350	01/13/2026 15:28	Imperial Hwy // Valley View Ave	No
26-001289	01/13/2026 08:41	Vinwood Ln // Valley View Ave	No
26-001178	01/12/2026 10:07	Imperial Hwy // Casa Loma Ave	No
26-001083	01/11/2026 10:33	Bastanchury Rd // Plumosa Dr	No
26-000915	01/09/2026 13:28	20032 Clear River Ln	No
26-000803	01/08/2026 12:38	New River Rd // Yorba Linda Blvd	No

26-000589	01/06/2026 19:40	Lawndale Pl // Van Buren St	No
26-000462	01/05/2026 20:49	La Palma Ave // Gypsum Canyon Rd	No
26-000445	01/05/2026 17:02	20535 Yorba Linda Blvd	No
26-000167	01/02/2026 20:29	Valley View Ave // Bastanchury Rd	No

ORANGE COUNTY
SHERIFF'S DEPARTMENT

EXTERNAL MEMO

To: City of Yorba Linda Traffic Commission
From: Deputy Ryan Reneau
Date: February 4, 2026
RE: January 2026 Non-Reported Traffic Incidents

Listed below are the traffic collision that occurred in the City of Yorba Linda during the month of January 2026 for which a report was not taken.

*****STATISTICS PRESENTED IN THIS REPORT ARE UNOFFICIAL AND SUBJECT TO CHANGE UPON COMPLETION OF THE NATIONAL INCIDENT BASED REPORTING SYSTEM CERTIFICATION PROCESS BY THE ORANGE COUNTY SHERIFF'S DEPARTMENT*****

Total: 24

Incident Date	Location
01/29/2026 20:27	Yorba Linda Blvd // Avenida De Las Estrellas
01/29/2026 10:15	19725 Yorba Linda Blvd
01/28/2026 21:00	17042 Los Angeles St
01/26/2026 12:10	18402 Yorba Linda Blvd
01/26/2026 08:44	Esperanza Rd // Lindsey Dr
01/23/2026 14:35	17113 Bastanchury Rd
01/21/2026 21:06	Deodar Rd // Village Center Dr
01/21/2026 18:43	18306 Imperial Hwy
01/20/2026 13:45	Yorba Linda Blvd // 91 Frwy
01/20/2026 13:59	Yorba Linda Blvd // Richfield Rd
01/19/2026 18:39	Savi Ranch Pkwy // Yorba Linda Blvd
01/16/2026 18:40	Savi Ranch Pkwy // Yorba Linda Blvd
01/16/2026 18:04	Yorba Linda Blvd // New River Rd
01/16/2026 16:42	18309 Goldbark Wy
01/15/2026 14:34	Fairmont Blvd // Bastanchury Rd
01/12/2026 08:41	Bastanchury Rd // Imperial Hwy
01/11/2026 21:38	Rose Dr // Wabash Ave
01/10/2026 13:18	5515 Camino De Bryant
01/08/2026 15:03	19900 Bastanchury Rd

01/06/2026 21:19	Imperial Hwy // Main St
01/05/2026 17:14	Brooklyn Ave // 2nd St
01/04/2026 14:52	Rose Dr // Yorba Linda Blvd
01/02/2026 19:14	Imperial Hwy // Yorba Linda Blvd
01/02/2026 18:21	Yorba Linda Blvd // Lakeview Ave

2026 YORBA LINDA TRAFFIC

		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
COLLISIONS	FATAL	0												0
	INJURY	7												7
	NON-INJURY	16												16
	DUI	3												3
	HIT & RUN	6												6
	NON-REPORTED	24												24
TOTAL CITES	HAZARDOUS	193												193
	NON-HAZARDOUS	190												190
DUI/ TRAFF ENF. UNIT	DUI ARRESTS	2												2
	HAZARDOUS	10												10
	NON-HAZARDOUS	2												2
TOTAL	DUI ARRESTS	10												10

ORANGE COUNTY
SHERIFF'S DEPARTMENT

EXTERNAL MEMO

To: City of Yorba Linda Traffic Commission
From: Deputy Ryan Reneau
Date: March 12, 2026
RE: February 2026 Reported Traffic Collisions

Listed below are the traffic collision that occurred in the City of Yorba Linda during the month of February 2026 for which a report was taken.

*****STATISTICS PRESENTED IN THIS REPORT ARE UNOFFICIAL AND SUBJECT TO CHANGE UPON COMPLETION OF THE NATIONAL INCIDENT BASED REPORTING SYSTEM CERTIFICATION PROCESS BY THE ORANGE COUNTY SHERIFF'S DEPARTMENT*****

Total: 21

DR#	Incident Date	Location	Property Damage
26-006559	02/27/2026 17:01	19900 Bastanchury Rd	No
26-006550	02/27/2026 16:10	4502 Palm Ave	Private property
26-006472	02/26/2026 23:11	Condor Ridge Rd // Fairmont Blvd	No
26-006291	02/25/2026 15:11	22633 Savi Ranch Pkwy	No
26-005972	02/23/2026 08:33	Lakeview Ave // Bastanchury Rd	No
26-005890	02/22/2026 13:56	Rose Dr // Wabash Ave	No
26-005880	02/22/2026 13:03	Richfield Rd // Yorba Linda Blvd	No
26-005845	02/22/2026 00:35	Rose Dr // Yorba Linda Blvd	No
26-005813	02/21/2026 15:30	Lakeview Ave // Ford Ln	No
26-005800	02/21/2026 12:49	Esperanza Rd // Lindsey Dr	No
26-005795	02/21/2026 11:53	Silver Canyon Rd // Via Lomas De Yorba West	Fence, Sign
26-005456	02/18/2026 08:26	19900 Bastanchury	No
26-005109	02/14/2026 17:49	Buena Vista Ave // Vista Del Lago	No
26-005004	02/13/2026 18:24	4701 Casa Loma Ave	No
26-004739	02/11/2026 12:36	16841 Saga Dt	No
26-004645	02/10/2026 17:34	Yorba Linda Blvd // Avenida Rio Del Oro	No
26-004619	02/10/2026 14:17	Black Gold Dr // Lakeview Ave	No
26-004259	02/07/2026 11:38	Rose Dr // Yorba Linda Blvd	No
26-004240	02/07/2026 02:20	Imperial Hwy // Kellogg Dr	Light pole

26-003909	02/04/2026 10:04	4244 Avocado Ave	Private property
26-003624	02/02/2026 09:46	Yorba Linda Blvd // Avenida Rio Del Oro	Light pole

To: City of Yorba Linda Traffic Commission
From: Deputy Ryan Reneau
Date: March 12, 2026
RE: February 2026 Non-Reported Traffic Incidents

Listed below are the traffic collision that occurred in the City of Yorba Linda during the month of February 2026 for which a report was not taken.

*****STATISTICS PRESENTED IN THIS REPORT ARE UNOFFICIAL AND SUBJECT TO CHANGE UPON COMPLETION OF THE NATIONAL INCIDENT BASED REPORTING SYSTEM CERTIFICATION PROCESS BY THE ORANGE COUNTY SHERIFF'S DEPARTMENT*****

Total: 19

Incident Date	Location
02/28/2026 17:37	4090 Cassia Ln
02/28/2026 10:53	22633 Savi Ranch Pkwy
02/26/2026 11:20	17506 Yorba Linda Blvd
02/23/2026 12:48	22633 Savi Ranch Pkwy
02/22/2026 05:25	5897 Portsmouth Rd
02/17/2026 14:32	Savi Ranch Pkwy // Mirage St
02/17/2026 05:56	Imperial Hwy // Kellogg Dr
02/13/2026 15:14	21305 Via Del Parque
02/13/2026 08:37	4410 Rose Dr
02/12/2026 11:38	Gypsum Canyon Rd // La Palma Ave
02/12/2026 09:17	Bastanchury Rd // Valley View Ave
02/11/2026 17:34	4848 Valley View Ave
02/11/2026 16:41	Bastanchury Rd // Village Center Dr
02/10/2026 14:45	La Palma Ave // Gypsum Canyon Rd
02/07/2026 15:35	4332 Pepperdine Pl
02/07/2026 13:07	Yorba Linda Blvd // Kellogg Dr
02/07/2026 10:04	25360 River Bend Dr
02/04/2026 07:39	Rose Dr // Huggins Ave
02/03/2026 19:40	Savi Ranch Pkwy // Yorba Linda Blvd

2026 YORBA LINDA TRAFFIC

		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
COLLISIONS	FATAL	0	0											0
	INJURY	7	7											14
	NON-INJURY	16	14											30
	DUI	3	3											6
	HIT & RUN	6	7											13
	NON-REPORTED	24	19											43
TOTAL CITES	HAZARDOUS	193	148											341
	NON-HAZARDOUS	190	186											376
DUI/ TRAFF ENF. UNIT	DUI ARRESTS	2	10											12
	HAZARDOUS	10	19											29
	NON-HAZARDOUS	2	15											17
TOTAL	DUI ARRESTS	10	14											24

To: City of Yorba Linda Traffic Commission
From: Deputy Ryan Reneau
Date: April 7, 2026
RE: March 2026 Reported Traffic Collisions

Listed below are the traffic collision that occurred in the City of Yorba Linda during the month of March 2026 for which a report was taken.

*****STATISTICS PRESENTED IN THIS REPORT ARE UNOFFICIAL AND SUBJECT TO CHANGE UPON COMPLETION OF THE NATIONAL INCIDENT BASED REPORTING SYSTEM CERTIFICATION PROCESS BY THE ORANGE COUNTY SHERIFF'S DEPARTMENT*****

Total: 38

DR#	Incident Date	Location	Property Damage
26-010315	03/30/2026 16:36	20754 Circulo Durango	Private property
26-010198	03/29/2026 13:52	Bastanchury Rd // Rose Dr	No
26-010015	03/27/2026 19:00	18515 Yorba Linda Blvd	No
26-009977	03/27/2026 13:45	Valley View Ave // Cloverdale Wy	No
26-009920	03/27/2026 08:36	Imperial Hwy // Los Angeles St	No
26-009821	03/26/2026 14:09	18181 Imperial Hwy	No
26-009817	03/26/2026 12:43	Yorba Linda Blvd // Savi Ranch Pkwy	No
26-009801	03/26/2026 11:19	22677 Oakcrest Cir	No
26-009559	03/24/2026 15:50	Valley View Ave // Jamestown Dr	No
26-009515	03/24/2026 09:17	18271 Shook Ln	Private property
26-009496	03/24/2026 05:52	Eureka Ave // Yorba Linda Blvd	No
26-009430	03/23/2026 14:13	Savi Ranch Pkwy // Yorba Linda Blvd	No
26-009233	03/21/2026 17:33	La Palma Ave // Via Lomas De Yorba East	No
26-009018	03/19/2026 18:39	Yorba Linda Blvd // Village Center Dr	No
26-008977	03/19/2026 13:25	4848 Lakeview Ave	No
26-008892	03/18/2026 22:49	Bastanchury Rd // Rose Dr	Electrical pole
26-008864	03/18/2026 17:26	20190 Pingree Wy	Private property
26-008691	03/17/2026 13:33	Lakeview Ave // Yorba Linda Blvd	No
26-008590	03/16/2026 18:31	La Palma Ave // Gypsum Canyon Rd	No

26-008589	03/16/2026 18:14	17801 Imperial Hwy	Private property
26-008585	03/16/2026 17:22	Village Center Dr // Yorba Linda Blvd	No
26-008572	03/16/2026 15:55	Yorba Linda Blvd // Valley View Ave	No
26-008509	03/16/2026 07:33	Bastanchury Rd // Lakeview Ave	No
26-008318	03/14/2026 16:13	Village Center Dr // Yorba Linda Blvd	No
26-008241	09/13/2026 22:21	Bastanchury Rd // Imperial Hwy	No
26-008189	03/13/2026 15:50	Yorba Linda Blvd // Lakeview Ave	No
26-008105	03/12/2026 23:04	Yorba Linda Blvd // Savi Ranch Pkwy	No
26-008062	03/12/2026 15:45	Bastanchury Rd // Rose Dr	No
26-007991	03/12/2026 07:49	Lakeview Ave // Flora Dr	No
26-007772	03/10/2026 13:43	New River Rd // Esperanza Rd	No
26-007741	03/10/2026 09:20	Lakeview Ave // Timberlane Dr	No
26-007699	03/09/2026 20:58	Prospect Ave // Imperial Hwy	No
26-007694	03/09/2026 19:23	21153 Via Santiago	No
26-007615	03/09/2026 09:02	4352 Lakeview Ave	City vehicle
26-007501	03/08/2026 00:54	18925 Sunny Slope	Private property
26-007343	03/06/2026 14:12	3552 Rose Dr	Private property
26-007098	03/04/2026 11:18	19831 Yorba Linda Blvd	No
26-006830	03/02/2026 09:10	18032 Lemon Dr	No

To: City of Yorba Linda Traffic Commission
From: Deputy Ryan Reneau
Date: April 7, 2026
RE: March 2026 Non-Reported Traffic Incidents

Listed below are the traffic collision that occurred in the City of Yorba Linda during the month of March 2026 for which a report was not taken.

*****STATISTICS PRESENTED IN THIS REPORT ARE UNOFFICIAL AND SUBJECT TO CHANGE UPON COMPLETION OF THE NATIONAL INCIDENT BASED REPORTING SYSTEM CERTIFICATION PROCESS BY THE ORANGE COUNTY SHERIFF'S DEPARTMENT*****

Total: 22

Incident Date	Location
03/30/2026 16:12	Fairmont Blvd // Yorba Linda Blvd
03/29/2026 17:57	21430 Yorba Linda Blvd
03/29/2026 17:12	19972 Avenida Del Rey
03/27/2026 14:52	Yorba Linda Blvd // Imperial Hwy
03/26/2026 09:42	19900 Bastanchury Rd
03/26/2026 01:00	6322 Glendale Dr
03/22/2026 14:37	Yorba Linda Blvd // Lakeview Ave
03/21/2026 11:20	Fairmont Blvd // Bastanchury Rd
03/20/2026 12:16	22633 Savi Ranch Pkwy
03/19/2026 13:00	Lakeview Ave // Rio De Plata Dr
03/18/2026 11:55	1 Black Gold Dr
03/14/2026 16:09	Bastanchury Rd // Lakeview Ave
03/12/2026 20:00	Camela St // La Casita Ave
03/12/2026 16:46	Bastanchury Rd // Valley View Ave
03/10/2026 22:41	19900 Bastanchury Rd
03/09/2026 02:26	La Palma Ave // Gypsum Canyon Rd
03/05/2026 21:06	Valley View Ave // Imperial Hwy
03/03/2026 17:17	4403 Avenida Rio Del Oro
03/03/2026 15:40	Yorba Linda Blvd // Fairmont Blvd
03/03/2026 08:25	Paseo Del Prado // Esperanza Rd

03/02/2026 08:41	19900 Bastanchury Rd
03/01/2026 10:56	New River Rd // Avenida Adobe

2026 YORBA LINDA TRAFFIC

		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
COLLISIONS	FATAL	0	0	0										0
	INJURY	7	7	18										32
	NON-INJURY	16	14	20										50
	DUI	3	3	3										9
	HIT & RUN	6	7	8										21
	NON-REPORTED	24	19	22										65
TOTAL CITES	HAZARDOUS	193	148	89										430
	NON-HAZARDOUS	190	186	166										542
DUI/ TRAFF ENF. UNIT	DUI ARRESTS	2	10	5										17
	HAZARDOUS	10	19	22										51
	NON-HAZARDOUS	2	15	4										21
TOTAL	DUI ARRESTS	10	14	10										34