

JUNE 29, 2022      PLANNING COMMISSION REGULAR MEETING

PUBLIC HEARING ITEM NO. 7.3, GENERAL PLAN AMENDMENTS AND ZONING CODE AMENDMENTS ASSOCIATED WITH THE 2021-2029 HOUSING ELEMENT IMPLEMENTATION


**ADDITIONAL MATERIAL RECEIVED AFTER POSTING OF AGENDA**

**CITY OF YORBA LINDA**  
**Community Development Department**

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**MEMORANDUM**

**To:** Honorable Chairwoman and Members of the Planning Commission

**From:**  David Brantley, AICP  
Community Development Director

**By:** Nate Farnsworth  
Planning Manager

**Date:** For the Planning Commission meeting of June 29, 2022

**Subject:** Supplemental Information for Agenda Item 7.3 for the General Plan Amendments and Zoning Code Amendments Associated with the 2021-2029 Housing Element Implementation

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**BACKGROUND/DISCUSSION**

The purpose of this memorandum is to provide supplemental information to the Planning Commission that was not available at the time when the Planning Commission agenda packet was published on June 23, 2022. Specifically, it includes an update from the Traffic Commission meeting on June 23, 2022; an update on a conversation with the State Department of Housing and Community Development (HCD) about potentially revising the previously-approved Housing Sites Inventory; an update on public comments received; and, a revised exhibit to one of the recommended approval actions.

**Traffic Commission Meeting**

On June 23, 2022, the Traffic Commission discussed the traffic-related impacts from the proposed General Plan Amendments and Zoning Code Amendments associated with the implementation of the 2021-2029 Housing Element. A copy of the draft minutes from the Traffic Commission meeting has been included as Attachment 1 to this memo. Based on the staff presentation and public comments, the Traffic Commission provided the following recommendations for the Planning Commission to take into consideration:

1. To further review Sites S4-060 and S4-201 at South Ohio Street/Buena Vista due to the already impacted school traffic and safety concerns;
2. To further review Site S4-053 at Grandview Avenue/Kellogg Drive due to the existing issues with the flow of traffic during the peak hours;
3. To further review Site S7-001, Bryant Ranch Shopping Center (23611-23801 La Palma Ave), due to the ingress and egress points, as well as how it will impact the traffic on La Palma Avenue;
4. To further review Site S7-005, NWC Camino de Bryant/Meadowland due to traffic impacts on La Palma Avenue;

5. To further review Site S5-008 Fairmont Boulevard due to public safety and how the flow of traffic will develop to possible traffic congestions; and
6. To include further review of the Study conducted on La Palma Avenue.

Staff has looked into each of these concerns and provides the following additional information:

Sites S4-060, S4-201, and S4-053

- The Draft Program Environmental Impact Report (PEIR) Traffic Impact Analysis identified the Kellogg Dr/Imperial Highway Eastbound Ramps as currently operating under existing conditions at Level-of-Service (LOS) "F" during both the AM and PM peak hours, which is the worst service level on the LOS scale, and is inconsistent with the City's minimum standard of LOS "D." Since this intersection was presumed to be located within the City of Anaheim, it has not been identified on the City's Capital Improvement Program (CIP). Improving the LOS at this location will require coordination with Anaheim and CalTrans. This may be achievable, but the timetable for improving this intersection presently is unknown. To add additional traffic to this area, therefore, would exacerbate this existing and projected unfavorable traffic condition.
- The Traffic Impact Analysis also demonstrates that the Lakeview Ave/Buena Vista Ave intersection is operating at LOS "F" in the AM peak and LOS "E" in the PM peak; however, by 2045, it is anticipated that both peak hours will operate at LOS "F" with or without the proposed project. This could be mitigated to an appropriate LOS through the installation of a traffic signal, or other alternative intersection control.
- Concerns from the neighbors in the vicinity of these sites centered on the semi-rural make-up of the area, noting that the streets are narrow and do not have curb, gutter, sidewalks, or street lights. This presents additional concerns since there are two schools in the area (Linda Vista Elementary School and Esperanza High School). In addition, as an equestrian use, horses are common along the streets within the area, and typically ride in the street.
- Ohio Street sites (Site S4-060 and S4-201) are located immediately across the street from Linda Vista Elementary School. Due to the cul-de-sac at its southernly terminus, school traffic must egress by the same route that it entered. This essentially doubles the traffic congestion in the immediate area during school drop-off and pick-up. Additionally, due to limited drop-off and pick-up queuing capacity on the school site, vehicles entering the school site queue onto Ohio Street, which hinders the ability of unrelated traffic to ingress/egress the area. To add additional traffic to this area would exacerbate this existing unfavorable condition.

Sites S7-001 and S7-005

- The Traffic Impact Analysis shows that LOS along La Palma is currently operating and projected to operate at acceptable levels. It is not anticipated that the addition of these sites would create any additional unfavorable traffic conditions.
- Although not analyzed in the Traffic Impact Analysis, it is widely known that there are significant traffic impacts related to the La Palma/Gypsum Canyon intersection created by motorists using La Palma as a cut through to the 91 Freeway. There is a project on the 91 Freeway, including the 241/91 Express Connector Project, that is in the design phase which should alleviate some of this traffic.
- Many of the concerns from these two sites were related to traffic impacts during the 2008 Freeway Complex Fire. It is important to note that there were many lessons learned following the Freeway Complex Fire. This included the creation of an

evacuation route map for first responders to use to direct and control the traffic flow during an evacuation. The map was updated in 2013 by OCFA. Staff is currently working on a "Know Your Way" outreach campaign similar to the evacuation plans utilized by Anaheim Hills and Orange Hills.

### Site S5-008

- The Traffic Impact Analysis shows favorable LOS conditions along Fairmont Blvd for both existing and projected conditions. Therefore, it is not anticipated that the addition of this site would create any unfavorable traffic conditions. Furthermore, the site will be further analyzed in greater detail when an actual project is proposed for development. The proposed development would be required to comply with all of the development standards for the RM zoning district (i.e., two-story height limit, setbacks, parking requirements, landscaping requirements, site design, etc.). Any environmental impact not anticipated or not analyzed under this PEIR would be required to be further analyzed at that time.

### **Conversation with HCD**

Staff has been able to connect with HCD to discuss the possibility of revising the Housing Sites Inventory approved by HCD on April 8, 2022. The current Housing Sites Inventory contains a buffer of 309 dwelling units (or approximately 12% of the City's total RHNA). HCD stated that they would be amenable to allowing the City to removing sites from the Housing Sites Inventory under two strict conditions:

- 1) The City's buffer cannot be reduced below 10% of the total RHNA (or 242 dwelling units); and
- 2) The City can only remove dwelling units approved for the above moderate and moderate income categories.

Based on these conditions, the City could remove no more than 68 housing units from the Housing Sites Inventory. Therefore, if the Planning Commission is inclined, it could recommend that the City Council remove any and all of the following sites and still maintain the conditions established by HCD:

- Site S4-060 (9 units)
- Site S4-201 (15 units)
- Site S4-053 (9 units)
- Site S7-005 (10 units)

### **Public Comments**

Since the publication of the Staff Report on June 23, 2022, staff has received additional public comments related to the proposed General Plan Amendments, Zoning Code Amendments, and draft PEIR. Attachment 2 contains all additional public comments received as of June 28, 2022. Any public comments received after the publication of this supplemental report will be provided to the Planning Commission on the dais at the Planning Commission meeting on June 29, 2022.

One of the public comments was a request from the property owner located at 3542 Rose Drive to remove her property from the rezoning effort. During the Housing Sites Inventory selection process, the City Council desired to have property owners in support of the proposed rezoning.



Over the past year, staff has had several discussions with the property owner about the pros and cons of being included in the Housing Sites Inventory; however, staff was under the impression that the property owner was not completely opposed to the concept of rezoning and was still considering options. In this situation, the City has now received the request to remove the property from the list after receiving approval from HCD in April 2022. Although staff has not discussed this specific issue with HCD, the Planning Commission could provide a recommendation to the City Council related to this parcel.

### **Revised Exhibit to General Plan Amendment 2022-01**

Staff was made aware of the publication of a draft version of Exhibit "A" to General Plan Amendment 2022-01. This exhibit contains the General Plan Amendments that are not subject to a vote of the electorate of the City of Yorba Linda under the Yorba Linda Right-to-Vote Amendment. A copy of the revised exhibit with minor corrections has been included as Attachment 3.

### **Attachments:**

- 1) Draft Traffic Commission Meeting Minutes
- 2) Additional Public Comments Received Since Publication
- 3) Revised Exhibit "A" to General Plan Amendment 2022-01



## CITY of YORBA LINDA

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### TRAFFIC COMMISSION MEETING MINUTES

June 23, 2022, 6:30 p.m.  
Council Chambers  
4845 Casa Loma Avenue

Commissioners Present: Behura, Cugini, Equitz, Johnson, Phayakapong

Staff Present: Monse Garcia, David Brantley, Nate Farnsworth, Jamie Lai (via zoom)

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1. **CALL TO ORDER**

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

2. **PLEDGE OF ALLEGIANCE**

Nate Farnsworth led the flag salute.

3. **ROLL CALL**

4. **APPROVAL OF MINUTES**

4.a Approval of the May 26, 2022, Traffic Commission meeting minutes.

**Moved by Johnson**

**Seconded by Phayakapong**

That the Commission approve the May 26, 2022, Traffic Commission meeting minutes.

AYES (5): Behura, Cugini, Equitz, Johnson, and Phayakapong

**CARRIED (5-0)**

**5. PUBLIC COMMENTS**

Chairman Equitz opened the public comment portion of the agenda.

John Lang, lives on Acorn and stated it is very difficult to get on Eureka from Oak Leaf Lane because of the religious establishment (Islamic Center of Yorba Linda) which has hundreds of cars coming in and out of it during Friday congregation. The Sheriff's Department needs to monitor the speed limits on Eureka and give enough tickets to deter the speedsters. One of the neighbors painted their curb red in order for the fire truck to do their thing over there. He has seen 5 fires in that neighborhood. He had to go up on his roof to water off the embers.

Chair Equitz asked director Brantley if he is familiar with that neighborhood and Director Brantley said yes.

Chair Equitz advised Mr. Lang that his message has been sent and received.

Mr. Lang asked that a stop sign be placed at Eureka and Bastanchury and crosswalks be placed as well because one of his neighbors almost got killed. Make it so they can pull out of their driveway and make left hand turns because they don't have an out; they can only go out to Imperial to make those turns.

Chair Equitz suggested that he and his wife email Director Brantley. There is a citywide plan for traffic, crosswalks, and signals and some of the intersections may already be on the plan.

Mr. Brantley suggested that Mr. Lang and his wife visit City Hall to meet with him and traffic staff to discuss his concerns.

Jamie Lai, Director of Public Works/City Engineer asked Mr. Lang to provide his contact information to Shirjeel and they will follow up with him.

Chair Equitz closed the public hearing as there were no other speakers.

**6. NEW BUSINESS**

**6.a 2021-2029 - HOUSING ELEMENT IMPLEMENTATION**

Chair Equitz explained the next item is the Housing Element for 2021 to 2029. He thanked the members of the audience for attending the meeting and explained there will be a staff report from Mr. Farnsworth, and then comments, and questions to staff from the Commissioners, and finally there will be an opportunity for public comment. He explained Traffic Commission's role in this Housing Element Implementation is very limited; they will review the traffic impact analysis that was prepared for the project in order for the Commission to provide advisory comments to the Planning Commission and City Council. The Traffic Commission is not a policymaking body; they are only an advisory body and have a very narrow role and scope in this case and will not be able to consider comments unrelated to traffic matters during tonight's meeting. If there are comments related to the overall project, they can submit them directly to the Planning Commission or City Council for consideration at their upcoming public hearings. He encouraged residents to submit comments regarding the environmental issues to Mr. Farnsworth, who is managing the environmental impact report and will be preparing responses to the environmental comments received at the conclusion of their 45-day review period.

He informed everyone to fill out a public comment card if they wish to speak.

Director Lai stressed that staff, Council, and the Traffic Commission has heard a lot of concerns regarding specific sites from the residents. The Traffic Commission will focus on just the traffic related items; the Planning Commission and City Council will focus on other aspects of the potential housing sites.

Director Brantley stated there have been many conversations to try to provide education and information about the Housing Element.

The Southern California Association of Governments (SCAG) had been reviewing this for 3 1/2 years and many cities in the region reached out to the state to ask for more time due to COVID, but the state did not allow it.

The SCAG Region was assigned 1.34 million housing units. It derives from what the state calls a housing crisis and the Governor implied that the state had to build three and a half million housing units because housing production has fallen behind and population has grown. The local SCAG Metropolitan Planning Authority had to determine out how to allocate the 1.34 million units to all the cities in the SCAG Region; Yorba Linda was assigned 2,415 housing units.

If cities do not comply with their allocation, there will be penalties such as fines up to \$600,000 per month, lose state funding and grant programs that help build parks



and roads and other amenities, or the state can take over local control of land uses. The city has attempted to fight the allocation, but it has fallen on deaf ears and the state has refused to reallocate the numbers. The city has to plan for housing according to the law.

The city has done extensive public outreach, there were public hearings to adopt the Housing Element at the Planning Commission, Traffic Commission as well as City Council. The City Council adopted the Housing Element in February of 2022 then it was sent to HCD and was certified in April 2022. The city is now preparing a program environmental impact report for the implementation of programs which includes the actual rezoning of properties to comply with RHNA.

The city is now in the public review period; therefore, staff is taking comments and will respond to the comments. There will be additional public hearings throughout the summer as follows:

- June 29<sup>th</sup> Planning Commission
- July 27<sup>th</sup> Planning Commission regarding the Program Environmental Impact Report
- August 2<sup>nd</sup> first public hearing before the City Council
- August 9<sup>th</sup> a City Council meeting with a call for the general election, which would occur on November 8<sup>th</sup>

Yorba Linda has a citizen adopted initiative called Measure B which was approved in 2006 that gives the citizens the right to vote over land use matters. All 27 sites are subject to the vote, which will appear on the November ballot at the upcoming general election.

Nate Farnsworth, Planning Manager, stated many residents question why the city isn't fighting this. Staff has been involved in this since 2018. Council Member Peggy Huang has served as Chair of the RHNA Subcommittee at SCAG and also served as the Chair of the Economic and Human Development Committee of SCAG which paves the way for how the number of units are distributed throughout the region. The subcommittee's job was to establish an equitable draft allocation method to distribute the 1.34 million housing units. The group came up with a recommendation that would have given Yorba Linda 207 housing units over the course of the next eight years. When it got to the Regional Council, there was a last-minute decision proposed by Mayor Bailey from Riverside and supported by Los Angeles Mayor Garcetti, who attended the meeting with the rest of the LA City Council and threw the vote at the last minute resulting in a major shift from development that would have been placed on Riverside, Imperial County, San Bernardino County. The shift put a majority of the housing into Orange County and Los Angeles County; it resulted in an increase to 2,415 housing units for Yorba

Linda. Yorba Linda appealed and lost, along with every other jurisdiction in Orange and Los Angeles County.

The city was opposed to the methodology from the beginning and had numerous letters in opposition written from staff, City Council, Mayor, and residents. The city appealed the RHNA numbers, but the city was denied. It is important for the residents to understand that they have fought harder than any other city to reduce the numbers and have exhausted every effort to get the number down. It is now a state mandate, and they have to comply with it. The fight did result in a much lower number than what other cities got.

The city was assigned to 2415 units which was broken down into four different income categories.

### **Yorba Linda Regional Housing Needs Assessment (RHNA)**

Income Level	2022 Income (4-person household)	Units
<i>Area Median Income (AMI) Orange County</i>	\$119,100	
Very Low (<50% AMI)	\$67,750	765
Low (51-80% AMI)	\$108,400	451
Moderate (81-120% AMI)	\$142,900	457
Above Mod (>120% AMI)	> \$142,900	742
<b>TOTAL</b>		<b>2,415 units</b>

The city's plan includes 27 sites that are scheduled to be rezoned to increase the density in order to meet the state mandated requirements.

The city tried to obtain as much credit as they could for anything that was eligible under the existing state law that didn't require rezoning.

## Summary of Housing Element Sites

Income Levels	Very Low	Low	Moderate	Above Mod	Total
2021-2029 RHNA Targets	765	451	457	742	2,415
<b>Existing Zoning</b>					
Entitled Projects				181	181
Town Center Specific Plan			31		31
RM-30			12		12
Accessory Dwelling Units	100	172	120	8	400
Existing Site Capacity		272	163	189	624
RHNA Shortfall	(944)		(294)	(553)	(1,791)
<b>Rezone Sites</b>					
Planned Development			64	130	194
RM			129	209	338
RM-20	40		26	40	106
Affordable Housing Overlay	710			72	782
Mixed Use Housing Overlay	26		136	163	325
Congregational Land Overlay	355				355
<b>Total Site Capacity (Existing + Rezone Sites)</b>	<b>1,403</b>		<b>518</b>	<b>803</b>	<b>2,724</b>
RHNA Buffer	+187		+61	+61	+309

There are approximately 181 units that are already entitled projects that will count towards the housing element cycle once they are completed. The state law now allows, by right, every single-family resident to have one additional dwelling unit (ADU) or a junior additional dwelling unit (JADU) on every single residential property. With 20,000 residential dwelling units in the city, their first approach was to say that at least 20,000 additional dwelling units could be provided, but the state said no it must be based on the trend of how many ADU's have been built overtime. However, the new laws went into effect in 2018/19 and there is no historic trend to base it on, plus they were in the middle of COVID, and people were not building anything. The state gave them credit for 400 ADU's over the course of the next eight years. Most of the ADU's fall within their requirement for meeting the low and very low-income categories.

The city is under no obligation to actually build the units; it is a planning tool mandated by the state. The city will not force anyone to build houses; their responsibility is to ensure that the zoning is in place to allow for the units to be built. History has shown that most sites do not even develop to the full capacity that was permitted.

He encouraged residents to attend next week's Planning Commission meeting and to review the staff report that is available on the website. He also urged them to visit [www.ylhousingelementupdate.com](http://www.ylhousingelementupdate.com) and forward comments to [housingelement2021@yorbalingdaca.gov](mailto:housingelement2021@yorbalingdaca.gov). All comments will be forwarded to the Planning Commission and City Council.

He reminded the audience that the role of the Traffic Commission is to look at traffic related impacts with this plan. The Planning Commission will play a role in

all the other comments. He introduced the environmental consultant Nicole Morse to provide a presentation.

Nicole Morse, T & B Planning, stated they prepared the EIR and program level EIR to analyze broad based impacts related to the Housing Element sites. They looked at zoning of the 27 sites with the total build out potential of about 2,400 units. They hired Urban Crossroads to review the transportation section who prepared a vehicle miles traveled analysis and a traffic study.

The vehicle miles traveled (VMT) analysis is required by the state. They required that all of the cities come up with their own VMT metric as a replacement for automobile delay when it comes to analyzing traffic impacts in an EIR. The EIR section focuses on the findings from the VMT report which was determined to be less than significant. They also looked at the project's potential to conflict with General Plan policies related to pedestrian facilities, equestrian facilities, design hazards and emergency access.

Jose Alire, subconsultant with Urban Crossroads, provided a visual presentation with the sites inventory and intersections that were analyzed for the study. They also received input from Placentia, Anaheim, and Brea to make sure they were looking at the right location and addressing the impacts from the project.

The project as a whole is the 27 locations which was a high-level programmatic traffic study that looks at the entire city and from that they run models that are acceptable models in Orange County on how traffic patterns are going to be dispersed on the network and go out to the regional network that eventually goes out to the 91 and the 57 freeway.

Nineteen intersections were evaluated as part of it in conjunction with the ones that the city felt where the highest priority for this analysis.

TABLE 1-3: SUMMARY OF LOS

#	Intersection	Existing (2022)		2045 Without Project		2045 With Project	
		AM	PM	AM	PM	AM	PM
1	Rose Dr. & Imperial Highway	●	●	●	●	●	●
2	Prospect Av. & Imperial Highway	●	●	●	●	●	●
3	Imperial Highway & Bastanchury Rd.	●	●	●	●	●	●
4	Imperial Highway & Lemon Dr.	●	●	●	●	●	●
5	Imperial Highway & Yorba Linda Bl.	●	●	●	●	●	●
6	Lakeview Av. & Buena Vista Av.	●	●	●	●	●	●
7	Kellogg Dr. & Imperial Highway EB Ramps	●	●	●	●	●	●
8	Kellogg Dr. & Imperial Highway WB Ramps	●	●	●	●	●	●
9	Plumosa Dr. & Bastanchury Rd.	●	●	●	●	●	●
10	Lakeview Av. & Bastanchury Rd.	●	●	●	●	●	●
11	Lakeview Av. & Lemon Dr.	●	●	●	●	●	●
12	Lakeview Av. & Yorba Linda Bl.	●	●	●	●	●	●
13	Ohio St. & Yorba Linda Bl.	●	●	●	●	●	●
14	Fairmont Bl. & Bastanchury Rd.	●	●	●	●	●	●
15	Fairmont Bl. & Yorba Linda Bl.	●	●	●	●	●	●
16	Weir Canyon Rd. & Savi Ranch Pkwy.	●	●	●	●	●	●
17	Weir Canyon Rd. & SR-91 WB Ramps	●	●	●	●	●	●
18	Weir Canyon Rd. & SR-91 EB Ramps	●	●	●	●	●	●
19	Gypsum Canyon Rd. & La Palma Av.	●	●	●	●	●	●

### Horizon Year Deficiencies

- Rose Drive & Imperial Highway (#1)
- Prospect Avenue & Imperial Highway (#2)
- Lakeview Avenue & Buena Vista Avenue (#6)
- Kellogg Drive & Imperial Highway EB Ramps (#7)
- Weir Canyon Road/Yorba Linda Boulevard & Savi Ranch Parkway (#16)

● LOS-A-D  
 ● LOS-E  
 ● LOS-F



They looked at existing conditions and collected data for 2022; then they had to project out to 2045 *without* the project and 2045 *with* the traffic from the project. Of the 19 intersections, Lakeview/Buena Vista and Kellogg/Imperial were found to currently have operational issues.

He provided a slide with deficient intersections and their required improvements in order to achieve acceptable levels as shown below:

## Improvements Required

TABLE 1-4: SUMMARY OF IMPROVEMENTS

Intersection #	Location	Jurisdiction	Horizon Year (2045) With Project	Improvements in TIFs <sup>2</sup>	Project Responsibility <sup>2</sup>	Fair Share % <sup>1</sup>
1	Rose Dr. & Imperial Highway	Placentia	- Modify the TS to implement split phasings on NB/SB	No	Fair Share	23.8%
5	Imperial Highway & Yorba Linda Bl.	Yorba Linda	- Modify the TS to implement split phasings on EB/WB	No	Fair Share	11.3%
6	Lakeview Av. & Buena Vista Av.	Yorba Linda	Install a traffic signal	Yes	None	34.1%
7	Kellogg Dr. & Imperial Highway EB	Anaheim	Install a traffic signal	No	Fair Share	82.3%
16	Weir Canyon Rd. & Saw Ranch Pkwy.	Yorba Linda	- Add a 3rd WB left turn lane - Modify the TS to implement overlap phasing on WB right turn	No No	None (CIP) Fair Share	25.5%

<sup>1</sup> Improvements included in City's Traffic Impact Fee (TIF) fee programs.

<sup>2</sup> Identifies the Project's responsibility to construct an improvement or contribute fair share towards the implementation of the improvements shown.

<sup>3</sup> Program improvements constructed by project may be eligible for fee credit, at discretion of the City. See Table 6-2 for Fair Share Calculations.

If there is a fair share, they have to look at the traffic volumes coming into the intersections, how much traffic is at the peak hours, then take the highest one and what percentage is attributed to the change. He concluded his presentation.

Chair Equitz ask Commissioners if there were any questions for staff.

Commissioner Behura stated item 8 on the jurisdictional slide needed correction. He stated that intersection was analyzed using synchro instead of ICU because it was deemed Caltrans needed to be verified.

Mr. Alire explain they will make the corrections and verify the information.

Commissioner Phayakapong referred to table 3.1 and asked why La Palma/Weir Canyon/Yorba Linda were not evaluated because they already are backed up and why is item 19, Gypsum/La Palma rated green.

Mr. Alire responded they were selected by what they have to do with the relative distance from the development project. The intersections were selected in coordination with city staff. Prior to them starting any work, they submitted a scope

of work and worked with the city to determine the intersections that they needed to study.

Commissioner Behura added if you were to model the vehicles going in and out, it would show how they disperse. If you had the wherewithal to do it, you would see how much of the traffic in a particular place is going through an intersection and what percentage it is increasing by; that usually triggers whether or not it should be analyzed. Sometimes traffic engineers' knowledge takes place in the actual modeling where they can say the distance is far enough away so that there will only be a small percentage which may not have an impact on the existing intersection. If the distance is far enough that it will only increase by 1%, it will not impact the existing intersection. All you are measuring is the impacts of the traffic volume from the project on intersections and no other behavior; it is confined to what the project will influence.

Commissioner Johnson echoed Commissioner Phayakapong's comments regarding Gypsum and La Palma. The Traffic Commission already conducted a study on La Palma/Gypsum because they do recognize the issues with that intersection. The report showed it a C or D at the maximum level.

Director Lai added there will be further studying at that intersection as well as other intersections that are already on the Capital Improvement Program.

Commissioner Johnson inquired about the process for working with other jurisdictions.

Director Lai responded they reached out to see if they have similar concerns at these intersections. They have been collaborating with Brea regarding Imperial and Rose.

Commissioner Johnson asked why no 24-hour data was collected for this project.

Mr. Alire responded that they look at the peak hours which are generally in the morning and the evening; for the remainder of the day, the traffic that goes through these intersections is lower, so they look at worst case scenarios.

Commissioner Johnson asked Mr. Brantley if they normally require 24-hour data.

Director Brantley responded that the peak hours are usually the focus for traffic studies.

Director Lai added traffic studies are usually done with the AM and PM peak hours to accommodate what types of trips are going through at that time. With speed studies, they do 24-hour studies.

Commissioner Johnson stated only one part of Ohio and Yorba Linda Boulevard was included; why weren't both Ohio north and Ohio south included?

Mr. Alire responded that they worked with city to decide which locations needed to be analyzed.

Director Lai added they will take a look it; there may be a technical reason.

Commissioner Johnson asked them to include Grandview and Kellogg because there is already a development there and that signal will be impacted if the project goes through. He asked if Rose/Imperial also includes Brea 265 Specific Plan?

Mr. Alire responded that it does include all the development.

Commissioner Johnson asked Director Lai to talk about the effectiveness of the evacuation plan, when it was last updated and how effective it was during the Blue Ridge fire.

Director Lai responded that after the 2018 fires there was an undertaking to look at the evacuation maps. The updated evacuation maps were utilized during the 2020 Blue Ridge Fire and there were less issues. Additionally, last year they received a grant from Cal Fire which involves an updating and emergency operations plan. They will be taking a look at refining the evacuation plan and will be working closely with the Fire Department and the Sheriff's department.

Commissioner Cugini asked if Table 1.3 assumes that all of the 2,415 housing units will be built out with a macro look of the city. He asked if any micro simulations were done of specific areas.

Mr. Alire stated that is correct and only a macro analysis was completed; it was a programmatic high-level study.

Commissioner Cugini asked if any specific areas may have been called out to need additional information.

Mr. Alire stated that is correct because they do not have enough specifics on each of the 27 locations.

Commissioner Cugini asked what caused the change from D to E in 2045 with or without the project on Imperial Highway/Yorba Linda Boulevard.

Mr. Alire stated he didn't recall, but it usually means one of the movements may have a queuing issue such as left or right turn; they are usually corrected with a timing adjustment or a right turn overlap.

Chair Equitz opened the public hearing and ask everyone to sign in for the record and reminded everyone that this is an advisory committee; comments will be passed along to Planning Commission and City Council.

John Lang stated schools need to be addressed and it will affect the children.

Ellen Grau submitted a hand-out and added that the Complex Fire needs to be looked at instead of the Blue Ridge fire. La Palma is an evacuation route and needs to be evaluated. As of June 20th, Cal Fire has updated their fire hazard severity zone maps and Yorba Linda is on the high severity map. In the Complex Fire, people went out on La Palma, Yorba Linda Boulevard and Fairmont. They have had 10 fires and now there will be 230 people added to the complex below her. She is also concerned about parking from all the new units.

Chair Equitz clarified that her main concern is evacuation routes. Ms. Grau stated yes, evacuation and parking from all the units that will be added.

Chair Equitz added the city has a parking plan for each one of the projects, and they will be parked appropriately. He added the Commission has a copy of all the emails that have been sent and their messages have been received.

Ms. Grau added it is the California Association of Realtors that is suing all the cities and driving it for the developers.

Dave Nichols lives on Grandview Avenue across the street from one of the proposed projects. Kellogg and Imperial Highway was evaluated by the consultants and received F's. Why wasn't a traffic study done at Grandview and Kellogg and why didn't city staff think it wasn't important? If the traffic conditions are currently unacceptable, why are these locations still on the proposal for more housing? The residents on Kellogg, Grandview, Ohio, and Buena Vista deserve answers as to why those intersections are F's. He also added that peak hours in that area are not at 4:00 o'clock and why were studies done when school was already dismissed for the year; the traffic was gone, and it still got an F. Also, there is a light at Kellogg/Grandview and another one at Westbound Imperial/Kellogg and the consultant is recommending another light 100 feet away; how will that solve the problem?

Stephanie Nichols lives on Grandview and submitted photos of intersections. Grandview is a single lane road with no curbs, no sidewalks, and no streetlights and these three sites are so close to the high school which serves 1600 students,



and Linda Vista serves 500 students. The schools are within one mile of each other and none of the traffic impacts from these schools are on the macro report. Why weren't the little streets included on the traffic report? The project will create more traffic during peak hours and generate new and additional traffic hazards, increase collisions, decrease the efficiency of traffic flow, hinder the ability of horses to walk down the street, and impact the pedestrian walk because there are no sidewalks. She encouraged the Commissioners to visit the streets. Traffic is constant all day, not just seven to nine and four to six. She would like to know the cost estimates for the street work that will be necessary to handle the traffic impacts, and who will pay for the improvements. She stated staff did not have the resident's voices and concerns because if so, they would have selected different sites. She stated they have videos and a website showing drone photos with peak hour traffic.

Mel Wagstaff stated he felt that staff has done a good job of planning and selecting the sites. The city has built good projects in the past.

Debbie Van Kirk lives on Oak Leaf and expressed her concerns about traffic problems on Eureka, between Bastanchury and Yorba Linda Boulevard. With the designated parcels of 218 units, it will equate to 436 more cars, and it will be impossible to exit out of their track which only has one way in and one way out. Eureka doesn't have sidewalks so when cars park on the street it will become more dangerous. There are no turn signals on Eureka, therefore trying to make a left- or right-hand turn is very difficult. The westside will bear most of the high traffic congestion and the infrastructure is not well equipped to handle the additional traffic.

Mike Papin lives in Bryant Ranch and stated he opposes the General Plan and zoning modifications. The existing evacuation route out of Bryant Ranch is inadequate and adding 350 high density units will overwhelm it. This proposal will increase the population of Bryant Ranch by approximately 25 to 30% with a possibility of 600 to 700 additional vehicles. Fires are increasingly problematic, and many homeowner policies have already been canceled due to the increased fire hazards. There is only one main route out of the Bryant Ranch, and it is a fire trap.

Pauline Rodriguez lives on Forest Glen and wants to speak to site S5-008 with respect to the traffic report. The two intersections that were studied were Bastanchury/Fairmont and Fairmont/Yorba Linda which are both green; however, there is an elementary school on Fairmont, and she often has to cut through the Trader Joe's parking lot because it is so impacted when school gets out. She asked why Village Center was not evaluated. She's concerned about parking and overflow onto Fairmont Boulevard, evacuation and how they are forecasting future growth. Looking at it at a macro level does not show the true impacts. She asked

if the traffic model factored in what traffic was pre-COVID, what it is now and what it is projected to be.

Ted Kominiac lives on Grandview Avenue. There is a traffic problem on Buena Vista and Ohio because there is a school with sporting events on the weekends. The corner of Buena Vista and Ohio have major back up coming out of that school all the time; it will be a major issue if additional homes are added.

Victoria Tejeda agrees with all of the prior speakers and stated they have been evacuated five times and the traffic has been gridlocked due to only one exit. The traffic analysis does not represent the true traffic problems. By three o'clock the traffic is completely jammed packed. The portion of the report for 2045 seems inaccurate as it shows traffic decreasing at one of the intersections at the Gypsum Canyon and La Palma; how can it decrease when you are adding 350 units/1000 cars? After 28 years, her homeowner policy has been canceled and now the city wants to add more homes.

Daniel Garibay stated he has traffic and safety concerns regarding the Grandview and Ohio sites. He feels the sites were poorly selected and asked the city to remove them because they are all within four residential blocks of each other, two lane roads without sidewalks, no streetlights, and multiple blind turns. The Grandview site is 40 feet in front of single-family home driveways and the two Ohio sites are at the end of a cul-de-sac that is used as a drop off zone for children at Linda Vista Elementary. At the other end is Esperanza High School and the LDS Church. The traffic report does not address the congestion of the small roads. He pointed out intersections 6 and 7 are already at unacceptable levels of service. He asked to remove these sites as they only account for 1% of the entire program yet they are the only red flags. He asked if Grandview/Kellogg and Buena Vista/Ohio are studied, will they wait until school is back in session?

Pam stated the comment on how the evacuation procedures went so well during 2020 is uninformed and ignorant. All of the homeowners are asked to conserve water, but yet the state wants to add 3 million affordable units throughout the state; the environmental report should analyze whether or not there is even enough water to support the homes within their own metropolitan water district. Is there enough electricity for all of the new homes? The traffic study is flawed; it didn't mention Santa Ana and Gypsum and only mention La Palma and Gypsum. Residents are complaining about the traffic from the fire in 2008; staff just indicated there was a study that was completed two months ago at La Palma, but the consultant didn't include it. Doesn't the consultant see that the traffic at Gypsum Canyon to Santa Ana Canyon is completely backed up? She asked if the consultant was working

for the people who are proposing the cemetery? She asked staff if the vote will be on all 27 sites, or do they get to vote on individual sites? She stated there is a movement within HUD and the federal government that has been fighting the addition of affordable units in the areas just like the Bryant Ranch Center. There will be a lot of the environmental justice people going after them and filing a lawsuit for funneling low-income residents and an area, that for decades, has been away from areas like that. Why not put those units above existing parking garages.

Mike Sinclair lives at the corner of Buena Vista and Ohio and doesn't go anywhere between 7:45 and 8:45 due to the traffic. The traffic comes up Grandview and Kellogg instead of the freeway. Staff should look at the traffic that goes through the church parking lot as it is as busy as any of the streets around there. People from the school park at the church. It's a microcosm in the middle of the big area and there's no way in and out. He urged the Commission to look at a website of drone shots showing the traffic, parking at the church and congested streets. He stated he will vote no on Proposition B if something doesn't change in the area.

Todd Litfin, City Attorney clarified that they were talking about Measure B was the name of the voter initiative in 2006 and is formally called the Yorba Linda Right to Vote Amendment; however, the voter initiative may not appear as Measure B in November 2022 as this is assigned by the Registrar of Voters.

Temielia Irizarry stated she is not opposed to additional housing they just need to figure out the right places to put it. She opposes the Grandview/Kellogg, Ohio, and Linda Vista locations; they have not been properly thought out. There were not a lot of streets that go straight through and many of them have a lot of twists and turns, no lights, and are very narrow with no place to park on the side. Bicyclists, pedestrians, people walk their dogs and equestrians have to walk in the street and it's already unsafe. She urged the Commissioners to walk down the streets to see the safety hazards and identify alternative locations.

Frank Van Ness stated he is concerned about the safety of evacuation routes and traffic on Yorba Linda and Imperial. He asked how many cars per household were accounted for in the 2045 with project study? There is a horse trail in the area of Buena Vista and Lakeview; therefore, adding traffic is a concern for the equestrian community.

Joyce Brenneunger, she feels the city may not have had an adequate time to analyze the sites, but the macro analysis on the traffic seems inadequate. The lakebed is near Kellogg/Grandview and Buena Vista/Lakeview there will be fire risks for those who live near the lakebed area. She also supports the fact that there

are a lot of people working from home due to COVID and the Traffic Commission should be adjusted the analysis to reflect that. Adding a traffic signal at Lakeview in Buena Vista, which is a major horse crossing to get to the equestrian center and the lakebed needs to stay a four way stop; it could be the demise of a rider and horse trying to cross. As a four way stop, everybody stops and waits, but a traffic signal moves quickly. She lives two streets south of Buena Vista and finds it's difficult to get out of her neighborhood now without the additional housing.

Michael Greene referred to the S3-207, Christmas tree farm, which is identified as Richfield, but that property is actually two pieces. There will now be 700 more cars going down Highland feeding onto Buena Vista, and it is already failing. The infrastructure around there was built for houses on 1/3 to half an acre and now 35 units per acre are being proposed. It will all filter down to the already impacted areas.

Anna Sanchez lives on the corner of Los Angeles Street and Prospect. Years ago, low-income housing was built on the corner of Imperial and Prospect at which time a traffic study was completed indicating there would be no significant change to the traffic; that is not so. There are numerous, serious accidents on the corner of Prospect and Bastanchury. A Temple was recently approved on Bastanchury which will have an open house with 3000 people and the overflow parking will be at the Friends Baptist Church. One of the projects that is allocated to have 60 homes is at the Friends Baptist Church so where will all the cars go? They recently had a groundbreaking and all the parking overflowed into her neighborhood. Why wasn't a traffic study completed on Prospect and Bastanchury because there are so many accidents on that corner and now, they are adding 55 houses on Prospect and another 60 houses on Bastanchury? It used to be quiet now she feels like she lives near the freeway because cars speed down that street at all times of the day and night. She asked if the friends Baptist Church is going to be torn down.

Kristy Foster lives on Rose Drive and is being forced to rezone. She asked what it means to modify the traffic signal to implement split phasing? Is it adding anything to Rose Drive or just using what is there and will it be done prior to the project being completed? She also asked if there was any consideration to capping Rose Drive?

Lori Driggers lives on Kellogg and thanked the Commission for their civility during this sensitive issue. She is severely impacted when trying so exit out of Shadow Hill onto Kellogg due to high school traffic; she has been begging for a traffic light for years There are no sidewalks for the children. She has also been impacted by



trying to evacuate during fires. She has been living in Falls Church, Virginia where they have built townhomes and apartments above shopping areas to accommodate affordable housing and underground parking. Try to find alternative solutions such as this.

Susie Gaudette lives on Buena Vista. Putting more homes on F rated intersections 6 and 7 doesn't make sense; it is already impacted, and the properties should be reconsidered.

Laura Snyder asked if the cemetery was taken into consideration when they did the traffic study at Gypsum Canyon and La Palma? If the skating rink is removed and parking lot is used for homes, there will be hundreds of cars trying to turn left. She urged the Commission to go on YouTube and look at the evacuation of people trying to leave during the last fire; it was not that successful.

Mark Mowen asked why the intersection at the Honda dealer isn't on the study? There was a previous study; will it be incorporated in the new study or overlapped into it because everybody east of Honda Canyon has to go to that intersection to go to the supermarket, there is no other alternative unless they go to Gypsum Canyon and go across. He goes to the Regional Park and often has to sit through four lights. The concrete barriers along the riverbed were erected in December of 2015 and there still there. He can't imagine putting another 400 homes in that location.

Denise Frankly lives in Buena Vista area. She can't leave her home during certain times due to the high school traffic and high-rise homes in a community of small homes doesn't make sense. Traffic studies should be completed when school is in session. She wants to maintain the equestrian community. Her mother-in-law had to have police escort during the fire due to the traffic.

Chair Equitz closed the public hearing after seeing no other speakers.

Chair Equitz called for a recessed at 9:08 p.m.

Chair Equitz called the meeting back to order at 9:20 and asked staff to address some of the questions and comments raised by the residents.

Director Lai responded to comments as follows:

Evacuation plan: she agrees with comments about the 2008 Freeway Complex Fire. After that fire, staff worked with the Orange County Fire Authority and the Police Department to address a revised evacuation plan. It was put into action and tested with the 2020 Blue Ridge fire. No evacuation is perfect or without traffic impacts and there is a very short amount of time to get people out. They are taking things further and are closely working with the Fire Authority to define it even more.

Traffic Study: As to why certain intersections like Kellogg were not studied; they collaborated closely on these studies in trying to strike a balance of being a planning level document for the Housing Element and trying to understand the impacts at the micro level. Usually when it goes down to the micro level, they go through the traffic impact analysis study guidelines. They study intersections that get more than 50 peak hour trips. Everyone agrees that schools have very short periods of about 15 to 20 minutes where there is a lot of traffic and streets are not built to standards to address those 15 to 20 minutes. Those minutes are not usually within the peak hours with some during the morning drop-off time period. In terms of the intersections that were discussed such as Grandview/Ohio and Buena Vista/Ohio, if projects are developed near those sites, they will look at the traffic analysis again and review the traffic study and consider all the comments that were made tonight.

Oak Leaf Project: There were a lot of comments on the vicinity of Eureka and Bastanchury. The city will be awarding a contract for widening that portion of the road which will also include a traffic signal at Bastanchury and Eureka, and Bastanchury and Casa Loma which should address some of the issues that were brought up tonight. The project has already been designed and they are planning to go up for bid within the next few months and should start construction by the end of the year.

Parking: The Planning Commission will take a look at parking impacts.

La Palma Traffic: There is a project on the 91 called the 241/91 Connector. The project currently is in the design phase which should alleviate some of the traffic. La Palma is used as a cut through. Staff will continue to look at those areas because they acknowledged that the area can be improved. There has been a lot of conversation about the cemetery at La Palma and Gypsum but that is a separate project and when it goes through its environmental process with the city of Anaheim, then the City of Yorba Linda will take the comments into account.

Lakeview/Buena Vista: They're planning to release a proposal within next few months to consolidate all the studies that have been done in the past and update them so they can decide and bring it forward to the Traffic Commission.

Jose Alire addressed the questions on the number of cars. The studies looked at the number of dwelling units by using the Institution of Transportation Engineers Trip Generation Manual to determine how much traffic is coming out of each type of unit. It is based on how many trips are going in and out of that home in the morning, in the evening, going to school, mailman, trash pickup etc. ITE publishes that data on various types of homes, and they continually update it and that is what they used in their analysis.

In response to the question of split phasing; it is when you are trying to improve the level of service at an intersection and you release one direction first so the left and the throughs go together, then terminate that movement, then the other directions go. It is often done when adding left turns are trying to move traffic through efficiently.

Director Lai thanked the residents for coming out and expressing their concerns because traffic is a very difficult and sensitive issue to deal with. This is a state mandate and isn't something the city wants to do. They will look at the concerns, look at their study and try to refine it.

Chair Equitz asked Commissioners if they had comments or questions.

Commissioner Johnson disclosed he met with some property owners at Bryant Ranch.

Commissioner Behura stated he's been on this Commission for 14 years and he was highly affected by the Complex Fire, so he understands what it's like to be in an evacuation situation. Being a traffic and transportation engineer, he thought he could help being on TC panel. He insured the residents that the Commission is on their side and has nothing to gain by opposing any of their requests. Their hands are tied by state mandates and by the power that is vested in the Commission; they are an advisory body to the Council and only on traffic issues. All the other issues need to be addressed by the Planning Commission and City Council.

Every city and every county have to follow a process laid down by the state when they conduct a traffic study. The Institute of Transportation Engineers determines what you are allowed to consider when it comes to how many trips are generated

by each household. They have taken schools into consideration; the rates also take into consideration all kinds of trips that can be generated by households. All the concerns the residents have been addressed, whether it is to their liking or not, it is the process.

When you talk about future trips, they are actually calculated by a modeling process done by Orange County called Orange County Transportation Authority Model (OCTAM) that is a demand-based model which determines what kind, where trips are going, how many homes, how many jobs are going to be created and considers all the different kinds of the developments that they know of.

The Traffic Commission was not involved with how the sites were selected and those questions have to be addressed by the Planning staff. Once the sites are selected and are analyzed, that is where the Traffic Commission can help. Everyone has to understand that the RHNA numbers used to be in the two hundreds and have now increased to about 2,400. As a Traffic Commissioner he doesn't know the legal process involved; but they have no say in that. They were told these are the sites, these are the impacts, and this is what needs to be analyzed. The sites have been selected, they are looking at the impacts and yes there are more impacts on certain sites than there are on others.

You cannot analyze each and every site at a micro level; it would take years and a lot of money.

The state does not care if residents don't want any new homes because it is going to change their way of life. The city has to show that there is a measurable significant impact in the process that has been defined and there is a very technical process is to analyze it. These are just approvals for sites, it doesn't mean they're ever going to get built. Once the zoning is changed, it allows someone to build on it, but there have been many sites that have been approved in the past, and nothing has been built on them.

Commissioner Behura added that Mr. Alire's firm followed the process. There is a screening study before anything is done; they look at certain thresholds that determine whether or not an intersection needs to be analyzed. There was no malice or negligence behind this, it is just that there is a process that needs to be followed and that is why La Palma and Yorba Linda was not included.

Commissioner Behura asked Director Brantley if there is a possibility to add intersections to the analysis.

Director Brantley stated it depends because they are on a very tight schedule to meet their obligations under the Housing Element in order to get it to the November 8th election. He would ask the traffic engineer and the CEQA consultant whether or not there is sufficient time. Also, doing a traffic study without schools would be problematic. When projects come in there will be a host of additional intersections surrounding each of the sites that would be studied at that time.

Commissioner Behura clarified for the residents what Director Brantley stated was that everything will be reviewed at a micro level when projects are submitted and all traffic studies and analysis including parking will be reviewed at that time, therefore that is why it is not done at this level.

Comments regarding pre-covid and after-covid: All cities collect traffic data that can be used with a certain growth factor. The other aspect is for the 2045, it considers all growth over time; the COVID aspect is irrelevant for that future data.

Why wasn't evacuation not part of the study? Because historically that is not a requirement for a traffic study; that is the defined process by the state.

Director Brantley added that the PEIR includes sections that analyze wildfire hazards and other hazards. It is circulated to first responders who plan for evacuation scenarios. The first responders who reviewed the documents didn't note any heightened level of concern on the additions of the project sites in areas that are in very high fire hazard zone.

Ms. Morse confirmed that they did circulate it to OCFA. She clarified that an evacuation study is different from a traffic study and that there can be multiple scenarios and if you did it on a citywide basis, it would be exhaustive and timely. They identified several areas in a high fire hazard zone that would need to do these reports if and when developments come in. There are measures in place to require them for an evacuation analysis. For the emergency access portion, there are number of different regulations that are required to meet OCFA standards, so when development plans come in place, it is all reviewed by OCFA to make sure it meets all of their code requirements.

Director Lai added staff has recently awarded a contract and is working on emergency operations plan and will take all these comments into account.

Commissioner Johnson thanked Commissioner Behura for explaining the process. He explained he was born and raised in Yorba Linda and has been in every

neighborhood. Like all the Commissioners and staff, nobody wants these additional units.

He stated a traffic study on the LDS Temple came before the Traffic Commission and recommendations were made to improve the traffic in the area. He urged the residents to look at that traffic study and defer any further questions to staff.

He asked Director Brantley if the Baptist Church will be torn down.

Director Brantley said no, they have just offered their parking lot for overflow parking during the Temple's grand opening. The way the zoning overlay is structured, they are not allowed to eliminate the use, it has to be an operating church in order to have accessory housing.

Commissioner Johnson asked Director Lai if the evacuation plan is a public process or is it just the staff that works with the Sheriff and OCFA?

Director Lai stated she would have to check the scope of work, but she could add public outreach.

Commissioner Johnson said that would be helpful to ease some of the concerns that the residents have in the community, especially the Bryant Ranch community. Even though everything is currently hypothetical, if a project does come up and there are issues with evacuations and public safety, can that project be denied?

Director Brantley responded that the basis for denying a housing project is objectively measurable health and safety criteria through the Housing Accountability Act. If there were a project proposal with identified hazards, it could be a basis for denying the project entitlement. The approved housing plan has a 10 – 12% buffer. HCD has not definitively stated whether or not they can dip into the buffer ahead of any projects that come in, but it is a limited possibility. The purpose of the buffer is to be able to respond to projects that come in and build at less than maximum density. Most projects do not develop to full density and staff is invariably faced with having to make a no net loss finding so that the housing plan still responds effectively to providing the capacity for the number of units that they have been assigned. Each site has a number of units that they have claimed credit for in RHNA and if any project comes in and falls below the maximum density, and they do because it is market driven, they have to make sure they have enough capacity elsewhere in the city to make up that deficiency. They rely on

HCD to tell them how much of a buffer they have. There is a slight chance that a minor number of units could be reduced ahead of time.

Todd Litfin, City Attorney, added the city had the ETCO Project where the oil wells are. There was an initial iteration of that project that had serious health implications because they were building next to working oil wells. The City Council denied the project and the city was sued by the developer on the basis of the Housing Accountability Act. One of the arguments that the city won on was the objective health and safety issues. They came then back with the senior assisted living facility which is now being built.

Commissioner Johnson asked if it was possible to include the latest plan of the evacuation routes in the packet for the Planning Commission and the City Council.

Director Lai responded she will coordinate with Mr. Brantley to see how it will fit into the process.

Commissioner Johnson ask if there have been any studies that look solely at the school traffic?

Director Lai responded that the school traffic in and of itself is a very sensitive topic. In terms of the studies themselves, most of the time it is spot treated so if there is a concern that a neighbor has, it is mitigated or addressed. Typically, they look at every school process, efficiencies, physical infrastructure etc. It isn't a one size fits all; is something that every city and school district works together on.

Commissioner Johnson urged all the residents to ask their neighbors to listen to the meeting, so they know what is going on and to continue to follow the Traffic Commission, Planning Commission and City Council meeting agendas.

Commissioner Cugini thanked Commissioner Behura and clarified that the Commission is asked to look at the traffic impact analysis that is part of the programmatic environmental document for the proposed zoning changes within the community that is part of the Housing Element.

Todd Litfin, City Attorney, responded that is correct and to add any recommendations that they may have.

Commissioner Cugini stated just because they are changing the zoning doesn't mean those projects will be built on the property; it will just allow for if it comes to that.

Mike Sinclair suggested that the Commission look at the drone video of the church and Linda Vista School traffic which can estimate how many cars are going through there every day.

Commissioner Behura stated all sites are analyzed the same way and the peak hour is assumed as when the maximum congestion occurs. There may be midday peak hours in some of the commercial areas; schools are different because they have different peak times which occur for a very short time of approximately 20 minutes. As engineers, you cannot build a facility based on a 15-minute level of traffic, therefore it is mitigated.

Commissioner Johnson stated they are looking at Lakeview and Buena Vista and regardless of whether a development will happen and whether or not it gets rezoned, they are still going to do something to improve that intersection. There have been studies and numerous recommendations such as street widening, traffic signals, roundabouts, for that intersection. Kellogg and Imperial are technically in the City of Anaheim and if these projects do go through, the city staff is dedicated and will make sure that there will be improvements for that intersection. He asked Director Lai if they can work with the City of Anaheim to improve this intersection.

Director Lai Responded yes.

Chair Equitz stated they have been tasked with making recommendations to the City Council and Planning Commission and asked the Commission if they had any special recommendations.

Commissioner Johnson asked it was for the overall analysis or per project.

Todd Litfin, City Attorney, responded it is not in their purview to remove sites from the inventory list, but if they have specific traffic comments and recommendations on specific sites, it is within their purview.

Commissioner Johnson urged the Planning Commission and the City Council to specifically look at school traffic patterns at sites S4-053, S40-60, S4-201. Sites



S7-001 and S7-005 should be analyzed for traffic flow impacts on La Palma. Site S5-008 should also be reviewed due to potential public safety issues.

Commissioner Behura agreed with prior comments on the three locations that everyone has discussed, as well as additional information La Palma. He reminded the residents that if they vote no on these sites, the city will lose full control and the state will decide; then there will be no say by the city and no local control.

The Traffic Commission made the following recommendations.

That the Traffic Commission recommends the following:

1. To further review Sites S4-060, S4-201 at South Ohio Street / Buena Vista due to the already impacted school traffic and safety concerns; and
2. To further review Site S4-053 at Grandview Avenue / Kellogg Drive due to the existing issues with the flow of traffic during the peak hours; and
3. To further review Site S7-001, Bryant Ranch Shopping Center (23611-23801 La Palma Ave) due to the ingress and egress points, as well as how it will impact the traffic on La Palma Avenue; and
4. To further review Site S7-005, NWC Camino de Bryant / Meadowland due to traffic impacts on La Palma Avenue; and
5. To further review Site S5-008 Fairmont Boulevard due to public safety and how the flow of traffic will develop to possible traffic congestions; and
6. To include on review the Study conducted on La Palma Avenue

Chair Equitz closed the portion of the agenda.

**7. OLD BUSINESS**

None.

**8. INFORMATIONAL ITEMS**

**8.a May 2022 Traffic Reports (Statistics and Accidents)**

Chairman Equitz opened the Commissioner comment portion of the agenda.

**Moved by Phayakapong**  
**Seconded by Behura**

AYES (5): Behura, Cugini, Equitz, Johnson, and Phayakapong

**CARRIED (5 to 0)**

**9. COMMISSIONER ITEMS**

Commissioner Phayakapong mentioned the Title 9 and the July 4<sup>th</sup> Spectacular

**10. COMMISSIONER COMMENTS**

None.

**11. ADJOURNMENT 10:27**

The next scheduled Traffic Commission Meeting is July 28, 2022.

**Moved by Phayakapong**  
**Seconded by Cugini**

That the Commission adjourn the meeting.

AYES (5): Behura, Cugini, Equitz, Johnson, and Phayakapong

**CARRIED (5 to 0)**

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Recording Secretary

## Nate Farnsworth

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**From:** duane locnikar <reply-to+3d05e4dd56e5@crm.wix.com>  
**Sent:** Wednesday, June 22, 2022 12:07 PM  
**To:** Housing Element 2021  
**Subject:** [Ylheu] Website Public Comments - new submission

duane locnikar just submitted your form: Website Public Comments  
on [Ylheu](#)

**Message Details:**

First Name: duane

Last Name: locnikar

Email: [del1001@sbcglobal.net](mailto:del1001@sbcglobal.net)

Message: we do not want low income housing in our  
neighborhood!!!!!!!!!!!!!!

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If you think this submission is spam, [report it as spam](#).

To edit your email settings, go to your Inbox on desktop.

**Ascend** BY WIX

## Nate Farnsworth

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**From:** Monse Garcia  
**Sent:** Wednesday, June 22, 2022 11:01 AM  
**To:** David Brantley; Jamie Lai  
**Cc:** Nate Farnsworth; Shirjeel Muhammad; Tony Wang  
**Subject:** FW: Traffic Impact analysis

Hello All,

Please see the email below from Mr. Larry Wetta regarding the **2021-2029 Housing Element Implementation** item on the TC agenda. Please let me know who can respond to Mr. Wetta. Thank you.

### MONSE GARCIA DEL RIO

Administrative Assistant to the Director of P.W./City Engineer



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**From:** Larry Wetta <larwet@yahoo.com>  
**Sent:** Tuesday, June 21, 2022 8:03 PM  
**To:** Monse Garcia <mgarcia@yorbalindaca.gov>  
**Subject:** Traffic Impact analysis

The General Plan Housing Element project as proposed will add substantial more car trips to Bastanchury Road. During peak morning drive time west bound traffic backs up past Denver and evening left turn pocket from Imperial Hwy does not empty or is not accessible. Additional housing units will only add to the current problem unless solutions to current traffic problems are solved before plan implementation.

The other problem with current Bastanchury Road traffic is speeding and the lack of effective speed zone enforcement. It seems like every other major street in Yorba Linda has solar powered radar speed advisers installed, why not Bastanchury? If the speed limit is not going to be enforced this could be a option. The devises need to be installed between Valley View and Denver and between Lakeview and Eureka. The slope is down hill west bound which adds to the speeding.

Thank you  
Larry Wetta  
4261 Trix Cir  
Yorba Linda, CA 92886

## Nate Farnsworth

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**From:** LAURE LAMPI <ldlampi@aol.com>  
**Sent:** Wednesday, June 22, 2022 10:48 AM  
**To:** Peggy Huang  
**Cc:** Carlos Rodriguez; Tara Campbell; Beth Haney; Gene Hernandez; Nate Farnsworth  
**Subject:** Objections to Zoning and General Plan Modifications

To: Mayor Peggy Huang  
cc: Yorba Linda City Council  
cc: Mr. Nate Farnsworth, Planning Manager

Objections to Zoning and General Plan Modifications

Dear Mayor Huang,

I oppose the proposed Zoning and General Plan Modifications described in this document:

Notice Of Public Availability Of A Draft Program Environmental Impact Report (DPEIR) And Notice Of Public Hearing Concerning Various Zoning And General Plan Modifications Related To The 2021-2029 Yorba Linda General Plan Housing Element Implementation Programs

and posted at:

[https://urldefense.proofpoint.com/v2/url?u=https-3A\\_\\_www.yorbalindaca.gov\\_DocumentCenter\\_View\\_6180\\_Housing-2DElement-2DDPEIR-2DNotice-2DJune-2D2022&d=DwIFAg&c=euGZstcaTDllvimEN8b7jXrwqOf-v5A\\_CdpgnVfiiMM&r=-l8fwtrRWhODC5UAalxgCfLnQsqxWGbR3UDHGAHJlIkE&m=LvHmOerWQroviPjK28mmVAge98sAv8\\_VLFBOMMxhUlg&s=4ZbS6pHH5NRv-Y-nTf7oNaOJBhYUVgFyhG7JWufEILM&e=](https://urldefense.proofpoint.com/v2/url?u=https-3A__www.yorbalindaca.gov_DocumentCenter_View_6180_Housing-2DElement-2DDPEIR-2DNotice-2DJune-2D2022&d=DwIFAg&c=euGZstcaTDllvimEN8b7jXrwqOf-v5A_CdpgnVfiiMM&r=-l8fwtrRWhODC5UAalxgCfLnQsqxWGbR3UDHGAHJlIkE&m=LvHmOerWQroviPjK28mmVAge98sAv8_VLFBOMMxhUlg&s=4ZbS6pHH5NRv-Y-nTf7oNaOJBhYUVgFyhG7JWufEILM&e=)

I oppose the proposed re-zoning of the Site S7-001 to add to it Mixed Use Overlay.

I oppose re-zoning of the Site S7-005 to Residential Urban, Residential Multiple, and Residential High-density zones.

Low-income housing - if constructed - may facilitate or even mandate infusion of certain undesirable individuals, including felons and other asocial element. This, if it takes place, will likely result in increased crime rates, decreased security, and other detriments that are often plaguing housing projects across California and the nation.

Moreover, allowing high-density housing in areas currently not designated for such will gradually lead to higher density of population and less open space, which will make enjoyment of living here more and more difficult for all of us who value space, views, and nature, - never mind increased traffic that is already beyond bad in certain areas, and increased noise, water use, and air pollution.

In particular, allowing high-density housing in the hilly areas of potential fire hazard may lead to more fires. It appears imprudent and very risky to allow construction of clustered, presumably wood-framed homes (an excellent fuel for fire) at a brush-fire hazard area, the site S7-005.

Moreover, the location of the site S7-001 does not conform to the general requirement that the 'affordable housing' be located in close proximity to major hubs of public transportation. As a matter of fact, it appears irrational to develop

large, densely-populated urban dwellings that are situated miles away from grocery stores and adequate means of public transit.

The single-family residential zones that we currently have in Yorba Linda do protect the residents from many negative impacts mentioned above. The proposed re-zoning will allow and facilitate those negative impacts to lower residents' life quality, their safety, convenience, and enjoyment of their homes that so many of them worked so hard for decades to buy and pay off. It will also lower the values of those homes due their lower desirability once the mentioned above negative impacts take place.

Therefore, I oppose the proposed Zoning and General Plan Modifications.

I look forward to hearing from you, soon.

Best regards,

Sent from my iPhone

## Nate Farnsworth

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**From:** Susan Lamp  
**Sent:** Wednesday, June 22, 2022 8:47 AM  
**To:** Nate Farnsworth  
**Cc:** David Brantley  
**Subject:** Fw: Objections to Zoning and General Plan Modifications

### SUSAN LAMP

Executive Assistant  
4845 Casa Loma Avenue | Yorba Linda, CA 92886  
P: 714-961-7110 W: [yorbalindaca.gov](http://yorbalindaca.gov)

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**From:** Rick Fellner <[rfellner830@yahoo.com](mailto:rfellner830@yahoo.com)>  
**Sent:** Wednesday, June 22, 2022 6:41 AM  
**To:** Carlos Rodriguez <[crodriguez@yorbalindaca.gov](mailto:crodriguez@yorbalindaca.gov)>  
**Cc:** Tara Campbell <[tcampbell@yorbalindaca.gov](mailto:tcampbell@yorbalindaca.gov)>; Beth Haney <[bhaney@yorbalindaca.gov](mailto:bhaney@yorbalindaca.gov)>; Gene Hernandez <[ghernandez@yorbalindaca.gov](mailto:ghernandez@yorbalindaca.gov)>; Peggy Huang <[phuang@yorbalindaca.gov](mailto:phuang@yorbalindaca.gov)>  
**Subject:** Objections to Zoning and General Plan Modifications

Dear Mayor Rodriguez and Members of the Yorba Linda City Council,

My wife and I oppose the proposed Zoning and General Plan Modifications described in this document: Notice Of Public Availability Of A Draft Program Environmental Impact Report (DPEIR) And Notice Of Public Hearing Concerning Various Zoning And General Plan Modifications Related To The 2021-2029 Yorba Linda General Plan Housing Element Implementation Programs and posted at: <https://www.yorbalindaca.gov/DocumentCenter/View/6180/Housing-Element-DPEIR-Notice-June-2022>.

Specifically, we oppose the proposed re-zoning of Site ID S7-001 to add to it Mixed Use Overlay. We oppose re-zoning of Site ID S7-005 to Residential Urban, Residential Multiple, and Residential High-density zones, and we oppose re-zoning of Site IDs S6-015 and S6-020 to add an Affordable Housing Overlay.

**1. Site ID: S7-005:** This location is just a couple of blocks from the Bryant Ranch Elementary School. There are very few roads leading into and out of this area, and the roads are already congested with parents coming in and dropping off their children every morning and coming in to pick up their children in the afternoon. Proof of the problem of plugged arteries is the evidence from the fire evacuation in this area a couple of summers ago – The Blueridge Fire. We could not get out when a mandatory evacuation was ordered – all arteries were completely jammed up – this could have been a very dangerous situation. It took us almost an hour to evacuate from where we live to get to safety near Weir Canyon. With the 400 units of The Bryant Apartments near River Bend, there is already too much traffic in this area. And just as important, additional housing in this area will add to the existing fire hazard.

**2. Site ID S7-001: Mixed-Use Overlay:** 320 units at this location is very troubling. Every day of the week, except Sunday, traffic backs up from the entrance onto the 91 Fwy at Gypsum Canyon, across

the bridge crossing the Santa Ana River, and down La Palma almost always past the Bryant Ranch Center (this site), but many times even as far as Via Del Rio. Adding housing units in that center will only add to the already horrible traffic congestion situation. In addition, it is being considered (or has already been decided) to add three (3) cemeteries in the Gypsum Canyon area that will back up the 91 and its entrances and exits even more than they are today. At least the Yorba Linda Planning Commission have asked for our comments – the cemetery proposal team never asked for comments from impacted residents. Again, these additional units here will add significantly to the time it takes to evacuate in case of a wild fire. Lives are at stake here!

**3. Site ID: S6-015 & Site ID S6-020: Affordable Housing Overlay:** The streets leading into and out of the area of these two sites is already congested due to Costco and the other businesses. Too few roads in and out, too many businesses. Before adding residential units, perhaps it would be prudent to solve the already atrocious traffic congestion problem here. New units at any of the sites mentioned above in #1 and #2 will just add to this existing traffic congestion problem.

All East Yorba Linda arteries anywhere near the 91 Fwy are already jam packed. This project would add to that problem. And of course, heavy traffic leads to air and noise pollution as well. This proposed re-zoning will create additional fire hazards and increased evacuation times, lead to potential increased crime and decreased property values. This is not what we want in this most beautiful city.

We oppose the Zoning and General Plan Modifications for re-zoning and developing land for residential units in the eastern end of Yorba Linda, specifically Site IDs S7-005, S7-001, S6-015 and S6-020. We hope that you listen to your constituents.

Respectfully,  
Richard & Amelia Fellner  
27870 Tamara Dr, Yorba Linda, CA 92887



## Nate Farnsworth

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**From:** Monse Garcia  
**Sent:** Wednesday, June 22, 2022 1:47 PM  
**To:** David Brantley; Jamie Lai  
**Cc:** Nate Farnsworth; Shirjeel Muhammad; Tony Wang  
**Subject:** FW: YL EIR Housing Element; YL Traffic Commission

Hello All,

Please see the email below from Mr. Russell Heine regarding the **2021-2029 Housing Element Implementation** item on the TC agenda. Please let me know who can respond to Mr. Heine. Thank you.

**MONSE GARCIA DEL RIO**  
Administrative Assistant to the Director of P.W./City Engineer



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**From:** Russell Heine <[abele56156@mypacks.net](mailto:abele56156@mypacks.net)>  
**Sent:** Wednesday, June 22, 2022 9:40 AM  
**To:** Monse Garcia <[mgarcia@yorbalingaca.gov](mailto:mgarcia@yorbalingaca.gov)>; Monse Garcia <[mgarcia@yorbalingaca.gov](mailto:mgarcia@yorbalingaca.gov)>  
**Subject:** Fwd: YL EIR Housing Element; YL Traffic Commission

Yorba Linda Traffic Commission

Thank you for your difficult work to address the Housing Element and other issues within our city.

My comments below apply to traffic management in that I believe we need to spread these mandated units equitably throughout the city to avoid clusters of congestion and unsafe resulting conditions.

My specific issues are noted below.  
Thank you ,

Russ Heine  
47+ year resident

Begin forwarded message:

**From:** Russell Heine <[abele56156@mypacks.net](mailto:abele56156@mypacks.net)>  
**Subject:** YL EIR Housing Element  
**Date:** June 7, 2022 at 12:59:29 PM PDT  
**To:** [nfarnsworth@yorbalingaca.gov](mailto:nfarnsworth@yorbalingaca.gov)

Dear Sirs,

In regards to the YL EIR for YL's plan to address the state Housing Element mandate.

Before my comments specific to the plan, I would like to commend your team on the very difficult task that you were given. I can appreciate that it would be very difficult to “please” everyone on this topic. I do think that you came up with a number of creative and credible potential solutions to the very difficult mandate. Thank you for your dedication and hard work.

That said, below are my concerns /issues with the proposal.

There has been mention that a Measure B vote to allow all these changes will need to occur.

I would Not Support nor vote in favor of a Measure B rezone until the items below are addressed.

I understand that the options are somewhat limited but believe there are a few avenues to be explored.

Most of my comments were raised via earlier workshops as well.

1. Equitable distribution.

In looking at the locations and numbers of projected housing there appear to be “protected” areas and those areas that appear targeted to receive the added housing.

Cases in point . Vista del Verde , north of Bastanchury, Hidden Hills, East Lake

These are all very nice communities and I have no argument with them. However , I believe the “wealth should be shared” .

Some of these areas are termed “planned communities” and thus can’t be rezoned. My locale was a “planned community “ as well by virtue of the zoning when I purchased my property 45+ years ago. My “community” has been rezoned at least once in that time. The current state mandates require an equitable distribution of the housing . The “planned communities” can share that requirement just as much as my ‘community” is being forced to share via the rezoning you are proposing.

2. There are two developments in current county land that do not appear to have any affordable housing proposed as far as I have seen. Yet Yorba Linda has entered into agreements to fast track , at least one (Cielo Vista) into Yorba Linda once built. I understand that the county is currently managing the development. One , I don’t understand why the county is approving without some affordable mandate but I do understand YL does not have that control. What Yorba Linda Can do is mandate that the area will Not be assimilated into the city of Yorba Linda with a fair share of affordable housing. The city Does have that capability.

The same requirement should hold for the second, larger , development in the area.

3. Your proposal seems to have addressed all the potential properties within the city. However I don’t see any mention of a requirement that any new development provide their Fair Share of the cities Housing Element .

I know that I have heard that we can’t tell a developer what to build. The state has mandated that I Have to Accept additional housing to my community that was never Planned when I purchased here.

Yorba Linda tells developers what their building will have to conform to via city code, so we can certainly mandate via code that they contribute to the cities Housing Element need.

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Thank you again for your time and the hard work of the team.

Russ Heine  
5441 Mesita Way  
47+ years in YL

## Nate Farnsworth

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**From:** Monse Garcia  
**Sent:** Wednesday, June 22, 2022 1:46 PM  
**To:** David Brantley; Jamie Lai  
**Cc:** Nate Farnsworth; Shirjeel Muhammad; Tony Wang  
**Subject:** FW: Zoning and traffic in Yorba Linda

Hello All,

Please see the email below from Mr. Ron Love regarding the **2021-2029 Housing Element Implementation** item on the TC agenda. Please let me know who can respond to Mr. Love. Thank you.

**MONSE GARCIA DEL RIO**  
Administrative Assistant to the Director of P.W./City Engineer



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**From:** Ron Love <[ron\\_love\\_34@yahoo.com](mailto:ron_love_34@yahoo.com)>  
**Sent:** Wednesday, June 22, 2022 12:41 PM  
**To:** Monse Garcia <[mgarcia@yorbalindaca.gov](mailto:mgarcia@yorbalindaca.gov)>  
**Subject:** Fwd: Zoning and traffic in Yorba Linda

Best Regards,

Ron H. Love

Begin forwarded message:

**From:** Ron Love <[ron\\_love\\_34@yahoo.com](mailto:ron_love_34@yahoo.com)>  
**Date:** June 22, 2022 at 12:30:20 PM PDT  
**To:** [mgarcia@yorbalinda.gov](mailto:mgarcia@yorbalinda.gov)  
**Subject:** Zoning and traffic in Yorba Linda

Monse Garcia

The recent letters from the City requesting opinions on changes in zoning from 10 per acre to 30 persons per acre, followed up by the Traffic Impact Analysis can only lead to more congestion when the zoning allows 3 times as many cars and people on land now being used for the rural usage that used to be our beautiful Yorba Linda, Ca. Any average resident in the land of gracias living will testify that current traffic conditions are stressed and heavily congested multiple times per day already. Anyone who supports stacking people in the areas designated in the new zoning and traffic that will follow is likely

being compensated by the developers or corporations involved in making the improvements. These changes are only good for you Supervisors and Council Members who stand to make the most money selling out the rest of the residents in our now not so gracias Yorba Linda!! Please do not allow this to be adopted!! You will sleep better and get to work faster!

Best Regards,

Ron H. Love

## Nate Farnsworth

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**From:** Gregory Schlentz <gschlentz@att.net>  
**Sent:** Wednesday, June 22, 2022 2:16 PM  
**To:** Carlos Rodriguez; Gene Hernandez; Tara Campbell; Beth Haney; Peggy Huang; Susan Lamp; Nate Farnsworth; Mark Pulone; Dave Christian; Marcia Brown; David Brantley; Karalee Darnell; Robert Pease; Don Bernstein; Michael Masterson; Shivinderjit Singh; Housing Element 2021  
**Subject:** Traffic Issues and Hazards for Potential New Housing

Good Afternoon City Council and City Officials,

My name is Gregory Schlentz. My wife, 8 year old child and myself have lived at 5251 Ohio Street, Yorba Linda, CA 92886 for the past 7 years just down the street from the potential new housing development adjacent to my child's school for the next several years.

I'm reaching out for assistance and guidance regarding our concerns that members of my community have recently raised to the planning department about several of the properties in the Housing Element within our neighborhood. We ask that you please take the time and consider our concerns.

**The properties myself and our surrounding neighbors are concerned about are:**

- 1) 5531 South Ohio
- 2) 5541 South Ohio
- 3) SWC Grandview x Kellogg

Please note that 5531 and 5541 Ohio are directly across from an elementary school as well as a church with limited entries and exists. And although sidewalks exist around the church they are almost non-existent in the surrounding areas on Grandview, Buena Vista, Ohio and Mountain View.

As a resident on the "Middle Ohio" just north of Buena Vista you will see that there are NO SIDEWALKS and lanes are narrow. This part of the street will be the one of the MAIN entrances and exists for the potential new residents of this potential property. OHIO STREET is already VERY VERY BUSY. Non residents already use Ohio as a pass thru during the week to bypass Kellogg going to Esperanza HS thinking it is faster. In fact an across the street neighbor and a very long time resident attempted to get a petition going to get speed bumps on this street to slow people down. It was thrown out as there are not enough houses on this street. So now if you add more housing at the end of the street you will add more traffic on the entrance and exist streets but still no speed bumps which is a major safety hazard not only for the neighbor children but neighborhood walkers and horses.

Older families are moving out and younger families are moving into this neighborhood. Since my 7 years here, I have noticed on my street alone that at the time we moved in my son was of course an infant but was one of the only kids on the street. Now I can count at least 7-8 houses that have young children around the same age.

No only will this bring additional traffic to the area but during the construction phases will bring added Construction Traffic and Noise Pollution during this over 10 year time period that has been allocated for this project. **HOW CAN ANYONE AGREE TO THIS??**

I honestly feel bad for the families that spoke during the last meeting that have lived just behind the proposed location for over 40 Years. Now they will have added traffic along with Construction noise for the next 10 years. **WOULD YOU WANT THIS FOR YOUR NEIGHBORHOOD? THE ANSWER IS NO!**

***DO NOT REZONE THIS AREA FOR YOUR NEW HOUSING REQUIREMENTS. THIS AREA IS NOT MEANT FOR HIGH DENSITY HOUSING.***

I have no issues with new building for these properties as long as it follows what the current zoning allows. This neighborhood will not be the same if you allow this to happen and I would have never moved in here if I would have known this was the plan.

Below of course is all factual as well that is added to my facts above.

Unfortunately, we only recently learned about these plans after a neighbor notified us. I was not notified by the city although I reside in very close proximity to these sites. City officials also did **NOT notify residents** of the scope meeting on May 23rd where big changes to our very own neighborhood were being discussed. This is inconsiderate as we didn't know to voice our opinions and opposition.

We are requesting that the above sites be removed from the potential of being re-zoned on the "**Housing Opportunity Sites List**" which could potentially add 38 households to an already dangerously congested neighborhood. The addition of potentially 38 more families and vehicles into this area would nearly double the density of our small neighborhood which would be catastrophic.

Our request is to **REMOVE** these 3 properties and choose other's that do not have the following **SAFETY** issues. When looking at the aerial map it is obvious that there are many other areas in the city of Yorba Linda that are more suitable to fulfill the state mandated requirements. These properties total only **3.76 acres** squeezed into a neighborhood that for generations has been designated as Low Density.

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## **Impacts to Safety:**

**1) There are very few entry and exit points into/out of our neighborhood which are already very congested during peak times and many dead ends surrounding Linda Vista Elementary posing a high risk to children.**

Linda Verde Street dead ends into 5531 and 5541 South Ohio St. which puts the children at risk of being trapped in Linda Vista Elementary School, should there be any type of an emergency in that area. South Ohio Street dead ends at the Linda Vista Elementary School property. Everything piles up in this area from school buses, to hundreds of cars per day plus parents & grandparents walking or parking.

The **ONLY EXITS** from the area of Linda Vista Elementary School and Linda Verde Street are Grandview to Kellogg(Which involves the SWC of Kellogg Dr./Grandview on your list.), Buena Vista to Grandview to Mt. View to Kellogg, or Buena Vista Ave. to Lakeview. The speed limits are not adhered to by some drivers on Grandview and Buena Vista. There are parts of Grandview where two vehicles cannot pass due to the narrow street especially if there are cars parked on that section of street (which is where many parents park to wait for school to get out).

**2) Our neighborhood consists of narrow two-lane streets throughout and cannot accommodate increased density.**

There is Extreme HIGH Traffic between certain hours of the weekday when school is beginning 7am - 8:00am and ending 12-2:45pm. Noise Levels are high and Air Quality is extremely bad, during these times. Existing residents absolutely CAN NOT get out of their driveways which means they are basically trapped in their properties until this process is completed each day. Any added residents with vehicles would also be trapped within their homes.

High density and low density should not share the same narrow two-lane street such as on the proposed site "SWC Kellogg/Grandview" which would place a high-density development directly in front of existing homes. The nearby Kellogg Terrace housing complex for example, has its very own network of dedicated roads with an entrance and exit point on a **MAJOR** multi-lane street(Kellogg Dr) and not on a narrow residential two-lane street(Grandview Ave) which already serves as one of the only entry and exit points into and out of our neighborhood.

**3) Emergency responders will not be able to access our neighborhood during peak times.**

Should an unfortunate event happen where an Emergency Vehicle such as a Fire Truck, Ambulance, or Police need access this area it would NOT be accessible to them. It is a basic bottleneck and is dangerous during these times.

**4) Very little streetlights, sidewalks throughout the proximity of the 3 sites, and 2 blind curves on Grandview Avenue. Essentially doubling the density of the area would greatly intensify the risk to children, parents, and residents in our neighborhood.**

There are TWO BLIND curves on Grandview where there are no sidewalks, so are even more dangerous when parents are distracted, while maneuvering around pedestrians and some students who have to walk to or from school on these streets. Any increased traffic on Buena Vista heading West with its limited visibility has become extremely more dangerous. There have been times when certain vehicles have attempted to pass on this two-lane road where there are few sidewalks and into blind curves.

There are certain times during the school year when the entire CROSS COUNTRY Team from Esperanza High School run and train throughout our neighborhood streets, there is additional traffic on Sundays



when the church is in session, Linda Vista Elementary often has Special Events, soccer practice, and our neighborhood streets are often already used as parking for the nearby bike and bridle trail.

**5) The sites are in close proximity to the Philip S. Paxton Equestrian Center posing a safety risk to people attempting to maneuver their horses and horse trailers through this traffic congestion.**

Many families have chosen to live in this specific area because of the Equestrian Center and the trails that are adjacent to the Center. West Yorba Linda is VERY UNIQUE in that it is one of the LAST areas of the city where many horses can be kept safely and ridden onto the lakebed, bike and horse trails designated for their use. People from all over the city come to this neighborhood to access these amenities that the city offers.

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We hope that the Community Development Dept. and your Council will re-consider their decision on these 3 sites by designating different 3 ¾ acre locations that are more suitable for Re-Zoning and will realize that the very soul of Yorba Linda still has only a few areas left with its UNIQUE LOW-DENSITY country feel (our neighborhood is one of them) and is WHY many families choose to live in Yorba Linda. This unfortunately is disappearing one property at a time. Please do not start with our neighborhood!

**Respectfully,**

Gregory Schlentz

5251 Ohio Street, Yorba Linda, CA 92886

## Nate Farnsworth

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**From:** k.ehret <k.ehret@roadrunner.com>  
**Sent:** Wednesday, June 22, 2022 2:17 PM  
**To:** Peggy Huang  
**Cc:** Carlos Rodriguez; Tara Campbell; Beth Haney; Gene Hernandez; Nate Farnsworth  
**Subject:** Objections to Zoning and General Plan Modifications

To: Mayor Peggy Huang  
cc: Yorba Linda City Council  
cc: Mr. Nate Farnsworth, Planning Manager

Objections to Zoning and General Plan Modifications

Dear Mayor Huang,

I oppose the proposed Zoning and General Plan Modifications described in this document:

Notice Of Public Availability Of A Draft Program Environmental Impact Report (DPEIR) And Notice Of Public Hearing Concerning Various Zoning And General Plan Modifications Related To The 2021-2029 Yorba Linda General Plan Housing Element Implementation Programs

and posted at:

<https://www.yorbalindaca.gov/DocumentCenter/View/6180/Housing-Element-DPEIR-Notice-June-2022>

I oppose the proposed re-zoning of the Site S7-001 to add to it Mixed Use Overlay.

I oppose re-zoning of the Site S7-005 to Residential Urban, Residential Multiple, and Residential High-density zones.

Low-income housing - if constructed - may facilitate or even mandate infusion of certain undesirable individuals, including felons and other asocial element. This, if it takes place, will likely result in increased crime rates, decreased security, and other detriments that are often plaguing housing projects across California and the nation.

Moreover, allowing high-density housing in areas currently not designated for such will gradually lead to higher density of population and less open space, which will make enjoyment of living here more and more difficult for all of us who value space, views, and nature, - never mind increased traffic that is already beyond bad in certain areas, and increased noise, water use, and air pollution.

In particular, allowing high-density housing in the hilly areas of potential fire hazard may lead to more fires. It appears imprudent and very risky to allow construction of clustered, presumably wood-framed homes (an excellent fuel for fire) at a brush-fire hazard area, the site S7-005.

Moreover, the location of the site S7-001 does not conform to the general requirement that the 'affordable housing' be located in close proximity to major hubs of public transportation. As a matter of fact, it appears irrational to develop large, densely-populated urban dwellings that are situated miles away from grocery stores and adequate means of public transit.

The single-family residential zones that we currently have in Yorba Linda do protect the residents from many negative

impacts mentioned above. The proposed re-zoning will allow and facilitate those negative impacts to lower residents' life quality, their safety, convenience, and enjoyment of their homes that so many of them worked so hard for decades to buy and pay off. It will also lower the values of those homes due their lower desirability once the mentioned above negative impacts take place.

Therefore, I oppose the proposed Zoning and General Plan Modifications.

I look forward to hearing from you, soon.

Best regards,

Kathleen Ehret

Sent from my Verizon, Samsung Galaxy smartphone

## Nate Farnsworth

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**From:** Monse Garcia  
**Sent:** Wednesday, June 22, 2022 3:41 PM  
**To:** David Brantley; Jamie Lai  
**Cc:** Tony Wang; Shirjeel Muhammad; Nate Farnsworth  
**Subject:** FW: TIA

Hello All,

Please see the email below from Ms. Lorena Garcia regarding the **2021-2029 Housing Element Implementation** item on the TC agenda. Please let me know who can respond to Ms. Garcia. Thank you.

**MONSE GARCIA DEL RIO**  
Administrative Assistant to the Director of P.W./City Engineer



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**From:** Lorena Garcia <gar12l@yahoo.com>  
**Sent:** Wednesday, June 22, 2022 3:34 PM  
**To:** Monse Garcia <mgarcia@yorbalingda.gov>  
**Subject:** TIA

There should not be new housing near LA Palma and Gypsum canyon. There already are lower priced condos compared to other parts of Yorba Linda. Building these will hurt the homeowners not only in pricing, but in traffic as well. There is not that much parking and this would add too many cars affecting the streets the condos are on, when it is private parking. The location needs to be somewhere else, there are too many people here already.

Sent from Yahoo Mail on Android

## Nate Farnsworth

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**From:** Monse Garcia  
**Sent:** Wednesday, June 22, 2022 4:04 PM  
**To:** David Brantley; Jamie Lai  
**Cc:** Tony Wang; Shirjeel Muhammad; Nate Farnsworth  
**Subject:** FW: Re-zone Traffic Commission  
**Attachments:** my rezone speech 2nd speech 6-21-22.docx; my rezone speech.docx; Rezone concerns to the City.docx

Hello All,

Please see the email below from Ms. Stephanie Nichols regarding the **2021-2029 Housing Element Implementation** item on the TC agenda. Please let me know who can respond to Ms. Nichols. Thank you.

**MONSE GARCIA DEL RIO**

Administrative Assistant to the Director of P.W./City Engineer



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**From:** D NICHOLS <dave3334steph@sbcglobal.net>  
**Sent:** Wednesday, June 22, 2022 4:00 PM  
**To:** Monse Garcia <mgarcia@yorbalindaca.gov>  
**Subject:** Re-zone Traffic Commission

These I want documented for Traffic Commission Mtg for June 23, 2022.

This is reference to the Grandview and Kellogg parcel.

Thank you

Stephanie Nichols

Good evening Mayor and City Council.

My name is Stephanie. I live at 5912 Grandview in Yorba Linda. My house is directly in front of the strawberry field, also known as the Kellogg and Grandview location. This location is 30 feet away from my front door off of Grandview. The same Grandview that is a single lane road, in both directions. The same Grandview with no curbs, no sidewalks, no street lights.

I spoke at the last city council meeting on June 7. This rezone effort, of the strawberry field of .93, of an acre and the Ohio area will be a detriment, to the already populated, and traffic heavy area, off of Grandview and Kellogg and Lakeview and Buena Vista.

According to staff, initially they located parcels over 1 acre to be re-zoned for this housing element. Our .93 of an acre location doesn't fit, still doesn't fit, and never fit in the beginning, it is so insignificant and does not assist you in the need to get to 2144 units. Our .93 of an acres didn't meet your minimum criteria of more than an acre in the first place. This location should not have been up for consideration as it did not meet your minimum amount which was over 1 acre. Our 38 units in these three sites, makes up ONLY 1.0 percent of Yorba Linda's assigned RINA number

We, the residents are asking you the city council, to ELIMINATE the Grandview and Ohio sites. These three sites, are too close to existing single-family residences in our neighborhood, along with an equestrian center, and one elementary school and a high school, that consists of 2 campuses. Esperanza High school serves over 1600 students all day Monday through Friday from 7:30 am to late evenings for afterschool sports and extracurricular activities. Linda vista Elementary School serves over 500 students. These two schools are within 1 mile of each other. What you don't realize is 1600 students means approximately 1600 cars that drive through the Kellogg and Imperial location all hours of the day.

These sites are too close to established neighborhoods and will result in many negative secondary impacts. Rezoning traditional equestrian residential sites to high density apartments or condos begins the destruction of Yorba Linda. To add this rezone would create more traffic during peak hours of the day, it would generate new and additional traffic hazards, increase traffic collisions, decrease the efficiency of traffic flow, hinder the

ability of horses to walk down the street and impact our bicycle and pedestrian foot traffic. As of now the existing roads are single lane roads, with no sidewalks, no street lights and no curbs. My children will not be able to ride their bikes to school with the increase of traffic congestion this rezone would cause.

The re-zone would not only affect traffic, noise, pollution, intersection effectiveness but our parcel poses significant wildlife risks, slope, flood zone concerns without a base flood elevation and would diminish our farmland and unique agriculture town.

The neighbors and residents of Grandview and Ohio are asking, you, the city council to do the right thing. Do not change the historical plan of Yorba Linda. The City cannot afford to get this wrong. To re-zone these three sites, is the wrong plan for Yorba Linda.

We understand the pressure behind the city council and city find themselves in, in order to comply with the Housing element requirements and it is not our intention to interfere with the Housing Element plan. But, We are simply trying to help the mayor and city council make the right decision before its too late. To give us the residents the opportunity to voice our concerns and issues with these three sites.

We, the residents want to keep the rich heritage and historic feel to Yorba Linda. This will significantly decrease the quality of life for the residents of Grandview and Ohio. Please keep the City of Yorba Linda as the city Best known for its agriculture and equestrian feel.

Thank you for your time.

---

My name is Stephanie. I live at 5912 Grandview in Yorba Linda. My house is directly in front of the strawberry field. Which is 30 feet from my front door off of Grandview. The same Grandview that is a single lane road in both directions.

This rezone effort of the strawberry field of .98 acres and the Ohio area will be a detriment to the already populated and traffic heavy area off of Grandview and Kellogg and Lakeview and Buena Vista.

We the residents are asking you to eliminate the Grandview and Ohio sites, change the housing element; to a different site and get re-certified by the State. In other words, stop, go back, and do the RIGHT thing by using a transparent process that actually provides notice to the voters of the community. YOU CAN NOT AFFORD TO GET THIS WRONG.

The Council and community development staff clearly chose to deny the Grandview and Ohio residents specific notice that these sites were being considered for rezoning; they could have given the residents who it impacts greatly notice, but they chose the more deceptive and expedient path to move forward. Yes, you did your minimum requirement by the state though a newspaper publication and on the website. A post on your website during a worldwide pandemic.

Yes, the housing element update is a state mandated process and cities must identify enough vacant and non-vacant sites to accommodate their assigned RHNA numbers. Cities must legally comply. But the Yorba Linda City council was not legally required to select the Grandview equestrian neighborhood sites for inclusion in the housing element update for rezoning. The council and staff had the discretion to eliminate the strawberry field and equestrian properties in the site selection process. The council and city staff decided to include the strawberry field but they were not legally required to do so. These sites are too close to existing homes and established neighborhoods and will result in many negative secondary impacts. Rezoning traditional equestrian residential sites to high density apartments or condos begins the destruction of Yorba Linda.

WE WERE BLINDSIDED, and DECEIVED. The staff intentionally kept residents in the dark. Community Development Director Dave and Planner Nate intentionally kept us in the dark until it was too late. City personnel voted to include the Grandview and Ohio sites without ever asking the residents for opinions or viewpoints. The City intentionally chose to keep the Grandview and Ohio residents in the dark in order to become the first City to get approved to get the Housing Element from the state.

The City cannot afford to get this wrong. The Council's decision will permanently ruin this equestrian residential neighborhood and it's the wrong plan for Yorba Linda.

We want the right decision to be made in finding another location. We understand the pressure behind the city council to comply with the Housing element requirements and it is not our intention to interfere with the Housing Element plan. We are simply trying to help the mayor and city council make the right decision before its too late.



What is more disappointing is Community Development Director Dave told us Monday May 23 the reason we were not notified in the mail was because it was too costly. Yet on Friday June 3 the residents surrounding the two locations were given a mailer of the re-zone after our discontent with how the process went. The fact that the city released a 300-page PEIR report on June 1 after our meeting on Monday May 23 shows the deceit and non-transparency to the residents. This has been in the making since 2020 yet 2020 was when we all were in a worldwide pandemic and even then, your staff was working from home for several months. I'm Not sure how the residents were supposed to get the information when the world was dealing with a pandemic. The fact that the City is now spending public funds to hire a safety consultant in the amount of 500 thousand dollars is crazy. What's more disappointing is Community Development says trust them, how do we trust a city department who has already betrayed and who were dishonest in the first place.

Yorba Linda is ranked one of the best small cities in America. I want to keep our rich heritage and historic feel. Please keep the City of Yorba Lind as the city Best known for its agriculture and equestrian feel.

Thank you for your time.

**Regarding Grandview and Kellogg site APN: 348-262-01**

This serves as a notice to your staff of the concerns with the re-zone of this property. Here are my concerns I want to be made known on the record for the Housing Element and scope meetings regarding this property:

1. Street alignments, grades and widths
2. Drainage and sanitary facilities and utilizes including alignments and grades thereof
3. I want to make sure the plan has conformity to or implementation of the general plan
4. I want appropriate infrastructure and utilities either already serve the site or can be readily expanded to serve the site and there are no unmitigable topographical peculiarities associated with the physical character of the property
- 5 The project must constitute a class 15 (Minor land division categorical exemption and is therefore exempt from the requirements of the California environmental quality act pursuant to title 14
6. The design must not conflict with easements acquired by the public at large for access through or use of property within the proposed subdivision.
7. The discharge of waste from the proposed sub-division the existed sewer system will not result in a violation of existing requirements prescribed by the applicants or developer California regional quality control board.
8. Street improvements plans prepared by a licensed civil engineer shall be submitted for approval.
9. All exterior street improvements shall be constructed to the satisfaction of the city engineer.
10. Grading of the property shall be in accordance with the grading ordinance and shall be to the satisfaction of the city engineer.
11. Any grading required outside of the project boundaries will require either slope easements or right of entry letters from the adjacent property and the developer pay the costs
12. Erosion control plans submitted and made ready for residents.
13. A soil report prepared by a qualified engineer to satisfaction to the residents across the street.
14. Drainage plans and easements shall be provided by a city engineer
15. Storm drainage shall be constructed.
16. Water supply should be addressed
17. Sewer reports should be addressed
18. All new street lights shall be constructed.
19. Prior to the issuance of any permits the residents be made aware in writing
20. A fire hydrant plan to be submitted to the OCFA
21. A police entrance, exit plan from the OCSD.
22. OCFA water availability for fire protection form shall be submitted and signed by the applicable water district and for approval.
23. all proposed utilities within the project shall be installed underground in accordance with current utility engineering practice.
24. All proposed gas mains and services shall be installed prior to paving.

25. Any approved technical drawings and or specification that will be changed, altered or in any other way affected as a result of the planning commission approval shall be reviewed by resident's across the street.
25. Developer is responsible for prewiring of all dwelling units with commercial CATV grading of coaxial cable.
26. Permanent irrigation to be addressed
27. public/private trails to be addressed
28. The flood control channel should be addressed
29. A pedestrian bridge to go over the flood control channel to allow pedestrians to gain access
30. Sidewalk or 10-foot landscape area that could be a sidewalk.
31. To make sure they have authorization for two-thirds of the way north of this property is an easement to the YL county water district. They need to be contacted to see if that easement is in use
32. I would like a geological report done by a qualified engineer.

Cost estimates for the street work that will be necessary to handle the traffic impacts

A statement regarding who is going to pay for such improvements ( this includes utility work, traffic signals and upgrades, etc., etc.)

Details of the improvements necessary at and for each up-zoned property

Details of any private property that will have to taken to accommodate the necessary street improvements

Please refer to YL Planning Commission Meeting March 10, 1999. The City of Yorba Linda had these concerns then and I have these concerns 23 years later.

Thank you

Stephanie Nichols

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5912 Grandview Ave  
Yorba Linda CA 92886

## Nate Farnsworth

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**From:** Kim Moore <kmeyer21113@live.com>  
**Sent:** Wednesday, June 22, 2022 4:19 PM  
**To:** Peggy Huang  
**Cc:** Carlos Rodriguez; Tara Campbell; Beth Haney; Gene Hernandez; Nate Farnsworth  
**Subject:** Objections to Zoning and General Plan Modifications

To: Mayor Peggy Huang  
cc: Yorba Linda City Council  
cc: Mr. Nate Farnsworth, Planning Manager

Objections to Zoning and General Plan Modifications

Dear Mayor Huang,

I oppose the proposed Zoning and General Plan Modifications described in this document:

Notice Of Public Availability Of A Draft Program Environmental Impact Report (DPEIR) And Notice Of Public Hearing Concerning Various Zoning And General Plan Modifications Related To The 2021-2029 Yorba Linda General Plan Housing Element Implementation Programs

and posted at:

[https://urldefense.proofpoint.com/v2/url?u=https-3A\\_\\_www.yorbalindaca.gov\\_DocumentCenter\\_View\\_6180\\_Housing-2DElement-2DDPEIR-2DNotice-2DJune-2D2022&d=DwIFAg&c=euGZstcaTDIlvimEN8b7jXrwqOf-v5A\\_CdpgnVfiiMM&r=BFdXNo1APF3MZ0qEOMquFWANNEbRgut6uJuTISGjTTc&m=RSeMSPzbCiZZg0Am\\_G6LWtYXrCIG9RD4cA5zCwvqfbQ&s=yhcdUx5TOOK\\_OHfyBLGw2RcEfwY\\_L8IDRgjOB4xvwIM&e=](https://urldefense.proofpoint.com/v2/url?u=https-3A__www.yorbalindaca.gov_DocumentCenter_View_6180_Housing-2DElement-2DDPEIR-2DNotice-2DJune-2D2022&d=DwIFAg&c=euGZstcaTDIlvimEN8b7jXrwqOf-v5A_CdpgnVfiiMM&r=BFdXNo1APF3MZ0qEOMquFWANNEbRgut6uJuTISGjTTc&m=RSeMSPzbCiZZg0Am_G6LWtYXrCIG9RD4cA5zCwvqfbQ&s=yhcdUx5TOOK_OHfyBLGw2RcEfwY_L8IDRgjOB4xvwIM&e=)

I oppose the proposed re-zoning of the Site S7-001 to add to it Mixed Use Overlay.

I oppose re-zoning of the Site S7-005 to Residential Urban, Residential Multiple, and Residential High-density zones.

Low-income housing - if constructed - may facilitate or even mandate infusion of certain undesirable individuals, including felons and other asocial element. This, if it takes place, will likely result in increased crime rates, decreased security, and other detriments that are often plaguing housing projects across California and the nation.

Moreover, allowing high-density housing in areas currently not designated for such will gradually lead to higher density of population and less open space, which will make enjoyment of living here more and more difficult for all of us who value space, views, and nature, - never mind increased traffic that is already beyond bad in certain areas, and increased noise, water use, and air pollution.

In particular, allowing high-density housing in the hilly areas of potential fire hazard may lead to more fires. It appears imprudent and very risky to allow construction of clustered, presumably wood-framed homes (an excellent fuel for fire) at a brush-fire hazard area, the site S7-005.

Moreover, the location of the site S7-001 does not conform to the general requirement that the 'affordable housing' be located in close proximity to major hubs of public transportation. As a matter of fact, it appears irrational to develop

large, densely-populated urban dwellings that are situated miles away from grocery stores and adequate means of public transit.

The single-family residential zones that we currently have in Yorba Linda do protect the residents from many negative impacts mentioned above. The proposed re-zoning will allow and facilitate those negative impacts to lower residents' life quality, their safety, convenience, and enjoyment of their homes that so many of them worked so hard for decades to buy and pay off. It will also lower the values of those homes due their lower desirability once the mentioned above negative impacts take place.

Therefore, I oppose the proposed Zoning and General Plan Modifications.

I look forward to hearing from you, soon.

Best regards,

Kimberly Moore

## Nate Farnsworth

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**From:** Monse Garcia  
**Sent:** Wednesday, June 22, 2022 4:38 PM  
**To:** David Brantley; Jamie Lai  
**Cc:** Nate Farnsworth; Shirjeel Muhammad; Tony Wang  
**Subject:** FW:

Hello David,

One more email from Ms. Nichols. I will forward to the Commission.

### MONSE GARCIA DEL RIO

Administrative Assistant to the Director of P.W./City Engineer



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**From:** D NICHOLS <dave3334steph@sbcglobal.net>  
**Sent:** Wednesday, June 22, 2022 4:27 PM  
**To:** Monse Garcia <mgarcia@yorbalindaca.gov>  
**Subject:**

traffic hazards on kellogg and grandview  
peak periods of the day, along with peak direction of traffic on kellogg  
increase traffic congestion kellogg  
increase of traffic collisions kellogg  
include impact on bicycle and pedestrian traffic kellogg, grandview, buena vista, sunny slope, sunnyview, lakeview  
include impact on equestrian center buena vista, grandview, linda verde  
what roadway improvements to kellogg, grandview, imperial will be done  
future traffic conditions, grandview, kellogg, buena vista  
traffic deficiencies now and what will they be  
traffic lanes what will they be  
pedestrian walkways, in all streets  
bike lanes grandview, buena vista, lakeview, kellogg, in front of schools linda vista, esperanza high school  
u turns, left turns, right turn lanes kellogg, grandview, ohio, buena vista  
existing roads have no sidewalks no street lights, no curbs, no sewers buena vista, kellogg, grandview  
traffic for school kids to walk, no crossing guards on two intersections/stop signs kellogg, granview, buena vista  
traffic flow on ohio dead end  
traffic flow on buena vista from lake view  
traffic in and out of grandview from kellogg including kellogg terrace  
traffic signs there are 2 within 30 feet from each other on kellogg and grandview and imperial on ramp and off ramp  
kellogg is only one lane in each direction,

All these I want to be included also in traffic commission report

Stephanie Nichols

## Nate Farnsworth

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**From:** Zavala-Acevez, Elizabeth <ezavala-acevez@fullerton.edu>  
**Sent:** Wednesday, June 22, 2022 6:33 PM  
**To:** Peggy Huang  
**Cc:** Carlos Rodriguez; Tara Campbell; Beth Haney; Gene Hernandez; Nate Farnsworth  
**Subject:** Objections to Zoning and General Plan Modifications

To: Mayor Peggy Huang  
cc: Yorba Linda City Council  
cc: Mr. Nate Farnsworth, Planning Manager

Objections to Zoning and General Plan Modifications

Dear Mayor Huang,

I oppose the proposed Zoning and General Plan Modifications described in this document:

Notice Of Public Availability Of A Draft Program Environmental Impact Report (DPEIR) And Notice Of Public Hearing Concerning Various Zoning And General Plan Modifications Related To The 2021-2029 Yorba Linda General Plan Housing Element Implementation Programs

and posted at:

<https://www.yorbalindaca.gov/DocumentCenter/View/6180/Housing-Element-DPEIR-Notice-June-2022>

I oppose the proposed re-zoning of the Site S7-001 to add to it Mixed Use Overlay.

I oppose re-zoning of the Site S7-005 to Residential Urban, Residential Multiple, and Residential High-density zones.

Low-income housing - if constructed - may facilitate or even mandate infusion of certain undesirable individuals, including felons and other asocial element. This, if it takes place, will likely result in increased crime rates, decreased security, and other detriments that are often plaguing housing projects across California and the nation.

Moreover, allowing high-density housing in areas currently not designated for such will gradually lead to higher density of population and less open space, which will make enjoyment of living here more and more difficult for all of us who value space, views, and nature, - never mind increased traffic that is already beyond bad in certain areas, and increased noise, water use, and air pollution.

In particular, allowing high-density housing in the hilly areas of potential fire hazard may lead to more fires. It appears imprudent and very risky to allow construction of clustered, presumably wood-framed homes (an excellent fuel for fire) at a brush-fire hazard area, the site S7-005.

Moreover, the location of the site S7-001 does not conform to the general requirement that the 'affordable housing' be located in close proximity to major hubs of public transportation. As a matter of fact, it appears irrational to develop large, densely-populated urban dwellings that are situated miles away from grocery stores and adequate means of public transit.

The single-family residential zones that we currently have in Yorba Linda do protect the residents from many negative



impacts mentioned above. The proposed re-zoning will allow and facilitate those negative impacts to lower residents' life quality, their safety, convenience, and enjoyment of their homes that so many of them worked so hard for decades to buy and pay off. It will also lower the values of those homes due their lower desirability once the mentioned above negative impacts take place.

Therefore, I oppose the proposed Zoning and General Plan Modifications.

I look forward to hearing from you, soon.

Best regards,

Get Outlook for iOS

## Nate Farnsworth

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**From:** Monse Garcia  
**Sent:** Thursday, June 23, 2022 7:59 AM  
**To:** David Brantley; Jamie Lai  
**Cc:** Nate Farnsworth; Shirjeel Muhammad; Tony Wang  
**Subject:** FW: Zoning

Good Morning,

Please see the email below from Mr. Kent regarding the 2021-2029 Housing Element Implementation item on the TC agenda. Please let me know who can respond to Mr. Kent. Thank you.

MONSE GARCIA DEL RIO  
Administrative Assistant to the Director of P.W./City Engineer

-----Original Message-----

From: B. Kent <bkent0606@yahoo.com>  
Sent: Wednesday, June 22, 2022 5:15 PM  
To: Monse Garcia <mgarcia@yorbalindaca.gov>  
Subject: Zoning

The zoning laws in Yorba Linda should not rezone to build more units. No on rezoning for higher density. We already have nightmare traffic increase and compacted issues. Do not sell out to builders. We chose to live here because we wanted a place where there was room to breathe and not a traffic nightmare. We have no more room for schools or public services. No more multiple dwellings.

## Nate Farnsworth

---

**From:** D NICHOLS <dave3334steph@sbcglobal.net>  
**Sent:** Thursday, June 23, 2022 8:01 AM  
**Subject:** Housing element  
**Attachments:** Flyer - Traffic Impact Analysis.pdf

Good morning

Please see the attached flyer that we will include tonight for traffic commission. Please refer to the sites on Grandview and Kellogg and Ohio.

Thank you in advance

A project is deemed to have an **adverse effect** on an intersection if the project results in deterioration of the LOS to an unacceptable LOS or an increase in the ICU value of 0.01 if the intersection currently operates at LOS E or F under without project conditions.

**Kellogg & Imperial Hwy EB**  
LEVEL OF SERVICE RATING  
GRANDVIEW SITE



**Lakeview & Buena Vista Ave.**  
LEVEL OF SERVICE RATING  
OHIO SITES



**TABLE 1-3: SUMMARY OF LEVEL OF SERVICE (LOS)**

#	Intersection	Existing (2022)		2045 Without Project		2045 With Project	
		AM	PM	AM	PM	AM	PM
1	Rose Dr. & Imperial Highway	●	●	●	●	●	●
2	Prospect Av. & Imperial Highway	●	●	○	●	●	●
3	Imperial Highway & Bastanchury Rd.	●	●	●	●	●	●
4	Imperial Highway & Lemon Dr.	●	●	●	●	●	●
5	Imperial Highway & Yorba Linda Bl.	●	●	●	●	●	●
6	Lakeview Av. & Buena Vista Av.	●	○	●	●	●	●
7	Kellogg Dr. & Imperial Highway EB Ramps	●	●	●	●	●	●
8	Kellogg Dr. & Imperial Highway WB Ramps	●	●	●	●	●	●
9	Plumosa Dr. & Bastanchury Rd.	●	●	●	●	●	●

● LOS=A-D    ○ LOS=E    ● LOS=F

**1.6.1 EXISTING (2022) CONDITIONS**

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

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

## Nate Farnsworth

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**From:** Monse Garcia  
**Sent:** Thursday, June 23, 2022 8:03 AM  
**To:** David Brantley; Jamie Lai  
**Cc:** Shirjeel Muhammad; Tony Wang; Nate Farnsworth  
**Subject:** FW: Traffic Impact Analysis and Buena Vista Avenue

Good Morning,

Please see the email below from Mr. Frank Hofmann regarding the **2021-2029 Housing Element Implementation** item on the TC agenda. Please let me know who can respond to Mr. Hofmann. Thank you.

**MONSE GARCIA DEL RIO**  
Administrative Assistant to the Director of P.W./City Engineer



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**From:** Frank Hofmann <plusultrafive@gmail.com>  
**Sent:** Thursday, June 23, 2022 3:11 AM  
**To:** Monse Garcia <mgarcia@yorbalindaca.gov>; Dennis Equitz <dequitz@yorbalindaca.gov>; sphaykpong@yorbalindaca.gov; Nathaniel Behura <nbehura@yorbalindaca.gov>; Matthew Cugini <mcugini@yorbalindaca.gov>; Anthony Johnson <ajohnson@yorbalindaca.gov>  
**Subject:** Traffic Impact Analysis and Buena Vista Avenue

June 23, 2022

To: Honorable members of Yorba Linda Traffic Commission, for  
June 23, 2022 meeting record

Re: Traffic Impact Study for proposed rezoning, specifically Buena  
Vista Avenue

As a longtime Yorba Linda homeowner in the neighborhood of the proposed upzoning of parcels on South Ohio and on Grandview, I am keenly interested in the possible traffic impacts increased population would bring.

I drive in the area every day and share the road with walkers, equestrians and bicyclists, and lately, sheep-walkers. I travel on Buena Vista Avenue several times a day, going from my home on Short Street to the three-way stop at Scenic View, then turning left onto Buena Vista, and then to the four-way stop at Lakeview.

**I agree that the intersection of Lakeview and Buena Vista needs a traffic signal.** Many times during the day, it would be faster without a traffic signal; however, during the times when drivers are going to and coming from work, and parents are taking their children to school and picking them up, a signal would be safer. Some drivers don't follow the right-of-way rules when it comes to the four-way stop.

**I oppose adding lanes to Buena Vista Avenue, east of Lakeview.** Buena Vista east of the Lakeview intersection is a two-lane (one in each direction) roadway. There is a narrow walking path on the south side and a partial path on the north side. Buena Vista is used by many equestrians, often children, to get on the nearby trail and to go to and from the equestrian center. The residential streets that intersect Buena Vista east of Lakeview are two-lane streets, most with no sidewalks and are not north-south through streets. They currently have "stop" signs at the intersections. Buena Vista ends in T-intersection at Grandview on the east. It does not connect to a major roadway to leave the neighborhood.

If I understand the Traffic Impact Analysis correctly, Buena Vista is classified as a Secondary Arterial, having an 80-foot right-of-way

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and a 64-foot curb-to-curb measurement. Secondary Arterial includes two lanes of travel in each direction. It appears that Buena Vista would be widened to add two lanes, making four lanes. Adding lanes to Buena Vista on this segment would not only be expensive, but would not help with traffic flow, even if more housing is added. The east end of the avenue essentially doesn't go outside the neighborhood. It also would make it more dangerous if drivers have to cross two lanes of traffic to enter Buena Vista from neighboring streets. Buena Vista also goes under Imperial Highway, adding to the difficulty of expansion, plus the equestrian arena is adjacent to this underpass, raising another safety issue.

Frank Hofmann,

5882 Short Street, Yorba Linda

## Nate Farnsworth

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**From:** Monse Garcia  
**Sent:** Thursday, June 23, 2022 8:16 AM  
**To:** David Brantley; Jamie Lai  
**Cc:** Nate Farnsworth; Shirjeel Muhammad; Tony Wang  
**Subject:** FW: housing element  
**Attachments:** traffic report for grandview.pdf; Flyer - Traffic Impact Analysis.pdf; letter from staff to traffic ref grandview.pdf

Two additional documents from Ms. Nichols that I will be forwarding to the Commission.

### **MONSE GARCIA DEL RIO**

Administrative Assistant to the Director of P.W./City Engineer



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**From:** D NICHOLS <dave3334steph@sbcglobal.net>  
**Sent:** Thursday, June 23, 2022 8:11 AM  
**To:** Monse Garcia <mgarcia@yorbalindaca.gov>  
**Subject:** housing element

Please include this highlighted report as it only pertains to Kellogg and Grandview and Ohio sites.

ty

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# STAFF REPORT

## CITY of YORBA LINDA

See Pages 3 & 4

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### COMMUNITY DEVELOPMENT DEPARTMENT

**DATE:** JUNE 23, 2022

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

**FROM:** PREPARED BY: NATE FARNSWORTH, PLANNING MANAGER

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

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### RECOMMENDATION

It is recommended that the Traffic Commission provide the Planning Commission with its comments and recommendations on the 2021-2029 Housing Element Implementation, primarily focused on the traffic impacts described within the draft Program Environmental Impact Report (PEIR).

### BACKGROUND

State housing law requires that the City's Housing Element be updated every eight years. On October 20, 2020, the City Council and Planning Commission held a joint Housing Element Update kickoff public workshop. Although the City invited members of the public and key stakeholders to attend the meeting, there were no public comments at this meeting. City staff provided the City Council and Planning Commission with a general overview of the Housing Element Update process, and staff from the State Department of Housing and Community Development (HCD) provided an overview of new state housing requirements.

On February 24, 2021, the Planning Commission conducted a Housing Element Workshop where staff presented the results of the City's community outreach survey, introduced its draft housing sites inventory, and discussed recommended land use and rezoning strategies to achieve its state mandated RHNA obligation of 2,415 housing units. The Planning Commission also received comments from the public and requested that staff provide them with an opportunity to provide a detailed review of the draft housing sites inventory. Some of these land use strategies included the promotion of constructing ADUs and an affordable housing overlay opportunity zone for properties used for religious purposes.

Since this Planning Commission workshop, staff has met several times with HCD to discuss various land use strategies. Based on the feedback from HCD, staff has further refined the draft housing sites inventory and released a community survey focused on outreach to senior citizens. The senior survey demonstrated that the majority of the senior citizen sector of the population is interested in learning more about senior housing opportunities in the City. Staff has also analyzed a couple lower resource areas on the west side of the City identified by HCD as needing more in-depth review for purposes of complying with state housing law to

“affirmatively further fair housing.” The purpose of this analysis is to “identify areas in every region of the state whose characteristics have been shown by research to support positive economic, educational, and health outcomes for low-income families—particularly long-term outcomes for children.”

On March 24, 2021, staff provided the Planning Commission with a brief update on the Housing Element status. The Planning Commission provided general feedback on the draft housing sites inventory and directed staff to further refine the inventory based on eligibility requirements from HCD and return with more details on the “candidate” housing sites.

On April 22, 2021, staff presented an update to the City’s Traffic Commission on the Housing Element. The Traffic Commission is primarily interested in learning which housing sites will be identified in order to determine the traffic impacts of those housing opportunities.

On April 28, 2021, staff presented an updated draft “candidate” housing sites inventory and solicited additional comments from the Planning Commission and the public on the proposed sites. The Planning Commission provided additional comments and directed staff to begin the process of reaching out to property owners to educate and solicit feedback on their level of interest in potentially being considered as a housing site. Staff also provided updates on the strategy to utilize ADUs and the religious housing overlay zone.

On June 2, 2021, staff conducted a property owner stakeholder meeting to explain the purpose of the Housing Element, RHNA, and the housing sites inventory to property owners of all previously identified “candidate” housing sites. Over 250 invitations were sent out and nearly 100 individuals participated in the meeting. Staff invited all the property owners to reach out individually to staff to share their level of interest in participating as a candidate housing site. To date, staff has held dozens of individual meetings with property owners to discuss their specific situation and gauge their level of interest as a potential “candidate” housing site. Staff has also continued to research various constraints and eligibility with HCD’s strict standards for each of the properties.

On June 9, 2021, the Planning Commission received an update on the property owner stakeholder meeting and provided the public with another opportunity to comment on the Housing Element Update. The Planning Commission provided general feedback to staff to return with a refined draft “candidate” housing sites inventory with recommended rankings of each site.

On July 14, 2021, staff presented the Planning Commission with a refined draft “candidate” housing sites inventory and presented the highest ranked properties based on site eligibility, known constraints, property owner interest, and other factors. Staff also provided the public with another opportunity to comment on the Housing Element Update and the draft housing sites inventory. The Planning Commission requested that staff provide additional time for the Planning Commission to provide comments and one more opportunity for public comment prior to making a recommendation to the City Council.

On July 28, 2021, staff presented the final draft housing sites inventory to the Planning Commission. The Planning Commission provided staff with refinements to the sites inventory and supported ensuring that property owners are informed and supportive of the rezone

efforts. Staff has been making efforts to reach all property owners by all means available and will continue that effort and refine the draft Housing Sites Inventory as necessary. The public was also given another opportunity to comment on the plan. Staff has further refined the draft housing sites inventory into the document based on comments from the public, the Planning Commission, and staff's continued property owner outreach efforts.

On August 3, 2021, staff presented the final draft housing sites inventory to the City Council. After receiving input from the public, the City Council provided comments and directed staff to release the draft Housing Element to HCD for their review.

On August 27, 2021, staff submitted the draft Housing Element to HCD for their formal 60-day review. On October 26, 2021, HCD provided comments on the City's draft Housing Element, which mostly requested that the City provide additional information and details on various components of the Housing Element as required by numerous state housing laws.

On September 23, 2021, staff presented an update to the City's Traffic Commission on the Housing Element.

On October 27, 2021, the Planning Commission conducted a public workshop to receive an update from staff on the comments received from HCD, to receive additional public input, and to provide recommendations on how to proceed with addressing the comments from HCD.

After multiple meetings with HCD to address questions and concerns raised in their letter, staff received direction from the City Council to release the revised draft Housing Element to HCD for review on December 8, 2021.

On January 12, 2022, the Planning Commission conducted a public hearing and recommended that the City Council adopt the Housing Element under review by HCD. On February 4, 2022, the City received a comment letter from HCD, which requested that the City make minor revisions to the Housing Element.

On February 9, 2022, the City Council conducted a public hearing and approved the Housing Element with the revisions required by HCD. On February 10, 2022, the City submitted its adopted Housing Element to HCD for final review in advance of the February 11, 2022, deadline. On April 8, 2022, the City received approval from HCD and is now required to implement the rezoning programs included in Programs 8 – 11 for the 27 housing opportunity sites within the adopted Housing Element by October 15, 2022.

On April 29, 2022, the City released a Notice of Preparation for a Draft Program Environmental Impact Report (PEIR), which was made available for 30 days, and concluded on May 30, 2022. A public scoping meeting was conducted on May 23, 2022, at which approximately 50 residents attended and provided public comments. Those comments, in addition to all written comments received during this period of time, have been included as Appendix A of the draft PEIR.

Several comments were made during the public scoping period and PEIR scoping meeting on May 23, 2022, expressing concerns regarding housing opportunity sites S4-053, S4-201, S4-060, S5-008 in relation to traffic, traffic near an elementary school, and pedestrian safety

**S4-053 is the Grandview site. S4-201 and S4-060 are the Ohio sites.  
S5-008 is the Fairmont site.**

due to the increase in traffic. Two comments were received related to transportation from the Santa Ana Office of California Highway Patrol (CHP) on May 23, 2022, and California Department of Transportation (Caltrans) on May 25, 2022. The CHP expressed concern on the potential impact on departmental operations, with emphasis on increased traffic and changes in traffic congestion patterns during the construction stage and that increased traffic congestion would necessitate the need for additional traffic control measures to mitigate the potential increase in traffic collisions. Caltrans requested that new development from the Project provide a Vehicle Miles Traveled (VMT) study; that the PEIR must include a traffic study to address potential impacts to the State Highway System; to consider a discussion on equity; to provide discussion of multimodal transportation mobility options of the current transit services and regional rail services and look for opportunities and connectivity to safe and convenient access; and to consider discussing the potential impacts to bicycle and pedestrian facilities.

On June 1, 2022, the City released the draft PEIR for a 45-day public review period, which will end on July 15, 2022. At the end of the public review period, the City will prepare a written response to all comments received. The Planning Commission will be conducting a public hearing on June 29, 2022, to consider the proposed General Plan and Zoning Code Amendments associated with the Housing Element. On July 27, 2022, the Planning Commission will consider the draft PEIR. At this time the Traffic Commission is being requested to consider the traffic impacts outlined in the draft PEIR and the Traffic Impact Analysis included within the draft PEIR.

Since the release of the draft PEIR, the City has continued to receive a large number of public comments related to housing opportunity sites S4-053, S4-201, and S4-060, within the Grandview Avenue/South Ohio Street neighborhood, in regards to traffic, traffic near Linda Vista elementary school, and pedestrian safety due to increase in traffic in a “semi-rural” neighborhood without formal improvements (i.e., no sidewalks, curbs or gutters), and which has two schools in proximity to the referenced housing opportunity sites. On June 7, 2022, a large number of public speakers addressed the City Council during public comments and cited these same concerns related to these sites. Since there was no item on the agenda, the City Council could not legally take any action; however, the City Manager explained that this is part of a process that will include public hearings with the Planning Commission and City Council and recommended that the residents participate in the public process.

On June 9, 2022, the City released a public notice to all property owners within 2,000 feet of all 27 Housing Element rezone sites in accordance with Municipal Code requirements for projects of community-wide significance and Measure B. Since that time, the City has received numerous comments, both traffic and non-traffic related, for the Traffic Commission to consider. All comments received to date have been forwarded to the Traffic Commission. It is important to understand that ~~that~~ the Traffic Commission’s purview regarding the Housing Element is limited to review of the Traffic Impact Analysis (TIA) prepared for the project in order to provide advisory comments to the Planning Commission and City Council for consideration during upcoming public hearings on the project before each of those bodies. Given the narrow role of the Traffic Commission in this case, they will not be able to consider comments unrelated to traffic matters. However, comments related to the overall project may be submitted directly to the Planning Commission and/or City Council for



consideration at their upcoming public hearings on June 29th and July 27th (Planning Commission) and August 2nd and August 9th (City Council).

## **DISCUSSION**

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

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

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

**Citywide VMT Per Service Population**

	<b>Baseline No Project</b>	<b>Baseline With Project</b>	<b>Cumulative No Project</b>	<b>Cumulative With Project</b>
Service Population	91,267	98,352	97,814	104,899
VMT	1,446,176	1,495,953	1,673,239	1,703,753
VMT/SP	15.85	15.21	17.11	16.24
Change in VMT		-0.64		-0.86

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

In addition to the VMT analysis, the City of Yorba Linda has vehicle Level of Service (LOS) guidance that set standards for which local infrastructure will strive to maintain. Not subject to CEQA approval, a "program level" Traffic Impact Analysis (TIA) has also been prepared to evaluate the proposed development intensities expected for the 27 housing element sites and assess the potential traffic deficiencies that result from the implementation of the rezoning and changes to land use. However, given the number of Housing Element sites and lack of detailed site plans available, it is anticipated that implementing projects on each of the Housing Element sites will need to conduct focused traffic analyses that meet the City's standards which will provide a review of potential intersection operational deficiencies in conjunction with a detailed review of site access. Based upon the TIA results, improvements have been recommended at the study area intersections which are anticipated to operate at a deficient LOS. Improvements identified can be constructed by the proposed development or funded through a combination of project mitigation, development impact fee programs or fair share contributions, such as the City of Yorba Linda Traffic Impact Fee (TIF) program.

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

**Next Steps**

On June 29, 2022, the Planning Commission will conduct a public hearing to consider the General Plan and Zoning Code Amendments associated with the implementation of the adopted 2021-2029 Housing Element. On July 27, 2022, the Planning Commission will consider the draft PEIR and make a recommendation to the City Council. It is anticipated that the City Council will be considering these General Plan and Zoning Code Amendments on August 2, 2022, and August 9, 2022. Any action by the City Council to approve the proposed General Plan and Zoning Code Amendments would be subject to voter approval through the Yorba Linda Right-to-Vote Amendment (commonly referred to as Measure B).



## Appendix G Traffic Impact Analysis

**Consolidated Version by Neighbors of Grandview**

**Consolidated to include only pages pertaining to the Grandview and Ohio sites.**

**Key points highlighted.**

# YORBA LINDA HOUSING ELEMENT & GENERAL PLAN UPDATE

## TRAFFIC ANALYSIS

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Agency

Date

14080-05 TA Report

City of Yorba Linda

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# 1 EXECUTIVE SUMMARY

## 1.1 INTRODUCTION

The Yorba Linda 2021 – 2029 Final Housing Element traffic analysis (TA) will analyze and identify potential traffic-related deficiencies resulting from the rezoning and revised General Plan land use development assumptions necessary to address the City of Yorba Linda's regional housing needs assessment (RHNA) allocation. The Housing Element proposes a rezoning program of 27 vacant or underutilized sites for multifamily residential use at densities of 10 to 35 units to the acre. The Yorba Linda 2021 – 2029 Final Housing Element will revise the General Plan land use and development intensities for the 27 sites to accommodate approximately 2,100 additional dwelling units for a total of 2,410 dwelling units (including the existing zoning).

The traffic analysis will evaluate the proposed development intensities expected for the 27 sites and assess the potential traffic deficiencies that result from the implementation of the rezoning and changes to land use. Exhibit 1-1 identifies the locations of each of the Housing Element sites summarized on Table 1-1. The City approved Project Traffic Study Scoping agreement is provided in Appendix 1.1 of this TA.

## 1.2 PROJECT RELATED TRAFFIC DEFICIENCIES AND IMPROVEMENTS

Based on either Highway Capacity Manual (HCM) 6th Edition or Intersection Capacity Utilization (ICU) methodologies established by the Cities of Yorba Linda, Placentia and Anaheim, the following intersections are anticipated to operate at a deficient level of service (LOS) during one or both peak hours:

- Rose Drive & Imperial Highway (#1)
- Prospect Avenue & Imperial Highway (#2)
- Imperial Highway & Yorba Linda Boulevard (#5)
- Lakeview Avenue & Buena Vista Avenue (#6)
- Kellogg Drive & Imperial Highway EB Ramps (#7)
- Weir Canyon Road/Yorba Linda Boulevard & Savi Ranch Parkway (#16)

Improvements have been recommended at the study area intersections which are anticipated to operate at a deficient LOS. Improvements identified are the minimum needed to achieve acceptable peak hour operations.

**TABLE 1-2: INTERSECTION ANALYSIS LOCATIONS**

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

**1.6 DEFICIENCIES**

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

**1.6.1 EXISTING (2022) CONDITIONS**

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

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

Level of Service(LOS) rating of F and E

**1.6.2 HORIZON YEAR (2045) CONDITIONS**

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

- Rose Drive & Imperial Highway (#1) – LOS E PM peak hour only
- Prospect Avenue & Imperial Highway (#2) – LOS E AM peak hour only
- Lakeview Avenue & Buena Vista Avenue (#6) – LOS F AM PM peak hours
- Kellogg Drive & Imperial Highway EB Ramps (#7) – LOS F AM and PM peak hours
- Weir Canyon Road/Yorba Lind Boulevard & Savi Ranch Parkway (#16) – LOS F PM peak hour only

The following additional intersection is anticipated to operate at an unacceptable LOS with the addition of Project traffic in addition to those listed above for Horizon Year (2045) Without Project traffic conditions:

- Imperial Highway & Yorba Linda Boulevard (#5) – LOS E PM peak hour only

**TABLE 1-3: SUMMARY OF LOS**

#	Intersection	Existing (2022)		2045 Without Project		2045 With Project	
		AM	PM	AM	PM	AM	PM
1	Rose Dr. & Imperial Highway	●	●	●	●	●	●
2	Prospect Av. & Imperial Highway	●	●	●	●	●	●
3	Imperial Highway & Bastanchury Rd.	●	●	●	●	●	●
4	Imperial Highway & Lemon Dr.	●	●	●	●	●	●
5	Imperial Highway & Yorba Linda Bl.	●	●	●	●	●	●
6	Lakeview Av. & Buena Vista Av.	●	●	●	●	●	●
7	Kellogg Dr. & Imperial Highway EB Ramps	●	●	●	●	●	●
8	Kellogg Dr. & Imperial Highway WB Ramps	●	●	●	●	●	●
9	Plumosa Dr. & Bastanchury Rd.	●	●	●	●	●	●
10	Lakeview Av. & Bastanchury Rd.	●	●	●	●	●	●
11	Lakeview Av. & Lemon Dr.	●	●	●	●	●	●
12	Lakeview Av. & Yorba Linda Bl.	●	●	●	●	●	●
13	Ohio St. & Yorba Linda Bl.	●	●	●	●	●	●
14	Fairmont Bl. & Bastanchury Rd.	●	●	●	●	●	●
15	Fairmont Bl. & Yorba Linda Bl.	●	●	●	●	●	●
16	Weir Canyon Rd. & Savi Ranch Pkwy.	●	●	●	●	●	●
17	Weir Canyon Rd. & SR-91 WB Ramps	●	●	●	●	●	●
18	Weir Canyon Rd. & SR-91 EB Ramps	●	●	●	●	●	●
19	Gypsum Canyon Rd. & La Palma Av.	●	●	●	●	●	●

● LOS=A-D  
● LOS=E  
● LOS=F

**TABLE 1-4: SUMMARY OF IMPROVEMENTS**

Intersection #	Location	Jurisdiction	Horizon Year (2045) With Project	Improvements in TIF? <sup>1</sup>	Project Responsibility <sup>2</sup>	Fair Share % <sup>3</sup>
1	Rose Dr. & Imperial Highway	Placentia	- Modify the TS to implement split phasings on NB/SB	No	Fair Share	23.8%
5	Imperial Highway & Yorba Linda Bl.	Yorba Linda	- Modify the TS to implement split phasings on EB/WB	No	Fair Share	11.3%
6	Lakeview Av. & Buena Vista Av.	Yorba Linda	Install a traffic signal	Yes	None	34.1%
7	Kellogg Dr. & Imperial Highway EB	Anaheim	Install a traffic signal	No	Fair Share	82.3%
16	Weir Canyon Rd. & Savi Ranch Pkwy.	Yorba Linda	- Add a 3rd WB left turn lane - Modify the TS to implement overlap phasing on WB right turn	No No	None (CIP) Fair Share	25.5%

<sup>1</sup> Improvements included in City's Traffic Impact Fee (TIF) fee programs.

<sup>2</sup> Identifies the Project's responsibility to construct an improvement or contribute fair share towards the implementation of the improvements shown.

<sup>3</sup> Program improvements constructed by project may be eligible for fee credit, at discretion of the City. See Table 6-2 for Fair Share Calculations.



### 3 METHODOLOGIES

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

#### 3.1 LEVEL OF SERVICE

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

#### 3.2 INTERSECTION CAPACITY ANALYSIS

The definitions of LOS for interrupted traffic flow (flow restrained by the existence of traffic signals and other traffic control devices) differ slightly depending on the type of traffic control. The LOS is typically dependent on the quality of traffic flow at the intersections along a roadway. LOS analysis was conducted to determine existing traffic conditions using the Intersection Capacity Utilization (ICU) methodology for signalized study intersections. (1) The Highway Capacity Manual (HCM) (6th Edition) methodology was used to determine LOS's for unsignalized intersections and Caltrans' facility. The HCM methodology expresses the LOS at an intersection in terms of average control delay time for the various intersection approaches. (2) The HCM uses different procedures depending on the type of intersection control.

##### 3.2.1 SIGNALIZED INTERSECTIONS

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

Without the proposed projects on Grandview and Ohio sites, the nearby intersections are **already** at an **unacceptable "Level of Service(LOS)" of F and E.**

These proposed projects are **deemed to have an adverse effect** on these intersections.

- Lakeview & Buena Vista
- Kellogg Dr. / Imperial Hwy EB

**TABLE 3-1: SIGNALIZED INTERSECTION LOS THRESHOLDS WITH ICU**

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

ICU =  
Intersection  
Capacity Utilization

Think of this as a  
percentage 1-100%

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

Analysis of Caltrans operated facilities (i.e., Kellogg Drive at Imperial Highway and Weir Canyon Road at the SR-91 Freeway) was conducted in Synchro (Version 11) through the application of the Highway Capacity Manual (HCM) 6<sup>th</sup> Edition methodology for signalized intersections. Lane configurations and various other parameters such as signal timing was based on current operating characteristics as obtained from field review and signal timing worksheets provided by District 12 staff. Future lane configurations were assumed the same as existing conditions for the 2045 No Project and 2045 With Project scenarios. Table 3-2 presents the signalized intersection delay and LOS standards throughout the study area.

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

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

**TABLE 3-2: SIGNALIZED INTERSECTION LOS THRESHOLDS WITH HCM**

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

Source: HCM, 6th Edition

<sup>1</sup> If V/C is greater than 1.0 then LOS is F per HCM.

### 3.2.2 UNSIGNALIZED INTERSECTIONS

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

**TABLE 3-3: UNSIGNALIZED INTERSECTION LOS THRESHOLDS**

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

Source: HCM, 6th Edition

<sup>1</sup> If V/C is greater than 1.0 then LOS is F per HCM.

### 3.3 TRAFFIC SIGNAL WARRANT ANALYSIS METHODOLOGY

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

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

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



**TABLE 3-4: TRAFFIC SIGNAL WARRANT ANALYSIS LOCATIONS**

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

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

**3.4 MINIMUM ACCEPTABLE LEVELS OF SERVICE (LOS)**

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

**3.4.1 CITY OF YORBA LINDA**

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

**3.4.2 CALTRANS**

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

### 3.5 DEFICIENCY CRITERIA

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

### 4.3 BICYCLE, EQUESTRIAN, & PEDESTRIAN FACILITIES

Exhibit 4-4 illustrates the City of Yorba Linda existing and future planned bicycle facilities per the City's Bicycle Plan (2016). Existing pedestrian facilities within the study area are shown on Exhibit 4-5. Field observations and traffic counts conducted in March 2022 indicate light pedestrian and bicycle activity within the study area.

### 4.4 TRANSIT SERVICE

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

### 4.5 EXISTING (2022) TRAFFIC COUNTS

The intersection LOS analysis is based on the traffic volumes observed during the peak hour conditions using traffic count data collected in March 2022. The following peak hours were selected for analysis:

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

The 2022 weekday AM and PM peak hour count data is representative of typical weekday peak hour traffic conditions in the study area. There were no observations made in the field that would indicate atypical traffic conditions on the count dates, such as construction activity or detour routes and nearby schools were in session and operating on normal schedules. The raw manual peak hour turning movement traffic count data sheets are included in Appendix 4.1.

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

$$\text{Weekday PM Peak Hour (Approach Volume + Exit Volume)} \times 10.88 = \text{Leg Volume}$$

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

### 4.6 INTERSECTION OPERATIONS ANALYSIS

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

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

The intersection operations analysis worksheets are included in Appendix 4.2 of this TA.

**TABLE 4-1: INTERSECTION ANALYSIS FOR EXISTING (2022) CONDITIONS**

#	Intersection	Traffic Control <sup>3</sup>	Delay <sup>1</sup> (secs.)		Level of Service		ICU <sup>2</sup> (v/c)		Level of Service	
			AM	PM	AM	PM	AM	PM	AM	PM
1	Rose Dr. & Imperial Highway	TS		Not Applicable <sup>4</sup>			0.652	0.856	B	D
2	Prospect Av. & Imperial Highway	TS		Not Applicable <sup>4</sup>			0.869	0.678	D	B
3	Imperial Highway & Bastanchury Rd.	TS		Not Applicable <sup>4</sup>			0.735	0.719	C	C
4	Imperial Highway & Lemon Dr.	TS		Not Applicable <sup>4</sup>			0.462	0.585	A	A
5	Imperial Highway & Yorba Linda Bl.	TS		Not Applicable <sup>4</sup>			0.723	0.768	C	C
6	Lakeview Av. & Buena Vista Av.	AWS	<b>93.4</b>	<b>47.7</b>	<b>F</b>	<b>E</b>			Not Applicable <sup>5</sup>	
7	Kellogg Dr. & Imperial Highway EB Ramps	CSS	<b>&gt;200.0</b>	<b>51.7</b>	<b>F</b>	<b>F</b>			Not Applicable <sup>5</sup>	
8	Kellogg Dr. & Imperial Highway WB Ramps	TS	15.9	11.5	B	B			Not Applicable <sup>6</sup>	
9	Plumosa Dr. & Bastanchury Rd.	TS		Not Applicable <sup>4</sup>			0.391	0.375	A	A
10	Lakeview Av. & Bastanchury Rd.	TS		Not Applicable <sup>4</sup>			0.594	0.578	A	A
11	Lakeview Av. & Lemon Dr.	TS		Not Applicable <sup>4</sup>			0.305	0.349	A	A
12	Lakeview Av. & Yorba Linda Bl.	TS		Not Applicable <sup>4</sup>			0.611	0.611	B	B
13	Ohio St. & Yorba Linda Bl.	TS		Not Applicable <sup>4</sup>			0.350	0.410	A	A
14	Fairmont Bl. & Bastanchury Rd.	TS		Not Applicable <sup>4</sup>			0.552	0.454	A	A
15	Fairmont Bl. & Yorba Linda Bl.	TS		Not Applicable <sup>4</sup>			0.570	0.507	A	A
16	Weir Canyon Rd. & Savi Ranch Pkwy.	TS		Not Applicable <sup>4</sup>			0.767	0.844	A	D
17	Weir Canyon Rd. & SR-91 WB Ramps	TS	11.4	14.1	B	B			Not Applicable <sup>6</sup>	
18	Weir Canyon Rd. & SR-91 EB Ramps	TS	14.6	11.3	B	B			Not Applicable <sup>6</sup>	
19	Gypsum Canyon Rd. & La Palma Av.	TS		Not Applicable <sup>4</sup>			0.455	0.696	A	B

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

L = Left; T = Through; R = Right; > = Right-Turn Overlap Phasing; >> = Free-Right Turn Lane; d= Defacto Right Turn Lane

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

<sup>2</sup> Intersection capacity utilization (ICU) methodology results are presented as a volume-to-capacity ratio.

<sup>3</sup> AWS = All-way Stop; CSS = Cross-Street Stop; TS = Traffic Signal; **CSS** = Improvement

<sup>4</sup> ICU reported for signalized intersections only.

<sup>5</sup> HCM reported for unsignalized intersections only (also a Caltrans facility).

<sup>6</sup> Although signalized, intersection is a Caltrans facility. Therefore, only HCM has been reported.

#### 4.7 TRAFFIC SIGNAL WARRANTS ANALYSIS

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

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

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

## 5.4 INTERSECTION OPERATIONS ANALYSIS

### 5.4.1 HORIZON YEAR (2045) WITHOUT PROJECT TRAFFIC CONDITIONS

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

- Rose Drive & Imperial Highway (#1) – LOS E PM peak hour only
- Prospect Avenue & Imperial Highway (#2) – LOS E AM peak hour only
- Lakeview Avenue & Buena Vista Avenue (#6) – LOS F AM PM peak hours
- Kellogg Drive & Imperial Highway EB Ramps (#7) – LOS F AM and PM peak hours
- Weir Canyon Road/Yorba Linda Boulevard & Savi Ranch Parkway (#16) – LOS F PM peak hour only

The intersection operations analysis worksheets for Horizon Year (2045) Without Project traffic conditions are included in Appendix 5.3 of this TA.

### 5.4.2 HORIZON YEAR (2045) WITH PROJECT TRAFFIC CONDITIONS

The following study area intersection is anticipated to also operate at an unacceptable LOS with the addition of Project traffic as shown on Table 5-1, in addition to the locations previously identified for Horizon Year (2045) Without Project traffic conditions:

- Imperial Highway & Yorba Linda Boulevard (#5) – LOS E PM peak hour only

The intersection operations analysis worksheets for Horizon Year (2045) With Project traffic conditions are included in Appendix 5.4 of this TA.

## 5.5 TRAFFIC SIGNAL WARRANTS ANALYSIS

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

## 5.6 LONG-TERM DEFICIENCIES AND RECOMMENDED IMPROVEMENTS

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

- Rose Drive & Imperial Highway (#1)

- Prospect Avenue & Imperial Highway (#2)
- Imperial Highway & Yorba Linda Boulevard (#5)
- Lakeview Avenue & Buena Vista Avenue (#6)
- Kellogg Drive & Imperial Highway EB Ramps (#7)
- Weir Canyon Road/Yorba Linda Boulevard & Savi Ranch Parkway (#16)

Improvements necessary to improve traffic deficiencies back to acceptable levels and the effectiveness of the proposed recommended improvements is presented in Table 5-2 and shown on Exhibit 5-4. Table 5-2 summarizes the LOS results with the proposed traffic control improvements (see Appendix 5.5 for the analysis worksheets).

The improvements recommended above are related to the changes in the Housing Element Update. However, there are other studies which have been referenced for consistency for some of the recommended improvements at overlapping study area locations that would be needed to meet the City LOS requirements. The Savi Ranch Mobility Study 2018 is one such report referenced for improvements at the intersection of Weir Canyon Road/Yorba Linda Boulevard at Savi Ranch Parkway.



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

#	Intersection	Traffic Control <sup>3</sup>	2045 Without Project						2045 With Project							
			Delay <sup>1</sup> (secs.)		Level of Service		ICU <sup>2</sup> (v/c)	Level of Service	Delay <sup>1</sup> (secs.)		Level of Service		ICU <sup>2</sup> (v/c)	Level of Service	Change in V/C <sup>7</sup>	
			AM	PM	AM	PM	AM		PM	AM	PM	AM	PM			AM
1	Rose Dr. & Imperial Highway	TS	Not Applicable <sup>4</sup>	Not Applicable <sup>4</sup>	0.740	<b>0.926</b>	C	E	Not Applicable <sup>4</sup>	Not Applicable <sup>4</sup>	0.768	<b>0.947</b>	C	E	3.8%	<b>2.3%</b>
2	Prospect Av. & Imperial Highway	TS	Not Applicable <sup>4</sup>	Not Applicable <sup>4</sup>	<b>0.942</b>	0.726	E	C	Not Applicable <sup>4</sup>	Not Applicable <sup>4</sup>	<b>0.964</b>	0.742	E	C	<b>2.3%</b>	2.2%
3	Imperial Highway & Bastanchury Rd.	TS	Not Applicable <sup>4</sup>	Not Applicable <sup>4</sup>	0.844	0.805	D	D	Not Applicable <sup>4</sup>	Not Applicable <sup>4</sup>	0.856	0.827	D	D	1.4%	2.7%
4	Imperial Highway & Lemon Dr.	TS	Not Applicable <sup>4</sup>	Not Applicable <sup>4</sup>	0.496	0.625	A	B	Not Applicable <sup>4</sup>	Not Applicable <sup>4</sup>	0.507	0.639	A	B	2.2%	2.2%
5	Imperial Highway & Yorba Linda Bl.	TS	Not Applicable <sup>4</sup>	Not Applicable <sup>4</sup>	<b>0.888</b>	<b>0.848</b>	D	D	Not Applicable <sup>4</sup>	Not Applicable <sup>4</sup>	<b>0.903</b>	<b>0.850</b>	E	D	<b>1.7%</b>	<b>0.2%</b>
6	Lakeview Av. & Buena Vista Av.	AWS	<b>173.7</b>	<b>110.7</b>	F	F	Not Applicable <sup>5</sup>	Not Applicable <sup>5</sup>	<b>195.4</b>	<b>137.7</b>	F	F	Not Applicable <sup>5</sup>	Not Applicable <sup>5</sup>	<b>12.5%</b>	<b>24.4%</b>
7	Kellogg Dr. & Imperial Highway EB Ramps	CSS	> <b>200.0</b>	<b>64.6</b>	F	F	Not Applicable <sup>5</sup>	Not Applicable <sup>5</sup>	> <b>200.0</b>	<b>72.1</b>	F	F	Not Applicable <sup>5</sup>	Not Applicable <sup>5</sup>	--	<b>11.6%</b>
8	Kellogg Dr. & Imperial Highway WB Ramps	TS	23.0	11.2	C	B	Not Applicable <sup>6</sup>	Not Applicable <sup>6</sup>	33.2	11.3	C	B	Not Applicable <sup>6</sup>	Not Applicable <sup>6</sup>	44.3%	0.9%
9	Plumosa Dr. & Bastanchury Rd.	TS	Not Applicable <sup>4</sup>	Not Applicable <sup>4</sup>	0.419	0.394	A	A	Not Applicable <sup>4</sup>	Not Applicable <sup>4</sup>	0.427	0.402	A	A	1.9%	2.0%
10	Lakeview Av. & Bastanchury Rd.	TS	Not Applicable <sup>4</sup>	Not Applicable <sup>4</sup>	0.605	0.610	B	B	Not Applicable <sup>4</sup>	Not Applicable <sup>4</sup>	0.615	0.618	B	B	1.7%	1.3%
11	Lakeview Av. & Lemon Dr.	TS	Not Applicable <sup>4</sup>	Not Applicable <sup>4</sup>	0.324	0.369	A	A	Not Applicable <sup>4</sup>	Not Applicable <sup>4</sup>	0.330	0.376	A	A	1.9%	1.9%
12	Lakeview Av. & Yorba Linda Bl.	TS	Not Applicable <sup>4</sup>	Not Applicable <sup>4</sup>	0.723	0.624	C	B	Not Applicable <sup>4</sup>	Not Applicable <sup>4</sup>	0.730	0.637	C	B	1.0%	2.1%
13	Ohio St. & Yorba Linda Bl.	TS	Not Applicable <sup>4</sup>	Not Applicable <sup>4</sup>	0.354	0.405	A	A	Not Applicable <sup>4</sup>	Not Applicable <sup>4</sup>	0.350	0.408	A	A	-1.1%	0.7%
14	Fairmont Bl. & Bastanchury Rd.	TS	Not Applicable <sup>4</sup>	Not Applicable <sup>4</sup>	0.611	0.482	B	A	Not Applicable <sup>4</sup>	Not Applicable <sup>4</sup>	0.616	0.490	B	A	0.8%	1.7%
15	Fairmont Bl. & Yorba Linda Bl.	TS	Not Applicable <sup>4</sup>	Not Applicable <sup>4</sup>	0.596	0.574	A	A	Not Applicable <sup>4</sup>	Not Applicable <sup>4</sup>	0.607	0.589	B	A	1.8%	2.6%
16	Weir Canyon Rd. & Savi Ranch Pkwy.	TS	Not Applicable <sup>4</sup>	Not Applicable <sup>4</sup>	0.638	<b>0.905</b>	B	E	Not Applicable <sup>4</sup>	Not Applicable <sup>4</sup>	0.652	<b>0.926</b>	B	E	2.2%	<b>2.3%</b>
17	Weir Canyon Rd. & SR-91 WB Ramps	TS	11.9	14.5	B	B	Not Applicable <sup>6</sup>	Not Applicable <sup>6</sup>	12.4	14.4	B	B	Not Applicable <sup>6</sup>	Not Applicable <sup>6</sup>	4.2%	-0.7%
18	Weir Canyon Rd. & SR-91 EB Ramps	TS	13.1	9.8	B	A	Not Applicable <sup>6</sup>	Not Applicable <sup>6</sup>	13.1	9.7	B	A	Not Applicable <sup>6</sup>	Not Applicable <sup>6</sup>	0.0%	-1.0%
19	Gypsum Canyon Rd. & La Palma Av.	TS	Not Applicable <sup>5</sup>	Not Applicable <sup>5</sup>	0.654	0.861	B	D	Not Applicable <sup>5</sup>	Not Applicable <sup>5</sup>	0.721	0.856	C	D	10.2%	-0.6%

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

L = Left; T = Through; R = Right; > = Right-Turn Overlap Phasing; >> = Free-Right Turn Lane; d = Defacto Right Turn Lane  
<sup>1</sup> Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

<sup>2</sup> Intersection capacity utilization (ICU) methodology results are presented as a volume-to-capacity ratio.

<sup>3</sup> AWS = All-way Stop; CSS = Cross-Street Stop; TS = Traffic Signal; **CSS** = Improvement

<sup>4</sup> ICU reported for signalized intersections only.

<sup>5</sup> HCM reported for unsignalized intersections only (also a Caltrans facility).

<sup>6</sup> Although signalized, intersection is a Caltrans facility. Therefore, only HCM has been reported.

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



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

#	Intersection	Traffic Control <sup>4</sup>						Intersection Approach Lanes <sup>1</sup>						HCM Delay <sup>2</sup> (sec)			Level of Service (V/c)			Level of Service										
		L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM							
1	Rose Dr. & Imperial Highway Without Improvements	2	2	1	2	2	1	3	0	2	3	1	Not Applicable <sup>5</sup>	Not Applicable <sup>5</sup>	Not Applicable <sup>5</sup>	0.768	<b>0.947</b>	C	<b>E</b>											
	With Improvements <sup>6</sup>	<b>TS</b>	2	2	1	2	2	1	3	0	2	3	1	Not Applicable <sup>5</sup>	Not Applicable <sup>5</sup>	Not Applicable <sup>5</sup>	0.655	0.728	B	C										
2	Prospect Av. & Imperial Highway Without Improvements	TS	1	1	0	1	1	0	1	3	0	1	3	0	Not Applicable <sup>5</sup>	Not Applicable <sup>5</sup>	Not Applicable <sup>5</sup>	<b>0.964</b>	0.742	<b>E</b>	C									
	With Improvements <sup>11</sup>	TS	1	1	0	1	1	0	1	3	0	1	3	0	Not Applicable <sup>5</sup>	Not Applicable <sup>5</sup>	Not Applicable <sup>5</sup>	--	--	--	--									
5	<b>Imperial Highway &amp; Yorba Linda Bl.</b> Without Improvements	TS	1	3	0	2	3	0	1	3	0	1	3	2	Not Applicable <sup>5</sup>	Not Applicable <sup>5</sup>	Not Applicable <sup>5</sup>	<b>0.903</b>	<b>0.850</b>	<b>E</b>	<b>D</b>									
	With Improvements <sup>6</sup>	<b>TS</b>	1	3	0	2	3	0	1	3	0	1	3	2	Not Applicable <sup>5</sup>	Not Applicable <sup>5</sup>	Not Applicable <sup>5</sup>	<b>0.884</b>	<b>0.864</b>	<b>D</b>	<b>D</b>									
6	<b>Lakeview Av. &amp; Buena Vista Av.</b> Without Improvements	AWS	1	1	1	1	2	0	1	1	0	1	1	0	<b>195.4</b>	<b>137.7</b>	<b>F</b>	<b>F</b>	Not Applicable <sup>5</sup>	Not Applicable <sup>5</sup>	Not Applicable <sup>5</sup>	0.640	<b>0.735</b>	B	C					
	With Improvements	<b>TS</b>	1	1	1	1	2	0	1	1	0	1	1	0	Not Applicable <sup>5</sup>	Not Applicable <sup>5</sup>	Not Applicable <sup>5</sup>	0.640	<b>0.735</b>	B	C									
7	<b>Kellogg Dr. &amp; Imperial Highway EB Ramps</b> Without Improvements	CSS	0	2	0	1	2	0	1	0	1	0	0	0	<b>&gt;200.0</b>	<b>72.1</b>	<b>F</b>	<b>F</b>	Not Applicable <sup>5</sup>	Not Applicable <sup>5</sup>	Not Applicable <sup>5</sup>	<b>0.702</b>	<b>0.499</b>	<b>C</b>	<b>A</b>					
	With Improvements <sup>7</sup>	<b>TS</b>	0	2	0	1	2	0	1	0	1	0	0	0	Not Applicable <sup>5</sup>	Not Applicable <sup>5</sup>	Not Applicable <sup>5</sup>	<b>0.702</b>	<b>0.499</b>	<b>C</b>	<b>A</b>									
16	Weir Canyon Rd. & Savi Ranch Pkwy. Without Improvements	TS	1	3	1	1	3	1	1	0	2	2	0	2	Not Applicable <sup>5</sup>	Not Applicable <sup>5</sup>	Not Applicable <sup>5</sup>	0.652	<b>0.926</b>	B	<b>E</b>									
	With Improvements <sup>10</sup>	<b>TS</b>	1	3	1	1	3	1	1	0	2	<b>3</b>	0	2	Not Applicable <sup>5</sup>	Not Applicable <sup>5</sup>	Not Applicable <sup>5</sup>	0.625	0.867	B	D									

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

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

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

<sup>3</sup> Intersection capacity utilization (ICU) methodology results are presented as a volume-to-capacity ratio.

<sup>4</sup> TS = Traffic Signal; AWS = All-Way Stop; CSS = Cross-Street Stop

<sup>5</sup> ICU reported for signalized intersections only.

<sup>6</sup> HCM reported for unsignalized intersections only.

<sup>7</sup> Although signalized, intersection is a Caltrans facility. Therefore, only HCM has been reported.

<sup>8</sup> Modify signal phasing of SB/NB from Protected to split phasing

<sup>9</sup> Modify signal phasing of EB/WB from Protected to split phasing

<sup>10</sup> Modify signal phasing to provide overlapped phase

<sup>11</sup> No feasible solution

**TABLE 3: LIST OF STUDY AREA INTERSECTIONS**

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

## TRAFFIC COUNTS

Traffic counts (classified by vehicle type) will be conducted during a typical Tuesday, Wednesday, or Thursday when local schools are in session and operating on a typical bell schedule. No adjustments are proposed to the new traffic counts for the baseline traffic condition.

## TRANSPORTATION EFFECTS

Per the City's Guidelines: The project traffic volumes resulting in a 1% increase in the volume-to-capacity ratio of a deficient intersection (LOS E or F) as compared to the No Project condition will require intersection improvements. Any study intersection that identifies a deficiency based on the City's Guidelines will also identify intersection improvements needed to maintain acceptable LOS. The fair share cost for the identified improvements in the cumulative condition will also be calculated.

**APPENDIX 4.1: TRAFFIC COUNTS – MARCH 2022**



Counts Unlimited, Inc.  
 PO Box 1178  
 Corona, CA 92878  
 (951)268-6268

City of Yorba Linda  
 N/S: Lakeview Avenue  
 E/W: Buena Vista Avenue  
 Weather: Clear

File Name : 06\_YLA\_Lake\_Buena PM  
 Site Code : 05122223  
 Start Date : 3/15/2022  
 Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Lakeview Avenue Southbound						Buena Vista Avenue Westbound						Lakeview Avenue Northbound						Buena Vista Avenue Eastbound						
	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total	
04:00 PM	12	104	26	0	142	0	7	18	2	27	0	0	24	100	10	0	134	0	41	17	20	0	78	0	381
04:15 PM	10	98	27	0	135	0	10	12	13	35	0	0	18	113	11	0	142	0	40	15	24	0	79	0	391
04:30 PM	9	101	32	0	142	0	8	8	9	25	0	0	23	120	12	0	155	0	52	14	18	0	84	0	406
04:45 PM	12	93	31	0	136	0	5	13	13	31	0	0	29	112	10	0	151	0	59	21	19	0	99	0	417
Total	43	396	116	0	555	0	30	51	37	118	0	0	94	445	43	0	582	0	192	67	81	0	340	0	1595
05:00 PM	9	106	40	0	155	0	9	17	9	35	0	0	20	116	15	0	151	0	55	21	13	0	89	1	430
05:15 PM	5	94	32	0	131	0	12	8	18	38	0	0	19	105	19	0	143	0	57	32	17	0	106	0	418
05:30 PM	4	89	31	0	124	0	11	16	6	33	0	0	27	114	13	0	154	0	50	17	27	0	94	0	405
05:45 PM	9	90	25	0	124	0	8	8	18	34	0	0	23	123	8	0	154	0	47	12	22	0	81	0	393
Total	27	379	128	0	534	0	40	49	51	140	0	0	89	458	55	0	602	0	209	82	79	0	370	1	1646
Grand Total	70	775	244	0	1089	0	70	100	88	258	0	0	183	903	98	0	1184	0	401	149	160	0	710	1	3241
Approach %	6.4	71.2	22.4				27.1	38.8	34.1			15.5	76.3	8.3				56.5	21	22.5			21.9	0	100
Total %	2.2	23.9	7.5		33.6		2.2	3.1	2.7	8		5.6	27.9	3			36.5	12.4	4.6	4.9			706	0	3210
Passenger Vehicles	67	761	243		1071		70	98	86	255		183	899	96			1178	399	148	159			706	0	0
% Passenger Vehicles	95.7	98.2	99.6		98.3		100	98	97.7	100		100	99.6	98			99.5	99.5	99.3	99.4			99.4	0	0
Large 2 Axle Vehicles	3	9	1		13		0	2	2	4		0	4	2			6	2	1	1			4	0	27
% Large 2 Axle Vehicles	4.3	1.2	0.4		1.2		0	2	2.3	1.5		0	0.4	2			0.5	0.5	0.7	0.6			0.6	0	0.8
3 Axle Vehicles	0	4	0		4		0	0	0	0		0	0	0			0	0	0	0			0	0	4
% 3 Axle Vehicles	0	0.5	0		0.4		0	0	0	0		0	0	0			0	0	0	0			0	0	0.1
4+ Axle Trucks	0	1	0		1		0	0	0	0		0	0	0			0	0	0	0			0	0	1
% 4+ Axle Trucks	0	0.1	0		0.1		0	0	0	0		0	0	0			0	0	0	0			0	0	0

Start Time	Lakeview Avenue Southbound			Buena Vista Avenue Westbound			Lakeview Avenue Northbound			Buena Vista Avenue Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
04:30 PM	9	101	32	8	8	9	23	120	12	52	14	18
04:45 PM	12	93	31	5	13	13	29	112	10	59	21	19
05:00 PM	9	106	40	9	17	9	20	116	15	55	21	13
05:15 PM	5	94	32	12	8	18	19	105	19	57	32	17
Total Volume	35	394	135	34	46	49	91	453	56	223	88	67
% App. Total	6.2	69.9	23.9	26.4	35.7	38	15.2	75.5	9.3	59	23.3	17.7
PHF	.729	.929	.844	.708	.676	.681	.784	.944	.737	.945	.688	.882
App. Total	910	910	849	849	968	968	968	968	968	968	968	968
Int. Total	406	417	430	418	405	405	405	405	405	405	405	405

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 04:30 PM





Counts Unlimited, Inc.  
 PO Box 1178  
 Corona, CA 92878  
 (951)268-6268

City of Yorba Linda  
 N/S: Lakeview Avenue  
 E/W: Buena Vista Avenue  
 Weather: Clear

File Name : 06\_YLA\_Lake\_Buena PM  
 Site Code : 05122223  
 Start Date : 3/15/2022  
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Lakeview Avenue Southbound				Buena Vista Avenue Westbound				Lakeview Avenue Northbound				Buena Vista Avenue Eastbound				Exclu. Total	Inclu. Total	Int. Total			
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR				App. Total		
04:00 PM	12	101	26	0	139	7	17	2	0	26	100	10	0	134	40	17	19	0	76	0	375	375
04:15 PM	10	95	27	0	132	10	12	13	0	35	111	11	0	140	40	14	24	0	78	0	385	385
04:30 PM	8	99	32	0	139	8	7	9	0	24	120	11	0	154	52	14	18	0	84	0	401	401
04:45 PM	11	91	31	0	133	5	13	13	0	31	112	10	0	151	59	21	19	0	99	0	414	414
Total	41	386	116	0	543	30	49	37	0	116	443	42	0	579	191	66	80	0	337	0	1575	1575
05:00 PM	8	105	40	0	153	9	17	9	1	35	116	15	0	151	54	21	13	0	88	1	427	428
05:15 PM	5	93	31	0	129	12	8	18	0	38	104	19	0	142	57	32	17	0	106	0	415	415
05:30 PM	4	87	31	0	122	11	16	6	0	33	113	13	0	153	50	17	27	0	94	0	402	402
05:45 PM	9	90	25	0	124	8	8	16	0	32	123	7	0	153	47	12	22	0	81	0	390	390
Total	26	375	127	0	528	40	49	49	1	138	456	54	0	599	208	82	79	0	369	1	1634	1635
Grand Total	67	761	243	0	1071	70	98	86	1	254	899	96	0	1178	399	148	159	0	706	1	3209	3210
Approch %	6.3	71.1	22.7		27.6	38.6	33.9			15.5	76.3	8.1		36.7	56.5	21	22.5		22		100	
Total %	2.1	23.7	7.6		33.4	2.2	3.1	2.7		7.9	28	3			12.4	4.6	5					

Start Time	Lakeview Avenue Southbound				Buena Vista Avenue Westbound				Lakeview Avenue Northbound				Buena Vista Avenue Eastbound				Exclu. Total	Inclu. Total	Int. Total			
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR				App. Total		
04:30 PM	8	99	32	0	139	7	17	2	0	26	100	10	0	134	40	17	19	0	76	0	375	375
04:45 PM	11	91	31	0	133	5	13	13	0	31	112	10	0	151	59	21	19	0	99	0	414	414
05:00 PM	8	105	40	0	153	8	7	9	0	24	120	11	0	154	52	14	18	0	84	0	401	401
05:15 PM	5	93	31	0	129	5	13	13	0	31	112	10	0	151	59	21	19	0	99	0	414	414
Total Volume	32	388	134		554	34	45	49		128	452	55		598	222	88	67		377		1657	1657
% App. Total	5.8	70	24.2		24.2	26.6	35.2	38.3		38.3	75.6	9.2		9.2	58.9	23.3	17.8					
PHF	.727	.924	.838		.905	.708	.662	.681		.842	.942	.724		.971	.941	.688	.882		.889		.970	.970

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 04:30 PM

Counts Unlimited, Inc.  
 PO Box 1178  
 Corona, CA 92878  
 (951)268-6268

City of Yorba Linda  
 N/S: Lakeview Avenue  
 E/W: Buena Vista Avenue  
 Weather: Clear

File Name : 06\_YLA\_Lake\_Buena PM  
 Site Code : 05122223  
 Start Date : 3/15/2022  
 Page No : 3

Start Time	Lakeview Avenue Southbound				Buena Vista Avenue Westbound				Lakeview Avenue Northbound				Buena Vista Avenue Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
	Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1															
04:30 PM	8	99	32	139	8	7	9	24	23	23	11	154	52	14	18	84
+0 mins.	11	91	31	133	5	13	13	31	29	29	10	151	59	21	19	99
+15 mins.	8	105	40	153	9	17	9	35	20	20	15	151	54	21	13	88
+30 mins.	5	93	31	129	12	8	18	38	19	19	19	142	57	32	17	106
+45 mins.	32	388	134	554	34	45	49	128	91	91	55	598	222	88	67	377
Total Volume	5.8	70	24.2	905	26.6	35.2	38.3	842	15.2	15.2	9.2	971	58.9	23.3	17.8	377
% App. Total	.727	.924	.838	.905	.708	.662	.681	.842	.784	.784	.724	.971	.941	.688	.882	.889
PHF																



Location: Yorba Linda  
 N/S: Lakeview Avenue  
 E/W: Buena Vista Avenue



Date: 3/15/2022  
 Day: Tuesday

PEDESTRIANS

	North Leg Lakeview Avenue	East Leg Buena Vista Avenue	South Leg Lakeview Avenue	West Leg Buena Vista Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	1	0	1
7:30 AM	0	0	0	0	0
7:45 AM	0	1	1	0	2
8:00 AM	0	0	2	0	2
8:15 AM	0	2	3	1	6
8:30 AM	0	0	1	0	1
8:45 AM	2	1	1	0	4
TOTAL VOLUMES:	2	4	9	1	16

	North Leg Lakeview Avenue	East Leg Buena Vista Avenue	South Leg Lakeview Avenue	West Leg Buena Vista Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	1	0	0	1
4:15 PM	1	1	4	0	6
4:30 PM	0	0	1	1	2
4:45 PM	0	1	0	2	3
5:00 PM	0	0	0	0	0
5:15 PM	0	0	1	1	2
5:30 PM	0	3	2	0	5
5:45 PM	0	0	1	0	1
TOTAL VOLUMES:	1	6	9	4	20

Location: Yorba Linda  
 N/S: Lakeview Avenue  
 E/W: Buena Vista Avenue



Date: 3/15/2022  
 Day: Tuesday

BICYCLES

	Southbound Lakeview Avenue			Westbound Buena Vista Avenue			Northbound Lakeview Avenue			Eastbound Buena Vista Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
TOTAL VOLUMES:	0	0	0	1	0	0	0	0	0	0	2	0	3

	Southbound Lakeview Avenue			Westbound Buena Vista Avenue			Northbound Lakeview Avenue			Eastbound Buena Vista Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	2
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	1	0	0	0	1	0	0	0	3
5:30 PM	0	1	0	0	0	0	0	0	1	0	0	0	2
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	5	0	0	2	1	0	1	2	0	0	0	11

City of Yorba Linda  
 N/S: Kellogg Drive  
 E/W: Imperial Highway Southbound Ramps  
 Weather: Clear

File Name : 07\_YLA\_Kellog\_Imp SB AM  
 Site Code : 05122223  
 Start Date : 3/15/2022  
 Page No : 1

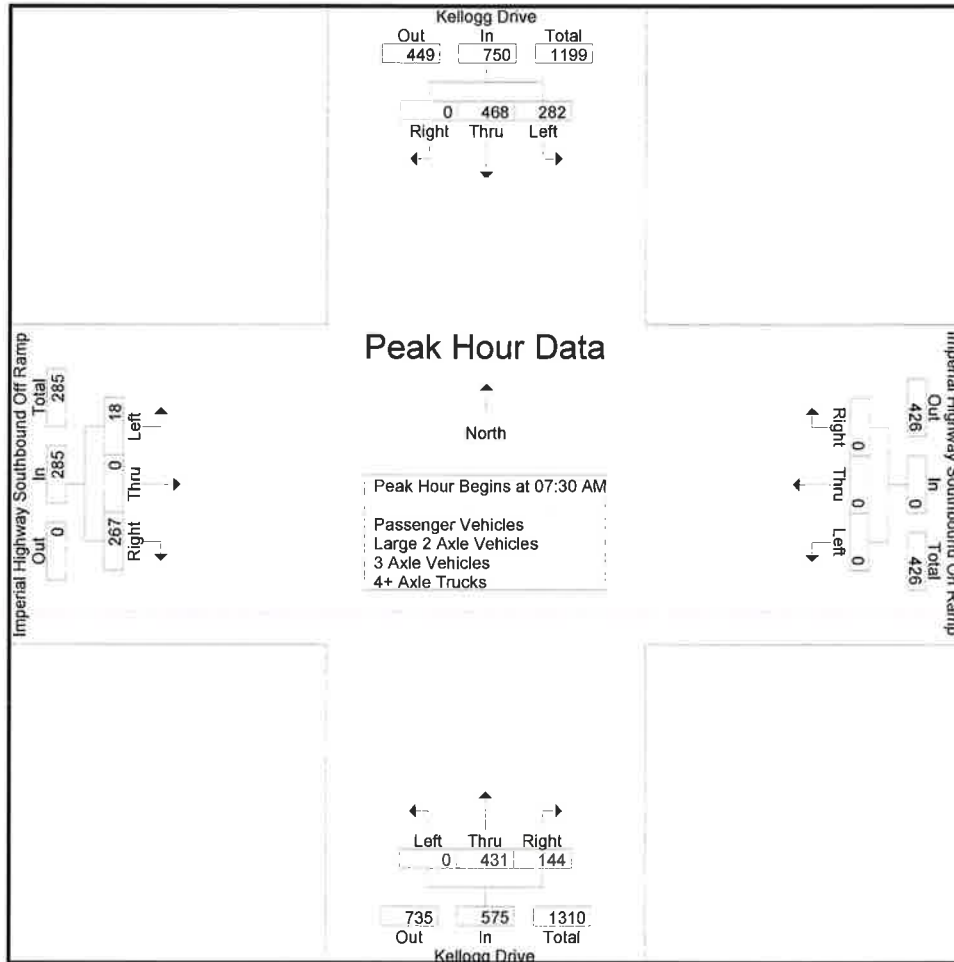
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Kellogg Drive Southbound				Imperial Highway Southbound On Ramp Westbound				Kellogg Drive Northbound				Imperial Highway Southbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	56	38	0	94	0	0	0	0	0	31	16	47	2	0	29	31	172
07:15 AM	71	61	0	132	0	0	0	0	0	44	27	71	4	0	37	41	244
07:30 AM	60	156	0	216	0	0	0	0	0	112	46	158	0	0	94	94	468
07:45 AM	87	182	0	269	0	0	0	0	0	184	67	251	1	0	97	98	618
Total	274	437	0	711	0	0	0	0	0	371	156	527	7	0	257	264	1502
08:00 AM	68	63	0	131	0	0	0	0	0	64	17	81	7	0	41	48	260
08:15 AM	67	67	0	134	0	0	0	0	0	71	14	85	10	0	35	45	264
08:30 AM	63	70	0	133	0	0	0	0	0	57	15	72	5	0	33	38	243
08:45 AM	49	37	0	86	0	0	0	0	0	43	12	55	3	0	25	28	169
Total	247	237	0	484	0	0	0	0	0	235	58	293	25	0	134	159	936
Grand Total	521	674	0	1195	0	0	0	0	0	606	214	820	32	0	391	423	2438
Apprch %	43.6	56.4	0		0	0	0		0	73.9	26.1		7.6	0	92.4		
Total %	21.4	27.6	0	49	0	0	0	0	0	24.9	8.8	33.6	1.3	0	16	17.4	
Passenger Vehicles	517	659	0	1176	0	0	0	0	0	590	210	800	30	0	384	414	2390
% Passenger Vehicles	99.2	97.8	0	98.4	0	0	0	0	0	97.4	98.1	97.6	93.8	0	98.2	97.9	98
Large 2 Axle Vehicles	2	13	0	15	0	0	0	0	0	14	3	17	2	0	7	9	41
% Large 2 Axle Vehicles	0.4	1.9	0	1.3	0	0	0	0	0	2.3	1.4	2.1	6.2	0	1.8	2.1	1.7
3 Axle Vehicles	1	2	0	3	0	0	0	0	0	2	1	3	0	0	0	0	6
% 3 Axle Vehicles	0.2	0.3	0	0.3	0	0	0	0	0	0.3	0.5	0.4	0	0	0	0	0.2
4+ Axle Trucks	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% 4+ Axle Trucks	0.2	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Kellogg Drive Southbound				Imperial Highway Southbound On Ramp Westbound				Kellogg Drive Northbound				Imperial Highway Southbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	60	156	0	216	0	0	0	0	0	112	46	158	0	0	94	94	468
07:45 AM	87	182	0	269	0	0	0	0	0	184	67	251	1	0	97	98	618
08:00 AM	68	63	0	131	0	0	0	0	0	64	17	81	7	0	41	48	260
08:15 AM	67	67	0	134	0	0	0	0	0	71	14	85	10	0	35	45	264
Total Volume	282	468	0	750	0	0	0	0	0	431	144	575	18	0	267	285	1610
% App. Total	37.6	62.4	0		0	0	0		0	75	25		6.3	0	93.7		
PHF	.810	.643	.000	.697	.000	.000	.000	.000	.000	.586	.537	.573	.450	.000	.688	.727	.651

City of Yorba Linda  
 N/S: Kellogg Drive  
 E/W: Imperial Highway Southbound Ramps  
 Weather: Clear

File Name : 07\_YLA\_Kellog\_Imp SB AM  
 Site Code : 05122223  
 Start Date : 3/15/2022  
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:00 AM				07:30 AM				07:30 AM			
+0 mins.	60	156	0	216	0	0	0	0	0	112	46	158	0	0	94	94
+15 mins.	<b>87</b>	<b>182</b>	0	<b>269</b>	0	0	0	0	0	<b>184</b>	<b>67</b>	<b>251</b>	1	0	<b>97</b>	<b>98</b>
+30 mins.	68	63	0	131	0	0	0	0	0	64	17	81	7	0	41	48
+45 mins.	67	67	0	134	0	0	0	0	0	71	14	85	<b>10</b>	0	35	45
Total Volume	282	468	0	750	0	0	0	0	0	431	144	575	18	0	267	285
% App. Total	37.6	62.4	0		0	0	0		0	75	25		6.3	0	93.7	
PHF	.810	.643	.000	.697	.000	.000	.000	.000	.000	.586	.537	.573	.450	.000	.688	.727

Counts Unlimited, Inc.  
 PO Box 1178  
 Corona, CA 92878  
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City of Yorba Linda  
 N/S: Kellogg Drive  
 E/W: Imperial Highway Southbound Ramps  
 Weather: Clear

File Name : 07\_YLA\_Kellog\_Imp SB AM  
 Site Code : 05122223  
 Start Date : 3/15/2022  
 Page No : 1

Groups Printed- Passenger Vehicles

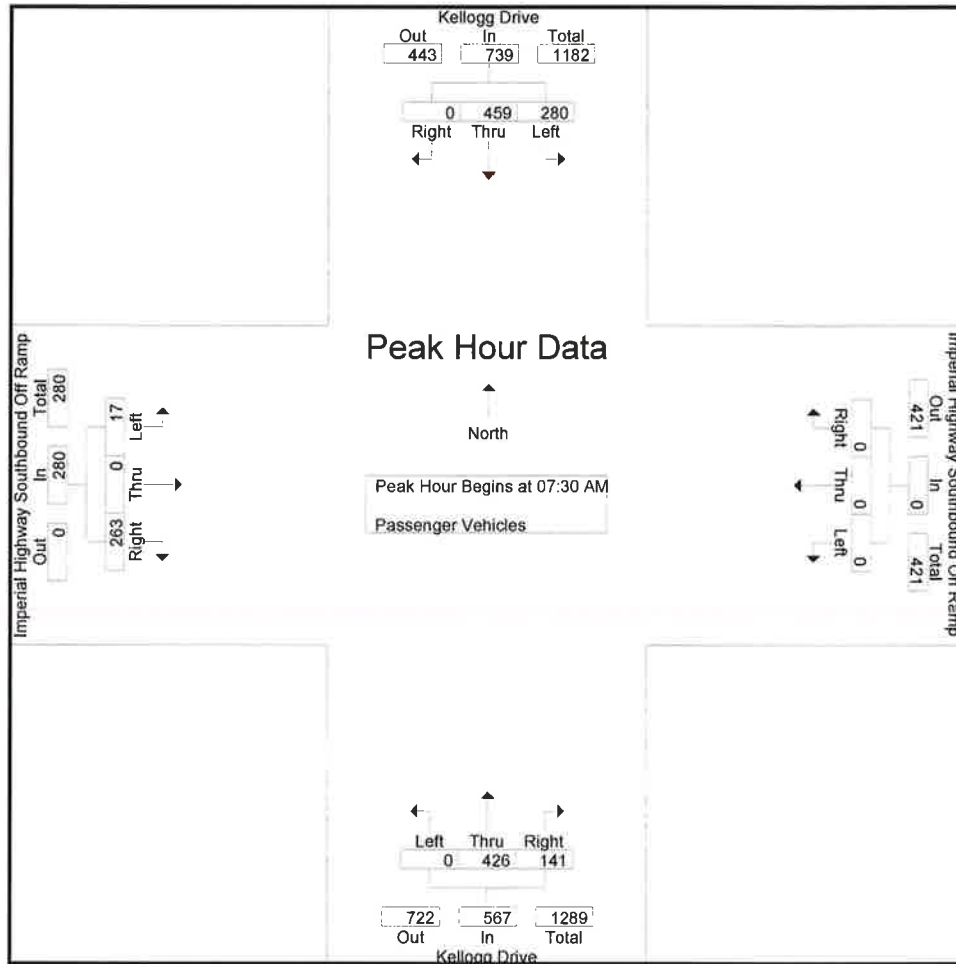
Start Time	Kellogg Drive Southbound				Imperial Highway Southbound On Ramp Westbound				Kellogg Drive Northbound				Imperial Highway Southbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	56	36	0	92	0	0	0	0	0	28	16	44	2	0	28	30	166
07:15 AM	70	59	0	129	0	0	0	0	0	39	27	66	4	0	36	40	235
07:30 AM	60	153	0	213	0	0	0	0	0	111	46	157	0	0	92	92	462
07:45 AM	87	180	0	267	0	0	0	0	0	184	66	250	1	0	96	97	614
Total	273	428	0	701	0	0	0	0	0	362	155	517	7	0	252	259	1477
08:00 AM	67	61	0	128	0	0	0	0	0	62	16	78	6	0	40	46	252
08:15 AM	66	65	0	131	0	0	0	0	0	69	13	82	10	0	35	45	258
08:30 AM	63	69	0	132	0	0	0	0	0	55	14	69	4	0	32	36	237
08:45 AM	48	36	0	84	0	0	0	0	0	42	12	54	3	0	25	28	166
Total	244	231	0	475	0	0	0	0	0	228	55	283	23	0	132	155	913
Grand Total	517	659	0	1176	0	0	0	0	0	590	210	800	30	0	384	414	2390
Apprch %	44	56	0		0	0	0		0	73.8	26.2		7.2	0	92.8		
Total %	21.6	27.6	0	49.2	0	0	0	0	0	24.7	8.8	33.5	1.3	0	16.1	17.3	

Start Time	Kellogg Drive Southbound				Imperial Highway Southbound On Ramp Westbound				Kellogg Drive Northbound				Imperial Highway Southbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	60	153	0	213	0	0	0	0	0	111	46	157	0	0	92	92	462
07:45 AM	87	180	0	267	0	0	0	0	0	184	66	250	1	0	96	97	614
08:00 AM	67	61	0	128	0	0	0	0	0	62	16	78	6	0	40	46	252
08:15 AM	66	65	0	131	0	0	0	0	0	69	13	82	10	0	35	45	258
Total Volume	280	459	0	739	0	0	0	0	0	426	141	567	17	0	263	280	1586
% App. Total	37.9	62.1	0		0	0	0		0	75.1	24.9		6.1	0	93.9		
PHF	.805	.638	.000	.692	.000	.000	.000	.000	.000	.579	.534	.567	.425	.000	.685	.722	.646

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 07:30 AM

City of Yorba Linda  
 N/S: Kellogg Drive  
 E/W: Imperial Highway Southbound Ramps  
 Weather: Clear

File Name : 07\_YLA\_Kellog\_Imp SB AM  
 Site Code : 05122223  
 Start Date : 3/15/2022  
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	60	153	0	213	0	0	0	0	0	111	46	157	0	0	92	92
+15 mins.	87	180	0	267	0	0	0	0	0	184	66	250	1	0	96	97
+30 mins.	67	61	0	128	0	0	0	0	0	62	16	78	6	0	40	46
+45 mins.	66	65	0	131	0	0	0	0	0	69	13	82	10	0	35	45
Total Volume	280	459	0	739	0	0	0	0	0	426	141	567	17	0	263	280
% App. Total	37.9	62.1	0		0	0	0		0	75.1	24.9		6.1	0	93.9	
PHF	.805	.638	.000	.692	.000	.000	.000	.000	.000	.579	.534	.567	.425	.000	.685	.722

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City of Yorba Linda  
 N/S: Kellogg Drive  
 E/W: Imperial Highway Southbound Ramps  
 Weather: Clear

File Name : 07\_YLA\_Kellog\_Imp SB AM  
 Site Code : 05122223  
 Start Date : 3/15/2022  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Kellogg Drive Southbound				Imperial Highway Southbound On Ramp Westbound				Kellogg Drive Northbound				Imperial Highway Southbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	1	1	5
07:15 AM	1	2	0	3	0	0	0	0	0	4	0	4	0	0	1	1	8
07:30 AM	0	3	0	3	0	0	0	0	0	1	0	1	0	0	2	2	6
07:45 AM	0	1	0	1	0	0	0	0	0	0	1	1	0	0	1	1	3
Total	1	8	0	9	0	0	0	0	0	7	1	8	0	0	5	5	22
08:00 AM	0	2	0	2	0	0	0	0	0	2	0	2	1	0	1	2	6
08:15 AM	1	1	0	2	0	0	0	0	0	2	1	3	0	0	0	0	5
08:30 AM	0	1	0	1	0	0	0	0	0	2	1	3	1	0	1	2	6
08:45 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	1	5	0	6	0	0	0	0	0	7	2	9	2	0	2	4	19
Grand Total	2	13	0	15	0	0	0	0	0	14	3	17	2	0	7	9	41
Apprch %	13.3	86.7	0		0	0	0		0	82.4	17.6		22.2	0	77.8		
Total %	4.9	31.7	0	36.6	0	0	0	0	0	34.1	7.3	41.5	4.9	0	17.1	22	

Start Time	Kellogg Drive Southbound				Imperial Highway Southbound On Ramp Westbound				Kellogg Drive Northbound				Imperial Highway Southbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	3	0	3	0	0	0	0	0	1	0	1	0	0	2	2	6
07:45 AM	0	1	0	1	0	0	0	0	0	0	1	1	0	0	1	1	3
08:00 AM	0	2	0	2	0	0	0	0	0	2	0	2	1	0	1	2	6
08:15 AM	1	1	0	2	0	0	0	0	0	2	1	3	0	0	0	0	5
Total Volume	1	7	0	8	0	0	0	0	0	5	2	7	1	0	4	5	20
% App. Total	12.5	87.5	0		0	0	0		0	71.4	28.6		20	0	80		
PHF	.250	.583	.000	.667	.000	.000	.000	.000	.000	.625	.500	.583	.250	.000	.500	.625	.833



City of Yorba Linda  
 N/S: Kellogg Drive  
 E/W: Imperial Highway Southbound Ramps  
 Weather: Clear

File Name : 07\_YLA\_Kellog\_Imp SB PM  
 Site Code : 05122223  
 Start Date : 3/15/2022  
 Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Kellogg Drive Southbound				Imperial Highway Southbound On Ramp Westbound				Kellogg Drive Northbound				Imperial Highway Southbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	58	55	0	113	0	0	0	0	0	104	37	141	12	1	36	49	303
04:15 PM	58	56	0	114	0	0	0	0	0	97	13	110	18	0	39	57	281
04:30 PM	43	72	0	115	0	0	0	0	0	94	22	116	18	0	36	54	285
04:45 PM	58	82	0	140	0	0	0	0	0	79	11	90	20	0	50	70	300
<b>Total</b>	<b>217</b>	<b>265</b>	<b>0</b>	<b>482</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>374</b>	<b>83</b>	<b>457</b>	<b>68</b>	<b>1</b>	<b>161</b>	<b>230</b>	<b>1169</b>
05:00 PM	56	60	0	116	0	0	0	0	0	105	29	134	20	0	38	58	308
05:15 PM	51	65	0	116	0	0	0	0	0	93	23	116	18	1	38	57	289
05:30 PM	76	63	0	139	0	0	0	0	0	128	32	160	18	0	39	57	356
05:45 PM	58	77	0	135	0	0	0	0	0	97	18	115	19	0	38	57	307
<b>Total</b>	<b>241</b>	<b>265</b>	<b>0</b>	<b>506</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>423</b>	<b>102</b>	<b>525</b>	<b>75</b>	<b>1</b>	<b>153</b>	<b>229</b>	<b>1260</b>
<b>Grand Total</b>	<b>458</b>	<b>530</b>	<b>0</b>	<b>988</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>797</b>	<b>185</b>	<b>982</b>	<b>143</b>	<b>2</b>	<b>314</b>	<b>459</b>	<b>2429</b>
Apprch %	46.4	53.6	0		0	0	0		0	81.2	18.8		31.2	0.4	68.4		
Total %	18.9	21.8	0	40.7	0	0	0	0	0	32.8	7.6	40.4	5.9	0.1	12.9	18.9	
Passenger Vehicles	450	528	0	978	0	0	0	0	0	794	184	978	142	2	312	456	2412
% Passenger Vehicles	98.3	99.6	0	99	0	0	0	0	0	99.6	99.5	99.6	99.3	100	99.4	99.3	99.3
Large 2 Axle Vehicles	7	2	0	9	0	0	0	0	0	3	1	4	1	0	2	3	16
% Large 2 Axle Vehicles	1.5	0.4	0	0.9	0	0	0	0	0	0.4	0.5	0.4	0.7	0	0.6	0.7	0.7
3 Axle Vehicles	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% 3 Axle Vehicles	0.2	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Kellogg Drive Southbound				Imperial Highway Southbound On Ramp Westbound				Kellogg Drive Northbound				Imperial Highway Southbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	56	60	0	116	0	0	0	0	0	105	29	134	20	0	38	58	308
05:15 PM	51	65	0	116	0	0	0	0	0	93	23	116	18	1	38	57	289
05:30 PM	76	63	0	139	0	0	0	0	0	128	32	160	18	0	39	57	356
05:45 PM	58	77	0	135	0	0	0	0	0	97	18	115	19	0	38	57	307
Total Volume	241	265	0	506	0	0	0	0	0	423	102	525	75	1	153	229	1260
% App. Total	47.6	52.4	0		0	0	0		0	80.6	19.4		32.8	0.4	66.8		
PHF	.793	.860	.000	.910	.000	.000	.000	.000	.000	.826	.797	.820	.938	.250	.981	.987	.885



City of Yorba Linda  
 N/S: Kellogg Drive  
 E/W: Imperial Highway Southbound Ramps  
 Weather: Clear

File Name : 07\_YLA\_Kellog\_Imp SB PM  
 Site Code : 05122223  
 Start Date : 3/15/2022  
 Page No : 1

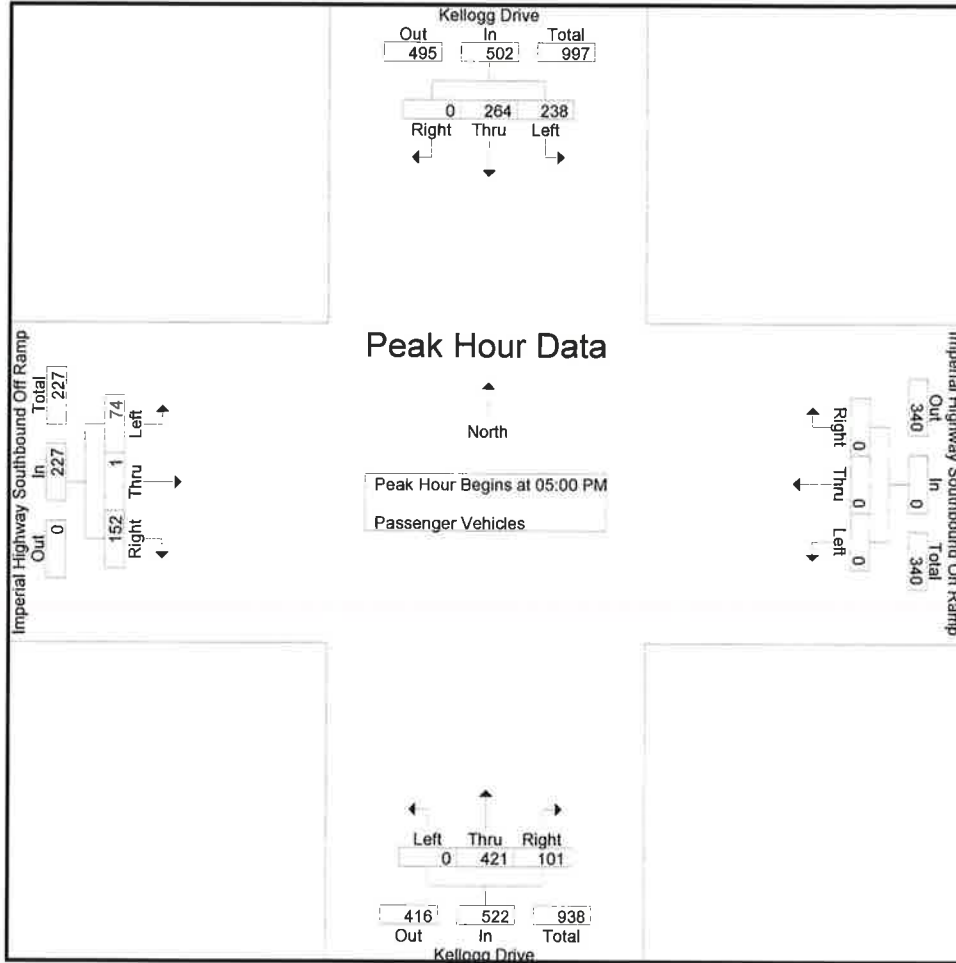
Groups Printed- Passenger Vehicles

Start Time	Kellogg Drive Southbound				Imperial Highway Southbound On Ramp Westbound				Kellogg Drive Northbound				Imperial Highway Southbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	57	55	0	112	0	0	0	0	0	103	37	140	12	1	35	48	300
04:15 PM	56	55	0	111	0	0	0	0	0	97	13	110	18	0	39	57	278
04:30 PM	43	72	0	115	0	0	0	0	0	94	22	116	18	0	36	54	285
04:45 PM	56	82	0	138	0	0	0	0	0	79	11	90	20	0	50	70	298
<b>Total</b>	<b>212</b>	<b>264</b>	<b>0</b>	<b>476</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>373</b>	<b>83</b>	<b>456</b>	<b>68</b>	<b>1</b>	<b>160</b>	<b>229</b>	<b>1161</b>
05:00 PM	55	60	0	115	0	0	0	0	0	105	29	134	20	0	37	57	306
05:15 PM	51	65	0	116	0	0	0	0	0	91	23	114	18	1	38	57	287
05:30 PM	75	62	0	137	0	0	0	0	0	128	31	159	17	0	39	56	352
05:45 PM	57	77	0	134	0	0	0	0	0	97	18	115	19	0	38	57	306
<b>Total</b>	<b>238</b>	<b>264</b>	<b>0</b>	<b>502</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>421</b>	<b>101</b>	<b>522</b>	<b>74</b>	<b>1</b>	<b>152</b>	<b>227</b>	<b>1251</b>
<b>Grand Total</b>	<b>450</b>	<b>528</b>	<b>0</b>	<b>978</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>794</b>	<b>184</b>	<b>978</b>	<b>142</b>	<b>2</b>	<b>312</b>	<b>456</b>	<b>2412</b>
Apprch %	46	54	0		0	0	0		0	81.2	18.8		31.1	0.4	68.4		
Total %	18.7	21.9	0	40.5	0	0	0	0	0	32.9	7.6	40.5	5.9	0.1	12.9	18.9	

Start Time	Kellogg Drive Southbound				Imperial Highway Southbound On Ramp Westbound				Kellogg Drive Northbound				Imperial Highway Southbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	55	60	0	115	0	0	0	0	0	105	29	134	20	0	37	57	306
05:15 PM	51	65	0	116	0	0	0	0	0	91	23	114	18	1	38	57	287
05:30 PM	75	62	0	137	0	0	0	0	0	128	31	159	17	0	39	56	352
05:45 PM	57	77	0	134	0	0	0	0	0	97	18	115	19	0	38	57	306
<b>Total Volume</b>	<b>238</b>	<b>264</b>	<b>0</b>	<b>502</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>421</b>	<b>101</b>	<b>522</b>	<b>74</b>	<b>1</b>	<b>152</b>	<b>227</b>	<b>1251</b>
% App. Total	47.4	52.6	0		0	0	0		0	80.7	19.3		32.6	0.4	67		
PHF	.793	.857	.000	.916	.000	.000	.000	.000	.000	.822	.815	.821	.925	.250	.974	.996	.888

City of Yorba Linda  
 N/S: Kellogg Drive  
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 Weather: Clear

File Name : 07\_YLA\_Kellog\_imp SB PM  
 Site Code : 05122223  
 Start Date : 3/15/2022  
 Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM				
+0 mins.	55	60	0	115	0	0	0	0	0	0	105	29	134	20	0	37	57
+15 mins.	51	65	0	116	0	0	0	0	0	0	91	23	114	18	1	38	57
+30 mins.	75	62	0	137	0	0	0	0	0	0	128	31	159	17	0	39	56
+45 mins.	57	77	0	134	0	0	0	0	0	0	97	18	115	19	0	38	57
Total Volume	238	264	0	502	0	0	0	0	0	0	421	101	522	74	1	152	227
% App. Total	47.4	52.6	0		0	0	0		0	0	80.7	19.3		32.6	0.4	67	
PHF	.793	.857	.000	.916	.000	.000	.000	.000	.000	.000	.822	.815	.821	.925	.250	.974	.996

Location: Yorba Linda  
 N/S: Kellogg Drive  
 E/W: Imperial Hwy SB Ramps



Date: 3/15/2022  
 Day: Tuesday

PEDESTRIANS

	North Leg Kellogg Drive Pedestrians	East Leg Imperial Hwy SB Ramps Pedestrians	South Leg Kellogg Drive Pedestrians	West Leg Imperial Hwy SB Ramps Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	1	0	0	1
7:45 AM	0	2	0	1	3
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	3	0	1	4

	North Leg Kellogg Drive Pedestrians	East Leg Imperial Hwy SB Ramps Pedestrians	South Leg Kellogg Drive Pedestrians	West Leg Imperial Hwy SB Ramps Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	5	0	0	5
4:30 PM	0	1	0	0	1
4:45 PM	0	0	0	0	0
5:00 PM	0	5	0	0	5
5:15 PM	0	2	0	0	2
5:30 PM	0	1	1	5	7
5:45 PM	0	3	0	1	4
TOTAL VOLUMES:	0	17	1	6	24

Location: Yorba Linda  
 N/S: Kellogg Drive  
 E/W: Imperial Hwy SB Ramps



Date: 3/15/2022  
 Day: Tuesday

**BICYCLES**

	Southbound Kellogg Drive			Westbound Imperial Hwy SB Ramps			Northbound Kellogg Drive			Eastbound Imperial Hwy SB Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	2	0	0	0	0	0	1	0	0	0	0	3
7:45 AM	0	2	0	0	0	0	0	1	0	0	0	0	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
TOTAL VOLUMES:	0	4	0	0	0	0	0	3	0	0	0	0	7

	Southbound Kellogg Drive			Westbound Imperial Hwy SB Ramps			Northbound Kellogg Drive			Eastbound Imperial Hwy SB Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	1	0	0	0	0	0	2	0	0	0	0	3
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
5:45 PM	0	2	0	0	0	0	0	1	0	0	0	0	3
TOTAL VOLUMES:	0	5	0	0	0	0	0	5	0	0	0	0	10



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City of Yorba Linda  
 N/S: Kellogg Drive  
 E/W: Imperial Highway Northbound Ramps  
 Weather: Clear

File Name : 08\_YLA\_Kellogg\_Imp\_NB\_AM  
 Site Code : 05122223  
 Start Date : 3/15/2022  
 Page No : 3

Start Time	Kellogg Drive Southbound			Imperial Highway Northbound On Ramp			Kellogg Drive Northbound			Imperial Highway Northbound Off Ramp			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	07:30 AM			07:30 AM			07:30 AM			07:00 AM			
+0 mins.	0	181	26	37	0	81	49	68	0	117	0	0	0
+15 mins.	0	191	10	73	0	68	66	113	0	179	0	0	0
+30 mins.	0	118	16	11	0	60	24	53	0	77	0	0	0
+45 mins.	0	128	21	6	0	77	20	60	0	80	0	0	0
Total Volume	0	618	73	127	0	286	159	294	0	453	0	0	0
% App. Total	0	89.4	10.6	30.8	0	69.2	35.1	64.9	0	80.0	0	0	0
PHF	.000	.809	.702	.435	.000	.883	.602	.650	.000	.633	.000	.000	.000

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File Name : 08\_YLA\_Kellogg\_imp\_NB AM  
 Site Code : 05122223  
 Start Date : 3/15/2022  
 Page No : 1

City of Yorba Linda  
 N/S: Kellogg Drive  
 E/W: Imperial Highway Northbound Ramps  
 Weather: Clear

Groups Printed- Passenger Vehicles

Start Time	Kellogg Drive Southbound						Imperial Highway Northbound On Ramp						Kellogg Drive Northbound						Imperial Highway Northbound Off Ramp						Kellogg Drive Eastbound						Imperial Highway Northbound Off Ramp															
	Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Exclu. Total		Inclu. Total		Int. Total	
	Left	Thru	Right	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total					
07:00 AM	0	81	14	2	95	24	45	15	1	29	24	45	21	9	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	170	196					
07:15 AM	0	114	14	0	128	58	77	10	0	67	58	77	21	23	0	44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58	249	307							
07:30 AM	0	178	26	1	204	53	112	37	0	75	53	112	49	67	0	116	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54	432	486								
07:45 AM	0	191	10	3	201	33	137	71	0	66	33	137	66	113	0	179	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	517	553								
Total	0	564	64	6	628	168	371	133	1	237	168	371	157	212	0	369	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	174	1368	1542									
08:00 AM	0	116	16	0	132	36	65	10	0	55	36	65	24	51	0	75	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	272	308								
08:15 AM	0	125	21	2	146	73	80	6	0	74	73	80	18	59	0	77	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	75	303	378								
08:30 AM	0	123	14	0	137	58	71	8	0	63	58	71	27	32	0	59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58	267	325								
08:45 AM	0	74	11	0	85	55	69	10	0	59	55	69	19	25	0	44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55	198	253								
Total	0	438	62	2	500	222	285	34	0	251	222	285	88	167	0	255	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	224	1040	1264									
Grand Total	0	1002	126	8	1128	390	656	167	1	488	390	656	245	379	0	624	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	398	2408	2806									
Approch %	0	88.8	11.2		46.8		27.2	25.5	0.2	74.4		27.2	39.3	60.7	0	25.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.2	85.8										
Total %	0	41.6	5.2		46.8		27.2	6.9	0	20.3		27.2	10.2	15.7	0	25.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.2	85.8										

Start Time	Kellogg Drive Southbound						Imperial Highway Northbound On Ramp						Kellogg Drive Northbound						Imperial Highway Northbound Off Ramp																								
	Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total				
	Left	Thru	Right	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	Right	Thru	RTOR	App. Total	Left	Thru	Right	Thru	RTOR	App. Total					
07:30 AM	0	178	26	1	204	53	112	37	0	75	53	112	49	67	0	116	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	191	10	3	201	33	137	71	0	66	33	137	66	113	0	179	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	116	16	0	132	36	65	10	0	55	36	65	24	51	0	75	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	123	14	0	137	58	71	8	0	63	58	71	27	32	0	59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	74	11	0	85	55	69	10	0	59	55	69	19	25	0	44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	438	62	2	500	222	285	34	0	251	222	285	88	167	0	255	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	89.3	10.7		46.8		27.2	31.5	0	68.5		27.2	35.1	64.9	0	25.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PHF	0.000	0.798	0.702		0.837		0.900	0.437	0.000	0.719		0.900	0.595	0.642	0.000	0.642	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000				



Counts Unlimited, Inc.  
 PO Box 1178  
 Corona, CA 92878  
 (951)268-6268

City of Yorba Linda  
 N/S: Kellogg Drive  
 E/W: Imperial Highway Northbound Ramps  
 Weather: Clear

File Name : 08\_YLA\_Kellog\_imp\_NB AM  
 Site Code : 05122223  
 Start Date : 3/15/2022  
 Page No : 3

Start Time	Kellogg Drive Southbound				Imperial Highway Northbound On Ramp				Imperial Highway Northbound Off Ramp				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	07:30 AM				07:30 AM				07:30 AM				
+0 mins.	0	178	26	204	37	0	75	112	49	67	0	116	0
+15 mins.	0	191	10	201	71	0	66	137	66	113	0	179	0
+30 mins.	0	116	16	132	10	0	55	65	24	51	0	75	0
+45 mins.	0	125	21	146	6	0	74	80	18	59	0	77	0
Total Volume	0	610	73	683	124	0	270	394	157	290	0	447	0
% App. Total	0	89.3	10.7		31.5	0	68.5		35.1	64.9	0		0
PHF	.000	.798	.702	.837	.437	.000	.900	.719	.595	.642	.000	.624	.000





Counts Unlimited, Inc.  
 PO Box 1178  
 Corona, CA 92878  
 (951)268-6268

File Name : 08\_YLA\_Kellogg\_Imp\_NB\_PM  
 Site Code : 05122223  
 Start Date : 3/15/2022  
 Page No : 3

City of Yorba Linda  
 N/S: Kellogg Drive  
 E/W: Imperial Highway Northbound Ramps  
 Weather: Clear

Start Time	Kellogg Drive Southbound			Imperial Highway Northbound On Ramp Westbound			Kellogg Drive Northbound			Imperial Highway Northbound Off Ramp Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	04:45 PM			04:30 PM			05:00 PM			04:00 PM		
+0 mins.	0	107	10	26	0	75	51	77	0	0	0	0
+15 mins.	0	102	18	35	0	83	29	74	0	0	0	0
+30 mins.	0	83	7	18	0	83	44	109	0	0	0	0
+45 mins.	0	115	11	27	1	79	34	81	0	0	0	0
Total Volume	0	407	46	106	1	320	158	341	0	0	0	0
% App. Total	0	89.8	10.2	24.8	0.2	74.9	31.7	68.3	0	0	0	0
PHF	.000	.885	.639	.757	.250	.964	.775	.782	.000	.815	.000	.000

Counts Unlimited, Inc.  
 PO Box 1178  
 Corona, CA 92878  
 (951)268-6268

File Name : 08\_YLA\_Kellogg\_Imp\_NB\_PM  
 Site Code : 05122223  
 Start Date : 3/15/2022  
 Page No : 1

City of Yorba Linda  
 N/S: Kellogg Drive  
 E/W: Imperial Highway Northbound Ramps  
 Weather: Clear

Groups Printed- Passenger Vehicles

Start Time	Kellogg Drive Southbound						Imperial Highway Northbound On Ramp Westbound						Kellogg Drive Northbound						Imperial Highway Northbound Off Ramp Eastbound						Exclu. Total	Indu. Total	Int. Total						
	Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Left		Thru					Right		RTOR		App. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR				App. Total	Left	Thru	Right	RTOR	App. Total
04:00 PM	0	86	12	0	98	20	0	71	54	91	43	72	0	115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54	304	358
04:15 PM	0	90	16	1	106	20	0	76	51	96	31	85	0	116	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52	318	370	
04:30 PM	0	83	6	0	89	26	0	74	47	100	38	74	0	112	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47	301	348		
04:45 PM	0	105	10	1	115	35	0	83	44	118	27	71	0	98	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	331	376		
Total	0	364	44	2	408	101	0	304	196	405	139	302	0	441	0	0	0	0	0	0	0	0	0	0	0	0	0	0	198	1254	1452		
05:00 PM	0	100	18	1	118	18	0	81	48	99	51	77	0	128	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49	345	394		
05:15 PM	0	83	7	1	90	27	1	78	48	106	28	73	0	101	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49	297	346		
05:30 PM	0	113	11	3	124	24	0	62	40	86	44	107	0	151	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	361	404		
05:45 PM	0	97	6	1	103	35	0	75	46	110	34	81	0	115	0	0	0	0	0	0	0	0	0	0	0	0	0	47	328	375			
Total	0	393	42	6	435	104	1	296	182	401	157	338	0	495	0	0	0	0	0	0	0	0	0	0	0	0	0	0	188	1331	1519		
Grand Total	0	757	86	8	843	205	1	600	378	806	296	640	0	936	0	0	0	0	0	0	0	0	0	0	0	0	0	0	386	2585	2971		
Approch %	0	89.8	10.2		32.6	25.4	0.1	74.4		31.2	31.5	68.4	0	36.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	87			
Total %	0	29.3	3.3		32.6	7.9	0	23.2		31.2	11.5	24.8	0	36.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	87			

Start Time	Kellogg Drive Southbound						Imperial Highway Northbound On Ramp Westbound						Kellogg Drive Northbound						Imperial Highway Northbound Off Ramp Eastbound												
	Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
04:45 PM	0	105	10	1	115	35	0	83	44	118	27	71	0	98	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	331	376
05:00 PM	0	100	18	1	118	18	0	81	48	99	51	77	0	128	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49	345	394
05:15 PM	0	83	7	1	90	27	1	78	48	106	28	73	0	101	0	0	0	0	0	0	0	0	0	0	0	0	0	49	297	346	
05:30 PM	0	113	11	3	124	24	0	62	40	86	44	107	0	151	0	0	0	0	0	0	0	0	0	0	0	0	0	43	361	404	
05:45 PM	0	97	6	1	103	35	0	75	46	110	34	81	0	115	0	0	0	0	0	0	0	0	0	0	0	0	47	328	375		
Total	0	393	42	6	435	104	1	296	182	401	157	338	0	495	0	0	0	0	0	0	0	0	0	0	0	0	0	188	1331	1519	
Grand Total	0	757	86	8	843	205	1	600	378	806	296	640	0	936	0	0	0	0	0	0	0	0	0	0	0	0	0	386	2585	2971	
Approch %	0	89.8	10.2		32.6	25.4	0.1	74.4		31.2	31.5	68.4	0	36.2	0	0	0	0	0	0	0	0	0	0	0	0	0	13	87		
Total %	0	29.3	3.3		32.6	7.9	0	23.2		31.2	11.5	24.8	0	36.2	0	0	0	0	0	0	0	0	0	0	0	0	0	13	87		

Start Time	Kellogg Drive Southbound						Imperial Highway Northbound On Ramp Westbound						Kellogg Drive Northbound						Imperial Highway Northbound Off Ramp Eastbound											
	Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total
04:45 PM	0	105	10	1	115	35	0	83	44	118	27	71	0	98	0	0	0	0	0	0	0	0	0	0	0	0	0	45	331	376
05:00 PM	0	100	18	1	118	18	0	81	48	99	51	77	0	128	0	0	0	0	0	0	0	0	0	0	0	0	0	49	345	394
05:15 PM	0	83	7	1	90	27	1	78	48	106	28	73	0	101	0	0	0	0	0	0	0	0	0	0	0	0	49	297	346	
05:30 PM	0	113	11	3	124	24	0	62	40	86	44	107	0	151	0	0	0	0	0	0	0	0	0	0	0	0	43	361	404	
05:45 PM	0	97	6	1	103	35	0	75	46	110	34	81	0	115	0	0	0	0	0	0	0	0	0	0	0	47	328	375		
Total	0	393	42	6	435	104	1	296	182	401	157	338	0	495	0	0	0	0	0	0	0	0	0	0	0	0	188	1331	1519	
Grand Total	0	757	86	8	843	205	1	600	378	806	296	640	0	936	0	0	0	0	0	0	0	0	0	0	0	0	386	2585	2971	
Approch %	0	89.8	10.2		32.6	25.4	0.1	74.4		31.2	31.5	68.4	0	36.2	0	0	0	0	0	0	0	0	0	0	0	0	13	87		
Total %	0	29.3	3.3		32.6	7.9	0	23.2		31.2	11.5	24.8	0	36.2	0	0	0	0	0	0	0	0	0	0	0	0	13	87		

Start Time	Kellogg Drive Southbound						Imperial Highway Northbound On Ramp Westbound						Kellogg Drive Northbound						Imperial Highway Northbound Off Ramp Eastbound											
	Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total
04:45 PM	0	105	10	1	115	35	0	83	44	118	27	71	0	98	0	0	0	0	0	0	0	0	0	0	0	0	0	45	331	376
05:00 PM	0	100	18	1	118	18	0	81	48	99	51	77	0	128	0	0	0	0	0	0	0	0	0	0	0	0	49	345	394	
05:15 PM	0	83	7	1	90	27	1	78	48	106	28	73	0	101	0	0	0	0	0	0	0	0	0	0	0	0	49	297	346	
05:30 PM	0	113	11	3	124	24	0	62	40	86	44	107	0	151	0	0	0	0	0	0	0	0	0	0	0	0	43	361	404	
05:45 PM	0	97	6	1	103	35	0	75	46	110	34	81	0	115	0	0	0	0	0	0	0	0	0	0	0	47	328	375		
Total	0	393	42	6	435	104	1	296	182	401	157	338	0	495	0	0	0	0	0	0	0	0	0	0	0	0	188	1331	1519	
Grand Total	0	757	86	8	843	205	1	600	378	806	296	640	0	936	0	0	0	0	0	0	0	0	0	0	0	0	386	2585	2971	
Approch %	0	89.8	10.2		32.6	25.4	0.1	74.4		31.2	31.5	68.4	0	36.2	0	0	0	0	0	0	0	0	0	0	0	0	13	87		
Total %	0	29.3	3.3		32.6	7.9	0	23.2		31.2	11.5	24.8	0	36.2	0	0	0	0	0	0	0	0	0	0	0	0	13	87		

Start Time	Kellogg Drive Southbound						Imperial Highway					
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Location: Yorba Linda  
 N/S: Kellogg Drive  
 E/W: Imperial Hwy NB Ramps



Date: 3/15/2022  
 Day: Tuesday

**PEDESTRIANS**

	North Leg Kellogg Drive	East Leg Imperial Hwy NB Ramps	South Leg Kellogg Drive	West Leg Imperial Hwy NB Ramps	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	1	1
7:30 AM	0	1	0	0	1
7:45 AM	0	2	0	1	3
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
<b>TOTAL VOLUMES:</b>	0	3	0	2	5

	North Leg Kellogg Drive	East Leg Imperial Hwy NB Ramps	South Leg Kellogg Drive	West Leg Imperial Hwy NB Ramps	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	1	0	0	1
4:15 PM	0	4	0	0	4
4:30 PM	0	1	0	0	1
4:45 PM	0	0	0	0	0
5:00 PM	0	5	0	0	5
5:15 PM	0	2	0	0	2
5:30 PM	0	1	0	4	5
5:45 PM	0	3	0	1	4
<b>TOTAL VOLUMES:</b>	0	17	0	5	22

Location: Yorba Linda  
 N/S: Kellogg Drive  
 E/W: Imperial Hwy NB Ramps



Date: 3/15/2022  
 Day: Tuesday

BICYCLES

	Southbound Kellogg Drive			Westbound Imperial Hwy NB Ramps			Northbound Kellogg Drive			Eastbound Imperial Hwy NB Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	2	0	0	0	0	1	0	0	0	0	0	3
7:45 AM	0	3	0	0	0	0	0	1	0	0	0	0	4
8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
TOTAL VOLUMES:	0	5	0	0	0	0	1	3	0	0	0	0	9

	Southbound Kellogg Drive			Westbound Imperial Hwy NB Ramps			Northbound Kellogg Drive			Eastbound Imperial Hwy NB Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	1	0	0	0	0	0	2	0	0	0	0	3
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
5:45 PM	0	2	0	0	0	0	0	1	0	0	0	0	3
TOTAL VOLUMES:	0	5	0	0	0	0	0	5	0	0	0	0	10

**APPENDIX 4.2: EXISTING (2022) CONDITIONS INTERSECTION  
OPERATIONS ANALYSIS WORKSHEETS**



Intersection	
Intersection Delay, s/veh	93.4
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔		↔	↔		↔	↑	↔	↔	↔	↔
Traffic Vol, veh/h	139	113	73	88	127	72	52	295	56	48	582	101
Future Vol, veh/h	139	113	73	88	127	72	52	295	56	48	582	101
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	170	138	89	107	155	88	63	360	68	59	710	123
Number of Lanes	1	1	0	1	1	0	1	1	1	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	2
HCM Control Delay	33.5	36.4	88.6	145
HCM LOS	D	E	F	F

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	0%	0%	61%	0%	64%	0%	100%	66%
Vol Right, %	0%	0%	100%	0%	39%	0%	36%	0%	0%	34%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	52	295	56	139	186	88	199	48	388	295
LT Vol	52	0	0	139	0	88	0	48	0	0
Through Vol	0	295	0	0	113	0	127	0	388	194
RT Vol	0	0	56	0	73	0	72	0	0	101
Lane Flow Rate	63	360	68	170	227	107	243	59	473	360
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.202	1.097	0.195	0.554	0.693	0.355	0.753	0.176	1.356	1.007
Departure Headway (Hd)	12.112	11.585	10.846	12.313	11.512	12.46	11.681	11.287	10.759	10.506
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	298	317	333	295	315	291	311	320	341	349
Service Time	9.812	9.285	8.546	10.013	9.212	10.16	9.381	8.987	8.459	8.206
HCM Lane V/C Ratio	0.211	1.136	0.204	0.576	0.721	0.368	0.781	0.184	1.387	1.032
HCM Control Delay	17.9	114.8	16.2	29.3	36.6	21.9	42.8	16.4	207.5	83.8
HCM Lane LOS	C	F	C	D	E	C	E	C	F	F
HCM 95th-tile Q	0.7	13.3	0.7	3.1	4.8	1.5	5.7	0.6	22.5	11.5



**Intersection**

Int Delay, s/veh 10.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘		↗					↕		↘	↗	
Traffic Vol, veh/h	18	0	267	0	0	0	0	435	144	280	465	0
Future Vol, veh/h	18	0	267	0	0	0	0	435	144	280	465	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	3	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	360	-	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	65	65	65	65	65	65	65	65	65	65	65	65
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	0	411	0	0	0	0	669	222	431	715	0

Major/Minor	Minor2			Major1		Major2		
Conflicting Flow All	1912	-	358	-	0	0	894	0
Stage 1	1577	-	-	-	-	-	-	-
Stage 2	335	-	-	-	-	-	-	-
Critical Hdwy	6.84	-	6.94	-	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	-	3.32	-	-	-	2.22	-
Pot Cap-1 Maneuver	60	0	638	0	-	-	755	0
Stage 1	155	0	-	0	-	-	-	0
Stage 2	697	0	-	0	-	-	-	0
Platoon blocked, %								
Mov Cap-1 Maneuver	~ 26	0	638	-	-	-	755	-
Mov Cap-2 Maneuver	~ 26	0	-	-	-	-	-	-
Stage 1	155	0	-	-	-	-	-	-
Stage 2	299	0	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	45.3	0	6
HCM LOS	E		

Minor Lane \ Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	26	638	755	-
HCM Lane V/C Ratio	-	-	1.065	0.644	0.571	-
HCM Control Delay (s)	-	-	\$ 416.1	20.3	15.9	-
HCM Lane LOS	-	-	F	C	C	-
HCM 95th %tile Q(veh)	-	-	3.3	4.7	3.7	-

**Notes**  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Yorba Linda Housing Element / SP (JN 13763)
Existing (2022)
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
\*\*\*\*\*
Intersection #5 Imperial Hwy. & Yorba Linda Bl.
\*\*\*\*\*
Cycle (sec): 100 Critical Vol./Cap.(X): 0.768
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: C
\*\*\*\*\*
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Ovl
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 2 1 0 2 0 2 1 0 1 0 2 1 0 1 0 3 0 2
Volume Module:
Base Vol: 301 915 211 586 1025 67 90 565 313 158 555 445
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 301 915 211 586 1025 67 90 565 313 158 555 445
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 301 915 211 586 1025 67 90 565 313 158 555 445
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 301 915 211 586 1025 67 90 565 313 158 555 445
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 301 915 211 586 1025 67 90 565 313 158 555 445
OvlAdjVol: 0
Saturation Flow Module:
Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.44 0.56 2.00 2.82 0.18 1.00 2.00 1.00 1.00 3.00 2.00
Final Sat.: 1700 4144 956 3400 4787 313 1700 3400 1700 1700 5100 3400
Capacity Analysis Module:
Vol/Sat: 0.18 0.22 0.22 0.17 0.21 0.21 0.05 0.17 0.18 0.09 0.11 0.13
OvlAdjV/S: 0.00
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*
\*\*\*\*\*

Intersection

Intersection Delay, s/veh	47.7
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↔		↘	↔		↘	↕	↗	↘	↕↔	
Traffic Vol, veh/h	223	88	67	34	46	49	91	453	56	35	394	135
Future Vol, veh/h	223	88	67	34	46	49	91	453	56	35	394	135
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	230	91	69	35	47	51	94	467	58	36	406	139
Number of Lanes	1	1	0	1	1	0	1	1	1	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	2
HCM Control Delay	23.2	16	90.4	25.8
HCM LOS	C	C	F	D

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	0%	0%	57%	0%	48%	0%	100%	49%
Vol Right, %	0%	0%	100%	0%	43%	0%	52%	0%	0%	51%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	91	453	56	223	155	34	95	35	263	266
LT Vol	91	0	0	223	0	34	0	35	0	0
Through Vol	0	453	0	0	88	0	46	0	263	131
RT Vol	0	0	56	0	67	0	49	0	0	135
Lane Flow Rate	94	467	58	230	160	35	98	36	271	275
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.241	1.134	0.129	0.612	0.39	0.103	0.264	0.092	0.656	0.638
Departure Headway (Hd)	9.261	8.745	8.021	9.945	9.127	11.02	10.134	9.626	9.107	8.739
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	387	416	445	366	396	327	356	375	398	417
Service Time	7.046	6.529	5.805	7.645	6.827	8.72	7.834	7.326	6.807	6.439
HCM Lane V/C Ratio	0.243	1.123	0.13	0.628	0.404	0.107	0.275	0.096	0.681	0.659
HCM Control Delay	15	115.3	12	27.1	17.5	15	16.4	13.3	27.6	25.6
HCM Lane LOS	B	F	B	D	C	B	C	B	D	D
HCM 95th-tile Q	0.9	17	0.4	3.9	1.8	0.3	1	0.3	4.5	4.3

**Intersection**

Int Delay, s/veh 6.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖		↗					↕		↖	↗	
Traffic Vol, veh/h	73	0	153	0	0	0	0	409	102	243	268	0
Future Vol, veh/h	73	0	153	0	0	0	0	409	102	243	268	0
Conflicting Peds, #/hr	0	0	1	0	0	0	0	0	11	0	0	6
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	360	-	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	82	0	172	0	0	0	0	460	115	273	301	0

**Major/Minor**

	Minor2		Major1	Major2
Conflicting Flow All	1077	- 152	- 0	0 586
Stage 1	847	- -	- -	- -
Stage 2	230	- -	- -	- -
Critical Hdwy	6.84	- 6.94	- -	- 4.14
Critical Hdwy Stg 1	5.84	- -	- -	- -
Critical Hdwy Stg 2	5.84	- -	- -	- -
Follow-up Hdwy	3.52	- 3.32	- -	- 2.22
Pot Cap-1 Maneuver	214	0 867	0 -	- 985
Stage 1	381	0 -	0 -	- -
Stage 2	786	0 -	0 -	- -
Platoon blocked, %				
Mov Cap-1 Maneuver	155	0 866	- -	- 985
Mov Cap-2 Maneuver	155	0 -	- -	- -
Stage 1	381	0 -	- -	- -
Stage 2	568	0 -	- -	- -

**Approach**

	EB	NB	SB
HCM Control Delay, s	23.6	0	4.8
HCM LOS	C		

**Minor Lane/Major Mvmt**

	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	155	866	985	-
HCM Lane V/C Ratio	-	-	0.529	0.199	0.277	-
HCM Control Delay (s)	-	-	51.7	10.2	10.1	-
HCM Lane LOS	-	-	F	B	B	-
HCM 95th %tile Q(veh)	-	-	2.6	0.7	1.1	-

**APPENDIX 4.3: EXISTING (2022) CONDITIONS TRAFFIC SIGNAL  
WARRANT ANALYSIS WORKSHEETS**



### Figure 4C-3. Warrant 3, Peak Hour

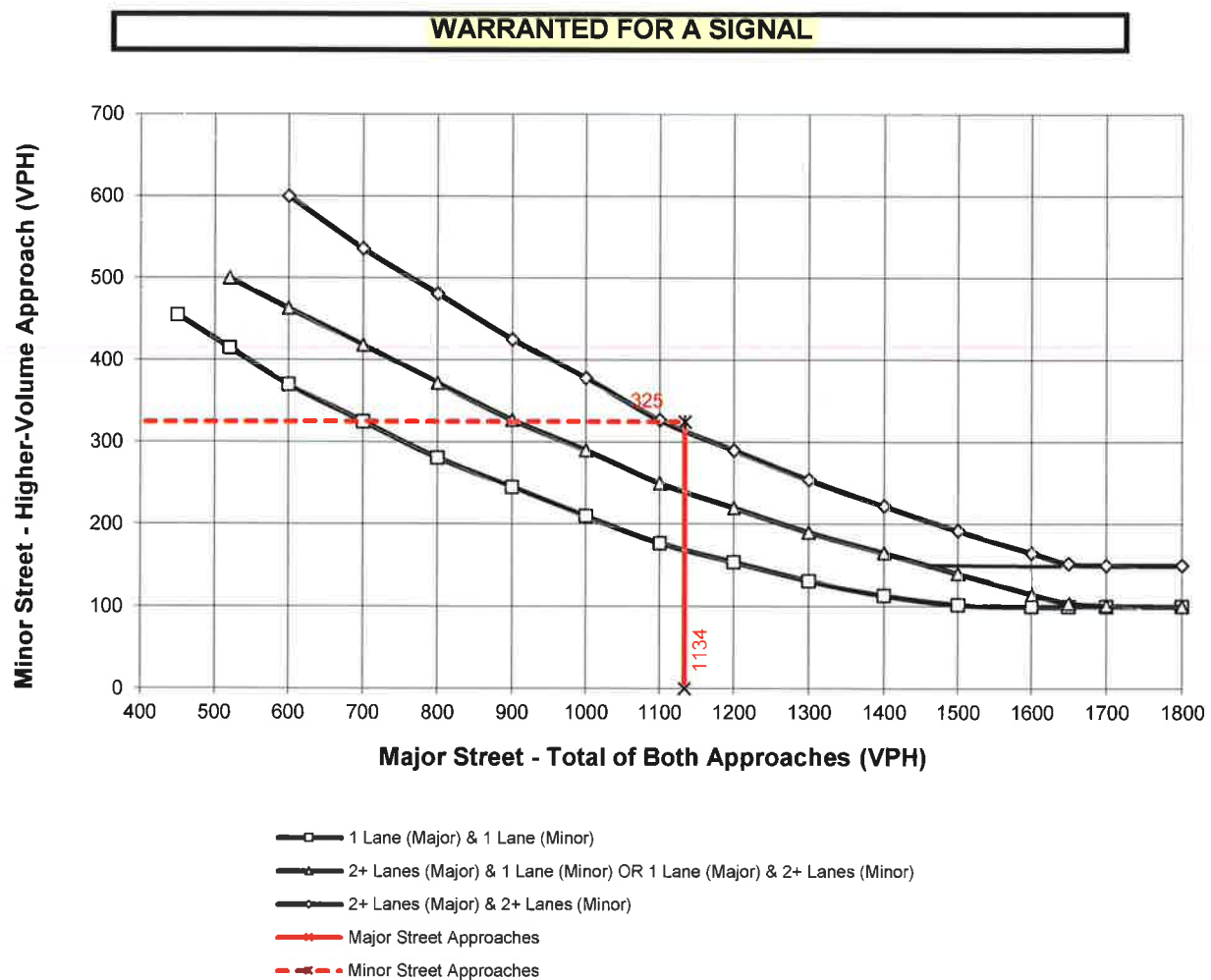
Traffic Conditions = Existing (2022) Conditions - Weekday AM Peak Hour

Major Street Name = Lakeview Avenue

Total of Both Approaches (VPH) = 1134  
 Number of Approach Lanes on Major Street = 2

Minor Street Name = Buena Vista Avenue

High Volume Approach (VPH) = 325  
 Number of Approach Lanes On Minor Street = 1



\*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

**Figure 4C-3. Warrant 3, Peak Hour**

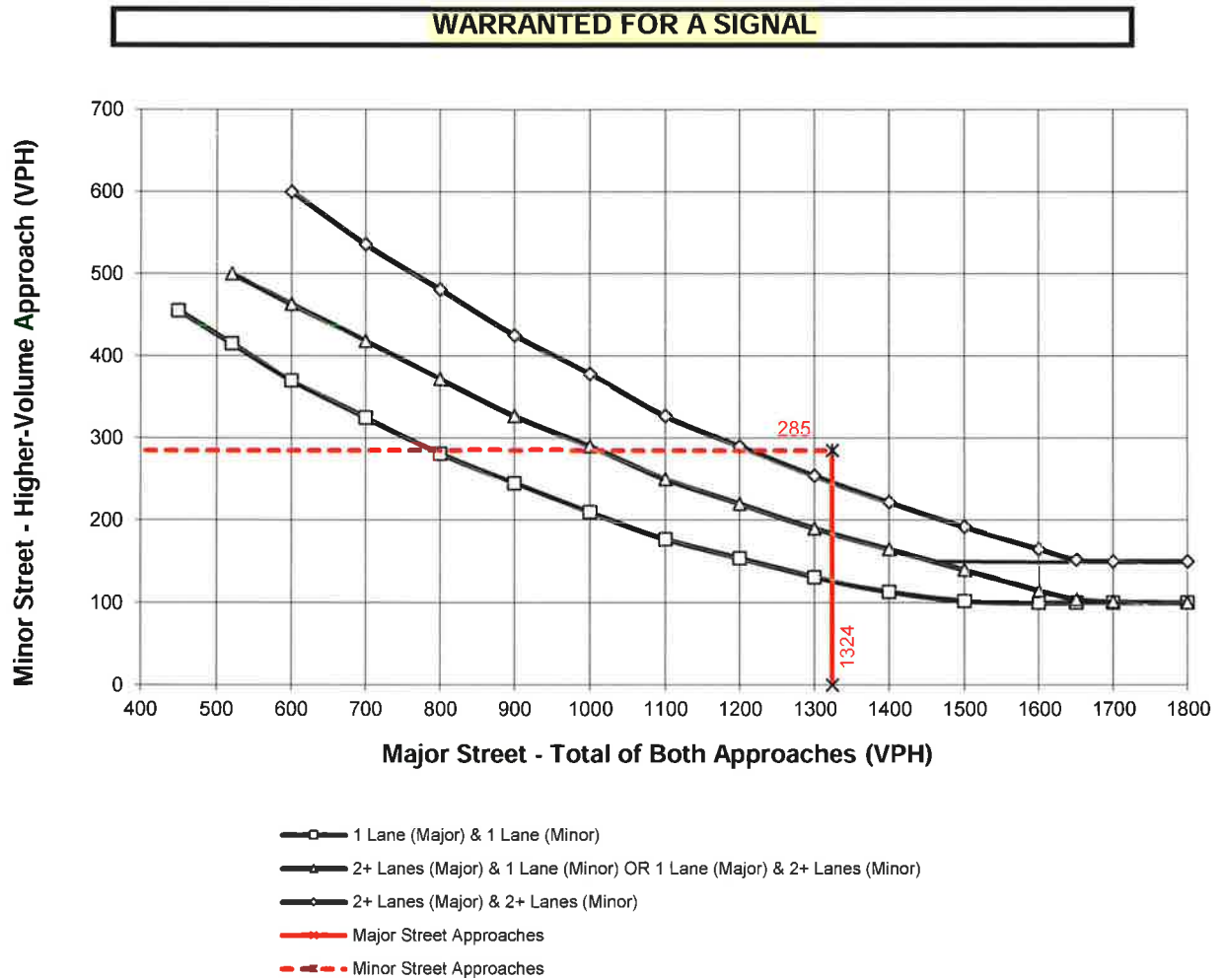
Traffic Conditions = Existing (2022) Conditions - Weekday AM Peak Hour

Major Street Name = Kellogg Drive

Total of Both Approaches (VPH) = 1324  
 Number of Approach Lanes on Major Street = 2

Minor Street Name = SR 90 EB ramps

High Volume Approach (VPH) = 285  
 Number of Approach Lanes On Minor Street = 2



\*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

**APPENDIX 5.2: POST PROCESSING WORKSHEETS FOR HORIZON YEAR  
(2045) WITH PROJECT**



Project: Yorba Linda Housing Element/SP  
 Scenario: Horizon Year (2045) With Project

Job #: 13763  
 Analyst: MT  
 Date: 3/31/22

LOCATION: Lakeview Av. & Buena Vista Av.  
 FORECAST YEAR: 2045

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	52	58	6	12%	91	96	5	5%
	Through	295	318	23	8%	453	593	140	31%
	Right	56	45	-11	-20%	56	36	-20	-36%
	<b>NB Total</b>	<b>403</b>	<b>421</b>	<b>18</b>	<b>4%</b>	<b>600</b>	<b>725</b>	<b>125</b>	<b>21%</b>
SOUTH BOUND	Left	48	73	25	52%	35	29	-6	-17%
	Through	582	761	179	31%	394	457	63	16%
	Right	101	214	113	112%	135	182	47	35%
	<b>SB Total</b>	<b>731</b>	<b>1,048</b>	<b>317</b>	<b>43%</b>	<b>564</b>	<b>668</b>	<b>104</b>	<b>18%</b>
EAST BOUND	Left	139	201	62	45%	223	340	117	52%
	Through	113	122	9	8%	88	66	-22	-25%
	Right	73	68	-5	-7%	67	71	4	6%
	<b>EB Total</b>	<b>325</b>	<b>391</b>	<b>66</b>	<b>20%</b>	<b>378</b>	<b>477</b>	<b>99</b>	<b>26%</b>
WEST BOUND	Left	88	48	-40	-45%	34	32	-2	-6%
	Through	127	111	-16	-13%	46	51	5	11%
	Right	72	61	-11	-15%	49	67	18	37%
	<b>WB Total</b>	<b>287</b>	<b>220</b>	<b>-67</b>	<b>-23%</b>	<b>129</b>	<b>150</b>	<b>21</b>	<b>16%</b>
<b>TOTAL ENTERING VOLUME</b>		<b>1,746</b>	<b>2,080</b>	<b>334</b>	<b>19%</b>	<b>1,671</b>	<b>2,020</b>	<b>349</b>	<b>21%</b>

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	1,048	668			
North Leg	Outbound	580	1,000			
<b>North Leg</b>	<b>TOTAL</b>	<b>1,628</b>	<b>1,668</b>	<b>9%</b>	<b>10%</b>	<b>17,399</b>
South Leg	Inbound	421	725			
South Leg	Outbound	877	560			
<b>South Leg</b>	<b>TOTAL</b>	<b>1,298</b>	<b>1,285</b>	<b>10%</b>	<b>10%</b>	<b>13,399</b>
East Leg	Inbound	220	150			
East Leg	Outbound	240	131			
<b>East Leg</b>	<b>TOTAL</b>	<b>460</b>	<b>281</b>	<b>20%</b>	<b>12%</b>	<b>2,294</b>
West Leg	Inbound	391	477			
West Leg	Outbound	383	329			
<b>West Leg</b>	<b>TOTAL</b>	<b>774</b>	<b>806</b>	<b>8%</b>	<b>8%</b>	<b>9,997</b>
<b>OVERALL TOTAL</b>		<b>4,160</b>	<b>4,040</b>	<b>10%</b>	<b>9%</b>	<b>43,089</b>

\\EgnyteDrive\urbanroads\Shared\UcJobs\13600-14000\13700\13763\02\_LOS\PP\2045 WP\Int-6\_Lakeview Av. & Buena Vista Av..xls]Output (3)

Project: Yorba Linda Housing Element/SP  
 Scenario: Horizon Year (2045) With Project

Job #: 13763  
 Analyst: MT  
 Date: 3/31/22

LOCATION: Kellogg Dr. & SR-90 SB Ramps  
 FORECAST YEAR: 2045

South-bound ramps

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	435	445	10	2%	409	458	49	12%
	Right	144	158	14	10%	102	97	-5	-5%
	<b>NB Total</b>	<b>579</b>	<b>603</b>	<b>24</b>	<b>4%</b>	<b>511</b>	<b>555</b>	<b>44</b>	<b>9%</b>
SOUTH BOUND	Left	280	459	179	64%	243	242	-1	0%
	Through	465	489	24	5%	268	261	-7	-3%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	<b>SB Total</b>	<b>745</b>	<b>948</b>	<b>203</b>	<b>27%</b>	<b>511</b>	<b>503</b>	<b>-8</b>	<b>-2%</b>
EAST BOUND	Left	18	26	8	44%	73	92	19	26%
	Through	0	0	0	#DIV/0!	1	1	0	0%
	Right	267	263	-4	-1%	153	159	6	4%
	<b>EB Total</b>	<b>285</b>	<b>289</b>	<b>4</b>	<b>1%</b>	<b>227</b>	<b>252</b>	<b>25</b>	<b>11%</b>
WEST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	<b>WB Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>#DIV/0!</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>#DIV/0!</b>
<b>TOTAL ENTERING VOLUME</b>		<b>1,609</b>	<b>1,840</b>	<b>231</b>	<b>14%</b>	<b>1,249</b>	<b>1,310</b>	<b>61</b>	<b>5%</b>

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	948	503			
North Leg	Outbound	471	550			
<b>North Leg</b>	<b>TOTAL</b>	<b>1,419</b>	<b>1,053</b>	<b>13%</b>	<b>10%</b>	<b>10,734</b>
South Leg	Inbound	603	555			
South Leg	Outbound	752	420			
<b>South Leg</b>	<b>TOTAL</b>	<b>1,355</b>	<b>975</b>	<b>14%</b>	<b>10%</b>	<b>9,994</b>
East Leg	Inbound	0	0			
East Leg	Outbound	617	340			
<b>East Leg</b>	<b>TOTAL</b>	<b>617</b>	<b>340</b>	<b>17%</b>	<b>9%</b>	<b>3,659</b>
West Leg	Inbound	289	252			
West Leg	Outbound	0	0			
<b>West Leg</b>	<b>TOTAL</b>	<b>289</b>	<b>252</b>	<b>12%</b>	<b>10%</b>	<b>2,450</b>
<b>OVERALL TOTAL</b>		<b>3,680</b>	<b>2,620</b>	<b>14%</b>	<b>10%</b>	<b>26,837</b>

\\EgnyteDrive\urbanroads\Shared\UcJobs\13600-14000\13700\13763\02\_LOS\PP\2045 WP\Int-7\_Imperial Highway SB Ramps & Kellogg Dr.xls]Output (3)

Project: Yorba Linda Housing Element/SP  
 Scenario: Horizon Year (2045) With Project

Job #: 13763  
 Analyst: MT  
 Date: 3/31/22

LOCATION: SR-90 NB Ramps & Kellogg Dr.  
 FORECAST YEAR: 2045

North-bound Ramps

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFFERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFFERENCE	% CHANGE
NORTH BOUND	Left	159	157	-2	-1%	151	134	-17	-11%
	Through	294	307	13	4%	331	441	110	33%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	<b>NB Total</b>	<b>453</b>	<b>464</b>	<b>11</b>	<b>2%</b>	<b>482</b>	<b>575</b>	<b>93</b>	<b>19%</b>
SOUTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	618	852	234	38%	407	410	3	1%
	Right	73	113	40	55%	46	45	-1	-2%
	<b>SB Total</b>	<b>691</b>	<b>965</b>	<b>274</b>	<b>40%</b>	<b>453</b>	<b>455</b>	<b>2</b>	<b>0%</b>
EAST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	<b>EB Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>#DIV/0!</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>#DIV/0!</b>
WEST BOUND	Left	127	98	-29	-23%	104	90	-14	-13%
	Through	0	0	0	#DIV/0!	1	1	0	0%
	Right	286	263	-23	-8%	308	389	81	26%
	<b>WB Total</b>	<b>413</b>	<b>361</b>	<b>-52</b>	<b>-13%</b>	<b>413</b>	<b>480</b>	<b>67</b>	<b>16%</b>
<b>TOTAL ENTERING VOLUME</b>		<b>1,557</b>	<b>1,790</b>	<b>233</b>	<b>15%</b>	<b>1,348</b>	<b>1,510</b>	<b>162</b>	<b>12%</b>

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	965	455			
North Leg	Outbound	570	830			
<b>North Leg</b>	<b>TOTAL</b>	<b>1,535</b>	<b>1,285</b>	<b>13%</b>	<b>11%</b>	<b>11,619</b>
South Leg	Inbound	464	575			
South Leg	Outbound	950	500			
<b>South Leg</b>	<b>TOTAL</b>	<b>1,414</b>	<b>1,075</b>	<b>13%</b>	<b>10%</b>	<b>10,734</b>
East Leg	Inbound	361	480			
East Leg	Outbound	0	0			
<b>East Leg</b>	<b>TOTAL</b>	<b>361</b>	<b>480</b>	<b>10%</b>	<b>13%</b>	<b>3,559</b>
West Leg	Inbound	0	0			
West Leg	Outbound	270	180			
<b>West Leg</b>	<b>TOTAL</b>	<b>270</b>	<b>180</b>	<b>15%</b>	<b>10%</b>	<b>1,842</b>
<b>OVERALL TOTAL</b>		<b>3,580</b>	<b>3,020</b>	<b>13%</b>	<b>11%</b>	<b>27,755</b>

\\EgnyteDrive\urbanroads\Shared\UcJobs\13600-14000\13700\13763\02\_LOS\PP\2045 WP\Int-8\_Imperial Highway NB Ramps & Kellogg Dr.xls\Output (3)

Intersection	
Intersection Delay, s/veh	173.7
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗	↗	↖	↖↗	
Traffic Vol, veh/h	187	112	53	47	112	71	50	318	45	82	726	208
Future Vol, veh/h	187	112	53	47	112	71	50	318	45	82	726	208
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	228	137	65	57	137	87	61	388	55	100	885	254
Number of Lanes	1	1	0	1	1	0	1	1	1	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	2
HCM Control Delay	37.7	35.4	114.8	276.1
HCM LOS	E	E	F	F

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	0%	0%	68%	0%	61%	0%	100%	54%
Vol Right, %	0%	0%	100%	0%	32%	0%	39%	0%	0%	46%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	50	318	45	187	165	47	183	82	484	450
LT Vol	50	0	0	187	0	47	0	82	0	0
Through Vol	0	318	0	0	112	0	112	0	484	242
RT Vol	0	0	45	0	53	0	71	0	0	208
Lane Flow Rate	61	388	55	228	201	57	223	100	590	549
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.194	1.178	0.156	0.73	0.604	0.192	0.7	0.295	1.656	1.49
Departure Headway (Hd)	12.525	12.001	11.268	12.706	11.962	13.194	12.398	11.199	10.671	10.329
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	288	306	320	287	304	274	295	323	348	357
Service Time	10.225	9.701	8.968	10.406	9.662	10.894	10.098	8.899	8.371	8.029
HCM Lane V/C Ratio	0.212	1.268	0.172	0.794	0.661	0.208	0.756	0.31	1.695	1.538
HCM Control Delay	18.2	144	16	43.3	31.3	19	39.6	18.5	333.4	261.4
HCM Lane LOS	C	F	C	E	D	C	E	C	F	F
HCM 95th-tile Q	0.7	15.3	0.5	5.2	3.7	0.7	4.8	1.2	33.9	28.2

**Intersection**

Int Delay, s/veh 80.1

**Movement** EBL EST EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR

Lane Configurations	↖		↗					↕			↖	↗
Traffic Vol, veh/h	23	0	256	0	0	0	0	435	167	413	446	0
Future Vol, veh/h	23	0	256	0	0	0	0	435	167	413	446	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	3	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	360	-	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	65	65	65	65	65	65	65	65	65	65	65	65
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	35	0	394	0	0	0	0	669	257	635	686	0

**Major/Minor** Minor2 Major1 Major2

Conflicting Flow All	2291	-	343	-	0	0	929	0	0
Stage 1	1956	-	-	-	-	-	-	-	-
Stage 2	335	-	-	-	-	-	-	-	-
Critical Hdwy	6.84	-	6.94	-	-	-	4.14	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	-	3.32	-	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 33	0	653	0	-	-	732	-	0
Stage 1	96	0	-	0	-	-	-	-	0
Stage 2	697	0	-	0	-	-	-	-	0
Platoon blocked, %									
Mov Cap-1 Maneuver	~ 4	0	653	-	-	-	732	-	-
Mov Cap-2 Maneuver	~ 4	0	-	-	-	-	-	-	-
Stage 1	96	0	-	-	-	-	-	-	-
Stage 2	93	0	-	-	-	-	-	-	-

**Approach** EB NB SB

HCM Control Delay, s	450.5	0	15.9
HCM LOS	F		

**Minor Lane/Major Mvmt** NBT NBR EBLn1 EBLn2 SBL SBT

Capacity (veh/h)	-	-	4	653	732	-
HCM Lane V/C Ratio	-	-	8.846	0.603	0.868	-
HCM Control Delay (s)	-	-	5258.7	18.5	33.2	-
HCM Lane LOS	-	-	F	C	D	-
HCM 95th %tile Q(veh)	-	-	6.1	4.1	10.5	-

**Notes**

~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon



**Intersection**

Intersection Delay, s/veh 110.7  
 Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕		↔	↕		↔	↕	↔	↕	↕↔	
Traffic Vol, veh/h	312	68	59	31	47	71	80	567	39	33	430	164
Future Vol, veh/h	312	68	59	31	47	71	80	567	39	33	430	164
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	322	70	61	32	48	73	82	585	40	34	443	169
Number of Lanes	1	1	0	1	1	0	1	1	1	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	2
HCM Control Delay	47.3	19.3	237.7	38
HCM LOS	E	C	F	E

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	0%	0%	54%	0%	40%	0%	100%	47%
Vol Right, %	0%	0%	100%	0%	46%	0%	60%	0%	0%	53%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	80	567	39	312	127	31	118	33	287	307
LT Vol	80	0	0	312	0	31	0	33	0	0
Through Vol	0	567	0	0	68	0	47	0	287	143
RT Vol	0	0	39	0	59	0	71	0	0	164
Lane Flow Rate	82	585	40	322	131	32	122	34	296	317
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.231	1.55	0.098	0.888	0.332	0.099	0.346	0.092	0.757	0.778
Departure Headway (Hd)	10.064	9.543	8.814	10.957	10.109	12.387	11.427	10.787	10.261	9.869
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	355	380	405	335	357	291	316	334	355	371
Service Time	7.859	7.338	6.608	8.657	7.809	10.087	9.127	8.487	7.961	7.569
HCM Lane V/C Ratio	0.231	1.539	0.099	0.961	0.367	0.11	0.386	0.102	0.834	0.854
HCM Control Delay	15.9	284.5	12.6	59.3	17.8	16.4	20.1	14.6	38.8	39.8
HCM Lane LOS	C	F	B	F	C	C	C	B	E	E
HCM 95th-tile Q	0.9	32.4	0.3	8.4	1.4	0.3	1.5	0.3	6	6.4

**Intersection**

Int Delay, s/veh 8

**Movement** EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR

Lane Configurations	↘		↗					↕		↘	↗	
Traffic Vol, veh/h	94	1	155	0	0	0	0	430	90	241	248	0
Future Vol, veh/h	94	1	155	0	0	0	0	430	90	241	248	0
Conflicting Peds, #/hr	0	0	1	0	0	0	0	0	11	0	0	6
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	360	-	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	106	1	174	0	0	0	0	483	101	271	279	0

**Major/Minor** Minor2 Major1 Major2

Conflicting Flow All	1063	1416	141	-	0	0	595	0	0
Stage 1	821	821	-	-	-	-	-	-	-
Stage 2	242	595	-	-	-	-	-	-	-
Critical Hdwy	6.84	6.54	6.94	-	-	-	4.14	-	-
Critical Hdwy Stg 1	5.84	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	-	-	-	2.22	-	-
Pot Cap-1 Maneuver	218	136	881	0	-	-	977	-	0
Stage 1	393	387	-	0	-	-	-	-	0
Stage 2	776	491	-	0	-	-	-	-	0
Platoon blocked, %				-	-	-	-	-	-
Mov Cap-1 Maneuver	158	0	880	-	-	-	977	-	-
Mov Cap-2 Maneuver	158	0	-	-	-	-	-	-	-
Stage 1	393	0	-	-	-	-	-	-	-
Stage 2	561	0	-	-	-	-	-	-	-

**Approach** EB NB SB

HCM Control Delay, s	30.7	0	5
HCM LOS	D		

**Minor Lane/Major Mvmt** NBT NBR EBLn1 EBLn2 SBL SBT

Capacity (veh/h)	-	-	158	880	977	-
HCM Lane V/C Ratio	-	-	0.668	0.198	0.277	-
HCM Control Delay (s)	-	-	64.6	10.1	10.1	-
HCM Lane LOS	-	-	F	B	B	-
HCM 95th %tile Q(veh)	-	-	3.8	0.7	1.1	-

**APPENDIX 5.4: HORIZON YEAR (2045) WITH PROJECT CONDITIONS**  
**INTERSECTION OPERATIONS ANALYSIS WORKSHEETS**



Intersection

Intersection Delay, s/veh 195.4  
Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗	↗	↖	↖↗	
Traffic Vol, veh/h	201	122	68	48	111	61	58	318	45	73	761	214
Future Vol, veh/h	201	122	68	48	111	61	58	318	45	73	761	214
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	245	149	83	59	135	74	71	388	55	89	928	261
Number of Lanes	1	1	0	1	1	0	1	1	1	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	2
HCM Control Delay	43.8	33.7	116.6	317.6
HCM LOS	E	D	F	F

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	0%	0%	64%	0%	65%	0%	100%	54%
Vol Right, %	0%	0%	100%	0%	36%	0%	35%	0%	0%	46%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	58	318	45	201	190	48	172	73	507	468
LT Vol	58	0	0	201	0	48	0	73	0	0
Through Vol	0	318	0	0	122	0	111	0	507	254
RT Vol	0	0	45	0	68	0	61	0	0	214
Lane Flow Rate	71	388	55	245	232	59	210	89	619	570
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.227	1.189	0.158	0.782	0.691	0.199	0.67	0.266	1.761	1.573
Departure Headway (Hd)	12.703	12.18	11.449	12.766	11.997	13.418	12.648	11.363	10.835	10.496
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	284	302	315	287	304	269	287	318	340	354
Service Time	10.403	9.88	9.149	10.466	9.697	11.118	10.348	9.063	8.535	8.196
HCM Lane V/C Ratio	0.25	1.285	0.175	0.854	0.763	0.219	0.732	0.28	1.821	1.61
HCM Control Delay	19.1	148.6	16.3	49.5	37.7	19.4	37.7	18.1	379.5	297.2
HCM Lane LOS	C	F	C	E	E	C	E	C	F	F
HCM 95th-tile Q	0.9	15.5	0.6	6	4.8	0.7	4.4	1	37.5	31.1

**Intersection**

Int Delay, s/veh 358.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘		↗					↕		↘	↕	
Traffic Vol, veh/h	26	0	263	0	0	0	0	445	158	459	489	0
Future Vol, veh/h	26	0	263	0	0	0	0	445	158	459	489	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	3	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	360	-	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	65	65	65	65	65	65	65	65	65	65	65	65
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	40	0	405	0	0	0	0	685	243	706	752	0

Major/Minor	Minor2			Major1		Major2		
Conflicting Flow All	2507	-	376	-	0	0	931	0
Stage 1	2164	-	-	-	-	-	-	-
Stage 2	343	-	-	-	-	-	-	-
Critical Hdwy	6.84	-	6.94	-	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	-	3.32	-	-	-	2.22	-
Pot Cap-1 Maneuver	~ 23	0	622	0	-	-	731	0
Stage 1	74	0	-	0	-	-	-	0
Stage 2	690	0	-	0	-	-	-	0
Platoon blocked, %								
Mov Cap-1 Maneuver	~ 1	0	622	-	-	-	731	-
Mov Cap-2 Maneuver	~ 1	0	-	-	-	-	-	-
Stage 1	74	0	-	-	-	-	-	-
Stage 2	~ 23	0	-	-	-	-	-	-



















Approach	EB	NB	SB
HCM Control Delay, \$ 2204.1		0	23.8
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	1	622	731	-
HCM Lane V/C Ratio	-	-	40	0.651	0.966	-
HCM Control Delay (s)	-	-	\$ 24288	20.9	49.2	-
HCM Lane LOS	-	-	F	C	E	-
HCM 95th %tile Q(veh)	-	-	7	4.8	14.8	-

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

HCM 6th Signalized Intersection Summary  
 8: Kellog Dr. & SR 90 WB Ramps

Yorba Linda Element and SP (JN 13763)  
 04/12/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	98	0	263	159	312	0	0	850	113
Future Volume (veh/h)	0	0	0	98	0	263	159	312	0	0	850	113
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.97
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No				No
Adj Sat Flow, veh/h/ln				1870	0	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				131	0	79	212	416	0	0	1133	143
Peak Hour Factor				0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Percent Heavy Veh, %				2	0	2	2	2	0	0	2	2
Cap, veh/h				340	0	303	265	2155	0	0	1153	145
Arrive On Green				0.19	0.00	0.19	0.15	0.61	0.00	0.00	0.36	0.36
Sat Flow, veh/h				1781	0	1585	1781	3647	0	0	3258	398
Grp Volume(v), veh/h				131	0	79	212	416	0	0	635	641
Grp Sat Flow(s),veh/h/ln				1781	0	1585	1781	1777	0	0	1777	1786
Q Serve(g_s), s				3.2	0.0	2.1	5.7	2.6	0.0	0.0	17.4	17.6
Cycle Q Clear(g_c), s				3.2	0.0	2.1	5.7	2.6	0.0	0.0	17.4	17.6
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.22
Lane Grp Cap(c), veh/h				340	0	303	265	2155	0	0	648	651
V/C Ratio(X)				0.38	0.00	0.26	0.80	0.19	0.00	0.00	0.98	0.98
Avail Cap(c_a), veh/h				613	0	546	375	2375	0	0	648	651
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				17.4	0.0	17.0	20.3	4.3	0.0	0.0	15.5	15.6
Incr Delay (d2), s/veh				0.7	0.0	0.5	5.2	0.0	0.0	0.0	30.3	31.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.2	0.0	0.7	2.5	0.6	0.0	0.0	11.2	11.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				18.1	0.0	17.5	25.5	4.4	0.0	0.0	45.9	46.9
LnGrp LOS				B	A	B	C	A	A	A	D	D
Approach Vol, veh/h					210			628			1276	
Approach Delay, s/veh					17.9			11.5			46.4	
Approach LOS					B			B			D	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		34.9			11.9	23.0		14.4				
Change Period (Y+Rc), s		5.0			4.6	5.0		5.0				
Max Green Setting (Gmax), s		33.0			10.4	18.0		17.0				
Max Q Clear Time (g_c+I1), s		4.6			7.7	19.6		5.2				
Green Ext Time (p_c), s		2.9			0.1	0.0		0.5				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay											33.2	
HCM 6th LOS											C	

Intersection

Intersection Delay, s/veh 137.7

Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NER	SBL	SBT	SBR
Lane Configurations	↘	↔		↘	↔		↘	↕	↗	↘	↕↔	
Traffic Vol, veh/h	340	66	71	32	51	67	96	593	36	29	457	182
Future Vol, veh/h	340	66	71	32	51	67	96	593	36	29	457	182
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	351	68	73	33	53	69	99	611	37	30	471	188
Number of Lanes	1	1	0	1	1	0	1	1	1	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	2
HCM Control Delay	64.7	20.7	290.7	50
HCM LOS	F	C	F	E

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	0%	0%	48%	0%	43%	0%	100%	46%
Vol Right, %	0%	0%	100%	0%	52%	0%	57%	0%	0%	54%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	96	593	36	340	137	32	118	29	305	334
LT Vol	96	0	0	340	0	32	0	29	0	0
Through Vol	0	593	0	0	66	0	51	0	305	152
RT Vol	0	0	36	0	71	0	67	0	0	182
Lane Flow Rate	99	611	37	351	141	33	122	30	314	345
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.29	1.703	0.096	0.989	0.365	0.107	0.364	0.083	0.827	0.871
Departure Headway (Hd)	10.554	10.031	9.299	11.421	10.531	13.053	12.114	11.298	10.77	10.368
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	342	367	387	319	345	276	299	319	339	352
Service Time	8.264	7.741	7.009	9.121	8.231	10.753	9.814	8.998	8.47	8.068
HCM Lane V/C Ratio	0.289	1.665	0.096	1.1	0.409	0.12	0.408	0.094	0.926	0.98
HCM Control Delay	17.5	351.8	13	83	19.2	17.3	21.6	15	48.9	54.1
HCM Lane LOS	C	F	B	F	C	C	C	B	E	F
HCM 95th-tile Q	1.2	37.6	0.3	10.6	1.6	0.4	1.6	0.3	7.2	8.2



Intersection												
Int Delay, s/veh	8.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖		↗					↕		↖	↗	
Traffic Vol, veh/h	92	1	159	0	0	0	0	458	97	242	261	0
Future Vol, veh/h	92	1	159	0	0	0	0	458	97	242	261	0
Conflicting Peds, #/hr	0	0	1	0	0	0	0	0	11	0	0	6
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	360	-	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	103	1	179	0	0	0	0	515	109	272	293	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1095	1472	148	-	0	0	635	0	0
Stage 1	837	837	-	-	-	-	-	-	-
Stage 2	258	635	-	-	-	-	-	-	-
Critical Hdwy	6.84	6.54	6.94	-	-	-	4.14	-	-
Critical Hdwy Stg 1	5.84	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	-	-	-	2.22	-	-
Pot Cap-1 Maneuver	208	126	872	0	-	-	944	-	0
Stage 1	385	380	-	0	-	-	-	-	0
Stage 2	761	471	-	0	-	-	-	-	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	148	0	871	-	-	-	944	-	-
Mov Cap-2 Maneuver	148	0	-	-	-	-	-	-	-
Stage 1	385	0	-	-	-	-	-	-	-
Stage 2	542	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	32.9	0	5
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	148	871	944	-
HCM Lane V/C Ratio	-	-	0.698	0.205	0.288	-
HCM Control Delay (s)	-	-	72.1	10.2	10.3	-
HCM Lane LOS	-	-	F	B	B	-
HCM 95th %tile Q(veh)	-	-	4	0.8	1.2	-

**APPENDIX 5.5: HORIZON YEAR (2045) WITH PROJECT CONDITIONS  
INTERSECTION OPERATIONS ANALYSIS WORKSHEETS WITH  
IMPROVEMENTS**

-----  
 Yorba Linda Housing Element / SP (JN 13763)  
 2045 With Project  
 AM Peak Hour WITH IMPROVEMENT  
 -----

Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)  
 \*\*\*\*\*  
 Intersection #7 Kellogg Dr. & Imperial Highway EB Ramps  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.702  
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 50 Level Of Service: C  
 \*\*\*\*\*  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 -----  
 Control: Permitted Protected Split Phase Split Phase  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0  
 Lanes: 0 0 1 1 0 1 0 2 0 0 1 0 0 0 0 0  
 -----  
 Volume Module:  
 Base Vol: 0 445 158 459 489 0 26 0 263 0 0 0  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 445 158 459 489 0 26 0 263 0 0 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 445 158 459 489 0 26 0 263 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 445 158 459 489 0 26 0 263 0 0 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 0 445 158 459 489 0 26 0 263 0 0 0  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 1.48 0.52 1.00 2.00 0.00 1.00 0.00 1.00 0.00 0.00 0.00  
 Final Sat.: 0 2509 891 1700 3400 0 1700 0 1700 0 0 0  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.18 0.18 0.27 0.14 0.00 0.02 0.00 0.15 0.00 0.00 0.00  
 Crit Moves: \*\*\*\* \*  
 \*\*\*\*\*

Yorba Linda Housing Element / SP (JN 13763)

2045 With Project

PM Peak Hour WITH IMPROVEMENT

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #6 Lakeview Av. & Buena Vista Av.

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.735

Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 55 Level Of Service: C

\*\*\*\*\*

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

-----|-----|-----|-----|

Control: Permitted Permitted Protected Protected

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Lanes: 1 0 1 0 1 1 0 1 0 0 1 0 1 0 0 1 0

-----|-----|-----|-----|

Volume Module:

Base Vol: 96 593 36 29 457 182 340 66 71 32 51 67

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 96 593 36 29 457 182 340 66 71 32 51 67

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 96 593 36 29 457 182 340 66 71 32 51 67

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 96 593 36 29 457 182 340 66 71 32 51 67

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 96 593 36 29 457 182 340 66 71 32 51 67

-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 1.00 1.00 1.00 1.43 0.57 1.00 0.48 0.52 1.00 0.43 0.57

Final Sat.: 1700 1700 1700 1700 2432 968 1700 819 881 1700 735 965

-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.06 0.35 0.02 0.02 0.19 0.19 0.20 0.08 0.08 0.02 0.07 0.07

Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*



## Nate Farnsworth

---

**From:** Monse Garcia  
**Sent:** Thursday, June 23, 2022 10:12 AM  
**To:** David Brantley; Jamie Lai  
**Cc:** Shirjeel Muhammad; Tony Wang; Nate Farnsworth  
**Subject:** FW: 24635 Los Adornos, YL

Hello All,

Please see the email below from resident Renee Hammond regarding the **2021-2029 Housing Element Implementation** item on the TC agenda. Please let me know who can respond to the resident. Thank you.

### **MONSE GARCIA DEL RIO**

Administrative Assistant to the Director of P.W./City Engineer



---

**From:** Renee H. <rhammond6986@gmail.com>  
**Sent:** Thursday, June 23, 2022 10:10 AM  
**To:** Monse Garcia <mgarcia@yorbalindaca.gov>  
**Subject:** 24635 Los Adornos, YL

My name is Renee Hammond and my husband and I have lived here for 28 years. We have been here long enough to remember VIVIDLY the 2008 fire that even burnt my next door neighbor's home. With 2 children and 4 pets I drove down the hill to leave the area being told by firefighters. It took me 90 minutes to get to the Honda dealership 2 miles away. The palm branches at Honda on fire fell on my car and panicked my kids horribly. I never want to experience this again AND ADDING AT LEAST 400 MORE CARS TO BRYANT RANCH SHOPPING CENTER WILL MAKE MORE OF A DISASTER. We have 2 exits off La Palma- Gypsum or La Palma and that is IT! The Gypsum traffic backed up the La Palma side also. HORRIBLE SITUATION! We just had another fire same place 2 yrs ago and we had a house catch on fire on our block- the CAL fire came thru with 3 aerials that put out quickly. This fire was far more localized than 2008 when Santa Ana winds burn down 187 homes. What a blessing for maor response. Thank goodness! PLEASE DON'T PUT US AT ADDED RISK FOR DANGER WITH MORE POPULATION AND CARS! We are proud of being the JEWEL of Orange County and need to protect property and LIFE!

THANK YOU FOR YOUR ATTENTION!

Renee Hammond  
24635 Los Adornos  
YL, CA 92887  
714 403 6680

## Nate Farnsworth

---

**From:** Monse Garcia  
**Sent:** Thursday, June 23, 2022 11:08 AM  
**To:** David Brantley; Jamie Lai  
**Cc:** Nate Farnsworth; Shirjeel Muhammad; Tony Wang  
**Subject:** FW: Traffic on Eureka Ave

Hello,

Please see the email below from Mr. Roger Vankirk regarding the 2021-2029 Housing Element Implementation item on the TC agenda. Please let me know who can respond to the resident. Thank you.

MONSE GARCIA DEL RIO  
Administrative Assistant to the Director of P.W./City Engineer

-----Original Message-----

**From:** Roger VanKirk <rogerv.613@gmail.com>  
**Sent:** Thursday, June 23, 2022 10:19 AM  
**To:** Monse Garcia <mgarcia@yorbalindaca.gov>  
**Subject:** Traffic on Eureka Ave

Hi Monsa:

I wanted to express our concern for the potential traffic on Eureka Ave between bastanchury and yorba Linda blvd because of the affordable housing. With the potential of 218 units, equating to at least 436 more cars using Eureka, it will almost become impossible to leave our track on Oak Leaf Ln where there is only one way in and one way out. Another concern is the signal light on eureka and imperial hwy, where there are turning signals on imperial hwy but no turning signals on eureka. It is very scary right now to make those turns as you can hardly see the oncoming traffic before you turn and with the added extra traffic will even be more dangerous. Eureka doesn't have a lot of sidewalks, and when cars do park on the street, they already have to park a little bit on the sidewalks because the two lanes are narrow, so with the potential of many more cars having to park on Eureka street, also makes it dangerous for pedestrians. Our infrastructure on the on the westside streets are just not equipped to handle all this new traffic coming from all directions since most of the potential affordable parcels are on the westside. Please take into consideration Eureka Ave traffic nightmare and hear our cries. Thank you.

Sent from my iPhone

## Nate Farnsworth

---

**From:** Monse Garcia  
**Sent:** Thursday, June 23, 2022 11:11 AM  
**To:** David Brantley; Jamie Lai  
**Cc:** Shirjeel Muhammad; Tony Wang; Nate Farnsworth  
**Subject:** FW: Traffic Commission Meeting Comments

Hello,

Please see the email below from Ms. Juanita Dunham regarding the 2021-2029 Housing Element Implementation item on the TC agenda. Please let me know who can respond to the resident. Thank you.

MONSE GARCIA DEL RIO  
Administrative Assistant to the Director of P.W./City Engineer

-----Original Message-----

From: Juanita Dunham <jud.19@icloud.com>  
Sent: Thursday, June 23, 2022 10:23 AM  
To: Monse Garcia <mgarcia@yorbalindaca.gov>  
Subject: Traffic Commission Meeting Comments

Comments Regarding Traffic:

I've lived in Yorba Linda for 28 years off Buena Vista Ave. The last 6 years or more, I've seen the traffic steadily increase along with all the issues caused by overcrowded congested old small residential streets.

Here is a list of safety hazards residents are currently experiencing on older small residential streets especially along Lakeview. These matters have been brought forth to city council previously.

- Increased major accidents with injuries and even death -Speeding -Illegal passing -Running of traffic lights and stop signs -Racing on streets -Vehicles taking short cuts to avoid signals and congestion on Yorba Linda Blvd

Traffic is horrendous, you don't need a study to tell the residents of YL that, we experience it everyday! Lakeview is a good example, 80,000 plus new residents North of Yorba Linda Blvd all flowing down onto old small residential streets. These old small residential streets were not designed for heavy traffic. It's a tragedy that should have been avoided. Now we need to learn from that mistake and ensure that infrastructure is in place before more housing is built.

We must ensure the safety of our residents: pedestrians, cyclists, equestrians and vehicles.

Maybe an option is roundabouts which would eliminate the deadly racing and speeding residents are experiencing. We all know about the accident that took place on Lakeview killing two people and damaging a residential house. We do not want this to happen again!

If we must rezone and add affordable housing then we must build or upgrade streets such as Lakeview, Eureka, Richfield, Buena Vista, Kellogg and other old small residential streets to adequately accommodate the proposed additional traffic of approximately 5,000 plus more vehicles before building more housing.

West Yorba Linda cannot accommodate more traffic safely on their streets!

To quote "One Life is Too Many!"

Sent from my iPad

## Nate Farnsworth

---

**From:** Simon, John/LAC <john.simon1@jacobs.com>  
**Sent:** Thursday, June 23, 2022 1:58 PM  
**To:** Nate Farnsworth  
**Subject:** Comments on DPEIR -  
**Attachments:** Comment to DPEIR - Housing 06\_23\_2022.pdf

Hello Nate:

Please see comments to the DPEIR attached.

**John M. Simon, CSP**  
5011 Fairway View Drive  
Yorba Linda, CA 92886  
Cell: 1 714 287 7095  
E-Mail [john.simon@ch2m.com](mailto:john.simon@ch2m.com)

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To: Nate Farnsworth, City of Yorba Linda Planning Manager  
From: John Simon, Resident of Yorba Linda  
Date: June 23, 2022  
Subject: Comments on Draft Program Environmental Impact Report (DPEIR) 2021-2029  
Housing Element Implementation Program, JUNE 2022  
Reference: Property: 24-204/A/B, Chabad Center, 19045 Yorba Linda Blvd. 19081-19111  
Yorba Linda

This letter provides comments on the subject DPEIR, in particular to the referenced property. The impact report does not meet the California Environmental Quality Act (CEQA) guidelines as it fails to investigate several environmental issues, mainly issues in the following areas:

- Scope of the DPEIR – The DPEIR combined all the properties in Yorba Linda under a single DPEIR. This approach fails to adequately assess the environmental impacts of each property as the impacts on the City residents varies significantly based on the location of the property. Each property should be evaluated independently. Being located in the City center, the referenced property has significant impacts on the quality of life in Yorba Linda including the City's carbon footprint, traffic, and air quality.
- Traffic Impacts – With access to the property only from Yorba Linda Blvd., the traffic impacts on Yorba Linda Blvd., the main arterial roadway in the City must be fully investigated and mitigated. The DPEIR does not adequately address traffic impacts and mitigation measures on Yorba Linda Blvd.
- Historic Cultural Resources – The referenced property has two buildings of historic importance to Orange County that were not discussed in the report. The property includes two houses that were owned by the Knott's family that were relocated in 1960 from the property that is now home to Knott's Berry Farm. These houses should be considered important historic resources to Orange County and should be reviewed by the California State Historic Preservation Office (SHPO).
- Agricultural Resources – The referenced property has numerous large trees and plants that are considered rare or endangered. The current owner planted exotic fruit trees and plants over the past several years. In addition, there are numerous large trees on the property. A complete survey of all agricultural resources located on the property should be conducted and the impact of removing the trees on the City's carbon footprint be provided.

Until these issues are fully studied and mitigated, the City must disapproved the DPEIR. Should you have any questions, please feel free to contact me.

Sincerely,  
John Simon  
5011 Fairway View Drive  
Yorba Linda, CA 92886

## Nate Farnsworth

---

**From:** Rocio Vallero <rociovallero@yahoo.com>  
**Sent:** Thursday, June 23, 2022 2:00 PM  
**To:** Peggy Huang  
**Cc:** Carlos Rodriguez; Tara Campbell; Beth Haney; Gene Hernandez; Nate Farnsworth  
**Subject:** Objections to Zoning and General Plan Modifications

To: Mayor Peggy Huang  
cc: Yorba Linda City Council  
cc: Mr. Nate Farnsworth, Planning Manager

Objections to Zoning and General Plan Modifications

Dear Mayor Huang,

I oppose the proposed Zoning and General Plan Modifications described in this document:

Notice Of Public Availability Of A Draft Program Environmental Impact Report (DPEIR) And Notice Of Public Hearing Concerning Various Zoning And General Plan Modifications Related To The 2021-2029 Yorba Linda General Plan Housing Element Implementation Programs

and posted at:

[https://urldefense.proofpoint.com/v2/url?u=https-3A\\_\\_www.yorbalindaca.gov\\_DocumentCenter\\_View\\_6180\\_Housing-2DElement-2DDPEIR-2DNotice-2DJune-2D2022&d=DwIFAg&c=euGZstcaTDllvimEN8b7jXrwqOf-v5A\\_CdpgnVfiiMM&r=-18fwtrRWhODC5UAalxgCfLnQsqxWGbR3UDHGHAHJlke&m=k5-KtnDs-yaSZCZkoCC4C-AkYvBsN23v4305OoBur0&s=noqmcDmcECtNdDuM88SWtqQx5ekuClghlce14AHUB1I&e=](https://urldefense.proofpoint.com/v2/url?u=https-3A__www.yorbalindaca.gov_DocumentCenter_View_6180_Housing-2DElement-2DDPEIR-2DNotice-2DJune-2D2022&d=DwIFAg&c=euGZstcaTDllvimEN8b7jXrwqOf-v5A_CdpgnVfiiMM&r=-18fwtrRWhODC5UAalxgCfLnQsqxWGbR3UDHGHAHJlke&m=k5-KtnDs-yaSZCZkoCC4C-AkYvBsN23v4305OoBur0&s=noqmcDmcECtNdDuM88SWtqQx5ekuClghlce14AHUB1I&e=)

I oppose the proposed re-zoning of the Site S7-001 to add to it Mixed Use Overlay.

I oppose re-zoning of the Site S7-005 to Residential Urban, Residential Multiple, and Residential High-density zones.

Low-income housing - if constructed - may facilitate or even mandate infusion of certain undesirable individuals, including felons and other asocial element. This, if it takes place, will likely result in increased crime rates, decreased security, and other detriments that are often plaguing housing projects across California and the nation.

Moreover, allowing high-density housing in areas currently not designated for such will gradually lead to higher density of population and less open space, which will make enjoyment of living here more and more difficult for all of us who value space, views, and nature, - never mind increased traffic that is already beyond bad in certain areas, and increased noise, water use, and air pollution.

In particular, allowing high-density housing in the hilly areas of potential fire hazard may lead to more fires. It appears imprudent and very risky to allow construction of clustered, presumably wood-framed homes (an excellent fuel for fire) at a brush-fire hazard area, the site S7-005.

Moreover, the location of the site S7-001 does not conform to the general requirement that the 'affordable housing' be located in close proximity to major hubs of public transportation. As a matter of fact, it appears irrational to develop

large, densely-populated urban dwellings that are situated miles away from grocery stores and adequate means of public transit.

The single-family residential zones that we currently have in Yorba Linda do protect the residents from many negative impacts mentioned above. The proposed re-zoning will allow and facilitate those negative impacts to lower residents' life quality, their safety, convenience, and enjoyment of their homes that so many of them worked so hard for decades to buy and pay off. It will also lower the values of those homes due their lower desirability once the mentioned above negative impacts take place.

Therefore, I oppose the proposed Zoning and General Plan Modifications.

I look forward to hearing from you, soon.

Best regards,

Rocio Vallero

Sent from my iPhone



## Nate Farnsworth

---

**From:** Susan Lamp  
**Sent:** Thursday, June 23, 2022 4:28 PM  
**To:** Nate Farnsworth  
**Subject:** Fw: 5211 HIGHLAND AVENUE YL CA

### SUSAN LAMP

Executive Assistant  
4845 Casa Loma Avenue | Yorba Linda, CA 92886  
P: 714-961-7110 W: [yorbalindaca.gov](http://yorbalindaca.gov)

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**From:** LINDA RIZZO <[outlook\\_53B6148A64907B7C@outlook.com](mailto:outlook_53B6148A64907B7C@outlook.com)>  
**Sent:** Thursday, June 23, 2022 4:26 PM  
**To:** Carlos Rodriguez <[crodriguez@yorbalindaca.gov](mailto:crodriguez@yorbalindaca.gov)>  
**Subject:** 5211 HIGHLAND AVENUE YL CA

DEAR MAYOR:

I AM WRITING TO REQUEST THAT YOU LOOK CLOSELY AT THE PROPOSED REZONING OF **HIGHLAND AVENUE AND MOUNTAIN VIEW**.

WE HAVE A CROSS STREET WHICH IS NEWBURY, WHERE MY PROPERTY IS LOCATED. IT IS VERY DANGEROUS FOR US TO EXIT OUR DRIVEWAY AT THIS TIME. BY ADDING ADDITIONAL CARS ABOVE MY DRIVEWAY WILL MAKE IT IMPOSSIBLE TO SAFELY EXIT MY DRIVEWAY.

THE SECOND PROBLEM IS EMERGENCY VEHICLES ENTERING OUR STREET. WE HAD AN INCIDENT WHERE WE NEED AN AMBULANCE AT OUR RESIDENCE. THE ENTRANCE OF IMPERIAL HWY AND MOUNTAIN VIEW IS VERY CONGESTED DUE TO THE CHURCH USING THAT ENTRANCE FOR CHURCH SERVICES AND ALSO STUDENTS AND PARENTS ENTERING MOUNTAIN VIEW FOR SCHOOL. IF YOU CONTINUE WITH THE PROSPECT OF ALLOWING MORE PEOPLE TO LIVE AT THAT CORNER IT WILL BE IMPOSSIBLE FOR ALL OF US RESIDENTS TO ENTER INTO OUR HOMES.

WE HAVE LIVED IN YORBA LINDA FOR OVER 25 YEARS – WE LOVE THIS CITY AND I HEARD THE COMPASSION IN YOUR TALK ON TUESDAY. PLEASE ALLOW US TO LIVE THE REST OF OUR DAYS HERE IN YORBA LINDA IN PEACE.

SINCERELY  
MIKE AND LINDA RIZZO  
5211 HIGHLAND AVENUE  
YORBA LINDA, CA

Sent from [Mail](#) for Windows

## Nate Farnsworth

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**From:** Susan Lamp  
**Sent:** Thursday, June 23, 2022 4:40 PM  
**To:** Nate Farnsworth; David Brantley  
**Subject:** Fw: Up-Zoning  
**Attachments:** Yorba Linda Up-Zoning.pdf

### SUSAN LAMP

Executive Assistant  
4845 Casa Loma Avenue | Yorba Linda, CA 92886  
P: 714-961-7110 W: [yorbalindaca.gov](http://yorbalindaca.gov)

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**From:** Stan Wright <[stan@rldperformance.com](mailto:stan@rldperformance.com)>  
**Sent:** Thursday, June 23, 2022 4:31 PM  
**To:** AllCityCouncil <[City\\_Council@yorba-linda.org](mailto:City_Council@yorba-linda.org)>  
**Subject:** Up-Zoning

Dear City Council Members,

Please review the attached letter and realize that Up-Zoning is as evil as Eminent Domain. A serious question is why is Up-zoning necessary or what is the real end game of the State requiring such a tragic thing. General Plans are designed to promote good planning and to ensure the quality of life to the citizens. Changes like Up-zoning violates the long standing General Plan of the City and creates incompatible land uses along with increased crime, homeless, strained infrastructure and lower property values. Up-Zoning is classified as haphazard development.

Yorba Linda has a City attorney so please use his services. A State cannot, based on ideology, just come in and compel Cities and Counties to violate a State ratified General Plan. There is no upside to Up-zoning with long term costs and social problems that grow over time with it.

I trust that you are all stake holders in Yorba Linda. The long term effects of Up-Zoning destroys your own investment. There are many reasons why Citizens run for City Council. The question is are you there to serve a State ideology of destruction, a personal ideology or to represent as well as ensure the high quality of life of the residents of Yorba Linda? I urge you to file against the State of CA with a strong detailed case as to why Up-zoning is not required for the City of Yorba Linda.

Best Regards,  
Stan Wright

Sent from [Mail](#) for Windows

6-21-2022

Members of the Yorba Linda City Counsel,

The City of Yorba Linda has recently sent out to citizens a limited time offer to review a newly adopted 2021-2029 housing element change to the long standing original City General Plan. Once incorporated State law requires every city and county to adopt a General Plan to layout the jurisdictions' future looking ahead 20 years or more. A General Plan is a long-range policy and planning document that guides the physical development and resource management of the City. The General Plan is required to be prepared in accordance with the requirements of California Government Codes Section 65300. The Plan addresses the seven mandatory elements of the California Government Code which are land use, circulation, housing, open space, conservation, safety, and noise. Specifically, it establishes goals and policy direction to ensure that a "high quality of life" is preserved and enhanced for Yorba Linda residents, businesses, and visitors.

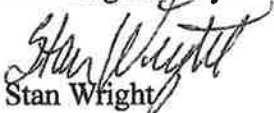
The last comprehensive update was completed in 2016 however, the Housing Element has been periodically updated with the last update completed in 2013. State law requires the Housing Element to be re-certified every eight years. The City's current Housing Element is for the period 2014 through 2021. Unless Citizens paid attention to what officials have done previously, over time, it might have lead up to this current bad idea.

A General Plan serves as a guide to both public officials and private citizens in describing the type, intensity, and general distribution of land uses for housing, business, industry, open space, public and semi-public uses. As a licensed developer myself I have first hand knowledge that changes to the housing element like "Up-Zoning" increases the number of homeless, crime, traffic, stresses current infrastructure, diminishes property values and ruins the quality of life for Citizens but generally increases the pocket books of developers as well as the cash for political campaigns. I would urge all Citizens of Yorba Linda and elected officials to consider the following.

1. Review the current General Plan on the web to fully understand what you are promised by the State of California and by your local elected officials.
2. How does this proposal affect your guaranteed quality of life if completed?
3. I have known Yorba Linda Citizens to get up in arms in the past over bad decisions. Do the current elected officials really represent you?
4. Why is the extreme cost of an Environment Impact Report in the works before the project is even on the books unless they feel that this is "in the bag"?
5. Insist on a long term debate and justification on why "Up-Zoning" allows for and ensures the quality of life for Yorba Linda stake holders.

I am a long term stake holder in Yorba Linda against the evils of "Up-Zoning" as it generally ruins everything. "Up-Zoning" is as evil as "Eminent Domain". Yorba Linda Citizens used to have license plate covers that said Yorba Linda, Land of Gracious Living. That being said, ask yourself will Yorba Linda remain the Land of Gracious Living or be exploited by State ideology, bad ideas from elected officials or developers taking advantage of "Up-Zoning"?

Best Regards, to you all,

  
Stan Wfight

## Nate Farnsworth

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**From:** kroenvee <kroenvee@aol.com>  
**Sent:** Thursday, June 23, 2022 4:34 PM  
**To:** Nate Farnsworth  
**Subject:** high density housing

Dear Mr. Farnsworth,

Along with many other Yorba Linda residents, I am concerned about the mandated high density housing. I guess we're all NIMBYs. My particular concern is the proposed building of 28 units across from Linda Vista Elementary School. Traveling down Buena Vista, a two-lane street, when school is beginning or dismissing, is a nightmare. Adding additional housing would make the situation even worse. Thanks for listening.

Virginia Kroenlein  
5571 Fircrest Drive  
Yorba Linda

## Nate Farnsworth

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**From:** Lindsay Ofstad <lindsay.ofstad@gmail.com>  
**Sent:** Thursday, June 23, 2022 5:34 PM  
**To:** Carlos Rodriguez; Gene Hernandez; Tara Campbell; Beth Haney; Peggy Huang; Susan Lamp; Nate Farnsworth; Mark Pulone; Dave Christian; Marcia Brown; David Brantley; Karalee Darnell; Robert Pease; Don Bernstein; Michael Masterson; Shivinderjit Singh; Housing Element 2021  
**Subject:** Proposed Housing In Bryant Ranch Shopping Center

Hello,

I am reaching out in concern about the proposed Section 8 housing in the Bryant Ranch Shopping Center. I recently purchased my home at 5035 Lotus Ave, Yorba Linda, CA 92887. In October 2020, we had to evacuate our home due to a fire. If there were an increase in housing in this area, there would be a huge safety concern as there is only one way in and out on La Palma and it could cause a major gridlock. I was told this happened 30 years before and people were terrified. We cannot change that we live in a dangerous fire zone, but we can stop building in an area that many insurance companies have pulled out of.

Also, my young children attend Fun 4 Kids Preschool which is in that shopping center. The manager at their preschool was not aware of this and will be reaching out soon. This preschool is the only one in the Box Canyon neighborhood and it accommodates infants, which many preschools do not. If we increase the housing, we will need more daycares and preschools, not less. This is a major concern for young families trying to survive in CA.

Please consider the families that live near the Bryan Ranch Shopping Center and please keep our neighborhood safe.

Thank you,  
Lindsay Grable  
5035 Lotus Ave  
Yorba Linda CA 92887

## **Nate Farnsworth**

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**From:** Santamaria <santamariafamily@yahoo.com>  
**Sent:** Thursday, June 23, 2022 5:56 PM  
**To:** Carlos Rodriguez; Gene Hernandez; Tara Campbell; Beth Haney; Peggy Huang; Susan Lamp; Nate Farnsworth; Mark Pulone; Dave Christian; Marcia Brown; David Brantley; Karalee Darnell; Robert Pease; Don Bernstein; Michael Masterson; Shivinderjit Singh; Housing Element 2021  
**Subject:** The traffic commission meeting - Bryant Ranch

Hello all,

The Bryant Ranch Community proposed housing development plan of (320 units) is unsafe to the current residents of the entire Bryant Ranch community. If you have lived in this area during a fire evacuation or at even 5 pm every weekday, you would know the traffic's impact. The amount of traffic to try and safely get everyone out was dangerous with its current resident, and you willingly want to add another 600+ persons, vehicles & pets. This idea is just plain reckless to the existing community & the persons you are proposing to live here.

PLEASE RECONSIDER YOUR CURRENT PROPOSED PLAN FOR THE BRYANT RANCH COMMUNITY HOUSING DEVELOPMENT.

Thank you for taking the time to address my concerns,

Cali M. Santamaria  
5500 Vista Cantora  
Yorba Linda CA 92887

## Nate Farnsworth

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**From:** Santamaria <santamariafamily@yahoo.com>  
**Sent:** Thursday, June 23, 2022 5:56 PM  
**To:** Carlos Rodriguez; Gene Hernandez; Tara Campbell; Beth Haney; Peggy Huang; Susan Lamp; Nate Farnsworth; Mark Pulone; Dave Christian; Marcia Brown; David Brantley; Karalee Darnell; Robert Pease; Don Bernstein; Michael Masterson; Shivinderjit Singh; Housing Element 2021  
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Thank you for taking the time to address my concerns,

Cali M. Santamaria  
5500 Vista Cantora  
Yorba Linda CA 92887

## Nate Farnsworth

---

**From:** Russell Heine <[abele56156@mypacks.net](mailto:abele56156@mypacks.net)>  
**Sent:** Thursday, June 23, 2022 8:02 PM  
**To:** David Brantley  
**Cc:** Nate Farnsworth; Monse Garcia; Jamie Lai; [jalire@urbanxroads.com](mailto:jalire@urbanxroads.com); Charlene Hwang So; Nicole Morse; Tony Wang; Shirjeel Muhammad  
**Subject:** Re: YL EIR Housing Element; YL Traffic Commission

No Need To Reply

I just wanted to take a moment to thank you all for the effort with this difficult task .  
I am listening to the meeting tonight.

I remain opposed , but understand the difficult situation that you are placed in.

Many thanks for the dedicated work.

Russ & Pat  
////////////////

On Jun 23, 2022, at 12:17 PM, David Brantley <[DBrantley@yorbalingaca.gov](mailto:DBrantley@yorbalingaca.gov)> wrote:

Hello Mr. Heine, thank you for your comments. We are forwarding all comments received in relation to the upcoming Traffic Commission meeting to the Traffic Commissioners for consideration at their upcoming meeting on June 23, 2022. Your concerns also have been provided to the City's Public Works Department for evaluation. Additionally, comments related to the overall project may be submitted directly to the Planning Commission and/or City Council for consideration at their upcoming public hearings on June 29<sup>th</sup> and July 27<sup>th</sup> (Planning Commission) and August 2<sup>nd</sup> and August 9<sup>th</sup> (City Council). Additionally, we would encourage you to submit comments regarding environmental issues to Nate Farnsworth, Planning Manager, for inclusion in the Program EIR. The City will be preparing responses to all environmental comments received at the conclusion of the 45-day public review period for the Draft PEIR. In the meantime, we also would invite you to visit the City's Housing Element website for more information: <https://www.ylhousingelementupdate.com/>.

Best regards,  
-David

**DAVID BRANTLEY**  
Community Development Director  
4845 Casa Loma Avenue | Yorba Linda, CA 92886  
P: 714-961-7134 W: [yorbalingaca.gov](http://yorbalingaca.gov)

<image005.png>

<image006.png><image007.png> <image008.png> <image009.png>

Please note City operations and services are currently impacted by the COVID-19 situation. Please visit the City's devoted webpage for the latest updates: [yorbalingaca.gov/coronavirus](http://yorbalingaca.gov/coronavirus).

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**From:** Russell Heine <[abele56156@mypacks.net](mailto:abele56156@mypacks.net)>  
**Sent:** Wednesday, June 22, 2022 9:40 AM



**To:** Monse Garcia <[mgarcia@yorbalingaca.gov](mailto:mgarcia@yorbalingaca.gov)>; Monse Garcia <[mgarcia@yorbalingaca.gov](mailto:mgarcia@yorbalingaca.gov)>

**Subject:** Fwd: YL EIR Housing Element; YL Traffic Commission

Yorba Linda Traffic Commission

Thank you for your difficult work to address the Housing Element and other issues within our city.

My comments below apply to traffic management in that I believe we need to spread these mandated units equitably throughout the city to avoid clusters of congestion and unsafe resulting conditions.

My specific issues are noted below.

Thank you ,

Russ Heine  
47+ year resident

Begin forwarded message:

**From:** Russell Heine <[abele56156@mypacks.net](mailto:abele56156@mypacks.net)>

**Subject:** YL EIR Housing Element

**Date:** June 7, 2022 at 12:59:29 PM PDT

**To:** [nfarnsworth@yorbalingaca.gov](mailto:nfarnsworth@yorbalingaca.gov)

Dear Sirs,

In regards to the YL EIR for YL's plan to address the state Housing Element mandate.

Before my comments specific to the plan, I would like to commend your team on the very difficult task that you were given. I can appreciate that it would be very difficult to "please" everyone on this topic. I do think that you came up with a number of creative and credible potential solutions to the very difficult mandate. Thank you for your dedication and hard work.

That said, below are my concerns /issues with the proposal.

There has been mention that a Measure B vote to allow all these changes will need to occur.

I would Not Support nor vote in favor of a Measure B rezone until the items below are addressed.

I understand that the options are somewhat limited but believe there are a few avenues to be explored.

Most of my comments were raised via earlier workshops as well.

1. Equitable distribution.

In looking at the locations and numbers of projected housing there appear to be "protected" areas and those areas that appear targeted to receive the added housing.

Cases in point . Vista del Verde , north of Bastanchury, Hidden Hills, East Lake

These are all very nice communities and I have no argument with them. However , I believe the "wealth should be shared".

Some of these areas are termed “planned communities” and thus can’t be rezoned. My locale was a “planned community “ as well by virtue of the zoning when I purchased my property 45+ years ago. My “community” has been rezoned at least once in that time. The current state mandates require an equitable distribution of the housing . The “planned communities” can share that requirement just as much as my ‘community” is being forced to share via the rezoning you are proposing.

2. There are two developments in current county land that do not appear to have any affordable housing proposed as far as I have seen. Yet Yorba Linda has entered into agreements to fast track , at least one (Cielo Vista) into Yorba Linda once built. I understand that the county is currently managing the development. One , I don’t understand why the county is approving without some affordable mandate but I do understand YL does not have that control. What Yorba Linda Can do is mandate that the area will Not be assimilated into the city of Yorba Linda with a fair share of affordable housing. The city Does have that capability.  
The same requirement should hold for the second, larger , development in the area.

3. Your proposal seems to have addressed all the potential properties within the city. However I don’t see any mention of a requirement that any new development provide their Fair Share of the cities Housing Element .  
I know that I have heard that we can’t tell a developer what to build. The state has mandated that I Have to Accept additional housing to my community that was never Planned when I purchased here.  
Yorba Linda tells developers what their building will have to conform to via city code, so we can certainly mandate via code that they contribute to the cities Housing Element need.

Thank you again for your time and the hard work of the team.

Russ Heine  
5441 Mesita Way  
47+ years in YL

## Nate Farnsworth

---

**From:** Robin Sadler <sadlersjsu@aol.com>  
**Sent:** Friday, June 24, 2022 7:22 AM  
**To:** Peggy Huang  
**Cc:** Carlos Rodriguez; Tara Campbell; Beth Haney; Gene Hernandez; Nate Farnsworth  
**Subject:** Objections to Zoning and General Plan Modifications

To: Mayor Peggy Huang  
cc: Yorba Linda City Council  
cc: Mr. Nate Farnsworth, Planning Manager

Objections to Zoning and General Plan Modifications

Dear Mayor Huang,

I oppose the proposed Zoning and General Plan Modifications described in this document:

Notice Of Public Availability Of A Draft Program Environmental Impact Report (DPEIR) And Notice Of Public Hearing Concerning Various Zoning And General Plan Modifications Related To The 2021-2029 Yorba Linda General Plan Housing Element Implementation Programs

and posted at:

[https://urldefense.proofpoint.com/v2/url?u=https-3A\\_\\_www.yorbalindaca.gov\\_DocumentCenter\\_View\\_6180\\_Housing-2DElement-2DDPEIR-2DNotice-2DJune-2D2022&d=DwlFaQ&c=euGZstcaTDIlvimEN8b7jXrwqOf-v5A\\_CdpgnVfiiMM&r=-I8fwrRWhODC5UAalxgCfLnQsqxWGbR3UDHGAHJlke&m=bxBZwV641cKCToR47REowRDW\\_hB1-3G032UIjg9VQ0s&s=ESco8ysNC2qD7q3qkKoOpn4H7bfBiQaPtsK7kvchllc&e=](https://urldefense.proofpoint.com/v2/url?u=https-3A__www.yorbalindaca.gov_DocumentCenter_View_6180_Housing-2DElement-2DDPEIR-2DNotice-2DJune-2D2022&d=DwlFaQ&c=euGZstcaTDIlvimEN8b7jXrwqOf-v5A_CdpgnVfiiMM&r=-I8fwrRWhODC5UAalxgCfLnQsqxWGbR3UDHGAHJlke&m=bxBZwV641cKCToR47REowRDW_hB1-3G032UIjg9VQ0s&s=ESco8ysNC2qD7q3qkKoOpn4H7bfBiQaPtsK7kvchllc&e=)

I oppose the proposed re-zoning of the Site S7-001 to add to it Mixed Use Overlay.

I oppose re-zoning of the Site S7-005 to Residential Urban, Residential Multiple, and Residential High-density zones.

Low-income housing - if constructed - may facilitate or even mandate infusion of certain undesirable individuals, including felons and other asocial element. This, if it takes place, will likely result in increased crime rates, decreased security, and other detriments that are often plaguing housing projects across California and the nation.

Moreover, allowing high-density housing in areas currently not designated for such will gradually lead to higher density of population and less open space, which will make enjoyment of living here more and more difficult for all of us who value space, views, and nature, - never mind increased traffic that is already beyond bad in certain areas, and increased noise, water use, and air pollution.

In particular, allowing high-density housing in the hilly areas of potential fire hazard may lead to more fires. It appears imprudent and very risky to allow construction of clustered, presumably wood-framed homes (an excellent fuel for fire) at a brush-fire hazard area, the site S7-005.

Moreover, the location of the site S7-001 does not conform to the general requirement that the 'affordable housing' be located in close proximity to major hubs of public transportation. As a matter of fact, it appears irrational to develop

large, densely-populated urban dwellings that are situated miles away from grocery stores and adequate means of public transit.

The single-family residential zones that we currently have in Yorba Linda do protect the residents from many negative impacts mentioned above. The proposed re-zoning will allow and facilitate those negative impacts to lower residents' life quality, their safety, convenience, and enjoyment of their homes that so many of them worked so hard for decades to buy and pay off. It will also lower the values of those homes due their lower desirability once the mentioned above negative impacts take place.

Therefore, I oppose the proposed Zoning and General Plan Modifications.

I look forward to hearing from you, soon.

Best regards,

Sent from Robin's iPad

## Nate Farnsworth

---

**From:** Juanita Dunham <jud.19@icloud.com>  
**Sent:** Friday, June 24, 2022 9:04 AM  
**To:** Housing Element 2021  
**Subject:** Rezoning

I have a few questions regarding the Rezoning sites.

Are all the sites finalized?

If a site is eliminated from the current list how will the lost be made up?

Is there opportunities to change the number of units in the sites chosen?

Has the committee explored Savi Ranch commercial buildings? (It appears that many of these stores such as Best Buy, Dick's, Kohl's and etc are doing poorly) It seems this property would be a win win as no one neighborhood is impacted and it is in close proximity to the freeway avoiding traffic gridlock on older small two lane residential streets such as Lakeview, Richfield, Eureka and Buena Vista.

Sent from my iPhone

## Nate Farnsworth

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**From:** Gregory Schlentz <gschlentz@att.net>  
**Sent:** Friday, June 24, 2022 8:32 AM  
**To:** Nate Farnsworth; Carlos Rodriguez; Gene Hernandez; Tara Campbell; Beth Haney; Peggy Huang; Susan Lamp; Mark Pulone; Dave Christian; Marcia Brown; David Brantley; Karalee Darnell; Robert Pease; Don Bernstein; Michael Masterson; Shivinderjit Singh; Housing Element 2021  
**Subject:** Re: Traffic Issues and Hazards for Potential New Housing

Nate,

This seems to be a very canned response to my expressed concerns as well as my Neighbors. I understand that you were at the meeting last night in regards to Traffic issues for the new Project. I was at the meeting as well.

As previously noted Traffic concerns are a big issue for SAFETY and your team needs to consider additional Traffic and Speeding Issues that already exist on Ohio Street between Mountain View and YLB and not just the areas that were looked at last night and reviewed by your Traffic Team. I have called on YL PD on several occasions for reckless driving on Ohio and Speeding with no response from local authorities. Very Frustrating!! Please review and keep in mind that Ohio Street will be the main access point for your new housing track to get to YLB and to the nearest Grocery Stores and other establishments near the YLB and Imperial Hwy Intersection.

It is my opinion that your Traffic Team needs to evaluate this area of concern as well. There are many children that live on this street and with added traffic an accident of some sort is inevitable. Remember there are NO SIDEWALKS on this this stretch of Ohio or Street Lights for that matter.

Please keep in mind I do understand that new housing is required I am just kindly asking you to remove Site locations 18 and 17 at the very least. And even though Site 21 is nearest to my house, it is on YLB and would not effect additional traffic up and down the already NARROW, NO SIDE WALK, DARK STREET.

Please put yourself in our Shoes. Thank you for your consideration.

Greg Schlentz  
5251 Ohio Street

On Thursday, June 23, 2022, 08:30:57 PM PDT, Nate Farnsworth <nfarnsworth@yorbalindaca.gov> wrote:

We wanted to remind you of the upcoming Planning Commission meeting to be held on June 29, 2022, at 6:30pm in the City Council Chambers. The Planning Commission will be considering the proposed General Plan Amendments and Zoning Code Amendments associated with the implementation of the State-mandated Housing Element. The Staff Report for the Planning Commission meeting is now available at <https://pub-yorbalinda.escribemeetings.com/Meeting.aspx?Id=f658cc3a-fdda-492f-9c38-55804737d3e0&Agenda=Agenda&lang=English> under Agenda Item 7.3. We would also invite you to learn more by

visiting the City's Housing Element website at <https://www.ylhousingelementupdate.com/>. If you have any questions, please email the City at [housingelement2021@yorbalindaca.gov](mailto:housingelement2021@yorbalindaca.gov).

Sincerely,

**NATE FARNSWORTH**

Planning Manager  
4845 Casa Loma Avenue | Yorba Linda, CA 92886

P: 714-961-7131 W: [yorbalindaca.gov](http://yorbalindaca.gov)

**CITY of YORBA LINDA**



On Thursday, June 23, 2022, 08:03:52 PM PDT, Greg Schlentz <[gschlentz@att.net](mailto:gschlentz@att.net)> wrote:

I have visited your site and feel that the information provided does not express any concerns that the people of the grand view community have expressed.

I eagerly await your response.

**Greg Schlentz**  
5251 Ohio St.

On Jun 22, 2022, at 3:51 PM, Nate Farnsworth <[nfarnsworth@yorbalindaca.gov](mailto:nfarnsworth@yorbalindaca.gov)> wrote:

Thank you for your comments. The City will be preparing a response to all comments received at the conclusion of the 45-day public review period for the draft PEIR. In the meantime, we would invite you to visit the City's Housing Element website for more information: <https://www.ylhousingelementupdate.com/>.

Sincerely,

**NATE FARNSWORTH**

**From:** Gregory Schlentz <gschlentz@att.net>

**Sent:** Wednesday, June 22, 2022 2:16 PM

**To:** Carlos Rodriguez <crodriguez@yorbalindaca.gov>; Gene Hernandez <ghernandez@yorbalindaca.gov>; Tara Campbell <tcampbell@yorbalindaca.gov>; Beth Haney <bhaney@yorbalindaca.gov>; Peggy Huang <phuang@yorbalindaca.gov>; Susan Lamp <SLamp@yorbalindaca.gov>; Nate Farnsworth <nfarnsworth@yorbalindaca.gov>; Mark Pulone <MPulone@yorbalindaca.gov>; Dave Christian <dchristian@yorbalindaca.gov>; Marcia Brown <mbrown@yorbalindaca.gov>; David Brantley <DBrantley@yorbalindaca.gov>; Karalee Darnell <kdarnell@yorbalindaca.gov>; Robert Pease <rpease@yorbalindaca.gov>; Don Bernstein <dbernstein@yorbalindaca.gov>; Michael Masterson <mmasterson@yorbalindaca.gov>; Shivinderjit Singh <ssingh@yorbalindaca.gov>; Housing Element 2021 <housingelement2021@yorbalindaca.gov>

**Subject:** Traffic Issues and Hazards for Potential New Housing

Good Afternoon City Council and City Officials,

My name is Gregory Schlentz. My wife, 8 year old child and myself have lived at 5251 Ohio Street, Yorba Linda, CA 92886 for the past 7 years just down the street from the potential new housing development adjacent to my child's school for the next several years.

I'm reaching out for assistance and guidance regarding our concerns that members of my community have recently raised to the planning department about several of the properties in the Housing Element within our neighborhood. We ask that you please take the time and consider our concerns.

**The properties myself and our surrounding neighbors are concerned about are:**

- 1) 5531 South Ohio
- 2) 5541 South Ohio
- 3) SWC Grandview x Kellogg

Please note that 5531 and 5541 Ohio are directly across from a Elementary school as well as a church with limited entries and exists. And although sidewalks exist surround the church they are almost non-existent in the surrounding areas on Grandview, Buena Vista, Ohio and Mountain View.

As a resident on the "Middle Ohio" just north of Buena Vista you will see that there are NO SIDEWALKS and lanes are narrow. This part of the Street will be the one of the MAIN entrances and exists for the potential new residents of this potential property. OHIO STREET is already VERY VERY BUSY. Non



Residents already use Ohio as a Pass thru during the week to bypass Kellogg going to Esperanza HS thinking it is faster. In Fact an across the street neighbor and a Very Long Time resident attempted to get a petition going to get speed bumps on this street to slow people down. It was thrown out as there are not enough houses on this street. So now if you add more housing at the end of the street you will add more Traffic on the entrance and exist streets but still no speed bumps which is a major safety hazards not only for the neighbor children but neighborhood walkers and horses.

Older families are moving out and younger families are moving into this neighborhood. Since my 7 years here, I have noticed on my street alone that at the time we moved in my son was of course an infant but was one of the only kids on the street. Now I can count at least 7-8 house that have young children around the same age.

No only will this bring additional traffic to the area but during the construction phases will bring added Construction Traffic and Noise Pollution during this over 10 year time period that has been allocated for this project. **HOW CAN ANYONE AGREE TO THIS??**

I honestly feel bad for the families that spoke during the last meeting that have lived just behind the proposed location for over 40 Years. Now they will have added traffic along with Construction noise for the next 10 years. **WOULD YOU WANT THIS FOR YOUR NEIGHBORHOOD? THE ANSWER IS NO!**

***DO NOT REZONE THIS AREA FOR YOUR NEW HOUSING REQUIREMENTS. THIS AREA IS NOT MEANT FOR HIGH DENSITY HOUSING.***

I have no issues with new building for these properties as long as it follows what the current zoning allows. This neighborhood will not be the same if you allow this to happen and I would have never moved in here if I would have known this was the plan.

Below of course is all factual as well that is added to my facts above.

Unfortunately, we only recently learned about these plans after a neighbor notified us. I was not notified by the city although I reside in very close proximity to these sites. City officials also did **NOT notify residents** of the scope meeting on May 23rd where big changes to our very own neighborhood were being discussed. This is inconsiderate as we didn't know to voice our opinions and opposition.

We are requesting that the above sites be removed from the potential of being re-zoned on the "**Housing Opportunity Sites List**" which could potentially add 38 households to an already dangerously congested

neighborhood. The addition of potentially 38 more families and vehicles into this area would nearly double the density of our small neighborhood which would be catastrophic.

Our request is to **REMOVE** these 3 properties and choose other's that do not have the following **SAFETY** issues. When looking at the aerial map it is obvious that there are many other areas in the city of Yorba Linda that are more suitable to fulfill the state mandated requirements. These properties total only **3.76 acres** squeezed into a neighborhood that for generations has been designated as Low Density.

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## **Impacts to Safety:**

**1) There are very few entry and exit points into/out of our neighborhood which are already very congested during peak times and many dead ends surrounding Linda Vista Elementary posing a high risk to children.**

Linda Verde Street dead ends into 5531 and 5541 South Ohio St. which puts the children at risk of being trapped in Linda Vista Elementary School, should there be any type of an emergency in that area. South Ohio Street dead ends at the Linda Vista Elementary School property. Everything piles up in this area from school buses, to hundreds of cars per day plus parents & grandparents walking or parking.

The **ONLY EXITS** from the area of Linda Vista Elementary School and Linda Verde Street are Grandview to Kellogg(Which involves the SWC of Kellogg Dr./Grandview on your list.), Buena Vista to Grandview to Mt. View to Kellogg, or Buena Vista Ave. to Lakeview. The speed limits are not adhered to by some drivers on Grandview and Buena Vista. There are parts of Grandview where two vehicles cannot pass due to the narrow street especially if there are cars parked on that section of street (which is where many parents park to wait for school to get out).

**2) Our neighborhood consists of narrow two-lane streets throughout and cannot accommodate increased density.**

There is Extreme HIGH Traffic between certain hours of the weekday when school is beginning 7am - 8:00am and ending 12-2:45pm. Noise Levels are high and Air Quality is extremely bad, during these times. Existing residents absolutely CAN NOT get out of their driveways which means they are basically trapped in their properties until this process is completed each day. Any added residents with vehicles would also be trapped within their homes.

High density and low density should not share the same narrow two-lane street such as on the proposed site "SWC Kellogg/Grandview" which would place a high-density development directly in front of existing homes. The nearby Kellogg Terrace housing complex for example, has its very own network of dedicated roads with an entrance and exit point on a **MAJOR** multi-lane street(Kellogg Dr) and not on a narrow

residential two-lane street(Grandview Ave) which already serves as one of the only entry and exit points into and out of our neighborhood.

**3) Emergency responders will not be able to access our neighborhood during peak times.**

Should an unfortunate event happen where an Emergency Vehicle such as a Fire Truck, Ambulance, or Police need access this area it would NOT be accessible to them. It is a basic bottleneck and is dangerous during these times.

**4) Very little streetlights, sidewalks throughout the proximity of the 3 sites, and 2 blind curves on Grandview Avenue. Essentially doubling the density of the area would greatly intensify the risk to children, parents, and residents in our neighborhood.**

There are TWO BLIND curves on Grandview where there are no sidewalks, so are even more dangerous when parents are distracted, while maneuvering around pedestrians and some students who have to walk to or from school on these streets. Any increased traffic on Buena Vista heading West with its limited visibility has become extremely more dangerous. There have been times when certain vehicles have attempted to pass on this two-lane road where there are few sidewalks and into blind curves.

There are certain times during the school year when the entire CROSS COUNTRY Team from Esperanza High School run and train throughout our neighborhood streets, there is additional traffic on Sundays when the church is in session, Linda Vista Elementary often has Special Events, soccer practice, and our neighborhood streets are often already used as parking for the nearby bike and bridle trail.

**5) The sites are in close proximity to the Philip S. Paxton Equestrian Center posing a safety risk to people attempting to maneuver their horses and horse trailers through this traffic congestion.**

Many families have chosen to live in this specific area because of the Equestrian Center and the trails that are adjacent to the Center. West Yorba Linda is VERY UNIQUE in that it is one of the LAST areas of the city where many horses can be kept safely and ridden onto the lakebed, bike and horse trails designated for their use. People from all over the city come to this neighborhood to access these amenities that the city offers.

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We hope that the Community Development Dept. and your Council will re-consider their decision on these 3 sites by designating different 3 ¾ acre locations that are more suitable for Re-Zoning and will realize that the very soul of Yorba Linda still has only a few areas left with its UNIQUE LOW-DENSITY country feel (our neighborhood is one of them) and is WHY many families choose to live in Yorba Linda. This unfortunately is disappearing one property at a time. Please do not start with our neighborhood!

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**Respectfully,**

Gregory Schlentz

5251 Ohio Street, Yorba Linda, CA 92886

## Nate Farnsworth

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**From:** Stephanie Nichols <dave3334steph@gmail.com>  
**Sent:** Friday, June 24, 2022 10:12 AM  
**To:** Nate Farnsworth; Mark Pulone; Dave Christian; David Brantley; Karalee Darnell; Robert Pease; Don Bernstein; Michael Masterson; Shivinderjit Singh; Housing Element 2021  
**Subject:** Fwd: APN 348--262-01 and Tentative Parcel Map 98-275 docs  
**Attachments:** Planning Commission - 4-11-01 Minutes.pdf; Planning Commission - 3-10-99 Minutes.pdf; PC RESO 3649 - Minh Van Tran.pdf; 07-21-2020 RES NO. 2020-5696 DECLARING PUBLIC NUISANCE ATTACH 1.pdf; PC RESO 3648 - Minh Van Tran.pdf

Good morning Planning commission,

Please read the planning commission meeting minutes and resolution form 1999-2001 attached which gives the property owner of Kellogg and Grandview **(87) directives he must complete for the project to go forward for 2-3 single family homes. The report had concerns with 2-3 single family homes back then and now the housing element report wants to put 8-10 multi unit homes there.**

**These issues have not gone away in 23 years and I ask you to please still consider these issues as this 0.93 acre has many, many issues and concerns for the residents and the City back then and should now. We would like you the Planning Commission to recommend to City council that this site be removed along with Ohio sites. These should not have been considered in the housing element.**

**Please include and consider these documents in your report and recommendation.**

Thank you for your time,  
Stephanie Nichols

MOTION/SECOND/CARRIED to continue to April 25, 2001.

AYES: 4 COMMISSIONERS: EQUITZ, NAKAMURA, DILUIGI,  
CHAIRMAN PRO TEMPORE PICKEL  
NOES: 0 COMMISSIONERS: NONE  
ABSENT: 1 COMMISSIONERS: CHAIRMAN BOZNANSKI

**PUBLIC HEARING RE: TIME EXTENSION FOR TENTATIVE PARCEL MAP 98-275 – TRAN:** A request for time extension for Tentative Parcel Map 98-275, initially set to expire on March 10, 2001, but this expiration date now set aside as the subdivider submitted a request for time extension prior to the expiration date. Tentative Parcel Map 98-275, approved per Resolution No. 3648, on March 10, 1999, subdivides a 1.12 acre parcel into two lots for single family residential purposes, for the property located on the southwesterly corner of Kellogg Drive and Grandview Extension, in the RE (Residential Estate) zone. (APN: 348-262-01)  
CEQA STATUS: Categorical Exemption (Class 15)

Upon confirmation that all the proper notices had been given, Chairman Pro Tempore Pickel opened the public hearing. Planning Intern Sarah Boudreau presented the staff report for the meeting of April 11, 2001, explaining this project is for approval of a one-year time extension. The Tentative Parcel Map was originally approved on March 10, 1999. The applicant is requesting an extension of time in order to satisfy conditions of approval relating to flood control, drainage and surveying; conditions which must be met before the tentative parcel map can record. Staff had not identified any new issues supplementary to those in the original staff report, thus, recommended that the Commission approve the project as proposed. Slides were shown for the Commission's viewing.

Mr. Don Inman (Civil Engineer) stated it was his letter to staff that requested this time extension. There was a little difficulty getting information from Caltrans and the Flood Control District; however, they now have that information, as well as approval from the County Surveyor's Office, to go ahead and get the signatures on the map after a few minor corrections with the City Engineer's Office and the County Surveyor's Office. Mr. Inman said he hoped to be back before the City Council within a month or two. Since the conditions had not changed, Mr. Inman agreed the conditions of approval were satisfactory.

There being no one else in the audience wishing to address this item, Chairman Pro Tempore Pickel closed the public hearing.

Commissioner DiLuigi stated since there was essentially no change to the proposed item before the Commission, he had no concern with this time extension.

MOTION/SECOND/CARRIED to adopt a Resolution approving a One Year Time Extension for Tentative Parcel Map 98-275 – Tran.

#### RESOLUTION NO. 3838

#### A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF YORBA LINDA APPROVING A ONE YEAR TIME EXTENSION FOR TENTATIVE PARCEL MAP 98-275 - TRAN

"... BE IT FURTHER RESOLVED that all conditions of approval for Tentative Tract Map 98-275 per Exhibit A attached to Resolution No. 3648 shall remain in full force and effect, except for any Condition pertaining to the expiration date, such expiration date being superseded by the March 10, 2002, date approved per this Resolution. ..."

AYES: 4 COMMISSIONERS: EQUITZ, NAKAMURA, DILUIGI,  
CHAIRMAN PRO TEMPORE PICKEL  
NOES: 0 COMMISSIONERS: NONE  
ABSENT: 1 COMMISSIONERS: BOZNANSKI

**PUBLIC HEARING RE: CONDITIONAL USE PERMIT 2001-14 - COSNER:** A request to construct a front yard estate fence (i.e., greater than three feet high) consisting of a six-foot high decorative iron fence and 11'-4" entry gate with nine-foot high masonry pilasters, for the property addressed as 20665 Mirkwood Run, located east of Village Center Drive North, between Pepper Avenue to the north and Deodar Drive to the south, in the RA (Residential Agricultural) zone. (APN: 350-042-03)  
CEQA STATUS: Categorical Exemption (Class 3)

**PUBLIC HEARING RE: TENTATIVE PARCEL MAP 98-275 AND VARIANCE 99-03**

**- TRAN:** A request to subdivide 1.11 acres into two residential parcels for single family purposes. Also, a request for approval of a variance from the Zoning Code's minimum required lot dimensions for said lots, all for property located at the southwesterly corner of Grandview Avenue Extension and Kellogg Drive, in the RE (Residential Estate) zone. (APN: 348-262-01).  
CEQA STATUS: Categorical Exemption (Class 15)

Upon confirmation that appropriate public notices had been given, Chairman Pro Tempore DiLuigi opened the public hearing.

ALTHOUGH COMMISSIONER BOZNANSKI STATED HE HAD NOT RECEIVED OFFICIAL PAPERWORK, HE HAD DONE SOME MEASURING AND MR. COOK VERIFIED THAT HE OWNS PROPERTY THAT IS SLIGHTLY IN EXCESS OF 350 FEET AND LESS THAN 2,500 FEET FROM THE PROPOSED APPLICATION. IN REVIEWING THE APPLICATION, COMMISSIONER BOZNANSKI DID NOT BELIEVE THE APPROVAL OR DISAPPROVAL WOULD HAVE A MATERIAL IMPACT ON HIS PROPERTY VALUES OR THE LEASE VALUE OF HIS PROPERTY; THEREFORE, HE WOULD NOT RECUSE HIMSELF.

Assistant Planner David Brantley presented the staff report dated February 24, 1999, recommending approval. Photographs were shown. Mr. Brantley explained this site had been vacant for several years. The applicant wishes to develop two single-family homes on the property located between Imperial Highway and the Grandview Avenue extension. The applicant will divide the property into two lots (Parcel 1 on the north end of the lot/Parcel 2 on the south end). As mentioned in the staff report, however, one of the constraints on the property, is an existing open drainage canal that bisects the lower portion of Parcel 2. Staff, therefore, has added conditions which include a requirement for the canal to be bridged by the applicant to the satisfaction of the City Engineer and in concurrence from the Orange County Flood Control District, owner of the channel. Conditions as to the type of fencing for the channel were also added. All of these conditions do require concurrence and approval by the Orange County Flood Control District. Due to no existing easement in favor of the Orange County Flood Control District, staff suggested a condition of approval that a formal easement be granted to the Flood Control District for that facility.

Commissioner Boznanski asked if the Flood Control channel could not be owned in fee by the Flood Control District? Assistant Planner Brantley explained that if it were (owned in fee), it would have to be carved out as a separate lot. Then the remaining parcel down to the south of that would not comply with minimum lot requirements for the RE (Residential Estate) zone; it is owned in fee by the applicant. Mr. Brantley stated that staff's preference would be to require the applicant to offer an easement for dedication to the District rather than carve it out as a separate lot.

Commissioner Boznanski said he had a broader question, which he did not think was a part of this application i.e., "What is going happen to the street as there was mention of a bike trail?" Assistant Planner Brantley stated that would be at the very southern end of the parcel along Kellogg Drive. The General Plan does show a bicycle plan along Kellogg, the improvement of that little section would be the applicant's responsibility. Commissioner Boznanski said his question was about Grandview Extension; do we know what the City is planning or would this development trigger the paving of a wider street? Assistant Planner Brantley believed there was a street section shown on the

map of what the Grandview Extension ultimate improvement would be. In discussing this question with the City's Engineering Department, they have informed staff that the Engineering Department would be requiring curb, gutter, and sidewalk improvement. Mr. Brantley believed there was 58 feet of right-of-way existing and the City Engineer believed that sufficient for that particular street, just the improvement of the curb, gutter and sidewalk would be required. Commissioner Boznanski explained there are no sidewalks in that neighborhood and the introduction of sidewalks, he thought was unnecessary; it would affect the ambience of that area. If that is a requirement, Commissioner Boznanski was not in favor of sidewalks.

Community Development Director Haley advised that the City Council Policy for Residential Estate (RE) zoning is not to require sidewalks. Commissioner Ryan noted it was not called out on the section; it was just a 10 foot landscape area that could be a sidewalk.

Commissioner Ryan asked if the improvement plans of the Imperial widening project change in any manner relative to the action in front of the Commission? Senior Planner Cook understood at least in terms of right-of-way, there is no right-of-way acquisition required to implement the Imperial widening project, the full width right-of-way already exists. Mr. Brantley commented that the applicant had researched that question very thoroughly prior to purchasing the property and has coordinated with the Orange County Transportation Agency and the City's Engineering Department to address that issue.

Mr. Donald Imman, Civil Engineer retained to work on the Parcel Map for this project, stated that he had no problem with any of the conditions. Mr. Imman had spoken with City Engineer Stephenson and was informed that sidewalks may not be necessary; if the Commission decides to put something in there that would be great. As far as the flood control channel, the flood control right-of-way people have told him there is no easement recorded as far as the title policy is concerned; however, Mr. Stephenson told him that the flood control maintenance people have been maintaining it since it was built. Mr. Imman stated it will be dedicated on the parcel map as a easement to the Flood Control District.

Mr. Imman continued that as far as the property and the Imperial freeway, that was a remnant parcel from the freeway construction. About the time his client purchased the property, the City evened out the right-of-way on the Grandview Extension to 28 feet and sold them that property. Mr. Imman pointed out that about two-thirds of the way north on this property, is an easement to the Yorba Linda County Water District. Mr. Imman had not contacted the Water District to see if that easement is in use; they are eliminating any grading on that parcel, so they do have access as it is right now.

There being no one else wishing to address the Commission, Chairman DiLuigi closed the public hearing.

Commissioner Boznanski had no problem with the proposed development. It is a difficult site to develop and while it may be even more difficult to sell once a house is put on there because of the freeway proximity, that is the burden of the developer. Commissioner Boznanski requested a condition be added to not require sidewalks adjacent to this property. Commissioner Pickel agreed with the addition of this condition.



Commissioner Ryan inquired of Commissioner Boznanski if when children go to school in this area, do they walk on the street or is there an unlandscaped area to walk on? Commissioner Boznanski said the way it is now, it is just a roadway that is available to walk on. Commissioner Ryan asked if that were an issue for those two homes or do they go up Grandview and there is not that much traffic. Commissioner Boznanski replied, that was correct; there will be some widening to that street as shown on the section, which will have additional room to walk on, out of the right-of-way and not on the applicant's properties.

MOTION/SECOND/CARRIED to adopt a Resolution approving Tentative Parcel Map 98-275 - Tran, with amended conditions requiring sidewalks not to be provided on Grandview Extension (#87).

RESOLUTION NO. 3648

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF YORBA LINDA APPROVING TENTATIVE PARCEL MAP 98-275 - TRAN, WITH CONDITIONS

AYES: 4 COMMISSIONERS: BOZNANSKI, PICKEL, RYAN  
CHAIRMAN PRO TEMPORE DI LUIGI  
NOES: 0 COMMISSIONERS: NONE  
ABSENT: 1 COMMISSIONERS: CLEMMER

EXHIBIT "A"  
FOR RESOLUTION NO. 3648 275 (1/5/00) DM  
CONDITIONS OF APPROVAL FOR TENTATIVE PARCEL MAP 98-~~275~~ - TRAN

STANDARD CONDITIONS:

1. All arterial highways shall be dedicated and improved to arterial highway standards and to the specifications of the City Engineer.
2. The development shall participate in the Eastern Transportation Corridor Fee Program at the established rate.
3. Public street right-of-way and roadway widths shall be constructed in conformance with the street cross sections shown on the approved Tentative Parcel Map and as approved by the City Engineer.
4. All street structural sections shall be submitted to, and approved by the City Engineer.
5. Street striping and signing plans shall be prepared to the satisfaction of the City Engineer and submitted at the time of submission of all improvement plans.
6. Street improvement plans prepared on standard size sheets by a licensed Civil Engineer shall be submitted for approval by the City Engineer. Standard plan check and inspection fees shall be paid by the developer.
7. All exterior street improvements shall be constructed to the satisfaction of the City Engineer.
8. Surety shall be posted and an agreement executed to the satisfaction of the City Engineer and the City Attorney, guaranteeing completion of the public improvements. NOTE: Upon acceptance of the public improvements by the City Council, the City will release

the Monumentation Bond immediately, release the Labor and Materials Bond in 180 days, and reduce the Grading and Faithful Performance Bonds to 10% of the original amount and release in one year if no liens have been filed.

9. This project is applicable to the requirements of the Growth Management Plan (GMP), and shall be subject to payment of fees as established by the Development Mitigation Program.

10. Grading of the subject property shall be in accordance with the Grading Ordinance and shall be to the satisfaction of the City Engineer. Grading shall be in significant conformance to the Tentative Parcel Map and the proposed grading that is conceptually approved by the Planning Commission. Surety shall be posted to the satisfaction of the City Engineer and the City Attorney guaranteeing completion of the grading within the project.

11. Any grading required outside of the project boundaries will require either slope easements or right-of-entry letters from the adjacent property owners.

12. Erosion control plans for all slopes within Tentative Parcel Map 98-275 shall be submitted at the time of Grading Plan review and be approved by the City Engineer.

13. A soils report shall be prepared by a qualified engineer to the satisfaction of the City Engineer.

14. A geological report shall be prepared by a qualified engineer to the satisfaction of the City Engineer.

15. No building or projection thereof shall be located within 5 feet of a toe of slope or wall. No building or projection thereof shall be located within 7 feet of a top of slope; except that a reduction to 5 feet may be allowed with an improved drainage swale per the City Grading Code.

16. The applicant shall participate in the Master Plan of Drainage at the established fee and shall be responsible for the construction of all on-site drainage facilities as required by the City Engineer.

17. Prior to the issuance of a Grading Permit, a complete hydrology and hydraulic study shall be prepared by a qualified engineer to the satisfaction of the City Engineer.

18. Drainage facilities and easements shall be provided in accordance with the Master Plan of Drainage and to the specifications of the City Engineer.

19. Storm drain facilities shall be constructed, where necessary, to limit to 1,000 LF of street runoff prior to interception.

20. Drainage facilities outletting onto adjacent properties shall be designed in such a manner as to mimic the manner in which the storm water is presently crossing said property line or a drainage acceptance letter be obtained from the downstream property owner.

21. Water supply facilities shall be designed and constructed to the specifications of the Yorba Linda Water District and the City Engineer and dedicated to the Yorba Linda Water District with all incidental fees paid by the developer.

22. Sewer facilities shall be constructed and dedicated to the City or to the Yorba Linda Water District by the developer to the satisfaction of the City Engineer and/or the Yorba Linda Water District. The developer shall participate in the Sewer Master Plan and pay the associated fees at the applicable rate.
23. The applicant shall submit plans for development of the property to the Yorba Linda Water District so that the District can establish the Terms and Conditions for Water and/or Sewer Service.
24. Street lighting shall be installed by the applicant to the satisfaction of the City Engineer and Southern California Edison Company and the advance energy charges paid prior to building permit issuance.
25. All new street lights shall be constructed to the City designated standard at the discretion of the City Engineer.
26. Prior to the issuance of any building permits and/or Certificate of Occupancy permits, the applicant's proposed development plans shall be reviewed and approved to the satisfaction of the Orange County Fire Authority.
27. Prior to recordation of the Tentative Parcel Map, the applicant shall submit a fire hydrant location plan for the review and approval of the Fire Chief.
28. Prior to the recordation of any portion of Tentative Parcel Map 98-275, the applicant shall submit to the Fire Chief evidence of the on-site fire hydrant system and indicate whether it is public or private. If the system is private, the system shall be reviewed and approved by the Fire Chief prior to the issuance of building permits. Provisions shall be made by the applicant for the repair and maintenance of the system, in a manner meeting the approval of the Fire Chief.
29. Prior to the recordation of Tentative Parcel Map 98-275, a note shall be placed on the map stating that single-family residential structures greater than 5,500 square feet, and all structures exceeding fire department access requirements shall be protected by an automatic fire sprinkler system, in a manner meeting the approval of the Fire Chief.
30. Prior to the issuance of any building permits for combustible construction, the developer shall submit and obtain the Fire Chief's approval of a letter and plan stating that water for fire fighting purposes and a all weather fire access road shall be in place and operational as required by the Uniform Fire Code before any combustible materials are placed on site.
31. Prior to the issuance of any building permits, applicant shall provide evidence of adequate fire flow. The Orange County Fire Authority Water Availability for Fire Protection form shall be signed by the applicable water district and submitted for approval to the Orange County Fire Authority. If sufficient water to meet fire flow requirements is not available, an automatic fire extinguishing system may be required in each house affected by insufficient fire flow.
32. Prior to issuance of any building permits on those lots determined applicable by the Fire Chief, plans for the automatic fire sprinkler system shall be submitted to and approved by the Fire

Chief, prior to installation. This system shall be operational prior to the issuance of a certificate of use and occupancy.

33. Prior to the issuance of any certificates of use and occupancy, all fire hydrants shall have a "blue reflective pavement marker" indicating its location on the street or per Orange County Fire Authority Standards.

34. Prior to approval of a site development/use permit, or the issuance of a building permit, whichever occurs first, the applicant shall submit plans for the review and approval of the Fire Chief. The applicant shall include information on the plans required by the Fire Chief. Contact the Orange County Fire Authority Plan Review Section at (714) 744-0403 for the Fire Safety Site/Architectural Notes to be placed on the plans.

35. Fire retardant roof coverings with a minimum rating of Class A or better shall be required for all residential construction.

36. All proposed utilities within the project shall be installed underground in accordance with current utility engineering practices.

37. Within the tract boundaries, all proposed gas mains and services shall be installed prior to paving.

38. Utility easements shall be provided to the specification of the appropriate utility companies and the City Engineer.

39. Developer is responsible for the rewiring of all dwelling units with commercial CATV grade of coaxial cable.

40. Developer is responsible to provide a free trench to the CATV operator and to give said operator reasonable notice of when open trench is available.

41. Developer is responsible to insure that a minimum 2-inch PVC conduit or smaller, if approved by the appropriate utility companies and the City Engineer, is installed in the open common trench.

42. Developer shall provide the CATV operator access and cooperation for the purpose of laying cable and connecting the CATV system for the purpose of complying with the service requirements of the franchise agreement.

43. CATV operator is responsible to the developer for the labor, material, engineering and installation of the CATV conduit.

44. If applicable, a copy of the Covenants, Conditions, and Restrictions (CC & R's) and Articles of Incorporation of the Homeowners' Association, subject to the approval of the City Attorney, shall be recorded with the final map and a copy placed on file with the Community Development Director.

45. All provisions of Title 17 (Subdivisions) of the Yorba Linda Municipal Code shall be met as they relate to the division of land.

46. This project shall be subject to applicable school fees, the payment of which shall be documented to the satisfaction of the Building Official prior to the issuance of Building Permits.

47. Prior to recordation of a final tract/parcel map, the surveyor/engineer preparing the map shall tie the boundary of the

map into the Horizontal Control System established by the County Surveyor in a manner described in Sections 7-9-330 and 7-9-337 of the Orange County Subdivision Code and Orange County Subdivision Manual, Subarticle 18.

48. Prior to recordation of a final tract/parcel map, the surveyor/engineer preparing the map shall submit to the County Surveyor a digital-graphics file of said map in a manner described in Sections 7-9-330 and 76-9-337 of the Orange County Subdivision Code and Orange County Subdivision Manual, Subarticle 18.

49. All structures shall be designed in accordance with seismic requirements for Seismic Zone 4 of the latest adopted edition of the Uniform Building Code.

50. All signs shall be in conformance with Chapter 18.56 (Signs) of the Zoning Code.

51. A master plan of existing on-site trees shall be provided to the City Landscape Architect as part of the preliminary site and/or grading plan to determine which trees shall be retained.

52. Existing trees, over 3" in diameter and on vacant lots, shall be retained for review by the City Landscape Architect. The applicant shall follow the Tree Preservation Ordinance, 16.08, in the Municipal Code.

53. All standards and restrictions contained within the Yorba Linda "Guidelines and Specifications for Landscape Development" shall apply.

54. Street trees 15-gallon size or larger shall be installed - species, location and planting details to be approved by the City Landscape Architect.

55. Any approved technical drawings and/or specifications that will be changed, altered, or in any other way affected as a result of the Planning Commission approval of this project shall be revised and resubmitted for review and approval to the appropriate City Department.

56. As part of the design review required per Special Condition of Approval No. 78 below, developer shall provide preliminary landscape architecture plans prepared by a California licensed landscape architect including where applicable:

- A. Landscape development of all street median islands;
- B. Proposed and required fencing or walls; including equestrian, perimeter, and retaining;
- C. Permanent irrigation system;
- D. Landscape planting and irrigation shall occur on all slopes, which are defined as, in excess of 7 feet in height and 5:1 or steeper.
- E. Natural areas where the Fire Marshal recommends a fuel modification program;
- F. Open space lots;
- G. Ground mounted lighting fixture details;
- H. Facilities for the handicapped including ramps, logo and signs;
- I. Existing trees;
- J. Drainage details;
- K. Public/Private trails;

- L. Areas to be maintained by Landscape Maintenance District, Homeowners' Association, and property owner;
- M. All perimeter landscaping around Tentative Parcel Map 98-275;
- N. All landscape easements;
- O. Oil wells, including abandoned;

57. Final landscape architecture plans, subject to all applicable plan check fees, shall be submitted to the Engineering Department for the review and approval of the City Landscape Architect per the Standard Plan Check process prior to the installation of exterior hardscape, landscape planting, and/or irrigation. All landscape architecture shall be completed prior to the issuance of a certificate of occupancy.

58. Residential driveways shall be a minimum width of 16 feet. No driveway shall be more than 32 feet in width. No more than two residences shall be served by a single driveway. Private or public road standards shall be applied to three or more residences serviced from a single access point to the satisfaction of the City Engineer.

59. The developer shall fully disclose in writing to the purchaser at the time of entering escrow those requirements and obligations remaining outstanding or otherwise incomplete, including (but not limited to) streets, utilities, drainage, grading, walls, landscape planting and irrigation, and structure. Such written disclosure shall be limited to those subjects covered by these conditions of approval.

60. The developer shall offer to install residential fire sprinklers as an option to all new home buyers.

61. The developer shall offer to install hot water recirculation systems as an option to all new home buyers.

62. Existing septic tanks, drywells, and/or cesspools shall be located, removed, and filled to the satisfaction of the Building Official prior to grading.

63. All walls and fences constructed by the developer along side or rear property lines shall meet the minimum standards for pool enclosures as specified by Chapter 15.32 of the Yorba Linda Municipal Code.

64. All roof appurtenances, including air conditioners, shall be properly shielded from view and the sound buffered from adjacent properties and streets to the satisfaction of the Community Development Director and Building Official.

65. No equipment shall be located on the sloped, externally visible portion of the roof of the structure.

66. All ground-mounted utility and mechanical equipment shall be screened and sound buffered and shown on the landscape architecture plans to the satisfaction of the Community Development Director.

67. Decorative mail boxes shall be designed, installed and located by the developer to the satisfaction of the Community Development Director.

68. Precast fireplaces shall not be allowed on exterior walls.

69. Rock and composition roofs shall not be allowed. Asphalt shingle or other artificial roofing materials shall be submitted in sample form for review and approval by the Planning Commission at the time of design review.

70. The applicant shall pay a Park Fee for each of the new residential lots prior to issuance of a building permit.

71. Approval of Tentative Parcel Map 98-275 is granted for a period of two years (commencing from the date of Planning Commission approval for Tentative Parcel Map 98-275) at which time this map shall expire unless, prior to the expiration date, the Map has recorded, or a request for a time extension, in writing, has been submitted to the Planning Department.

72. Developer shall comply with the latest adopted Uniform Building Code, Uniform Mechanical Code, Uniform Plumbing Code, National Electrical Code, State Building Standards Title 24, and all other applicable codes.

73. The cover sheet of the building construction plans shall be a blue line print of the City's conditions of approval and shall be attached to each set of plans submitted for City approval.

74. Approval of this request shall not excuse compliance with all other applicable City ordinances and development standards in effect at this time.

75. The applicant shall agree and consent in writing within 60 days to the conditions of approval as adopted by the Planning Commission.

**SPECIAL CONDITIONS:**

76. The applicant shall provide an acoustical analysis upon completion of construction to demonstrate that the buildings have been designed to limit interior noise levels to the required 45 CNEL interior standard to the satisfaction of the Community Development Director, and prior to receiving final occupancy.

77. Applicant shall provide a drainage easement across Parcel 2 in favor of Parcel 1 to the satisfaction of the City Engineer. Said drainage easement shall be reflected on the final parcel map.

78. Prior to construction of any houses within the Tentative Parcel Map 98-275, the applicant shall receive the approval of a Design Review by the Planning Commission for site planning and architectural review purposes.

79. As part of the design review process for the construction of houses in Tentative Parcel Map 98-275, the applicant shall submit and receive approval by the Planning Commission of a wall plan that includes, but is not limited to the proposed wall condition along the Grandview Avenue Extension frontage of Parcels 1 and 2.

80. All lots in Tentative Parcel Map 98-275 shall be annexed into the appropriate City Landscape Maintenance Assessment District (LMAD).

81. All lots in Tentative Parcel Map 98-275 shall be annexed into the Yorba Linda Library District.

82. The applicant shall offer dedication of an easement to the Orange County Flood Control District (OCFCD) over the portion of

Parcel 2 upon which the existing OCFCD flood control channel segment is located.

83. The applicant shall secure the flood control channel with fencing acceptable to the OCFCD, and to the satisfaction of the Community Development Director, prior to final occupancy.

84. The applicant shall construct a pedestrian bridge over the flood control channel to allow the owner of Parcel 2 to gain access to the lower portion of Parcel 2 for maintenance purposes. The design of the bridge shall be subject to review and approval by the OCFCD. Details of the proposed bridge shall also be provided at time of design review for review and approval by the Planning Commission.

85. Development of Parcels 1 and 2 shall be limited to one-story or two-story houses with roofs that shed to a one story level on the west facing elevation.

86. If determined necessary, developer shall dedicate an easement along the southerly boundary of Parcel 2 for bicycle trail purposes. Applicant shall construct bicycle trail related improvements prior to the finaling of grading permits, to the satisfaction of the City Engineer.

87. Sidewalks are not to be provided along the Grandview Avenue Extension frontage.

-The End-

MOTION/SECOND/CARRIED to adopt a Resolution approving Variance 99-03 - Tran, with Findings.

RESOLUTION NO. 3649

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF YORBA LINDA APPROVING VARIANCE 99-03 - TRAN, WITH FINDINGS

AYES: 4 COMMISSIONERS: BOZNANSKI, PICKEL, RYAN  
CHAIRMAN PRO TEMPORE DI LUIGI  
NOES: 0 COMMISSIONERS: NONE  
ABSENT: 1 COMMISSIONERS: CLEMMER

PUBLIC HEARING RE: CONDITIONAL USE PERMIT 99-01 - GUSTAFSON: A request to construct a second story room addition onto an existing one-story dwelling, the area of construction within seventy feet of another residence, for the property addressed as 6010 Jacaranda Lane, and located east of Yorba Ranch Road and west of Paseo Del Prado, between Paseo De La Cumbre to the north and Esperanza Road to the south, in the RU (Residential Urban) zone. (APN: 351-153-04).

CEQA Status: Categorical Exemption (Class 1)

MINUTE MOTION/SECOND/CARRIED to accept the applicant's request for withdrawal.

AYES: 4 COMMISSIONERS: BOZNANSKI, PICKEL, RYAN  
CHAIRMAN PRO TEMPORE DI LUIGI  
NOES: 0 COMMISSIONERS: NONE  
ABSENT: 1 COMMISSIONERS: CLEMMER



RESOLUTION NO. 3649

A RESOLUTION OF THE PLANNING COMMISSION OF THE  
CITY OF YORBA LINDA APPROVING VARIANCE 99-03 -  
TRAN, WITH FINDINGS

WHEREAS, an application for Variance 99-03 was made by Minh Van Tran, 5445 Running Spring Way, Yorba Linda, California 92887, to subdivide a ±1.2 acre property into two single-family residential lots with a maximum, non-conforming lot width dimension of seventy-eight feet (78') on property located at the northwesterly corner of Kellogg Drive and Grandview Avenue Extension, within the RE (Residential Estate) zone; and,

WHEREAS, notice of public hearing before the Planning Commission of the City of Yorba Linda concerning Variance 99-03 was given in accordance with applicable law; and,

WHEREAS, on March 10, 1999, a public hearing on Variance 99-03 was held by the Planning Commission; and,

WHEREAS, Variance 99-03 is being considered in conjunction with Tentative Parcel Map 98-275; and,

WHEREAS, in accordance with Section 65906 of the Government Code of the State of California, and after consideration of the staff report and all of the information, testimony, and evidence presented at the public hearing, the Yorba Linda Planning Commission does hereby find:

FINDING A

That strict or literal interpretation and enforcement of the specified regulation would result in practical difficulty or unnecessary physical hardship inconsistent with the objectives of this chapter in that since the lot configuration (i.e., the lot width) is an existing condition that cannot be remedied unless the applicant were to acquire additional land on either the east or west side of the property. Since public streets, i.e., Grandview Avenue Extension and Imperial Highway, abut the subject property on both the east and west sides, respectively, the acquisition of additional property is not feasible.

FINDING B

That there are exceptional or extraordinary circumstances or conditions applicable to the property involved or to the intended use of the property that do not apply generally to other properties in the same zone in that this particular lot has an unusually long, narrow configuration (i.e., the lot is only 78 feet wide), which makes it more difficult to develop in strict compliance with the zoning code.

FINDING C

That the strict or literal interpretation and enforcement of the specified regulation would result in the deprivation of privileges enjoyed by others in the same zone in that the subject lot is unique relative to lots in a typical RE (Residential Estate) zone in terms of its shape and configuration (i.e., it is significantly more narrow). Given this unique physical constraint, denial of the requested variance would deprive the applicant of privileges enjoyed by the owners of other properties in the immediate vicinity, and

in typical RE (Residential Estate) zones (i.e., the ability to subdivide).

FINDING D

That the granting of the variance will not constitute the granting of a special privilege inconsistent with the limitations on other properties classified in the same zone in that the subject lot is unique relative to typical lots in the RE (Residential Estate) zone in terms of its physical shape and configuration, and thus its ability to be developed to its full potential. Thus, the granting of a variance would not constitute the granting of a special privilege for this particular property owner. If the variance were to be granted, it would only allow this property owner to develop the subject property, in terms of use (SFR) and intensity (1.8 du/ac), consistent with other properties in the immediate vicinity, as well as other, more typically shaped lots in RE (Residential Estate) zones throughout the City.

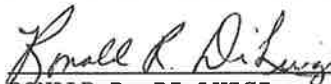
FINDING E

That the granting of the variance will not be detrimental to the public health, safety, or welfare, or be materially injurious to properties or improvements in the vicinity in that the requested variance amounts to a minor reduction (22 feet) in the required minimum lot width standard. In and of itself, this reduction will not be detrimental to the public health, safety, or welfare, or be materially injurious to properties or improvements in the vicinity.

WHEREAS, this project constitutes a Class 15 (Minor Land Division) Categorical Exemption, and is, therefore, exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Title 14 California Code of Regulations Section 15315.305.

NOW THEREFORE BE IT RESOLVED that the Yorba Linda Planning Commission does hereby approve Variance 99-03.

PASSED AND ADOPTED at a regular meeting of the Planning Commission of the City of Yorba Linda on March 10, 1999.

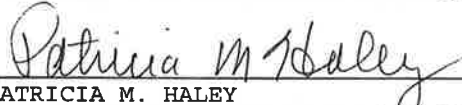


RONALD R. DI LUIGI  
CHAIRMAN PRO TEMPORE

TO WIT:

I HEREBY CERTIFY that the foregoing Resolution was duly adopted at a regular meeting of the Yorba Linda Planning Commission on March 10, 1999, and carried by the following roll call vote:

AYES: 4 COMMISSIONERS: BOZNANSKI, PICKEL, RYAN  
CHAIRMAN PRO TEMPORE DI LUIGI  
NOES: 0 COMMISSIONERS: NONE  
ABSENT:1 COMMISSIONERS: CLEMMER



PATRICIA M. HALEY  
SECRETARY TO THE PLANNING COMMISSION

**RESOLUTION NO. 2020-5696**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF YORBA LINDA, CALIFORNIA DECLARING THAT WEEDS GROWING UPON OR IN FRONT OF CERTAIN PROPERTY IN THE CITY OF YORBA LINDA CONSTITUTE A PUBLIC NUISANCE; DECLARING ITS INTENTION TO PROVIDE FOR THE ABATEMENT THEREOF, AND SETTING A PUBLIC HEARING THEREON**

**THE CITY COUNCIL OF THE CITY OF YORBA LINDA DOES FIND, DECLARE AND RESOLVE AS FOLLOWS:**

1. That weeds growing upon or in front of, and that rubbish, refuse and dirt upon or in front of certain parcels of land described in Exhibit "A", on file in the office of the City Clerk, and incorporated herein by this reference, constitute a public nuisance.
2. That the weeds on those certain parcels of land described in Exhibit "A" are seasonal and recurrent nuisances within the meaning of Government Code Section 39562.1.
3. That if said nuisance is not abated by the owners of said parcels of land, it is the intention of the City Council of the City of Yorba Linda to have said nuisance abated in accordance with the provisions of Article II, Title 4, Division 3, Part 2, Chapter 13, Article 3, comprised of Sections 39560 through 39588, inclusive, of the Government Code of the State of California.
4. The Senior Community Preservation Officer of the City of Yorba Linda is hereby designated as the Public Officer to perform the duties imposed by such Article II upon the Officer therein.
5. The Senior Community Preservation Officer is directed to mail notices to the owners of said property as provided in Section 39567.1 of such Code.
6. The time and place for such Hearing and consideration of objections of all property owners having any objections to the proposed abatement of said nuisance by destruction and/or removal of such weeds and removal of rubbish, refuse and dirt, is hereby set at 7:00 p.m. on TUESDAY, AUGUST 18, 2020, in the City Council Chambers located in City Hall, 4845 Casa Loma Avenue, Yorba Linda, California.
7. That as such, upon the second and any subsequent occurrence of said nuisance on the same parcel or parcels within the same calendar year, no further Hearing need be held

**PASSED, APPROVED AND ADOPTED** at a regular meeting of the City Council of the City of Yorba Linda on this 21st day of July 2020.

\_\_\_\_\_  
Beth Haney, MAYOR  
CITY OF YORBA LINDA

ATTEST:

\_\_\_\_\_  
MARCIA BROWN, CITY CLERK  
CITY OF YORBA LINDA

APPROVED AS TO FORM:  
RUTAN & TUCKER, LLP

\_\_\_\_\_  
CITY ATTORNEY

STATE OF CALIFORNIA )  
COUNTY OF ORANGE ) **ss.**

I, **MARCIA BROWN**, City Clerk of the City of Yorba Linda, California, **DO HEREBY CERTIFY** that the foregoing Resolution was adopted at a regular meeting of the City Council of the City of Yorba Linda held on the 21st day of July, 2020, and was carried by the following roll call vote:

AYES: COUNCILMEMBERS:  
NOES: COUNCILMEMBERS:  
ABSENT: COUNCILMEMBERS:

\_\_\_\_\_  
MARCIA BROWN, CITY CLERK  
CITY OF YORBA LINDA

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**EXHIBIT A**  
**2020 WEED ABATEMENT**  
**LIST**

348-311-03 ARVIN T FAMILY TR CHANG  
348-311-04 TAI HING LIVING TR SHEN  
348-311-14 SOO-JEONG AHN  
348-311-05 SUSAN L SMITH  
348-311-06 IN KWON KOO  
348-311-12 TOMMY RAY THOMAS  
348-311-07 CHRISTOPHER LAWRENCE HONIKEL  
348-311-11 DERRIN W D HARVEY  
348-311-08 KEVIN WINTERS  
348-311-09 DONALD W DOBASHI  
348-311-10 KATHERINE WATT HURWITZ  
329-032-01 SHAPELL INDUSTRIES INC  
329-031-04 SHAPELL INDUSTRIES INC  
329-051-02 OAKHURST INTERNTL INC  
348-311-20 STATE OF CALIFORNIA  
326-081-01 CHURCH OF JESUS CHRIST  
343-631-15 LEELA P PATHAK  
329-024-06 CIABATTA PROP LLC  
334-061-03 SEYED A SH SAFAVI  
348-261-27 AA INVESTMENT DEV  
343-261-01 CHARLES A MORAND  
323-442-25 NUHOME INVESTMENTS LLC  
323-401-07 LARRY L KUESTER  
326-021-42 AMERICAN PRIMO CAPITAL LLC  
326-021-43 JOHN SMITH SERVICES LLC  
326-021-33 AREZOU BERGHOFF  
353-482-23 FEATURED HORIZON LLC  
326-021-48 ELIAS YOUKHEHPAZ  
348-191-37 GLADYS G HOLDER  
334-061-01 WILLIAM A W A LIVING TR PRESCOTT  
334-061-02 WILLIAM A W A LIVING TR PRESCOTT  
348-311-19 JOHN TAYLOR  
348-262-01 OANK KIM TRAN  
348-221-12 CITY OF YORBA LINDA  
348-221-12 CITY OF YORBA LINDA  
348-271-20 CYNTHIA MODENE HOLDER  
343-641-01 CYNTHIA MODENE HOLDER  
343-522-10 SALIM DAHER  
343-522-04 RAYMOND R MAGGI  
341-111-59 F D THOMSON  
341-111-53 BOYS REPUBLIC  
343-651-10 ORANGE COUNTY FLOOD  
343-461-30 VALEWOOD ESTATES  
343-591-05 MARY A MORGAN  
343-591-08 DENTINO FAMILY  
343-591-09 DENTINO FAMILY  
343-571-24 ANTHONY J MORAND

6372 ACACIA  
6392 ACACIA  
6401 ACACIA HILL DR  
6402 ACACIA  
6422 ACACIA  
6441 ACACIA HILL DR  
6442 ACACIA  
6451 ACACIA HILL DR  
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6462 ACACIA  
6472 ACACIA

RESOLUTION NO. 3648

A RESOLUTION OF THE PLANNING COMMISSION OF THE  
CITY OF YORBA LINDA APPROVING TENTATIVE PARCEL  
MAP 98-275 - TRAN, WITH CONDITIONS

WHEREAS, an application for Tentative Parcel Map 98-275 was made by Minh Van Tran, 5445 Running Spring Way, Yorba Linda, California 92887, to subdivide a ±1.2 acre property into two single-family residential lots on property located at the northwesterly corner of Kellogg Drive and Grandview Avenue Extension, within the RE (Residential Estate) zone; and,

WHEREAS, notice of public hearing before the Planning Commission of the City of Yorba Linda concerning Tentative Parcel Map 98-275 was given in accordance with applicable law; and,

WHEREAS, on March 10, 1999, a public hearing concerning Tentative Parcel Map 98-275 was held before the Planning Commission of the City of Yorba Linda; and,

WHEREAS, city staff prepared a written report on this matter, a copy of which was provided to the applicant in accordance with Government Code Section 66452.3; and,

WHEREAS, Tentative Parcel Map is being considered in conjunction with Variance 99-03; and,

WHEREAS, after consideration of the staff report and all of the information, testimony, and evidence presented at the public hearing, the Yorba Linda Planning Commission does hereby find that with incorporation of those conditions attached hereto as Exhibit "A":

- (1) The proposed map will be consistent with the City's General Plan in that it will be compatible with the objectives, policies, general land uses and programs specified in the General Plan.
- (2) The proposed map will be consistent with the zoning on the property, with concurrent approval of Variance 99-03.
- (3) The design and improvement of the proposed subdivision as designated on the subject tentative map will be consistent with the City's General Plan, with concurrent approval of Variance 99-03, in that it will be compatible with the objectives, policies, general land uses and programs specified in the General Plan, including:
  - (a) Street alignments, grades and widths;
  - (b) Drainage and sanitary facilities and utilities, including alignments and grades thereof;
  - (c) Location and size of all required easements and rights-of-way;
  - (d) Lot size and configuration;
  - (e) Traffic access;
  - (f) Grading;
  - (g) Land to be dedicated for park or recreational purposes; and

- (h) Such other specific requirements in the plan and configuration of the entire subdivision as may be necessary to insure conformity to or implementation of the General Plan.
- (4) The site is physically suitable for the proposed type of development in that appropriate infrastructure and utilities either already serve the site or can be readily expanded to serve the site, and there are no unmitigatable topographical peculiarities associated with the physical character of the property which may prevent the development of the parcels with single-family houses.
- (5) The site is physically suitable for the proposed residential development in that the applicant has submitted a conceptual development plan which illustrates that the proposed building sites will be sufficiently large to accommodate a typical single-family house without adversely affecting the health, safety, or welfare of immediately adjacent properties or the surrounding community.
- (6) The project constitutes a Class 15 (Minor Land Division) Categorical Exemption, and is, therefore, exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Title 14 California Code of Regulations Section 15315.
- (7) The design of the subdivision and type of improvements are not likely to cause serious public health problems in that, with concurrent approval of Variance 99-03, the proposed subdivision will comply with all requirements and development standards prescribed within the Yorba Linda General Plan and Zoning Code.
- (8) The design of the subdivision and the type of improvements will not conflict with easements acquired by the public at large for access through, or use of property within the proposed subdivision.
- (9) The discharge of waste from the proposed subdivision into the existing sewer system will not result in a violation of existing requirements prescribed by the applicable California Regional Quality Control Board.
- (10) The design of the subdivision provides, to the extent feasible, for passive or natural heating or cooling opportunities in the subdivision in that the lot shape and design configuration permits the existing orientation of the planned development to take advantage of sun and shade opportunities.

NOW, THEREFORE, BE IT RESOLVED that the Yorba Linda Planning Commission does hereby approve Tentative Parcel Map 98-275, subject to the conditions of approval shown on Exhibit "A" attached to this Resolution and by reference incorporated herein.

PASSED AND ADOPTED at a regular meeting of the Planning Commission of the City of Yorba Linda on March 10, 1999.

  
RONALD R. DI LUIGI  
CHAIRMAN PRO TEMPORE



TO WIT:

I HEREBY CERTIFY that the foregoing Resolution was duly adopted at a regular meeting of the Yorba Linda Planning Commission on March 10, 1999, and carried by the following roll call vote:

AYES: 4 COMMISSIONERS: BOZNANSKI, PICKEL, RYAN  
CHAIRMAN PRO TEMPORE DI LUIGI  
NOES: 0 COMMISSIONERS: NONE  
ABSENT: 1 COMMISSIONERS: CLEMMER

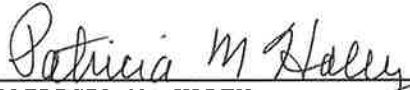
  
\_\_\_\_\_  
PATRICIA M. HALEY  
SECRETARY TO THE PLANNING COMMISSION

EXHIBIT "A"  
FOR RESOLUTION NO. 3648  
CONDITIONS OF APPROVAL FOR  
TENTATIVE PARCEL MAP 98-275 - TRAN

STANDARD CONDITIONS:

1. All arterial highways shall be dedicated and improved to arterial highway standards and to the specifications of the City Engineer.
2. The development shall participate in the Eastern Transportation Corridor Fee Program at the established rate.
3. Public street right-of-way and roadway widths shall be constructed in conformance with the street cross sections shown on the approved Tentative Parcel Map and as approved by the City Engineer.
4. All street structural sections shall be submitted to, and approved by the City Engineer.
5. Street striping and signing plans shall be prepared to the satisfaction of the City Engineer and submitted at the time of submission of all improvement plans.
6. Street improvement plans prepared on standard size sheets by a licensed Civil Engineer shall be submitted for approval by the City Engineer. Standard plan check and inspection fees shall be paid by the developer.
7. All exterior street improvements shall be constructed to the satisfaction of the City Engineer.
8. Surety shall be posted and an agreement executed to the satisfaction of the City Engineer and the City Attorney, guaranteeing completion of the public improvements. NOTE: Upon acceptance of the public improvements by the City Council, the City will release the Monumentation Bond immediately, release the Labor and Materials Bond in 180 days, and reduce the Grading and Faithful Performance Bonds to 10% of the original amount and release in one year if no liens have been filed.
9. This project is applicable to the requirements of the Growth Management Plan (GMP), and shall be subject to payment of fees as established by the Development Mitigation Program.

10. Grading of the subject property shall be in accordance with the Grading Ordinance and shall be to the satisfaction of the City Engineer. Grading shall be in significant conformance to the Tentative Parcel Map and the proposed grading that is conceptually approved by the Planning Commission. Surety shall be posted to the satisfaction of the City Engineer and the City Attorney guaranteeing completion of the grading within the project.

11. Any grading required outside of the project boundaries will require either slope easements or right-of-entry letters from the adjacent property owners.

12. Erosion control plans for all slopes within Tentative Parcel Map 98-275 shall be submitted at the time of Grading Plan review and be approved by the City Engineer.

13. A soils report shall be prepared by a qualified engineer to the satisfaction of the City Engineer.

14. A geological report shall be prepared by a qualified engineer to the satisfaction of the City Engineer.

15. No building or projection thereof shall be located within 5 feet of a toe of slope or wall. No building or projection thereof shall be located within 7 feet of a top of slope; except that a reduction to 5 feet may be allowed with an improved drainage swale per the City Grading Code.

16. The applicant shall participate in the Master Plan of Drainage at the established fee and shall be responsible for the construction of all on-site drainage facilities as required by the City Engineer.

17. Prior to the issuance of a Grading Permit, a complete hydrology and hydraulic study shall be prepared by a qualified engineer to the satisfaction of the City Engineer.

18. Drainage facilities and easements shall be provided in accordance with the Master Plan of Drainage and to the specifications of the City Engineer.

19. Storm drain facilities shall be constructed, where necessary, to limit to 1,000 LF of street runoff prior to interception.

20. Drainage facilities outletting onto adjacent properties shall be designed in such a manner as to mimic the manner in which the storm water is presently crossing said property line or a drainage acceptance letter be obtained from the downstream property owner.

21. Water supply facilities shall be designed and constructed to the specifications of the Yorba Linda Water District and the City Engineer and dedicated to the Yorba Linda Water District with all incidental fees paid by the developer.

22. Sewer facilities shall be constructed and dedicated to the City or to the Yorba Linda Water District by the developer to the satisfaction of the City Engineer and/or the Yorba Linda Water District. The developer shall participate in the Sewer Master Plan and pay the associated fees at the applicable rate.

23. The applicant shall submit plans for development of the property to the Yorba Linda Water District so that the District can establish the Terms and Conditions for Water and/or Sewer Service.

24. Street lighting shall be installed by the applicant to the satisfaction of the City Engineer and Southern California Edison

Company and the advance energy charges paid prior to building permit issuance.

25. All new street lights shall be constructed to the City designated standard at the discretion of the City Engineer.

26. Prior to the issuance of any building permits and/or Certificate of Occupancy permits, the applicant's proposed development plans shall be reviewed and approved to the satisfaction of the Orange County Fire Authority.

27. Prior to recordation of the Tentative Parcel Map, the applicant shall submit a fire hydrant location plan for the review and approval of the Fire Chief.

28. Prior to the recordation of any portion of Tentative Parcel Map 98-275, the applicant shall submit to the Fire Chief evidence of the on-site fire hydrant system and indicate whether it is public or private. If the system is private, the system shall be reviewed and approved by the Fire Chief prior to the issuance of building permits. Provisions shall be made by the applicant for the repair and maintenance of the system, in a manner meeting the approval of the Fire Chief.

29. Prior to the recordation of Tentative Parcel Map 98-275, a note shall be placed on the map stating that single-family residential structures greater than 5,500 square feet, and all structures exceeding fire department access requirements shall be protected by an automatic fire sprinkler system, in a manner meeting the approval of the Fire Chief.

30. Prior to the issuance of any building permits for combustible construction, the developer shall submit and obtain the Fire Chief's approval of a letter and plan stating that water for fire fighting purposes and a all weather fire access road shall be in place and operational as required by the Uniform Fire Code before any combustible materials are placed on site.

31. Prior to the issuance of any building permits, applicant shall provide evidence of adequate fire flow. The Orange County Fire Authority Water Availability for Fire Protection form shall be signed by the applicable water district and submitted for approval to the Orange County Fire Authority. If sufficient water to meet fire flow requirements is not available, an automatic fire extinguishing system may be required in each house affected by insufficient fire flow.

32. Prior to issuance of any building permits on those lots determined applicable by the Fire Chief, plans for the automatic fire sprinkler system shall be submitted to and approved by the Fire Chief, prior to installation. This system shall be operational prior to the issuance of a certificate of use and occupancy.

33. Prior to the issuance of any certificates of use and occupancy, all fire hydrants shall have a "blue reflective pavement marker" indicating its location on the street or per Orange County Fire Authority Standards.

34. Prior to approval of a site development/use permit, or the issuance of a building permit, whichever occurs first, the applicant shall submit plans for the review and approval of the Fire Chief. The applicant shall include information on the plans required by the Fire Chief. Contact the Orange County Fire Authority Plan Review Section at (714) 744-0403 for the Fire Safety Site/Architectural Notes to be placed on the plans.

35. Fire retardant roof coverings with a minimum rating of Class A or better shall be required for all residential construction.
36. All proposed utilities within the project shall be installed underground in accordance with current utility engineering practices.
37. Within the tract boundaries, all proposed gas mains and services shall be installed prior to paving.
38. Utility easements shall be provided to the specification of the appropriate utility companies and the City Engineer.
39. Developer is responsible for the rewiring of all dwelling units with commercial CATV grade of coaxial cable.
40. Developer is responsible to provide a free trench to the CATV operator and to give said operator reasonable notice of when open trench is available.
41. Developer is responsible to insure that a minimum 2-inch PVC conduit or smaller, if approved by the appropriate utility companies and the City Engineer, is installed in the open common trench.
42. Developer shall provide the CATV operator access and cooperation for the purpose of laying cable and connecting the CATV system for the purpose of complying with the service requirements of the franchise agreement.
43. CATV operator is responsible to the developer for the labor, material, engineering and installation of the CATV conduit.
44. If applicable, a copy of the Covenants, Conditions, and Restrictions (CC & R's) and Articles of Incorporation of the Homeowners' Association, subject to the approval of the City Attorney, shall be recorded with the final map and a copy placed on file with the Community Development Director.
45. All provisions of Title 17 (Subdivisions) of the Yorba Linda Municipal Code shall be met as they relate to the division of land.
46. This project shall be subject to applicable school fees, the payment of which shall be documented to the satisfaction of the Building Official prior to the issuance of Building Permits.
47. Prior to recordation of a final tract/parcel map, the surveyor/engineer preparing the map shall tie the boundary of the map into the Horizontal Control System established by the County Surveyor in a manner described in Sections 7-9-330 and 7-9-337 of the Orange County Subdivision Code and Orange County Subdivision Manual, Subarticle 18.
48. Prior to recordation of a final tract/parcel map, the surveyor/engineer preparing the map shall submit to the County Surveyor a digital-graphics file of said map in a manner described in Sections 7-9-330 and 7-9-337 of the Orange County Subdivision Code and Orange County Subdivision Manual, Subarticle 18.
49. All structures shall be designed in accordance with seismic requirements for Seismic Zone 4 of the latest adopted edition of the Uniform Building Code.
50. All signs shall be in conformance with Chapter 18.56 (Signs) of the Zoning Code.

51. A master plan of existing on-site trees shall be provided to the City Landscape Architect as part of the preliminary site and/or grading plan to determine which trees shall be retained.

52. Existing trees, over 3" in diameter and on vacant lots, shall be retained for review by the City Landscape Architect. The applicant shall follow the Tree Preservation Ordinance, 16.08, in the Municipal Code.

53. All standards and restrictions contained within the Yorba Linda "Guidelines and Specifications for Landscape Development" shall apply.

54. Street trees 15-gallon size or larger shall be installed - species, location and planting details to be approved by the City Landscape Architect.

55. Any approved technical drawings and/or specifications that will be changed, altered, or in any other way affected as a result of the Planning Commission approval of this project shall be revised and resubmitted for review and approval to the appropriate City Department.

56. As part of the design review required per Special Condition of Approval No. 78 below, developer shall provide preliminary landscape architecture plans prepared by a California licensed landscape architect including where applicable:

- A. Landscape development of all street median islands;
- B. Proposed and required fencing or walls; including equestrian, perimeter, and retaining;
- C. Permanent irrigation system;
- D. Landscape planting and irrigation shall occur on all slopes, which are defined as, in excess of 7 feet in height and 5:1 or steeper.
- E. Natural areas where the Fire Marshal recommends a fuel modification program;
- F. Open space lots;
- G. Ground mounted lighting fixture details;
- H. Facilities for the handicapped including ramps, logo and signs;
- I. Existing trees;
- J. Drainage details;
- K. Public/Private trails;
- L. Areas to be maintained by Landscape Maintenance District, Homeowners' Association, and property owner;
- M. All perimeter landscaping around Tentative Parcel Map 98-275;
- N. All landscape easements;
- O. Oil wells, including abandoned;

57. Final landscape architecture plans, subject to all applicable plan check fees, shall be submitted to the Engineering Department for the review and approval of the City Landscape Architect per the Standard Plan Check process prior to the installation of exterior hardscape, landscape planting, and/or irrigation. All landscape architecture shall be completed prior to the issuance of a certificate of occupancy.

58. Residential driveways shall be a minimum width of 16 feet. No driveway shall be more than 32 feet in width. No more than two residences shall be served by a single driveway. Private or public road standards shall be applied to three or more residences serviced from a single access point to the satisfaction of the City Engineer.

59. The developer shall fully disclose in writing to the purchaser at the time of entering escrow those requirements and obligations remaining outstanding or otherwise incomplete, including (but not limited to) streets, utilities, drainage, grading, walls, landscape planting and irrigation, and structure. Such written disclosure shall be limited to those subjects covered by these conditions of approval.

60. The developer shall offer to install residential fire sprinklers as an option to all new home buyers.

61. The developer shall offer to install hot water recirculation systems as an option to all new home buyers.

62. Existing septic tanks, drywells, and/or cesspools shall be located, removed, and filled to the satisfaction of the Building Official prior to grading.

63. All walls and fences constructed by the developer along side or rear property lines shall meet the minimum standards for pool enclosures as specified by Chapter 15.32 of the Yorba Linda Municipal Code.

64. All roof appurtenances, including air conditioners, shall be properly shielded from view and the sound buffered from adjacent properties and streets to the satisfaction of the Community Development Director and Building Official.

65. No equipment shall be located on the sloped, externally visible portion of the roof of the structure.

66. All ground-mounted utility and mechanical equipment shall be screened and sound buffered and shown on the landscape architecture plans to the satisfaction of the Community Development Director.

67. Decorative mail boxes shall be designed, installed and located by the developer to the satisfaction of the Community Development Director.

68. Precast fireplaces shall not be allowed on exterior walls.

69. Rock and composition roofs shall not be allowed. Asphalt shingle or other artificial roofing materials shall be submitted in sample form for review and approval by the Planning Commission at the time of design review.

70. The applicant shall pay a Park Fee for each of the new residential lots prior to issuance of a building permit.

71. Approval of Tentative Parcel Map 98-275 is granted for a period of two years (commencing from the date of Planning Commission approval for Tentative Parcel Map 98-275) at which time this map shall expire unless, prior to the expiration date, the Map has recorded, or a request for a time extension, in writing, has been submitted to the Planning Department.

72. Developer shall comply with the latest adopted Uniform Building Code, Uniform Mechanical Code, Uniform Plumbing Code, National Electrical Code, State Building Standards Title 24, and all other applicable codes.

73. The cover sheet of the building construction plans shall be a blue line print of the City's conditions of approval and shall be attached to each set of plans submitted for City approval.

74. Approval of this request shall not excuse compliance with all other applicable City ordinances and development standards in effect at this time.

75. The applicant shall agree and consent in writing within 60 days to the conditions of approval as adopted by the Planning Commission.

**SPECIAL CONDITIONS:**

76. The applicant shall provide an acoustical analysis upon completion of construction to demonstrate that the buildings have been designed to limit interior noise levels to the required 45 CNEL interior standard to the satisfaction of the Community Development Director, and prior to receiving final occupancy.

77. Applicant shall provide a drainage easement across Parcel 2 in favor of Parcel 1 to the satisfaction of the City Engineer. Said drainage easement shall be reflected on the final parcel map.

78. Prior to construction of any houses within the Tentative Parcel Map 98-275, the applicant shall receive the approval of a Design Review by the Planning Commission for site planning and architectural review purposes.

79. As part of the design review process for the construction of houses in Tentative Parcel Map 98-275, the applicant shall submit and receive approval by the Planning Commission of a wall plan that includes, but is not limited to the proposed wall condition along the Grandview Avenue Extension frontage of Parcels 1 and 2.

80. All lots in Tentative Parcel Map 98-275 shall be annexed into the appropriate City Landscape Maintenance Assessment District (LMAD).

81. All lots in Tentative Parcel Map 98-275 shall be annexed into the Yorba Linda Library District.

82. The applicant shall offer dedication of an easement to the Orange County Flood Control District (OCFCD) over the portion of Parcel 2 upon which the existing OCFCD flood control channel segment is located.

83. The applicant shall secure the flood control channel with fencing acceptable to the OCFCD, and to the satisfaction of the Community Development Director, prior to final occupancy.

84. The applicant shall construct a pedestrian bridge over the flood control channel to allow the owner of Parcel 2 to gain access to the lower portion of Parcel 2 for maintenance purposes. The design of the bridge shall be subject to review and approval by the OCFCD. Details of the proposed bridge shall also be provided at time of design review for review and approval by the Planning Commission.

85. Development of Parcels 1 and 2 shall be limited to one-story or two-story houses with roofs that shed to a one story level on the west facing elevation.

86. If determined necessary, developer shall dedicate an easement along the southerly boundary of Parcel 2 for bicycle trail purposes. Applicant shall construct bicycle trail related improvements prior to the finaling of grading permits, to the satisfaction of the City Engineer.

87. Sidewalks are not to be provided along the Grandview Avenue Extension frontage.

## Nate Farnsworth

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**From:** victoria tejeda <victoria.tejeda@att.net>  
**Sent:** Friday, June 24, 2022 11:01 AM  
**To:** Shirjeel Muhammad; Nate Farnsworth; Tony Wang; Monse Garcia  
**Cc:** David Brantley; Housing Element 2021  
**Subject:** Yorba Linda TIA Report

Hello,

As a concerned citizen and 28 year resident of Bryant Ranch, I attended and made comments at last evenings Traffic Commission meeting regarding the Traffic Impact Analysis report. I thank you for the opportunity to voice my concerns and thank you for your diligence.

I would like to add the following to my public statements.

I am particularly concerned with the traffic analysis findings for Gypsum Canyon/ La Palma. The report states the LOS and ICU of this intersection to be acceptable and without any concern. The report indicates AM/PM usage evaluations which are not reflective of the actual intersection activity. The findings are inaccurate and do not take into consideration the congestion from Eastbound 91 Freeway traffic. Gypsum Canyon Bridge is our only evacuation route to the 91 Freeway. This bridge is not accessible many hours of the day due to non resident Eastbound travelers using La Palma Blvd/ Gypsum as their daily commute route.

Please compare pages 39 through 41 of the TIA. The comparisons of the “with and without” Project Traffic Conditions 2022 versus Horizon Year 2045 indicates minimal increases of traffic flow, and in some directions, an actual DECREASE of vehicle uses. How can this be with the increase of approximately 350 housing units? Additionally, there is no mention of the eventual increase of traffic related to the proposed cemetery project. Cemetery traffic will find it necessary to use La Palma/ Gypsum as alternative routes due to the 91 gridlock, much like the commuters of today.

All in all, we find ourselves feeling increasingly landlocked, unsafe, and unprotected. The fear of insufficient evacuation routes is very real as we have experienced the fear of feeling trapped in a fire inferno. As residents of Yorba Linda, we have the right to expect protection from inaccurate macro traffic survey findings leading to proposed planning agendas which would further place already vulnerable residents in potentially fatal circumstances. This is not a matter of the irritation of increased traffic, but a matter of life or death. The evacuation vulnerabilities of East Bryant Ranch are known and documented. Please add these comments.

Thank you,  
Victoria Tejeda  
28665 Brush Canyon Drive  
Yorba Linda



## Nate Farnsworth

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**From:** Rui Sun <ruby\_ruddy@icloud.com>  
**Sent:** Friday, June 24, 2022 11:16 AM  
**To:** Peggy Huang  
**Cc:** Carlos Rodriguez; Tara Campbell; Beth Haney; Gene Hernandez; Nate Farnsworth  
**Subject:** Objections to Zoning and General Plan Modifications

To: Mayor Peggy Huang  
cc: Yorba Linda City Council  
cc: Mr. Nate Farnsworth, Planning Manager

Objections to Zoning and General Plan Modifications

Dear Mayor Huang,

I oppose the proposed Zoning and General Plan Modifications described in this document:

Notice Of Public Availability Of A Draft Program Environmental Impact Report (DPEIR) And Notice Of Public Hearing Concerning Various Zoning And General Plan Modifications Related To The 2021-2029 Yorba Linda General Plan Housing Element Implementation Programs

and posted at:

[https://urldefense.proofpoint.com/v2/url?u=https-3A\\_\\_www.yorbalindaca.gov\\_DocumentCenter\\_View\\_6180\\_Housing-2DElement-2DDPEIR-2DNotice-2DJune-2D2022&d=DwIFAg&c=euGZstcaTDllvimEN8b7jXrwqOf-v5A\\_CdpgnVfiiMM&r=-l8fwtrRWhODC5UAalxgCfLnQsqxWGbR3UDHGHAHJlIkE&m=vb9wQgOiiberwUQXaZ64I6u2dNyQHxNUzkHY7O1By3U&s=F-Uu3WW69loXgxVzp\\_qVay65I5vn4mhIRUYwtpuljVQ&e=](https://urldefense.proofpoint.com/v2/url?u=https-3A__www.yorbalindaca.gov_DocumentCenter_View_6180_Housing-2DElement-2DDPEIR-2DNotice-2DJune-2D2022&d=DwIFAg&c=euGZstcaTDllvimEN8b7jXrwqOf-v5A_CdpgnVfiiMM&r=-l8fwtrRWhODC5UAalxgCfLnQsqxWGbR3UDHGHAHJlIkE&m=vb9wQgOiiberwUQXaZ64I6u2dNyQHxNUzkHY7O1By3U&s=F-Uu3WW69loXgxVzp_qVay65I5vn4mhIRUYwtpuljVQ&e=)

I oppose the proposed re-zoning of the Site S7-001 to add to it Mixed Use Overlay.

I oppose re-zoning of the Site S7-005 to Residential Urban, Residential Multiple, and Residential High-density zones.

Low-income housing - if constructed - may facilitate or even mandate infusion of certain undesirable individuals, including felons and other asocial element. This, if it takes place, will likely result in increased crime rates, decreased security, and other detriments that are often plaguing housing projects across California and the nation.

Moreover, allowing high-density housing in areas currently not designated for such will gradually lead to higher density of population and less open space, which will make enjoyment of living here more and more difficult for all of us who value space, views, and nature, - never mind increased traffic that is already beyond bad in certain areas, and increased noise, water use, and air pollution.

In particular, allowing high-density housing in the hilly areas of potential fire hazard may lead to more fires. It appears imprudent and very risky to allow construction of clustered, presumably wood-framed homes (an excellent fuel for fire) at a brush-fire hazard area, the site S7-005.

Moreover, the location of the site S7-001 does not conform to the general requirement that the 'affordable housing' be located in close proximity to major hubs of public transportation. As a matter of fact, it appears irrational to develop

large, densely-populated urban dwellings that are situated miles away from grocery stores and adequate means of public transit.

The single-family residential zones that we currently have in Yorba Linda do protect the residents from many negative impacts mentioned above. The proposed re-zoning will allow and facilitate those negative impacts to lower residents' life quality, their safety, convenience, and enjoyment of their homes that so many of them worked so hard for decades to buy and pay off. It will also lower the values of those homes due their lower desirability once the mentioned above negative impacts take place.

Therefore, I oppose the proposed Zoning and General Plan Modifications.

I look forward to hearing from you, soon.

Best regards,

Sent from my iPad

## Nate Farnsworth

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**From:** Rui Sun <s9r9@yahoo.com>  
**Sent:** Friday, June 24, 2022 11:17 AM  
**To:** Peggy Huang  
**Cc:** Carlos Rodriguez; Tara Campbell; Beth Haney; Gene Hernandez; Nate Farnsworth  
**Subject:** Objections to Zoning and General Plan Modifications

To: Mayor Peggy Huang  
cc: Yorba Linda City Council  
cc: Mr. Nate Farnsworth, Planning Manager

Objections to Zoning and General Plan Modifications

Dear Mayor Huang,

I oppose the proposed Zoning and General Plan Modifications described in this document:

Notice Of Public Availability Of A Draft Program Environmental Impact Report (DPEIR) And Notice Of Public Hearing Concerning Various Zoning And General Plan Modifications Related To The 2021-2029 Yorba Linda General Plan Housing Element Implementation Programs

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[https://urldefense.proofpoint.com/v2/url?u=https-3A\\_\\_www.yorbalindaca.gov\\_DocumentCenter\\_View\\_6180\\_Housing-2DElement-2DDPEIR-2DNotice-2DJune-2D2022&d=DwIFAg&c=euGZstcaTDIlvimEN8b7jXrwqOf-v5A\\_CdpgnVfiiMM&r=-18fwtrRWhODC5UAalxgCfLnQsqxWGbR3UDHGHAHJlke&m=Fa9CBG5CfLGNGpDD3mYEoLFRjMfGCjw2guthTK-Tmcl&s=q7lcDihAL1cH3eK7THn0JNphs5h3pQJzXUoyYPB688U&e=](https://urldefense.proofpoint.com/v2/url?u=https-3A__www.yorbalindaca.gov_DocumentCenter_View_6180_Housing-2DElement-2DDPEIR-2DNotice-2DJune-2D2022&d=DwIFAg&c=euGZstcaTDIlvimEN8b7jXrwqOf-v5A_CdpgnVfiiMM&r=-18fwtrRWhODC5UAalxgCfLnQsqxWGbR3UDHGHAHJlke&m=Fa9CBG5CfLGNGpDD3mYEoLFRjMfGCjw2guthTK-Tmcl&s=q7lcDihAL1cH3eK7THn0JNphs5h3pQJzXUoyYPB688U&e=)

I oppose the proposed re-zoning of the Site S7-001 to add to it Mixed Use Overlay.

I oppose re-zoning of the Site S7-005 to Residential Urban, Residential Multiple, and Residential High-density zones.

Low-income housing - if constructed - may facilitate or even mandate infusion of certain undesirable individuals, including felons and other asocial element. This, if it takes place, will likely result in increased crime rates, decreased security, and other detriments that are often plaguing housing projects across California and the nation.

Moreover, allowing high-density housing in areas currently not designated for such will gradually lead to higher density of population and less open space, which will make enjoyment of living here more and more difficult for all of us who value space, views, and nature, - never mind increased traffic that is already beyond bad in certain areas, and increased noise, water use, and air pollution.

In particular, allowing high-density housing in the hilly areas of potential fire hazard may lead to more fires. It appears imprudent and very risky to allow construction of clustered, presumably wood-framed homes (an excellent fuel for fire) at a brush-fire hazard area, the site S7-005.

Moreover, the location of the site S7-001 does not conform to the general requirement that the 'affordable housing' be located in close proximity to major hubs of public transportation. As a matter of fact, it appears irrational to develop

large, densely-populated urban dwellings that are situated miles away from grocery stores and adequate means of public transit.

The single-family residential zones that we currently have in Yorba Linda do protect the residents from many negative impacts mentioned above. The proposed re-zoning will allow and facilitate those negative impacts to lower residents' life quality, their safety, convenience, and enjoyment of their homes that so many of them worked so hard for decades to buy and pay off. It will also lower the values of those homes due their lower desirability once the mentioned above negative impacts take place.

Therefore, I oppose the proposed Zoning and General Plan Modifications.

I look forward to hearing from you, soon.

Best regards,

Sent from my iPad

## Nate Farnsworth

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**From:** Celo <celenifernandez@gmail.com>  
**Sent:** Friday, June 24, 2022 11:19 AM  
**To:** Peggy Huang  
**Cc:** Beth Haney; Carlos Rodriguez; Gene Hernandez; Nate Farnsworth; Tara Campbell  
**Subject:** Objections to Zoning and General Plan Modifications

To: Mayor Peggy Huang  
cc: Yorba Linda City Council  
cc: Mr. Nate Farnsworth, Planning Manager

Objections to Zoning and General Plan Modifications

Dear Mayor Huang,

I oppose the proposed Zoning and General Plan Modifications described in this document:

Notice Of Public Availability Of A Draft Program Environmental Impact Report (DPEIR) And Notice Of Public Hearing Concerning Various Zoning And General Plan Modifications Related To The 2021-2029 Yorba Linda General Plan Housing Element Implementation Programs

and posted at:

<https://www.yorbalindaca.gov/DocumentCenter/View/6180/Housing-Element-DPEIR-Notice-June-2022>

I oppose the proposed re-zoning of the Site S7-001 to add to it Mixed Use Overlay.

I oppose re-zoning of the Site S7-005 to Residential Urban, Residential Multiple, and Residential High-density zones.

Low-income housing - if constructed - may facilitate or even mandate infusion of certain undesirable individuals, including felons and other asocial element. This, if it takes place, will likely result in increased crime rates, decreased security, and other detriments that are often plaguing housing projects across California and the nation.

Moreover, allowing high-density housing in areas currently not designated for such will gradually lead to higher density of population and less open space, which will make enjoyment of living here more and more difficult for all of us who value space, views, and nature, - never mind increased traffic that is already beyond bad in certain areas, and increased noise, water use, and air pollution.

In particular, allowing high-density housing in the hilly areas of potential fire hazard may lead to more fires. It appears imprudent and very risky to allow construction of clustered, presumably wood-framed homes (an excellent fuel for fire) at a brush-fire hazard area, the site S7-005.

Moreover, the location of the site S7-001 does not conform to the general requirement that the 'affordable housing' be located in close proximity to major hubs of public transportation. As a matter of fact, it appears irrational to develop large, densely-populated urban dwellings that are situated miles away from grocery stores and adequate means of public transit.

The single-family residential zones that we currently have in Yorba Linda do protect the residents from many negative

impacts mentioned above. The proposed re-zoning will allow and facilitate those negative impacts to lower residents' life quality, their safety, convenience, and enjoyment of their homes that so many of them worked so hard for decades to buy and pay off. It will also lower the values of those homes due their lower desirability once the mentioned above negative impacts take place.

Therefore, I oppose the proposed Zoning and General Plan Modifications.

I look forward to hearing from you, soon.

Best regards,

## Nate Farnsworth

---

**From:** Tryna Edwards <tryna.tafoya.20@hotmail.com>  
**Sent:** Friday, June 24, 2022 11:38 AM  
**To:** Peggy Huang  
**Cc:** Carlos Rodriguez; Tara Campbell; Beth Haney; Gene Hernandez; Nate Farnsworth  
**Subject:** Objections to Zoning and General Plan Modifications within Bryant Ranch

Dear Mayor Huang,

I oppose the proposed Zoning and General Plan Modifications, within Bryant Ranch, as further described in this document:

Notice Of Public Availability Of A Draft Program Environmental Impact Report (DPEIR) And Notice Of Public Hearing Concerning Various Zoning And General Plan Modifications Related To The 2021-2029 Yorba Linda General Plan Housing Element Implementation Programs

and posted at:

<https://www.yorbalindaca.gov/DocumentCenter/View/6180/Housing-Element-DPEIR-Notice-June-2022>

I oppose the proposed re-zoning of the Site S7-001 to add to it Mixed Use Overlay.

I oppose re-zoning of the Site S7-005 to Residential Urban, Residential Multiple, and Residential High-density zones.

Low-income housing - if constructed - may facilitate or even mandate infusion of certain undesirable individuals, including felons and other asocial element. This, if it takes place, will likely result in increased crime rates, decreased security, and other detriments that are often plaguing housing projects across California and the nation.

Moreover, allowing high-density housing in areas currently not designated for such will gradually lead to higher density of population and less open space, which will make enjoyment of living here more and more difficult for all of us who value space, views, and nature, - never mind increased traffic that is already beyond bad in certain areas, and increased noise, water use, and air pollution.

In particular, allowing high-density housing in the hilly areas of potential fire hazard may lead to more fires. It appears imprudent and very risky to allow construction of clustered, presumably wood-framed homes (an excellent fuel for fire) at a brush-fire hazard area, the site S7-005.

Moreover, the location of the site S7-001 does not conform to the general requirement that the 'affordable housing' be located in close proximity to major hubs of public transportation. As a matter of fact, it appears irrational to develop large, densely-populated urban dwellings that are situated miles away from grocery stores and adequate means of public transit.

The single-family residential zones that we currently have in Yorba Linda do protect the residents from many negative impacts mentioned above. The proposed re-zoning will allow and facilitate those negative impacts to lower residents' life quality, their safety, convenience, and enjoyment of their homes that so many of them worked so hard for decades to buy and pay off. It will also lower the values of those homes due their lower desirability once the mentioned above negative impacts take place.

Therefore, I oppose the proposed Zoning and General Plan Modifications.

I look forward to hearing from you, soon.

Best regards,  
Tryna Edwards  
Bryant Ranch Resident



## Nate Farnsworth

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**From:** Greg Lasiewski <Greg.Lasiewski@kmc-usa.com>  
**Sent:** Friday, June 24, 2022 12:37 PM  
**To:** Peggy Huang  
**Cc:** Carlos Rodriguez; Tara Campbell; Beth Haney; Gene Hernandez; Nate Farnsworth  
**Subject:** Objections to Zoning and General Plan Modifications

To: Mayor Peggy Huang  
cc: Yorba Linda City Council  
cc: Mr. Nate Farnsworth, Planning Manager

Objections to Zoning and General Plan Modifications

Dear Mayor Huang,

I oppose the proposed Zoning and General Plan Modifications described in this document:

Notice Of Public Availability Of A Draft Program Environmental Impact Report (DPEIR) And Notice Of Public Hearing Concerning Various Zoning And General Plan Modifications Related To The 2021-2029 Yorba Linda General Plan Housing Element Implementation Programs

and posted at:

<https://www.yorbalindaca.gov/DocumentCenter/View/6180/Housing-Element-DPEIR-Notice-June-2022>

I oppose the proposed re-zoning of the Site S7-001 to add to it Mixed Use Overlay.

I oppose re-zoning of the Site S7-005 to Residential Urban, Residential Multiple, and Residential High-density zones.

Low-income housing - if constructed - may facilitate or even mandate infusion of certain undesirable individuals, including felons and other asocial element. This, if it takes place, will likely result in increased crime rates, decreased security, and other detriments that are often plaguing housing projects across California and the nation.

Moreover, allowing high-density housing in areas currently not designated for such will gradually lead to higher density of population and less open space, which will make enjoyment of living here more and more difficult for all of us who value space, views, and nature, - never mind increased traffic that is already beyond bad in certain areas, and increased noise, water use, and air pollution.

In particular, allowing high-density housing in the hilly areas of potential fire hazard may lead to more fires. It appears imprudent and very risky to allow construction of clustered, presumably wood-framed homes (an excellent fuel for fire) at a brush-fire hazard area, the site S7-005.

Moreover, the location of the site S7-001 does not conform to the general requirement that the 'affordable housing' be located in close proximity to major hubs of public transportation. As a matter of fact, it appears irrational to develop large, densely-populated urban dwellings that are situated miles away from grocery stores and adequate means of public transit.

The single-family residential zones that we currently have in Yorba Linda do protect the residents from many negative impacts mentioned above. The proposed re-zoning will allow and facilitate those negative impacts to lower residents' life quality, their safety, convenience, and enjoyment of their homes that so many of them worked so hard for decades to buy and pay off. It will also lower the values of those homes due their lower desirability once the mentioned above negative impacts take place.

Therefore, I oppose the proposed Zoning and General Plan Modifications.

I look forward to hearing from you, soon.

Respectfully,

**Greg Lasiewski**  
5997 Malta Way  
Yorba Linda, Ca 92887

## Nate Farnsworth

---

**From:** Dave Nicholson <davenicholson06@yahoo.com>  
**Sent:** Friday, June 24, 2022 1:03 PM  
**To:** Peggy Huang  
**Cc:** Carlos Rodriguez; Tara Campbell; Beth Haney; Gene Hernandez; Nate Farnsworth  
**Subject:** Objections to Zoning and General Plan Modifications

To: Mayor Peggy Huang  
cc: Yorba Linda City Council  
cc: Mr. Nate Farnsworth, Planning Manager

Objections to Zoning and General Plan Modifications

Dear Mayor Huang,

I oppose the proposed Zoning and General Plan Modifications described in this document:

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and posted at:

[https://urldefense.proofpoint.com/v2/url?u=https-3A\\_\\_www.yorbalindaca.gov\\_DocumentCenter\\_View\\_6180\\_Housing-2DElement-2DDPEIR-2DNotice-2DJune-2D2022&d=DwIFAg&c=euGZstcaTDIlvimEN8b7jXrwqOf-v5A\\_CdpgnVfiiMM&r=-l8fwtrRWWhODC5UAaIxcFlnQsqxWGbR3UDHGAHJkE&m=qyIFABnTYkK0yxBhnmZVs\\_S34\\_BkwYafbRWW3D3laZg&s=ls-tFd4GoGA1hFWDBLL9vthxmUrEGpM08DYQX8PJHfk&e=](https://urldefense.proofpoint.com/v2/url?u=https-3A__www.yorbalindaca.gov_DocumentCenter_View_6180_Housing-2DElement-2DDPEIR-2DNotice-2DJune-2D2022&d=DwIFAg&c=euGZstcaTDIlvimEN8b7jXrwqOf-v5A_CdpgnVfiiMM&r=-l8fwtrRWWhODC5UAaIxcFlnQsqxWGbR3UDHGAHJkE&m=qyIFABnTYkK0yxBhnmZVs_S34_BkwYafbRWW3D3laZg&s=ls-tFd4GoGA1hFWDBLL9vthxmUrEGpM08DYQX8PJHfk&e=)

I oppose the proposed re-zoning of the Site S7-001 to add to it Mixed Use Overlay.

I oppose re-zoning of the Site S7-005 to Residential Urban, Residential Multiple, and Residential High-density zones.

Low-income housing - if constructed - may facilitate or even mandate infusion of certain undesirable individuals, including felons and other asocial element. This, if it takes place, will likely result in increased crime rates, decreased security, and other detriments that are often plaguing housing projects across California and the nation.

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Therefore, I oppose the proposed Zoning and General Plan Modifications.

I look forward to hearing from you, soon.

Best regards,

Regards,

Dave Nicholson  
Sent from my iPhone

## Nate Farnsworth

---

**From:** Randy Morgan <randeb59@pacbell.net>  
**Sent:** Friday, June 24, 2022 1:35 PM  
**To:** Peggy Huang  
**Cc:** Carlos Rodriguez; Tara Campbell; Beth Haney; Gene Hernandez; Nate Farnsworth  
**Subject:** Objections to Zoning and General Plan Modifications

To: Mayor Peggy Huang  
cc: Yorba Linda City Council  
cc: Mr. Nate Farnsworth, Planning Manager

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Therefore, I oppose the proposed Zoning and General Plan Modifications.

I look forward to hearing from you, soon.

Best regards,

Regards,  
Randy W. Morgan  
Sent from my iPhone

## Nate Farnsworth

---

**From:** Zahra Azadbadi <azadbadi@yahoo.com>  
**Sent:** Friday, June 24, 2022 1:49 PM  
**To:** Peggy Huang  
**Cc:** Carlos Rodriguez; Tara Campbell; Beth Haney; Gene Hernandez; Nate Farnsworth  
**Subject:** Objections to Zoning and General Plan Modifications

To: Mayor Peggy Huang  
cc: Yorba Linda City Council  
cc: Mr. Nate Farnsworth, Planning Manager

Objections to Zoning and General Plan Modifications

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Therefore, I oppose the proposed Zoning and General Plan Modifications.

I look forward to hearing from you, soon.

Best regards,

Zahra Azadbadi  
Yorba Linda Resident  
(310) 951-3710



## Nate Farnsworth

---

**From:** Erik Miller <erik.miller3@gmail.com>  
**Sent:** Friday, June 24, 2022 2:23 PM  
**To:** Peggy Huang  
**Cc:** Carlos Rodriguez; Tara Campbell; Beth Haney; Gene Hernandez; Nate Farnsworth  
**Subject:** Objections to Zoning and General Plan Modifications

To: Mayor Peggy Huang  
cc: Yorba Linda City Council  
cc: Mr. Nate Farnsworth, Planning Manager

Objections to Zoning and General Plan Modifications

Dear Mayor Huang,

I oppose the proposed Zoning and General Plan Modifications described in this document:

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and posted at:

[https://urldefense.proofpoint.com/v2/url?u=https-3A\\_\\_www.yorbalindaca.gov\\_DocumentCenter\\_View\\_6180\\_Housing-2DElement-2DDPEIR-2DNotice-2DJune-2D2022&d=DwIFAg&c=euGZstcaTDIlvimEN8b7jXrwqOf-v5A\\_CdpgnVfiiMM&r=BFdXNo1APF3MZoqEOMquFWANNEbRgut6uJuTISGJTtc&m=h8SYxkGS-TDJ\\_6\\_Ai5bTkH3qUHcaFwAJ6RHvPyRofBw&s=Lq3oPrjGjKbRIH7IQbRC33u3GJ3NfqndRivHS4BX9is&e=](https://urldefense.proofpoint.com/v2/url?u=https-3A__www.yorbalindaca.gov_DocumentCenter_View_6180_Housing-2DElement-2DDPEIR-2DNotice-2DJune-2D2022&d=DwIFAg&c=euGZstcaTDIlvimEN8b7jXrwqOf-v5A_CdpgnVfiiMM&r=BFdXNo1APF3MZoqEOMquFWANNEbRgut6uJuTISGJTtc&m=h8SYxkGS-TDJ_6_Ai5bTkH3qUHcaFwAJ6RHvPyRofBw&s=Lq3oPrjGjKbRIH7IQbRC33u3GJ3NfqndRivHS4BX9is&e=)

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Therefore, I oppose the proposed Zoning and General Plan Modifications.

I look forward to hearing from you, soon.

Best regards,

Erik Miller

## Nate Farnsworth

---

**From:** Jacqueline Mahan <jacqueline.mahan@icloud.com>  
**Sent:** Friday, June 24, 2022 3:09 PM  
**To:** Peggy Huang  
**Cc:** Carlos Rodriguez; Tara Campbell; Beth Haney; Gene Hernandez; Nate Farnsworth  
**Subject:** Objections to Zoning and General Plan Modifications

To: Mayor Peggy Huang  
cc: Yorba Linda City Council  
cc: Mr. Nate Farnsworth, Planning Manager

Objections to Zoning and General Plan Modifications

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Therefore, I oppose the proposed Zoning and General Plan Modifications.

I look forward to hearing from you, soon.

Best regards,

## Nate Farnsworth

---

**From:** Dirty Jeff <dirtyjeff94@yahoo.com>  
**Sent:** Friday, June 24, 2022 5:12 PM  
**To:** Peggy Huang  
**Cc:** Carlos Rodriguez; Tara Campbell; Beth Haney; Gene Hernandez; Nate Farnsworth  
**Subject:** Objections to Zoning and General Plan Modifications

To: Mayor Peggy Huang <BR>cc: Yorba Linda City Council <BR>cc: Mr. Nate Farnsworth, Planning Manager <BR>  
<BR>Objections to Zoning and General Plan Modifications <BR> <BR> <BR>Dear Mayor Huang, <BR> <BR>I oppose the  
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lower desirability once the mentioned above negative impacts take place. <BR> <BR>Therefore, I oppose the proposed  
Zoning and General Plan Modifications. <BR> <BR>I look forward to hearing from you, soon. <BR> <BR> <BR>Best  
regards, <BR>

Sent from my iPhone

## Nate Farnsworth

---

**From:** Julie Modarres <modarresfamily@att.net>  
**Sent:** Friday, June 24, 2022 5:26 PM  
**To:** Peggy Huang  
**Cc:** Carlos Rodriguez; Tara Campbell; Beth Haney; Gene Hernandez; Nate Farnsworth  
**Subject:** Objections to Zoning and General Plan Modifications

To: Mayor Peggy Huang  
cc: Yorba Linda City Council  
cc: Mr. Nate Farnsworth, Planning Manager

Objections to Zoning and General Plan Modifications

Dear Mayor Huang,

I oppose the proposed Zoning and General Plan Modifications described in this document:

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and posted at:

<https://www.yorbalindaca.gov/DocumentCenter/View/6180/Housing-Element-DPEIR-Notice-June-2022>

I oppose the proposed re-zoning of the Site S7-001 to add to it Mixed Use Overlay.

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Therefore, I oppose the proposed Zoning and General Plan Modifications.

I look forward to hearing from you, soon.

Best regards,

Julie Forbes-Modarres  
27030 Daisy Circle  
Yorba Linda, CA 92887

Get [Outlook for iOS](#)

## Nate Farnsworth

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**From:** dan danclineinc.com <dan@danclineinc.com>  
**Sent:** Friday, June 24, 2022 6:24 PM  
**To:** Nate Farnsworth  
**Cc:** preservefairmontcanyon@gmail.com  
**Subject:** Comment on S5-008 in Draft PEIR

Dear Mr. Farnsworth,

The proposed HIGH DENSITY is completely out of character with Yorba Linda values. We have all worked hard to secure our properties in Yorba Linda. The proposed HIGH DENSITY will eventually ruin our property values and as a result, ruin Yorba Linda. This city is a unique microcosm of Orange County and such needs to be preserved. Therefore, I am absolutely opposed to ANY HIGH DENSITY housing in the city. It is already crowded enough as it is. I and many of my neighbors will be voting against the proposed rezoning of all of the properties.

Sincerely,  
Dan Cline  
Architect





## Nate Farnsworth

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**From:** Mark Holman <markh@datafied.com>  
**Sent:** Friday, June 24, 2022 9:02 PM  
**To:** Peggy Huang  
**Cc:** Carlos Rodriguez; Tara Campbell; Beth Haney; Gene Hernandez; Nate Farnsworth  
**Subject:** Objections to Zoning and General Plan Modifications

To: Mayor Peggy Huang  
cc: Yorba Linda City Council  
cc: Mr. Nate Farnsworth, Planning Manager

Objections to Zoning and General Plan Modifications

Dear Mayor Huang,

DUH!!!!!!!!!!

I oppose the proposed Zoning and General Plan Modifications described in this document:

Notice Of Public Availability Of A Draft Program Environmental Impact Report (DPEIR) And Notice Of Public Hearing Concerning Various Zoning And General Plan Modifications Related To The 2021-2029 Yorba Linda General Plan Housing Element Implementation Programs

and posted at:

[https://urldefense.proofpoint.com/v2/url?u=https-3A\\_\\_www.yorbalindaca.gov\\_DocumentCenter\\_View\\_6180\\_Housing-2DElement-2DDPEIR-2DNotice-2DJune-2D2022&d=DwIF-g&c=euGZstcaTDllvimEN8b7jXrwqOf-v5A\\_CdpnVfiiMM&r=-18fwtrRWhODC5UAalxgCfLnQsqxWGbR3UDHGAHJlke&m=YLnQFTF9a2sqY2nvrXLT8xa6i4XSA9Fc8evNZbnz8rl&s=nTVDbKq\\_OCfN\\_OEpPz9zxoFknoVIPI26fRRI0zHHuU&e=](https://urldefense.proofpoint.com/v2/url?u=https-3A__www.yorbalindaca.gov_DocumentCenter_View_6180_Housing-2DElement-2DDPEIR-2DNotice-2DJune-2D2022&d=DwIF-g&c=euGZstcaTDllvimEN8b7jXrwqOf-v5A_CdpnVfiiMM&r=-18fwtrRWhODC5UAalxgCfLnQsqxWGbR3UDHGAHJlke&m=YLnQFTF9a2sqY2nvrXLT8xa6i4XSA9Fc8evNZbnz8rl&s=nTVDbKq_OCfN_OEpPz9zxoFknoVIPI26fRRI0zHHuU&e=)

I oppose the proposed re-zoning of the Site S7-001 to add to it Mixed Use Overlay.

I oppose re-zoning of the Site S7-005 to Residential Urban, Residential Multiple, and Residential High-density zones.

Low-income housing - if constructed - may facilitate or even mandate infusion of certain undesirable individuals, including felons and other asocial element. This, if it takes place, will likely result in increased crime rates, decreased security, and other detriments that are often plaguing housing projects across California and the nation.

Moreover, allowing high-density housing in areas currently not designated for such will gradually lead to higher density of population and less open space, which will make enjoyment of living here more and more difficult for all of us who value space, views, and nature, - never mind increased traffic that is already beyond bad in certain areas, and increased noise, water use, and air pollution.

In particular, allowing high-density housing in the hilly areas of potential fire hazard may lead to more fires. It appears imprudent and very risky to allow construction of clustered, presumably wood-framed homes (an excellent fuel for fire) at a brush-fire hazard area, the site S7-005.

Moreover, the location of the site S7-001 does not conform to the general requirement that the 'affordable housing' be located in close proximity to major hubs of public transportation. As a matter of fact, it appears irrational to develop large, densely-populated urban dwellings that are situated miles away from grocery stores and adequate means of public transit.

The single-family residential zones that we currently have in Yorba Linda do protect the residents from many negative impacts mentioned above. The proposed re-zoning will allow and facilitate those negative impacts to lower residents' life quality, their safety, convenience, and enjoyment of their homes that so many of them worked so hard for decades to buy and pay off. It will also lower the values of those homes due their lower desirability once the mentioned above negative impacts take place.

Therefore, I oppose the proposed Zoning and General Plan Modifications.

I look forward to hearing from you, soon.

Best regards,

Mark Holman | CEO  
Datafied  
1210 N Jefferson St Suite P  
Anaheim, CA 92807  
(714) 442-1201 ext 221

## Nate Farnsworth

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**From:** Priya Sprenger <priya@roadrunner.com>  
**Sent:** Friday, June 24, 2022 11:12 PM  
**To:** Peggy Huang  
**Cc:** Carlos Rodriguez; Tara Campbell; Beth Haney; Gene Hernandez; Nate Farnsworth  
**Subject:** Objections to Zoning and General Plan Modifications

To: Mayor Peggy Huang  
cc: Yorba Linda City Council  
cc: Mr. Nate Farnsworth, Planning Manager

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Therefore, I oppose the proposed Zoning and General Plan Modifications.

I look forward to hearing from you, soon.

Best regards,

Priya Sprenger  
5515 Blue Ridge Drive  
Yorba Linda, CA 92887

Sent from my iPhone

## Nate Farnsworth

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**From:** Bill Langdon <blangdon@dslextreme.com>  
**Sent:** Saturday, June 25, 2022 10:33 AM  
**To:** Peggy Huang  
**Cc:** Carlos Rodriguez; Tara Campbell; Beth Haney; Gene Hernandez; Nate Farnsworth  
**Subject:** Objections to Zoning and General Plan Modifications

To: Mayor Peggy Huang  
cc: Yorba Linda City Council  
cc: Mr. Nate Farnsworth, Planning Manager

Objections to Zoning and General Plan Modifications

Dear Mayor Huang,

I oppose the proposed Zoning and General Plan Modifications described in this document:

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[https://urldefense.proofpoint.com/v2/url?u=https-3A\\_\\_www.yorbalindaca.gov\\_DocumentCenter\\_View\\_6180\\_Housing-2DElement-2DDPEIR-2DNotice-2DJune-2D2022&d=DwlFag&c=euGZstcaTDllvimEN8b7jXrwqOf-v5A\\_CdpgnVfiiMM&r=-I8fwtrRWhODC5UAalxgCfLnQsqxWGbR3UDHGHAHJkE&m=PpyFNv6\\_nhvpjxi6EMeJ9Q24IdibFVyyvWzqI-t6TwNY&s=OoJSj0WbtAQ\\_u0ef2AyCf86O\\_nlGuQrNGOMPvPNcrRM&e=](https://urldefense.proofpoint.com/v2/url?u=https-3A__www.yorbalindaca.gov_DocumentCenter_View_6180_Housing-2DElement-2DDPEIR-2DNotice-2DJune-2D2022&d=DwlFag&c=euGZstcaTDllvimEN8b7jXrwqOf-v5A_CdpgnVfiiMM&r=-I8fwtrRWhODC5UAalxgCfLnQsqxWGbR3UDHGHAHJkE&m=PpyFNv6_nhvpjxi6EMeJ9Q24IdibFVyyvWzqI-t6TwNY&s=OoJSj0WbtAQ_u0ef2AyCf86O_nlGuQrNGOMPvPNcrRM&e=)

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Therefore, I oppose the proposed Zoning and General Plan Modifications.

I look forward to hearing from you, soon.

Best regards,  
Bill Langdon

Sent from my iPhone

## Nate Farnsworth

---

**From:** Patti Langdon <pmlangdon61@gmail.com>  
**Sent:** Saturday, June 25, 2022 11:24 AM  
**To:** Peggy Huang  
**Cc:** Carlos Rodriguez; Tara Campbell; Beth Haney; Gene Hernandez; Nate Farnsworth  
**Subject:** Objections to Zoning and General Plan Modifications

To: Mayor Peggy Huang  
cc: Yorba Linda City Council  
cc: Mr. Nate Farnsworth, Planning Manager

Objections to Zoning and General Plan Modifications

Dear Mayor Huang,

I oppose the proposed Zoning and General Plan Modifications described in this document:

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and posted at:

<https://www.yorbalindaca.gov/DocumentCenter/View/6180/Housing-Element-DPEIR-Notice-June-2022>

I oppose the proposed re-zoning of the Site S7-001 to add to it Mixed Use Overlay.

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Therefore, I oppose the proposed Zoning and General Plan Modifications.

I look forward to hearing from you, soon.

Best regards,  
Patti Langdon  
5520 Camino Caluroso  
Yorba Linda, CA 92887



## Nate Farnsworth

---

**From:** Hector Urquizu <feliz4ever@yahoo.com>  
**Sent:** Saturday, June 25, 2022 11:53 AM  
**To:** Peggy Huang  
**Cc:** Carlos Rodriguez; Tara Campbell; Beth Haney; Gene Hernandez; Nate Farnsworth  
**Subject:** Objections to Zoning and General Plan Modifications

To: Mayor Peggy Huang  
cc: Yorba Linda City Council  
cc: Mr. Nate Farnsworth, Planning Manager

Objections to Zoning and General Plan Modifications

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Therefore, I oppose the proposed Zoning and General Plan Modifications.

I look forward to hearing from you, soon.

Best regards,

Family Urquizu

Sent from my iPhone

## Nate Farnsworth

---

**From:** Shaun Bell <reply-to+5cd730eefea1@crm.wix.com>  
**Sent:** Saturday, June 25, 2022 4:27 PM  
**To:** Housing Element 2021  
**Subject:** [Ylheu] Website Public Comments - new submission

**Shaun Bell** just submitted your form: Website Public Comments  
on [Ylheu](#)

### Message Details:

First Name: Shaun

Last Name: Bell

Email: [sbell63@roadrunner.com](mailto:sbell63@roadrunner.com)

Message: I've been a resident of Yorba Linda since 1968 my first home as a boy was on Lemans, then moving as a teenager to a home on Highland, then after becoming an adult moving out on my own to the east end of Yorba Linda. First to the Villages, then to Vila Del Rio and now on Bayberry in Bryant Ranch. I've seen many changes in Yorba Linda and most have been for the better to make it the "Land of Gracious Living". But nothing like what the city is proposing now. These changes would lead to the depreciation of the quality of life in Yorba Linda and have a huge negative impact. • Section 8 housing that typically includes felons and will lead to Increased crime rates. • Decreased security • Illicit drug use • Heavier workload on the Sherriff A higher density population will eliminate open spaces and make the enjoyment of living here more and more difficult. • Reduce our property values • Increased traffic • Increased noise • Increased water usage when we are already faced with water rationing • Increased air pollution A higher density population will also make it more difficult to evacuate during emergencies like the fires that have destroyed many homes in the city in recent years. • The evacuation routes on the east end of Yorba Linda were jammed and many could not evacuate because of the traffic congestion that already exists within the city. Adding high density housing would only make matters worse and possibly lead to fatalities. The only area that would be suitable for more affordable housing would be in the Savi Ranch area, not mixed with in our neighborhoods. The current roads are designed to only handle the traffic for the homes currently developed and not the traffic that will be added if these proposed changes are approved. Also, to just squeeze this affordable housing into every available land source in Yorba Linda, (i.e. S7-005, Meadowland/Camino De Bryant) would be irresponsible on the city's' part and unacceptable for us that purchased our homes in neighborhoods without these types of dwellings. If the state gives us no

other options, building more low-income housing in the Savi Ranch area by the Oakcrest Development is the only area that should be considered. Besides Savi Ranch, another secondary consideration could be the shopping center on Imperial Hwy. and Yorba Linda Blvd. There is already similar housing in that area and the proposed housing could be designed similar to downtown Brea with the business below and residences atop. When I was a young boy, my parents moved here because it was a safe and secure place to raise a family and the rural feel that Yorba Linda had then and still does. The Land of Gracious Living is why I chose to stay here, raise my family and why most have come to live in the City of Yorba Linda – Don't take that away from us.

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If you think this submission is spam, [report it as spam](#).

To edit your email settings, go to your Inbox on desktop.

**Ascend** BY WIX

## **Nate Farnsworth**

---

**From:** Marcel North <northm58@yahoo.com>  
**Sent:** Saturday, June 25, 2022 5:20 PM  
**To:** Nate Farnsworth  
**Subject:** Comments on the Draft PEIR and proposed rezoning

Dear Mr. Farnsworth,

Thank you for providing residents the opportunity to comment on the City's Draft PEIR and the proposed rezoning. As a long-time resident of the City (over 24 years at 5811 Grandview Avenue), I would like to express my opposition to the rezoning of parcels S4-201, S4-060 and S4-053 in my neighborhood.

The proposed rezoning of parcels S4-201 and S4-060 to a potential 28 residential units is located in a cul-de-sac and would seriously impact traffic in front of the elementary school. Traffic is already an issue in the morning around 8 o'clock when parents park their vehicles and walk their children to school. Increase traffic would affect safety of children and parents walking their children to school, impact air quality in the area and would require the City to invest in traffic remediation and public safety measures such as addressing parking space for potential new residents, widening of the street and evaluate access of fire emergency vehicles. My second reason for opposing the rezoning of these two parcels is that the area is a low density of mostly single-story houses. The proposed rezoning would require two or three-story apartment units and would disfigure and change the character of the neighborhood.

Regarding the proposed rezoning of parcel S4-053 to a potential of 10 units, as above the proposed rezoning would require two or three-story apartment units and would disfigure and change the character of the neighborhood. In addition, such an increase in density would require residents to park on the street. This would be compounded on the weekend when guests of these residents would also need to park on the street. Since parcels across the street have been built, guests of residents are regularly parking on the street during the weekend and hampering traffic. The only remediation would be to widen the street. This would make this parcel too narrow to be buildable.

Again, thank you for the opportunity to provide my comments.

Marcel North  
(714) 624-8791

## Nate Farnsworth

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**From:** Cheryl Haag <cherylhaag7451@gmail.com>  
**Sent:** Saturday, June 25, 2022 9:31 PM  
**To:** Peggy Huang  
**Cc:** Carlos Rodriguez; Tara Campbell; Beth Haney; Gene Hernandez; Nate Farnsworth  
**Subject:** Objections to Zoning and General Plan Modifications

To: Mayor Peggy Huang  
cc: Yorba Linda City Council  
cc: Mr. Nate

Dear Mayor Huang,

I oppose the proposed Zoning and General Plan Modifications described in this document:

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Therefore, I oppose the proposed Zoning and General Plan Modifications.

I look forward to hearing from you, soon.

Best regards,

Sent from my iPhone

## Nate Farnsworth

---

**From:** Kavita Catana <kavitacatana@icloud.com>  
**Sent:** Saturday, June 25, 2022 10:09 PM  
**To:** Peggy Huang  
**Cc:** Carlos Rodriguez; Tara Campbell; Beth Haney; Gene Hernandez; Nate Farnsworth  
**Subject:** Objections to Zoning and General Plan Modifications

To: Mayor Peggy Huang  
cc: Yorba Linda City Council  
cc: Mr. Nate Farnsworth, Planning Manager

Objections to Zoning and General Plan Modifications

Dear Mayor Huang,

I oppose the proposed Zoning and General Plan Modifications described in this document:

Notice Of Public Availability Of A Draft Program Environmental Impact Report (DPEIR) And Notice Of Public Hearing Concerning Various Zoning And General Plan Modifications Related To The 2021-2029 Yorba Linda General Plan Housing Element Implementation Programs

and posted at:

<https://www.yorbalindaca.gov/DocumentCenter/View/6180/Housing-Element-DPEIR-Notice-June-2022>

I oppose the proposed re-zoning of the Site S7-001 to add to it Mixed Use Overlay.

I oppose re-zoning of the Site S7-005 to Residential Urban, Residential Multiple, and Residential High-density zones.

Low-income housing - if constructed - may facilitate or even mandate infusion of certain undesirable individuals, including felons and other asocial element. This, if it takes place, will likely result in increased crime rates, decreased security, and other detriments that are often plaguing housing projects across California and the nation.

Moreover, allowing high-density housing in areas currently not designated for such will gradually lead to higher density of population and less open space, which will make enjoyment of living here more and more difficult for all of us who value space, views, and nature, - never mind increased traffic that is already beyond bad in certain areas, and increased noise, water use, and air pollution.

In particular, allowing high-density housing in the hilly areas of potential fire hazard may lead to more fires. It appears imprudent and very risky to allow construction of clustered, presumably wood-framed homes (an excellent fuel for fire) at a brush-fire hazard area, the site S7-005.

Moreover, the location of the site S7-001 does not conform to the general requirement that the 'affordable housing' be located in close proximity to major hubs of public transportation. As a matter of fact, it appears irrational to develop large, densely-populated urban dwellings that are situated miles away from grocery stores and adequate means of public transit.



The single-family residential zones that we currently have in Yorba Linda do protect the residents from many negative impacts mentioned above. The proposed re-zoning will allow and facilitate those negative impacts to lower residents' life quality, their safety, convenience, and enjoyment of their homes that so many of them worked so hard for decades to buy and pay off. It will also lower the values of those homes due their lower desirability once the mentioned above negative impacts take place.

Therefore, I oppose the proposed Zoning and General Plan Modifications.

I look forward to hearing from you, soon.

Best regards,

Kavita Catana  
5580 Camino Poniente  
Yorba Linda, CA 92887

## Nate Farnsworth

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**From:** Rick Clewett <rsclawett@yahoo.com>  
**Sent:** Sunday, June 26, 2022 2:20 PM  
**To:** Nate Farnsworth  
**Subject:** Low Income housing in Bryant Ranch

Mr Farnsworth,

We are Rick and Shelley Clewett. We are residents of Yorba Linda and have been for 38 years.

We oppose the zoning and general plan modifications.

We oppose rezoning of the site S7-001 to add to it mixed use overlay.

We oppose rezoning of the site S7-005 to residential urban, residential multiple, and residential high-density zones.

Please consider the amount of traffic we already have out here, you can't even get across the Gypsum Canyon Bridge after 3 PM due to the high volume of traffic. This would only increase it.

Also, we would like you to consider with that many new people moving into this area how are you going to get them all out in the case of a fire. We had an awful experience during the evacuations of the fires as family members could not get up here to help us load belongings into our vehicles. And then getting back in We had very long delays. These two reasons alone are very valid reasons for no more homes out here unless you are planning on widening the GypsumCanyon bridge or La Palma Avenue.

We moved out here 38 years ago and Yorba Linda was known to be the land of gracious living not the land of traffic, crowds and crime.

Thank You,  
Rick and Shelley Clewett  
27800 Aleutia Way, CA 92887

Sent from my iPad

## Nate Farnsworth

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**From:** Paulina Rodriguez <pguerin67@att.net>  
**Sent:** Sunday, June 26, 2022 10:04 PM  
**To:** Karalee Darnell; Robert Pease; Don Bernstein; Michael Masterson; Shivinderjit Singh; David Brantley; Nate Farnsworth; Arlene Laviera  
**Cc:** Carlos Rodriguez; Gene Hernandez; Tara Campbell; Peggy Huang; Beth Haney; Mark Pulone; Preserve Fairmont Canyon  
**Subject:** Comments on S5-008 in Draft PEIR - PLEASE REVIEW FOR WEDNESDAY 6/29 MEETING  
**Attachments:** P. Rodriguez Response to Draft PEIR June 29 2022.pdf; Usable Land Study Tract 11969.pdf

Dear Planning Commission;

Attached is my response to the Housing Element Draft PEIR. I've included the usable land study referenced in the letter as an attachment as well.

I am sending this ahead of the Planning Commission meeting on Wednesday 6/29. Although I plan to speak at the meeting, I may not be able to cover everything in the letter within the 5 minutes of allotted time so I'm hoping you will be able to read through it in advance.

Regards,

Paulina Rodriguez

June 29, 2022

Dear Planning Commission:

My name is Paulina Rodriguez and I live at 3800 Forest Glen Rd. off Rimcrest and Fairmont Blvd. My home is adjacent to Opportunity Site S5-008 in the 2021-2029 Housing Element, which is the Fairmont property owned by the LDS Church.

A group of my neighbors and I addressed both the Planning Commission and City Council in May during the Notice of Preparation period regarding the constraints and safety concerns with Opportunity Site S5-008. On the NOP document itself, Wildfire, Geology & Soils, Hydrology, Biological Resources and Land Use Planning had not been checked as items of concern. The City had determined that none of these topics have the potential to result in significant environmental impact and did not need to be further evaluated in the PEIR. (Refer to Appendix A page 5).

I believe this determination was in error and based on our comments during the NOP period, it was decided that these topics were areas of controversy and needed to be included in the PEIR. (Refer to Section 1.3 Page 20)

It is very surprising to me that the City reached the initial determination and did not believe these topics needed to be studied for this property. The constraints are well understood and documented in the city's General Plan and various Elements. In fact, *many of these topics were also the basis for the city's RHNA appeal.*

The property is under contract with a potential developer, so we understand that the likelihood for this site being developed is high. This makes the lack of attention paid to these concerns all the more troubling.

**PREVIOUSLY RAISED CONSTRAINTS AND SAFETY CONCERNS FOR S5-008:**

1. **Wildfire:** S5-008 is in a Very High Fire Hazard Severity Zone (VHFHSZ), and the proposed project will add a substantial number of people and cars to the area. We are very concerned about the impact on evacuation plans and safety as well as fire prevention measures to be taken to harden the development and implementation of impending legislature for construction in VHFHSZ e.g., dual access roads. This area has burned at least 3 times (Appendix A Page 31). I was informed by staff that OCFA's response will not be available until the final PEIR version which is *after* the public comments period. (Section 4.11 page 296)
2. **Landslide Zone:** S5-008 is in a landslide zone. Without a proper study being performed, it is uncertain how stable the slopes are. We requested a steep slope analysis be included (Appendix A page 105). We do not want a repeat of the incident that occurred in Bryant Ranch over 20 years ago when two homes were lost in a landslide because of improper

development practices. I'm not saying this will happen here, but highlighting it because it sets a precedence (Section 5.4.4 Geology & Soils page 323)

<https://www.latimes.com/archives/la-xpm-2004-feb-25-me-slide25-story.html>

3. **Earthquake Zone:** S5-008 is in an Earthquake zone with previous epicenters. Development needs to be compliant with the Alquist-Priolo Act and again, we do not want a repeat of Bryant Ranch. Also, refer to the attached *Usable Land Study* completed by a licensed civil engineering firm for the current owner, the LDS church, which highlights the fault area (Section 5.4.4 Geology & Soils page 325)
4. **Hydrology:** S5-008 is identified as wetlands with a Riverine as noted by CA Fish & Wildlife. We have also advised the city about the aquifer that runs under our properties along the slopes and drains out by my neighbor Gary Poage's home on Sherwood. (Section 4.2.6 Page 138 Threshold C)
  - a. Water runoff and drainage is a concern. There is a storm drain at the bottom of the property and all that water will need to be drained properly and the ground soil recharged. (Section 5.4.6 Page 332) (Refer to page 6 of Tract 11969 map for location of storm drain)
  - b. Again, improper maintenance and drainage of water/storm drain was determined to be a cause of the Bryant Ranch landslide in 1998.
5. **Biological Resources:** S5-008 is a natural Habitat for endangered wildlife. This site is currently listed in the city's adopted conservation element as natural habitat. The Hills for Everyone organization, the charity that helped create Chino Hills State Park, has pointed out that it is a habitat for the endangered gnatcatcher. (Section 4.2 Page 126 and Section 4.2.6 Page 138)

Other areas of concerns that were raised:

6. **Land Use & Planning:** The proposed density for S5-008 is unsuitable for this property and the math does not work. The density is being calculated based on the gross acreage 23 acres times RM-10 = 230 units with a realistic unit potential of 196. (Table 4.5-1 General Plan Consistency Analysis Page 197 Policy LU 8.2)

However, Table 4.5-1 spells out that only 9 acres are buildable, with the remaining 14 acres being open space. **9 x RM-10 is a realistic potential of 90 units, not 196.** I understand the city wants to use this property to receive a large RHNA credit and is applying density averaging to do so. But unless you are going to forgo building height standards or build into the slopes, it is *impossible* to build 230 or even 196 units on this property. The unit potential is factually inaccurate.

By comparison, opportunity site S7-005 is also in a VHFHSZ and has a unit potential of 30 (3 acres x RM-10) however its realistic number is 10 – 33% of gross, whereas S5-008 is 85% of the gross. Why such a disparity in calculations?

Finally, with respect to 4.5.2 NOP/SCOPING COMMENTS – Our comments regarding Land Use and Planning density concerns for S5-008 were omitted. Please refer to my comments in Appendix A on page 81 and 87. Why were they omitted?

7. **Traffic & Parking:** The traffic and parking concerns were addressed at the Traffic Commission meeting so will not repeat those here. Please refer to the minutes from that meeting regarding evacuation plans, traffic, and parking concerns on Fairmont.

#### **PROPOSED MITIGATIONS IN DRAFT PEIR ARE VAGUE AND INCOMPLETE:**

In the Draft PEIR, the City (Lead Agency) identified these as areas of controversy in the following topics: **traffic, biological resources, hydrology and water quality, geology and soils, noise, air quality, wildfire, and aesthetics.**

However, aside from traffic **only** wildfire and biological resources were identified for further study. Geology and soils (earthquake and landslide) and hydrology and water quality are listed as “less than significant” and therefore not studied and discussed in the Draft PEIR *despite us specifically requesting they be during the NOP period* (Refer to page 105 in Appendix A).

I read through the 300+ page draft PEIR. Not all of the constraints for this property are addressed. When “potentially significant impact” issues are identified, the PEIR asserts that the level of significance after mitigation will be “less than significant”. The Draft PEIR relies on vague/generic measures to mitigate identified significant impacts related to the included CEQA topics for this property. It defies logic that such a conclusion could be drawn when the actual risks and impacts are **not** quantified.

Without quantifying the actual risks, they cannot be analyzed in the Draft PEIR. **Actual surveys and assessments have not been performed, therefore a conclusion of “less than significant” cannot realistically be taken at this stage of the process.** Put simply: If the specification of the mitigation is being deferred, then the risk rating should also be deferred.

For example, the report points out that the property is a natural habitat, and a biological assessment should be performed to mitigate any potential impact, but it doesn't state what the actual biological risks are. One assumes this will have to be done later when a project is submitted to the Planning Department. Essentially, the lead agency is deferring its analysis of significant effects to a later project-level study. *Without quantified risks, how can this report be used by the Planning Commission to advise the City Council if this property is suitable for rezoning? How can the City assert that it is capable of supporting 230/196 high density homes?*

The purpose of CEQA is to inform the public and its responsible officials of the environmental consequences of their decisions **before** they are made. This report is doing the opposite – it’s advising the decision makers to approve the rezoning and high-density development **without** the actual impacts being quantified. The Draft PEIR’s failure to provide any specific details regarding the actual risks and impacts is a shortcoming of the process. *The Draft PEIR must provide a more detailed analysis of this particular property given its constraints and safety concerns.*

#### **S5-008 IS UNLIKE ANY OTHER IDENTIFIED SITE:**

Since May, we have been communicating to the city that this property is an outlier and unlike any other in the entire Housing Element. It does not align with the plan’s overall strategy to select only infill sites. It needs to be analyzed on its own and at the micro level.

The purpose of a Program EIR:

*A Program EIR (PEIR) is prepared for a series of actions that are characterized as one large project through reasons of geography, similar rules or regulations, or where individual activities will occur under the same regulatory process **with similar environmental impacts that can be mitigated in similar ways.***

This property does **not** have similar environmental impacts that can be mitigated in similar ways as the other properties. In fact, it is the **only** property in the entire plan that has these constraints and characteristics. It’s not even an infill site: *it’s an Urban Wildland Interface with steep hillsides and open space.*

**S5-008 is referenced over 37 times in the Draft PEIR.** Whereas 21 out of the 27 properties are referenced less than 10 times with the remaining five less than 20 times (those including Grandview and Ohio sites). *This property checks off twice as many CEQA topics than any other property in the entire Housing Element.* It’s clearly an outlier. Why is it in the Housing Element?

The fundamental question and concern is **“How do you intend to safely fit 230 RM-10 units on 9 acres”?** Even this is an assumption. Given the usable land studies we have seen for this property, we expect much less than 9 acres is actually developable in the first place. (See attached usable land study)

#### **MY FAMILY’S SAFETY:**

I am personally concerned with how this property will be developed because my house sits on top of the hill that a developer can potentially bulldoze into. I’m concerned for my family’s safety. Please do the right thing and not allow a repeat of Bryant Ranch.

Excerpt from LA Times article: <http://www.ela-iet.com/LATimesonQuake81102.htm>

*The developers hired new geologists, who declared the faults inactive. That allowed more homes to be squeezed onto the hillsides than otherwise would have been permitted. It was all perfectly legal. Those familiar with the Alquist-Priolo Act say it's a common pattern: When one geologist says not to build, developers find another to tell them to go right ahead.*

Again, I'm not saying this would happen with S5-008, but I am pointing it out to make sure that everyone who is involved with approving this property for high density development and its future construction is on heightened alert to **ALL** of its constraints and safety concerns.

### **CONCLUSION:**

In conclusion, I am respectfully requesting the Planning Commission - who is responsible for advising the City Council on the Housing Element - *please review this site more closely as to whether it's a fit for the Housing Element*. Ask yourselves and your staff if it can truly support 230/196 RM-10 homes on the buildable acreage **before** recommending it to be up-zoned. If not, adjust the allocation to what the property **can** realistically and factually support.

As a community, we plan to stay involved with every step of the process and the plans for development of this property. To be clear, we are not opposing the development of this property, only the density being proposed. It's not safe. This property is currently zoned for 27 homes and there is a reason for that.

Of course, seeing is believing! Please look at the drone footage linked below to get a better appreciation of the space. I invite each of you to come look at the property from our backyards so you can see for yourselves that 230/196 units **cannot** fit on the buildable portion of the S5-008 canyon.

[https://www.youtube.com/watch?v=ex\\_nmeEaiTY](https://www.youtube.com/watch?v=ex_nmeEaiTY)

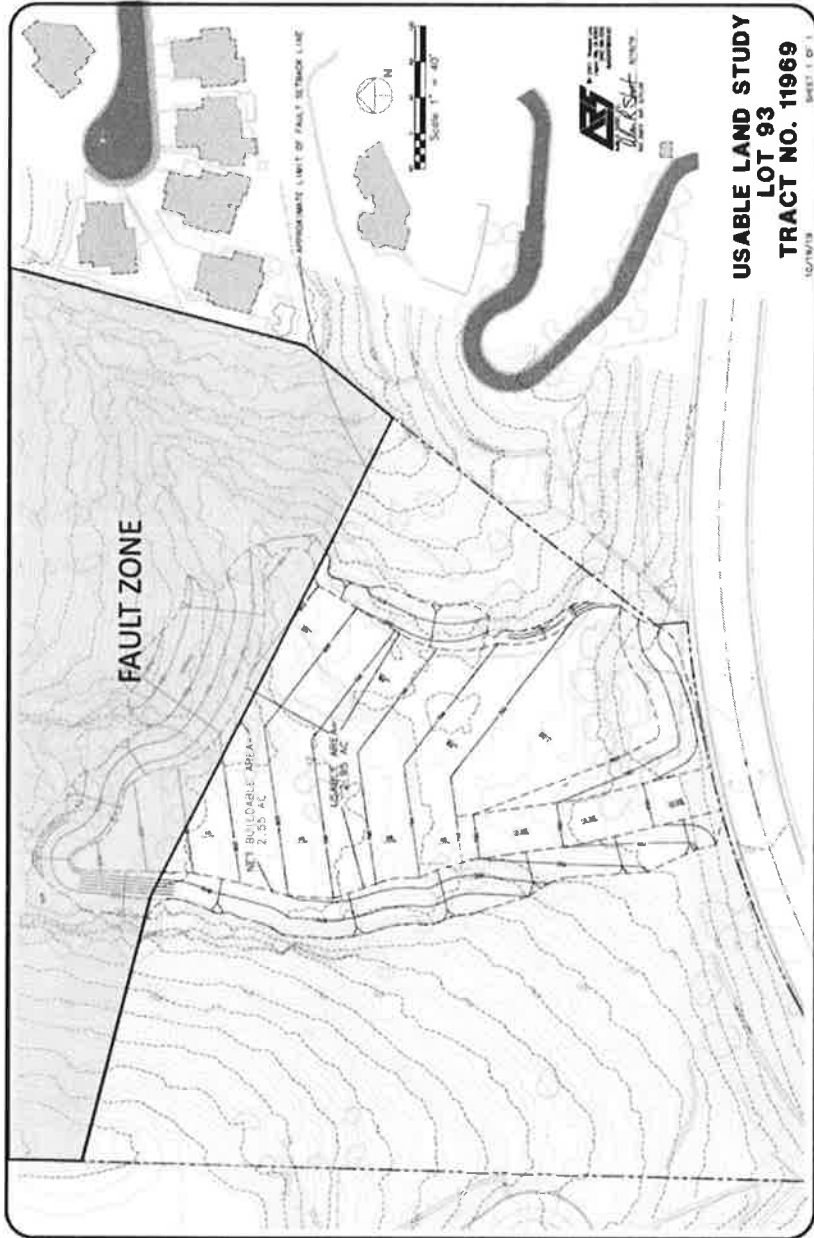
We understand the challenge the city is facing, and we as residents *do not* want Sacramento to take over our Planning Department either. For this reason, we are trying to work *with* the City and not seek outside counsel at this time, nor write to the HCD and Sacramento ourselves.

In return, we are asking you to please work constructively with us. Respond to our concerns. Reduce the allocation. Analyze the safety issues in detail. Offer your guarantee that the development risks for this property will be properly analyzed and managed so there are no surprises down the road.

Sadly, the lack of transparency and inclusion of the residents up until now makes us cautious and question the overall process.

Regards,  
Paulina Rodriguez





## Nate Farnsworth

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**From:** Daniel Clem <dclm777@gmail.com>  
**Sent:** Monday, June 27, 2022 6:29 AM  
**To:** Peggy Huang  
**Cc:** Carlos Rodriguez; Tara Campbell; Beth Haney; Gene Hernandez; Nate Farnsworth  
**Subject:** Objections to Zoning and General Plan Modifications

To: Mayor Peggy Huang  
cc: Yorba Linda City Council  
cc: Mr. Nate Farnsworth, Planning Manager

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Dear Mayor Huang,

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I oppose the proposed re-zoning of the Site S7-001 to add to it Mixed Use Overlay.

I oppose re-zoning of the Site S7-005 to Residential Urban, Residential Multiple, and Residential High-density zones.

Low-income housing - if constructed - may facilitate or even mandate infusion of certain undesirable individuals, including felons and other asocial element. This, if it takes place, will likely result in increased crime rates, decreased security, and other detriments that are often plaguing housing projects across California and the nation.

Moreover, allowing high-density housing in areas currently not designated for such will gradually lead to higher density of population and less open space, which will make enjoyment of living here more and more difficult for all of us who value space, views, and nature, - never mind increased traffic that is already beyond bad in certain areas, and increased noise, water use, and air pollution.

In particular, allowing high-density housing in the hilly areas of potential fire hazard may lead to more fires. It appears imprudent and very risky to allow construction of clustered, presumably wood-framed homes (an excellent fuel for fire) at a brush-fire hazard area, the site S7-005.

Moreover, the location of the site S7-001 does not conform to the general requirement that the 'affordable housing' be located in close proximity to major hubs of public transportation. As a matter of fact, it appears irrational to develop

large, densely-populated urban dwellings that are situated miles away from grocery stores and adequate means of public transit.

The single-family residential zones that we currently have in Yorba Linda do protect the residents from many negative impacts mentioned above. The proposed re-zoning will allow and facilitate those negative impacts to lower residents' life quality, their safety, convenience, and enjoyment of their homes that so many of them worked so hard for decades to buy and pay off. It will also lower the values of those homes due their lower desirability once the mentioned above negative impacts take place.

Therefore, I oppose the proposed Zoning and General Plan Modifications.

I look forward to hearing from you, soon.

Best regards,

Dan Clem  
Bryant Ranch resident

## Nate Farnsworth

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**From:** Rody Azar <rodyazar@aol.com>  
**Sent:** Monday, June 27, 2022 6:58 AM  
**To:** Peggy Huang  
**Cc:** Carlos Rodriguez; Tara Campbell; Beth Haney; Gene Hernandez; Nate Farnsworth  
**Subject:** Objections to Zoning and General Plan Modifications

To: Mayor Peggy Huang

cc: Yorba Linda City Council  
cc: Mr. Nate Farnsworth, Planning Manager

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I look forward to hearing from you, soon.

Best regards,

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Rody Azar, MHA, RRT-NPS

C: 562-682-7600

E: [rodyazar@aol.com](mailto:rodyazar@aol.com)

## Nate Farnsworth

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**From:** Maureen Dawson <mauredawson@gmail.com>  
**Sent:** Monday, June 27, 2022 8:53 AM  
**To:** Peggy Huang  
**Cc:** Carlos Rodriguez; Tara Campbell; Beth Haney; Gene Hernandez; Nate Farnsworth  
**Subject:** Objections to Zoning and General Plan Modifications

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cc: Yorba Linda City Council  
cc: Mr. Nate Farnsworth, Planning Manager

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Therefore, I oppose the proposed Zoning and General Plan Modifications.

I look forward to hearing from you, soon.

Best regards,  
Maureen Dawson

## Nate Farnsworth

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**From:** Susan Lamp  
**Sent:** Monday, June 27, 2022 9:34 AM  
**To:** Stan Wright  
**Cc:** Nate Farnsworth  
**Subject:** Re: Up-Zoning

This is confirmation that your email was received by all City Council Members. I will be forwarding it on to the proper staff members for consideration.

### SUSAN LAMP

Executive Assistant  
4845 Casa Loma Avenue | Yorba Linda, CA 92886  
P: 714-961-7110 W: [yorbalindaca.gov](http://yorbalindaca.gov)

---

**From:** Stan Wright <[stan@rldperformance.com](mailto:stan@rldperformance.com)>  
**Sent:** Friday, June 24, 2022 8:27 AM  
**To:** Carlos Rodriguez <[crodriguez@yorbalindaca.gov](mailto:crodriguez@yorbalindaca.gov)>  
**Subject:** Up-Zoning

Dear City Council Members,

Please review the attached letter and realize that Up-Zoning is as evil as Eminent Domain. A serious question is why is Up-zoning necessary or what is the real end game of the State requiring such a tragic thing. General Plans are designed to promote good planning and to ensure the quality of life to the citizens. Changes like Up-zoning violates the long standing General Plan of the City and creates incompatible land uses along with increased crime, homeless, strained infrastructure and lower property values. Up-Zoning is classified as haphazard development.

Yorba Linda has a City attorney so please use his services. A State cannot, based on ideology, just come in and compel Cities and Counties to violate a State ratified General Plan. There is no upside to Up-zoning with long term costs and social problems that grow over time with it.

I trust that you are all stake holders in Yorba Linda. The long term effects of Up-Zoning destroys your own investment. There are many reasons why Citizens run for City Council. The question is are you there to serve a State ideology of destruction, a personal ideology or to represent as well as ensure the high quality of life of the residents of Yorba Linda? I urge you to file against the State of CA with a strong detailed case as to why Up-zoning is not required for the City of Yorba Linda.

Best Regards,  
Stan Wright

Sent from [Mail](#) for Windows



## Nate Farnsworth

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**From:** Loren Castro <loren@castrolawpc.com>  
**Sent:** Monday, June 27, 2022 9:41 AM  
**To:** Nate Farnsworth  
**Subject:** City Housing Element comment

Dear Mr. Farnsworth,

I am a long-time resident of Yorba Linda who resides at 4336 Eureka Avenue, Yorba Linda. I have reviewed the current City Housing Element. Currently, Eureka is a two-lane street with little to no sidewalks. The street is bordered to the north by Bastanchury and to the south by Imperial. We have noticed increased traffic up and down Eureka as development continues. The speed limit is 30 mph but is seldom headed as it is an arterial street to the town center. Now you are considering increasing the density via a large parcel on Eureka. I am not in favor of this location however despite my objection I highly suggest at least two things: 1) you conduct a current traffic study and the negative impact of your intentions towards public safety should the density be realized through a new multiunit development, and 2) analyze whether the installation of speed bumps would mitigate the vehicular speed and traffic.

Mr. Loren J. Castro



**REAL ESTATE | BUSINESS LAW | ESTATE PLANNING**

377 E. Chapman Ave. Suite 220

Placentia, CA 92870

Office: 888-560-2743

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[www.CastroLawPC.com](http://www.CastroLawPC.com)

<https://www.facebook.com/castrolawpc/>

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## Nate Farnsworth

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**From:** azra ahmedi <azra\_ahmedi@hotmail.com>  
**Sent:** Monday, June 27, 2022 11:32 AM  
**To:** Peggy Huang  
**Cc:** Carlos Rodriguez; Tara Campbell; Beth Haney; Gene Hernandez; Nate Farnsworth  
**Subject:** Objections to Zoning and General Plan Modifications

To: Mayor Peggy Huang  
cc: Yorba Linda City Council  
cc: Mr. Nate Farnsworth, Planning Manager

Objections to Zoning and General Plan Modifications

Dear Mayor Huang,

I oppose the proposed Zoning and General Plan Modifications described in this document:

Notice Of Public Availability Of A Draft Program Environmental Impact Report (DPEIR) And Notice Of Public Hearing Concerning Various Zoning And General Plan Modifications Related To The 2021-2029 Yorba Linda General Plan Housing Element Implementation Programs

and posted at:

[https://urldefense.proofpoint.com/v2/url?u=https-3A\\_\\_www.yorbalindaca.gov\\_DocumentCenter\\_View\\_6180\\_Housing-2DElement-2DDPEIR-2DNotice-2DJune-2D2022&d=DwIFAg&c=euGZstcaTDllvimEN8b7jXrwqOf-v5A\\_CdpgnVfiiMM&r=BFdXNo1APF3MZ0qEOMquFWANNEbRgut6uJuTISGjTTc&m=HYPu77YdWlhCPXZ8yP9wsde1vZMYbirgmyCOPZhtga0&s=gxpjil2cn3sgtdBQlf1vokvjeWuEDRohSdLRAsXJygo&e=](https://urldefense.proofpoint.com/v2/url?u=https-3A__www.yorbalindaca.gov_DocumentCenter_View_6180_Housing-2DElement-2DDPEIR-2DNotice-2DJune-2D2022&d=DwIFAg&c=euGZstcaTDllvimEN8b7jXrwqOf-v5A_CdpgnVfiiMM&r=BFdXNo1APF3MZ0qEOMquFWANNEbRgut6uJuTISGjTTc&m=HYPu77YdWlhCPXZ8yP9wsde1vZMYbirgmyCOPZhtga0&s=gxpjil2cn3sgtdBQlf1vokvjeWuEDRohSdLRAsXJygo&e=)

I oppose the proposed re-zoning of the Site S7-001 to add to it Mixed Use Overlay.

I oppose re-zoning of the Site S7-005 to Residential Urban, Residential Multiple, and Residential High-density zones.

Low-income housing - if constructed - may facilitate or even mandate infusion of certain undesirable individuals, including felons and other asocial element. This, if it takes place, will likely result in increased crime rates, decreased security, and other detriments that are often plaguing housing projects across California and the nation.

Moreover, allowing high-density housing in areas currently not designated for such will gradually lead to higher density of population and less open space, which will make enjoyment of living here more and more difficult for all of us who value space, views, and nature, - never mind increased traffic that is already beyond bad in certain areas, and increased noise, water use, and air pollution.

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Moreover, the location of the site S7-001 does not conform to the general requirement that the 'affordable housing' be located in close proximity to major hubs of public transportation. As a matter of fact, it appears irrational to develop

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The single-family residential zones that we currently have in Yorba Linda do protect the residents from many negative impacts mentioned above. The proposed re-zoning will allow and facilitate those negative impacts to lower residents' life quality, their safety, convenience, and enjoyment of their homes that so many of them worked so hard for decades to buy and pay off. It will also lower the values of those homes due their lower desirability once the mentioned above negative impacts take place.

Therefore, I oppose the proposed Zoning and General Plan Modifications.

I look forward to hearing from you, soon.

Best regards,

Azra Ahmedi

## Nate Farnsworth

---

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[https://urldefense.proofpoint.com/v2/url?u=https-3A\\_\\_www.yorbalindaca.gov\\_DocumentCenter\\_View\\_6180\\_Housing-2DElement-2DDPEIR-2DNotice-2DJune-2D2022&d=DwIFAg&c=euGZstcaTDIlvimEN8b7jXrwqOf-v5A\\_CdpgnVfiiMM&r=BFdXNo1APF3MZ0qEOMquFWANNEbRgut6uJuTISGjTTc&m=MixuBx1hmeSR2\\_YagJ5geyMT3FB9P2WLXXmjv5ycSc0&s=nmymYwtjaQn0jlxDmDC1wTaZzTAjBHLOJT4VGzi7gNg&e=](https://urldefense.proofpoint.com/v2/url?u=https-3A__www.yorbalindaca.gov_DocumentCenter_View_6180_Housing-2DElement-2DDPEIR-2DNotice-2DJune-2D2022&d=DwIFAg&c=euGZstcaTDIlvimEN8b7jXrwqOf-v5A_CdpgnVfiiMM&r=BFdXNo1APF3MZ0qEOMquFWANNEbRgut6uJuTISGjTTc&m=MixuBx1hmeSR2_YagJ5geyMT3FB9P2WLXXmjv5ycSc0&s=nmymYwtjaQn0jlxDmDC1wTaZzTAjBHLOJT4VGzi7gNg&e=)

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Therefore, I oppose the proposed Zoning and General Plan Modifications.

I look forward to hearing from you, soon.

Best regards,

br  
Anees

## Nate Farnsworth

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**From:** Sa DeSa <sakimcool77@gmail.com>  
**Sent:** Monday, June 27, 2022 2:34 PM  
**To:** Peggy Huang  
**Cc:** Beth Haney; Carlos Rodriguez; Gene Hernandez; Nate Farnsworth; Tara Campbell  
**Subject:** Objections to Zoning and General Plan Modifications

To: Mayor Peggy Huang  
cc: Yorba Linda City Council  
cc: Mr. Nate Farnsworth, Planning Manager

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and posted at:

<https://www.yorbalindaca.gov/DocumentCenter/View/6180/Housing-Element-DPEIR-Notice-June-2022>

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Therefore, I oppose the proposed Zoning and General Plan Modifications.

I look forward to hearing from you, soon.

Best regards,

Sa Cool  
28640 Evening Breeze Dr, Yorba Linda, CA 92887  
[sakimcool77@gmail.com](mailto:sakimcool77@gmail.com)  
714-366-5216

## Nate Farnsworth

---

**From:** Janet Miller <je.miller@sbcglobal.net>  
**Sent:** Monday, June 27, 2022 2:49 PM  
**To:** Peggy Huang  
**Cc:** Carlos Rodriguez; Tara Campbell; Beth Haney; Gene Hernandez; Nate Farnsworth  
**Subject:** Objections to Zoning and General Plan Modifications

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Therefore, I oppose the proposed Zoning and General Plan Modifications.

I look forward to hearing from you, soon.

Best regards,

Janet Miller  
28595 Evening Breeze Drive  
Yorba Linda, CA 92887  
je.miller@sbcglobal.net  
714-292-2756

Sent from my iPhone

## Nate Farnsworth

---

**From:** Charles Lowe <lowe.charles1@gmail.com>  
**Sent:** Monday, June 27, 2022 3:34 PM  
**To:** Peggy Huang  
**Cc:** Carlos Rodriguez; Tara Campbell; Beth Haney; Gene Hernandez; Nate Farnsworth  
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Therefore, I oppose the proposed Zoning and General Plan Modifications.

I look forward to hearing from you, soon.

Best regards,

Charles Lowe  
Sent from my iPhone

## Nate Farnsworth

---

**From:** Gnarlymilk <gnarlymilk@gmail.com>  
**Sent:** Monday, June 27, 2022 3:35 PM  
**To:** Peggy Huang  
**Cc:** Carlos Rodriguez; Tara Campbell; Beth Haney; Gene Hernandez; Nate Farnsworth  
**Subject:** Objections to Zoning and General Plan Modifications

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Therefore, I oppose the proposed Zoning and General Plan Modifications.

I look forward to hearing from you, soon.

Best regards,  
Brandon Lowe ( a long time Yorba Linda resident )

Sent from my iPhone

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## Nate Farnsworth

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**From:** Linda <lhayase@gmail.com>  
**Sent:** Monday, June 27, 2022 5:01 PM  
**Cc:** Carlos Rodriguez; Gene Hernandez; Tara Campbell; Beth Haney; Peggy Huang; Susan Lamp; Nate Farnsworth; Mark Pulone; Dave Christian; Marcia Brown; David Brantley; Karalee Darnell; Robert Pease; Don Bernstein; Michael Masterson; Shivinderjit Singh; Housing Element 2021  
**Subject:** Re-Zoning Concerns

City Council and City Officials,

My name is Linda Hayase. I live at 5530 Green Hollow Lane, Yorba Linda, CA 92887.

I'm reaching out for assistance and guidance regarding concerns that members of my community have recently raised to the planning department about several of the properties in the Housing Element within our neighborhood. We ask that you please take the time and consider our concerns.

**The properties we are concerned about are:**

- 1) 5531 South Ohio
- 2) 5541 South Ohio
- 3) SWC Grandview x Kellogg

Unfortunately, we only recently learned about these plans after a neighbor notified us. I was not notified by the city although I reside in very close proximity to these sites. City officials also did **NOT notify residents** of the scope meeting on May 23rd where big changes to our very own neighborhood were being discussed. This is inconsiderate as we didn't know to voice our opinions and opposition.

We are requesting that the above sites be removed from the potential of being re-zoned on the "**Housing Opportunity Sites List**" which could potentially add 38 households to an already dangerously congested neighborhood. The addition of potentially 38 more families and vehicles into this area would nearly double the density of our small neighborhood which would be catastrophic.

Our request is to **REMOVE** these 3 properties and choose other's that do not have the following **SAFETY** issues. When looking at the aerial map it is obvious that there are many other areas in the city of Yorba Linda that are more suitable to fulfill the state mandated requirements. These properties total only **3.76 acres** squeezed into a neighborhood that for generations has been designated as Low Density.

## **Impacts to Safety:**

**1) There are very few entry and exit points into/out of our neighborhood which are already very congested during peak times and many dead ends surrounding Linda Vista Elementary posing a high risk to children.**

Linda Verde Street dead ends into 5531 and 5541 South Ohio St. which puts the children at risk of being trapped in Linda Vista Elementary School, should there be any type of an emergency in that area. South Ohio Street dead ends at the Linda Vista Elementary School property. Everything piles up in this area from school buses, to hundreds of cars per day plus parents & grandparents walking or parking.

The **ONLY EXITS** from the area of Linda Vista Elementary School and Linda Verde Street are Grandview to Kellogg(Which involves the SWC of Kellogg Dr./Grandview on your list.), Buena Vista to Grandview to Mt. View to Kellogg, or Buena Vista Ave. to Lakeview. The speed limits are not adhered to by some drivers on Grandview and Buena Vista. There are parts of Grandview where two vehicles cannot pass due to the narrow street especially if there are cars parked on that section of street (which is where many parents park to wait for school to get out).

**2) Our neighborhood consists of narrow two-lane streets throughout and cannot accommodate increased density.**

There is Extreme HIGH Traffic between certain hours of the weekday when school is beginning 7am - 8:00am and ending 12-2:45pm. Noise Levels are high and Air Quality is extremely bad, during these times. Existing residents absolutely CAN NOT get out of their driveways which means they are basically trapped in their properties until this process is completed each day. Any added residents with vehicles would also be trapped within their homes.

High density and low density should not share the same narrow two-lane street such as on the proposed site "SWC Kellogg/Grandview" which would place a high-density development directly in front of existing homes. The nearby Kellogg Terrace housing complex for example, has its very own network of dedicated roads with an entrance and exit point on a **MAJOR** multi-lane street(Kellogg Dr) and not on a narrow residential two-lane street(Grandview Ave) which already serves as one of the only entry and exit points into and out of our neighborhood.

**3) Emergency responders will not be able to access our neighborhood during peak times.**

Should an unfortunate event happen where an Emergency Vehicle such as a Fire Truck, Ambulance, or Police need access this area it would NOT be accessible to them. It is a basic bottleneck and is dangerous during these times.

**4) Very little streetlights, sidewalks throughout the proximity of the 3 sites, and 2 blind curves on Grandview Avenue. Essentially doubling the density of the area would greatly intensify the risk to children, parents, and residents in our neighborhood.**

There are TWO BLIND curves on Grandview where there are no sidewalks, so are even more dangerous when parents are distracted, while maneuvering around pedestrians and some students who have to walk to or from school on these streets. Any increased traffic on Buena Vista heading West with its limited visibility has become extremely more dangerous. There have been times when certain vehicles have attempted to pass on this two-lane road where there are few sidewalks and into blind curves.

There are certain times during the school year when the entire CROSS COUNTRY Team from Esperanza High School run and train throughout our neighborhood streets, there is additional traffic on Sundays when the church is in session, Linda Vista Elementary often has Special Events, soccer practice, and our neighborhood streets are often already used as parking for the nearby bike and bridle trail.

**5) The sites are in close proximity to the Philip S. Paxton Equestrian Center posing a safety risk to people attempting to maneuver their horses and horse trailers through this traffic congestion.**

Many families have chosen to live in this specific area because of the Equestrian Center and the trails that are adjacent to the Center. West Yorba Linda is VERY UNIQUE in that it is one of the LAST areas of the city where many horses can be kept safely and ridden onto the lakebed, bike and horse trails designated for their use. People from all over the city come to this neighborhood to access these amenities that the city offers.

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We hope that the Community Development Dept. and your Council will re-consider their decision on these 3 sites by designating different 3 ¼ acre locations that are more suitable for Re-Zoning and will realize that the very soul of Yorba Linda still has only a few areas left with its UNIQUE LOW-DENSITY country feel (our neighborhood is one of them) and is WHY many families choose to live in Yorba Linda. This unfortunately is disappearing one property at a time. Please do not start with our neighborhood!

**Respectfully,**  
Linda Hayase



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## Nate Farnsworth

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**From:** CHRISTINE STUDER <kstuder28@aol.com>  
**Sent:** Monday, June 27, 2022 5:27 PM  
**To:** Carlos Rodriguez; Gene Hernandez; Tara Campbell; Beth Haney; Peggy Huang; Susan Lamp; Nate Farnsworth; Mark Pulone; Dave Christian; Marcia Brown; David Brantley; Karalee Darnell; Robert Pease; Don Bernstein; Michael Masterson; Shivinderjit Singh; Housing Element 2021  
**Subject:** Concerns upzoning Ohio and grand view sites

City Council and City Officials,

My name is Kris Studer . I live at 18662 Buena vista .

I'm reaching out for assistance and guidance regarding concerns that members of my community have recently raised to the planning department about several of the properties in the Housing Element within our neighborhood. We ask that you please take the time and consider our concerns.

**The properties we are concerned about are:**

- 1) SWC Grandview x Kellogg
- 2) 5531 South Ohio
- 3) 5541 South Ohio

Unfortunately, we only recently learned about these plans after a neighbor notified us. I was not notified by the city although I reside in very close proximity to these sites. City officials also did **NOT notify residents** of the scope meeting on May 23rd where big changes to our very own neighborhood were being discussed. This is inconsiderate as we didn't know to voice our opinions and opposition.

We are requesting that the above sites be removed from the potential of being re-zoned on the "**Housing Opportunity Sites List**" which could potentially add 38 households to an already dangerously congested neighborhood. The addition of potentially 38 more families and vehicles into this area would nearly double the density of our small neighborhood which would be catastrophic.

Our request is to **REMOVE** these 3 properties and choose other's that do not have the following **SAFETY** issues. When looking at the aerial map it is obvious that there are many other areas in the city of Yorba Linda that are more suitable to fulfill the state mandated requirements. These properties total only **3.76 acres** squeezed into a neighborhood that for generations has been designated as Low Density.

## **Impacts to Safety:**

**1) There are very few entry and exit points into/out of our neighborhood which are already very congested during peak times and many dead ends surrounding Linda Vista Elementary posing a high risk to children.**

Linda Verde Street dead ends into 5531 and 5541 South Ohio St. which puts the children at risk of being trapped in Linda Vista Elementary School, should there be any type of an emergency in that area. South Ohio Street dead ends at the Linda Vista Elementary School property. Everything piles up in this area from school buses, to hundreds of cars per day plus parents & grandparents walking or parking.

The **ONLY EXITS** from the area of Linda Vista Elementary School and Linda Verde Street are Grandview to Kellogg(Which involves the SWC of Kellogg Dr./Grandview on your list.), Buena Vista to Grandview to Mt. View to Kellogg, or Buena Vista Ave. to Lakeview. The speed limits are not adhered to by some drivers on Grandview and Buena Vista. There are parts of Grandview where two vehicles cannot pass due to the narrow street especially if there are cars parked on that section of street (which is where many parents park to wait for school to get out).

**2) Our neighborhood consists of narrow two-lane streets throughout and cannot accommodate increased density.**

There is Extreme HIGH Traffic between certain hours of the weekday when school is beginning 7am - 8:00am and ending 12-2:45pm. Noise Levels are high and Air Quality is extremely bad, during these times. Existing residents absolutely CAN NOT get out of their driveways which means they are basically trapped in their properties until this process is completed each day. Any added residents with vehicles would also be trapped within their homes.

High density and low density should not share the same narrow two-lane street such as on the proposed site "SWC Kellogg/Grandview" which would place a high-density development directly in front of existing homes. The nearby Kellogg Terrace housing complex for example, has its very own network of dedicated roads with an entrance and exit point on a **MAJOR** multi-lane street(Kellogg Dr) and not on a narrow residential two-lane street(Grandview Ave) which already serves as one of the only entry and exit points into and out of our neighborhood.

**3) Emergency responders will not be able to access our neighborhood during peak times.**

Should an unfortunate event happen where an Emergency Vehicle such as a Fire Truck, Ambulance, or Police need access this area it would NOT be accessible to them. It is a basic bottleneck and is dangerous during these times.

**4) Very little streetlights, sidewalks throughout the proximity of the 3 sites, and 2 blind curves on Grandview Avenue. Essentially doubling the density of the area would greatly intensify the risk to children, parents, and residents in our neighborhood.**

There are TWO BLIND curves on Grandview where there are no sidewalks, so are even more dangerous when parents are distracted, while maneuvering around pedestrians and some students who have to walk to or from school on these streets. Any increased traffic on Buena Vista heading West with its limited visibility has become extremely more dangerous. There have been times when certain vehicles have attempted to pass on this two-lane road where there are few sidewalks and into blind curves.

There are certain times during the school year when the entire CROSS COUNTRY Team from Esperanza High School run and train throughout our neighborhood streets, there is additional traffic on Sundays when the church is in session, Linda Vista Elementary often has Special Events, soccer practice, and our neighborhood streets are often already used as parking for the nearby bike and bridle trail.

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We hope that the Community Development Dept. and your Council will re-consider their decision on these 3 sites by designating different 3 ¾ acre locations that are more suitable for Re-Zoning and will realize that the very soul of Yorba Linda still has only a few areas left with its UNIQUE LOW-DENSITY country feel (our neighborhood is one of them) and is WHY many families choose to live in Yorba Linda. This unfortunately is disappearing one property at a time. Please do not start with our neighborhood!

**Respectfully,**

Kris Studer

18662 Buena vista

Sent from my iPhone

## Nate Farnsworth

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**From:** Jacquie Lowe <jacquiel07@gmail.com>  
**Sent:** Monday, June 27, 2022 5:48 PM  
**To:** Peggy Huang  
**Cc:** Carlos Rodriguez; Tara Campbell; Beth Haney; Gene Hernandez; Nate Farnsworth  
**Subject:** Objections to Zoning and General Plan Modifications

To: Mayor Peggy Huang  
cc: Yorba Linda City Council  
cc: Mr. Nate Farnsworth, Planning Manager

Objections to Zoning and General Plan Modifications

Dear Mayor Huang,

I oppose the proposed Zoning and General Plan Modifications described in this document:

Notice Of Public Availability Of A Draft Program Environmental Impact Report (DPEIR) And Notice Of Public Hearing Concerning Various Zoning And General Plan Modifications Related To The 2021-2029 Yorba Linda General Plan Housing Element Implementation Programs

and posted at:

[https://urldefense.proofpoint.com/v2/url?u=https-3A\\_\\_www.yorbalindaca.gov\\_DocumentCenter\\_View\\_6180\\_Housing-2DElement-2DDPEIR-2DNotice-2DJune-2D2022&d=DwIFAg&c=euGZstcaTDIlvimEN8b7jXrwqOf-v5A\\_CdpgnVfiiMM&r=BFdXNo1APF3MZoqEOMquFWANNEbRgut6uJuTISGjTtc&m=Goi7Vy\\_k1iL\\_hnqXLiYpqiwc15sOT966anlta2qjDCo&s=xc0zw5S9S18bf2eExatWgdNDIx3zsR49ZCU2W0krLTo&e=](https://urldefense.proofpoint.com/v2/url?u=https-3A__www.yorbalindaca.gov_DocumentCenter_View_6180_Housing-2DElement-2DDPEIR-2DNotice-2DJune-2D2022&d=DwIFAg&c=euGZstcaTDIlvimEN8b7jXrwqOf-v5A_CdpgnVfiiMM&r=BFdXNo1APF3MZoqEOMquFWANNEbRgut6uJuTISGjTtc&m=Goi7Vy_k1iL_hnqXLiYpqiwc15sOT966anlta2qjDCo&s=xc0zw5S9S18bf2eExatWgdNDIx3zsR49ZCU2W0krLTo&e=)

I oppose the proposed re-zoning of the Site S7-001 to add to it Mixed Use Overlay.

I oppose re-zoning of the Site S7-005 to Residential Urban, Residential Multiple, and Residential High-density zones.

Low-income housing - if constructed - may facilitate or even mandate infusion of certain undesirable individuals, including felons and other asocial element. This, if it takes place, will likely result in increased crime rates, decreased security, and other detriments that are often plaguing housing projects across California and the nation.

Moreover, allowing high-density housing in areas currently not designated for such will gradually lead to higher density of population and less open space, which will make enjoyment of living here more and more difficult for all of us who value space, views, and nature, - never mind increased traffic that is already beyond bad in certain areas, and increased noise, water use, and air pollution.

In particular, allowing high-density housing in the hilly areas of potential fire hazard may lead to more fires. It appears imprudent and very risky to allow construction of clustered, presumably wood-framed homes (an excellent fuel for fire) at a brush-fire hazard area, the site S7-005.

Moreover, the location of the site S7-001 does not conform to the general requirement that the 'affordable housing' be located in close proximity to major hubs of public transportation. As a matter of fact, it appears irrational to develop

large, densely-populated urban dwellings that are situated miles away from grocery stores and adequate means of public transit.

The single-family residential zones that we currently have in Yorba Linda do protect the residents from many negative impacts mentioned above. The proposed re-zoning will allow and facilitate those negative impacts to lower residents' life quality, their safety, convenience, and enjoyment of their homes that so many of them worked so hard for decades to buy and pay off. It will also lower the values of those homes due their lower desirability once the mentioned above negative impacts take place.

Therefore, I oppose the proposed Zoning and General Plan Modifications.

I look forward to hearing from you, soon.

Best regards,  
Jacquie Lowe

Sent from my iPhone

## Nate Farnsworth

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**From:** rachelle markovich <rachelle.markovich@gmail.com>  
**Sent:** Monday, June 27, 2022 6:20 PM  
**To:** Peggy Huang  
**Cc:** Carlos Rodriguez; Tara Campbell; Beth Haney; Gene Hernandez; Nate Farnsworth  
**Subject:** Objections to Zoning and General Plan Modifications

To: Mayor Peggy Huang  
cc: Yorba Linda City Council  
cc: Mr. Nate Farnsworth, Planning Manager

Objections to Zoning and General Plan Modifications

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Therefore, I oppose the proposed Zoning and General Plan Modifications.

I look forward to hearing from you, soon.

Best regards,

Rachelle Markovich  
24260 Avenida de Marcia  
Yorba Linda, CA 92887  
714.981.8219  
rachelle.markovich@gmail.com

Sent from my iPhone

## Nate Farnsworth

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**From:** Karina Cooke <tkcookeyl@yahoo.com>  
**Sent:** Monday, June 27, 2022 10:11 PM  
**To:** Peggy Huang  
**Cc:** Carlos Rodriguez; Tara Campbell; Beth Haney; Gene Hernandez; Nate Farnsworth  
**Subject:** Objections to Zoning and General Plan Modifications

To: Mayor Peggy Huang  
cc: Yorba Linda City Council  
cc: Mr. Nate Farnsworth, Planning Manager

Objections to Zoning and General Plan Modifications

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Therefore, I oppose the proposed Zoning and General Plan Modifications.

I look forward to hearing from you, soon.

Best regards,  
Karina Cooke  
5989 Malta Way  
Yorba Linda, Ca.  
Villa Del Rio resident  
Sent from my iPhone

## Nate Farnsworth

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**From:** Russell Heine <abele56156@mypacks.net>  
**Sent:** Tuesday, June 28, 2022 8:57 AM  
**To:** Nate Farnsworth  
**Cc:** Monse Garcia; Monse Garcia; David Brantley; David Brantley  
**Subject:** Re: YL EIR Housing Element; YL Traffic Commission

Dear Sirs,

In regards to the YL's plan to address the state Housing Element mandate.

Before my comments specific to the plan, I would like to commend your team on the very difficult task that you were given. I can appreciate that it would be very difficult to "please" everyone on this topic. I do think that you came up with a number of creative and credible potential solutions to the very difficult mandate. Thank you for your dedication and hard work.

That said, below are my concerns /issues with the proposal.

There has been mention that a Measure B vote to allow all these changes will need to occur.

I would Not Support nor vote in favor of a Measure B rezone until the items below are addressed.

I am opposed to rezoning the two sites below or , at least , zone for more reasonable number of units.

S3-207	5300 -5392 Richfield	340 units
S3- 012	Richfield Community Church	55 units

395 units in one single cluster in the middle of residential/large lot zoning .

Almost 20 % of the total city requirement clustered within only 2 blocks !

In addition, I didn't see Any traffic mitigation on or around Richfield in spite of this significant density increase ?

I understand that the options are somewhat limited but believe there are a few avenues to be explored.

Most of my comments were raised via earlier workshops as well.

1. Equitable distribution.

In looking at the locations and numbers of projected housing there appear to be "protected" areas and those areas that appear targeted to receive the added housing.

Cases in point . Vista del Verde , north of Bastanchury, Hidden Hills, East Lake

These are all very nice communities and I have no argument with them. However , I believe the “wealth should be shared”.

Some of these areas are termed “planned communities” and thus can’t be rezoned. My locale was a “planned community “ ,as well, by virtue of the zoning when I purchased my property 45+ years ago. My “community" has been rezoned at least once in that time. The current state mandates require an equitable distribution of the housing . The “planned communities” can share that requirement just as much as my ‘community” is being forced to share via the rezoning you are proposing.

2. There are two developments in current county land that do not appear to have any affordable housing proposed as far as I have seen. Yet Yorba Linda has entered into agreements to fast track , at least one (Cielo Vista), into Yorba Linda once built. I understand that the county is currently managing the development. One , I don’t understand why the county is approving without some affordable mandate but I do understand YL does not have that control. What Yorba Linda Can do is mandate that the area will Not be assimilated into the city of Yorba Linda without a fair share of affordable housing. The city Does have that capability.

The same requirement should hold for the second, larger , development in the area.

3. Your proposal seems to have addressed all the potential properties within the city. However I don’t see any mention of a requirement that any new development provide their Fair Share of the cities Housing Element .

I know that I have heard that we can’t tell a developer what to build. The state has mandated that I Have to Accept additional housing to my community that was never Planned when I purchased here.

Yorba Linda tells developers what their building will have to conform to via city code, so we can certainly mandate via code that they contribute to the cities Housing Element need.

Thank you again for your time and the hard work of the team.

Russ Heine  
5441 Mesita Way  
47+ years in YL

## Nate Farnsworth

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**From:** Stephanie Forshee <stephforshee@yahoo.com>  
**Sent:** Tuesday, June 28, 2022 12:39 PM  
**To:** Carlos Rodriguez; Gene Hernandez; Tara Campbell; Beth Haney; Peggy Huang; Susan Lamp; Nate Farnsworth; Mark Pulone; Dave Christian; Marcia Brown; David Brantley; Karalee Darnell; Robert Pease; Don Bernstein; Michael Masterson; Shivinderjit Singh; Housing Element 2021  
**Subject:** Concerns with Proposed Up-Zoning - South Ohio Street and Grandview sites.

City Council and City Officials,

My name is Stephanie Forshee. I have lived at 5581 Grandview Avenue for 10 years.

I'm reaching out regarding concerns that members of my community have recently raised to the planning department about several of the properties in the Housing Element within our neighborhood. We ask that you please take the time to consider our concerns.

The properties we are concerned about are:

1. SWC Grandview x Kellogg
2. 5531 South Ohio
3. 5541 South Ohio

Unfortunately, we only recently learned about these plans after a neighbor notified us. I was not notified by the city until well into the month of June although I reside in very close proximity to these sites. City officials also did NOT notify residents of the scope meeting on May 23rd where big changes to our very own neighborhood were being discussed. This is inconsiderate in that we didn't know to voice our opinions and opposition.

We are requesting that the above sites be removed from the potential of being rezoned on the "Housing Opportunity Sites List" which could potentially add 38 households to an already dangerously congested neighborhood. The addition of potentially 38 more families and their vehicles into this area would nearly double the density of our small neighborhood which would be catastrophic.

Our request is to REMOVE these 3 properties and choose others that do not have the following SAFETY issues. When looking at the aerial map it is obvious that there are many other areas in the city of Yorba Linda that are more suitable to fulfill the state mandated requirements. These properties total only 3.76 acres squeezed into a neighborhood that for generations has been designated as Low Density.

### **Impacts to Safety:**

1) **There are very few entry and exit points into and out of our neighborhood.** These are already very congested during peak times, and this congestion coupled with many dead ends surrounding Linda Vista Elementary pose a high risk to children. Linda Verde Street dead ends into 5531 and 5541 South Ohio St. which puts the children at risk of being trapped in Linda Vista Elementary School, should there be any type of an emergency in that area. South Ohio Street dead ends at the Linda Vista Elementary School property. Everything piles up in this area from school buses, to hundreds of cars per day plus parents & grandparents walking or parking.

The ONLY EXITS from the area of Linda Vista Elementary School and Linda Verde Street are Grandview to Kellogg(Which involves the SWC of Kellogg Dr./Grandview on your list.), Buena Vista to Grandview to Mountain View to Kellogg, or Buena Vista Ave. to Lakeview. The speed limits are not adhered to by many drivers on Grandview and Buena Vista. There are parts of Grandview where two vehicles cannot pass due to the narrow street especially if there are cars parked on that section of street (which is where many parents park to wait for school to get out).

**2) Our neighborhood consists of narrow two-lane streets throughout and cannot accommodate increased density.** There is extremely high traffic between certain hours of the weekday when school is in session: 7:00am-8:00am and 12:00pm-2:45pm. Noise levels are high and air quality is extremely bad during these times. Existing residents absolutely CAN NOT get out of their driveways which means they are basically trapped in their properties until this process is completed each day. Any added residents with vehicles would also be trapped within their homes.

I drive my son to Esperanza High School every morning. It can take well over 5 minutes to exit my driveway, 5 minutes to get through the traffic congestion heading down Grandview towards the elementary school, and another 5 minutes to get through the traffic congestion heading down Kellogg towards the high school. That's 15 minutes for a drive that is 7/10 of a mile. Adding more traffic to this small area seems absolutely ridiculous.

Even though the school is so close to our home, I do not let my son walk to Esperanza in the mornings. I fear for his safety because of the lack of sidewalks, blind curves, and speeding traffic on that route. I did walk all three of my children to and from Linda Vista Elementary School daily for 9 years. They were never allowed to walk by themselves for similar reasons. Even when I was with them and there were hundreds of kids coming to and from school, we almost got run over in the crosswalks on a weekly basis by drivers who were visibly frustrated by the already horrendous traffic conditions. Many of my friends and acquaintances experienced similar situations. I currently work as a noon supervisor at Linda Vista Elementary, and I have witnessed the same thing happening to other families. I hate to think what more traffic would add to an already unsafe situation.

High density and low density should not share the same narrow two-lane street such as on the proposed site "SWC Kellogg/Grandview" which would place a high-density development directly in front of existing homes. The nearby Kellogg Terrace housing complex for example, has its very own network of dedicated roads with an entrance and exit point on a MAJOR multi-lane street(Kellogg Dr) and not on a narrow residential two-lane street(Grandview Ave) which already serves as one of the only entry and exit points into and out of our neighborhood.

**3) Emergency responders will not be able to access our neighborhood during peak times.** Should an unfortunate event happen where an Emergency Vehicle such as a fire truck, ambulance, or police car need to access this area, it would NOT be accessible. It is a bottleneck and is dangerous during these times.

**4) The streets in this neighborhood are not designed for increased traffic.** There are few street lights and sidewalks throughout the proximity of the three sites, and two blind curves on Grandview Avenue. Essentially doubling the density of the area would greatly intensify the risk to children, parents, and residents in our neighborhood. There are two blind curves on Grandview where there are no sidewalks, which are even more dangerous when drivers are distracted while maneuvering around the many pedestrians and students who walk on these streets. Any increased traffic on Buena Vista heading West with its limited visibility has become more dangerous in recent years. There have been times when certain vehicles have attempted to pass on this two-lane road where there are few sidewalks and into blind curves.

There are certain times during the school year when the entire Cross Country Team from Esperanza High School runs throughout our neighborhood streets. There is additional traffic on Sundays when the church is in session, days when Linda Vista Elementary School has special events, and days when there is soccer practice or games. Our neighborhood streets are often used as parking for the nearby bike and bridle trail, which further crowds the already narrow streets.

**5) The sites are in close proximity to the Philip S. Paxton Equestrian Center, posing a safety risk to people attempting to maneuver their horses and horse trailers through this traffic congestion.** Many families have chosen to live in this specific area because of the Equestrian Center and the trails that are adjacent to the Center. West Yorba Linda is very unique in that it is one of the last areas of the city where many horses can be kept safely and ridden in the lakebed and on trails designated for their use. People from all over the city come to this neighborhood to access these amenities that the city offers. Traffic agitates horses, which is a safety issue for riders. Living next to the El Cajon Trail entrance, I have witnessed rearing and runaway horses spooked by cars many times. Increasing traffic around the arena, lakebed, and trail

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seems extremely inconsiderate to horse owners who live in our neighborhood that is zoned for equestrian properties. I have gotten to know several neighbors who are horse owners over the years, and this is a major concern of theirs to which I am highly sympathetic.

We hope that the Community Development Department and your Council will reconsider their decision on these three sites by designating different 3 ¾ acre locations that are more suitable for rezoning and will realize that the very soul of Yorba Linda still has only a few areas left with its UNIQUE LOW-DENSITY country feel (our neighborhood is one of them) and is WHY many families choose to live in Yorba Linda. This unfortunately is disappearing one property at a time. Please do not start with our neighborhood!

Respectfully,  
Stephanie Forshee  
5581 Grandview Ave.

## Nate Farnsworth

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**From:** Steve Gilman <sgilman@trensor.com>  
**Sent:** Tuesday, June 28, 2022 10:18 AM  
**To:** Nate Farnsworth  
**Subject:** Various Zoning and General Plan Modifications for added housing units in YL June 2022 (with corrected email address)

To the Planning Manager of Yorba Linda: Nate Farnsworth,

We are long time residents of Yorba Linda. We would like assurances the City Yorba Linda undertake a thorough environmental review process and meets the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) prior to considering the Zoning and General Plan Modifications related to the 2021-29 General Plan Housing Element Implementation Programs, specifically for; SITES: 204B and 204A located at 19081-19111 Yorba Linda BLVD. including the site address located at 19045 Yorba Linda Blvd.

There are significant environmental issues associated with the property that require full investigations and reports including:

- Historic Buildings – Need to have approval of the California State Historic Preservation Office (SHPO) review and approval for removal of the Knott's houses
- Review of rare trees/plants on the site including evaluation of fruit trees and exotic plants on site.
- Traffic impact reports for surrounding area for changing zoning.
- Public review and comment on the NEPA/CEQA documents.

We appreciate your attention to our email.

Best regards,

Steve and Denita Gilman  
5096 Fairway View Blvd.  
Yorba Linda, CA 92886

## Nate Farnsworth

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**From:** Janice Morger <janice\_morger@yahoo.com>  
**Sent:** Tuesday, June 28, 2022 7:28 PM  
**To:** Nate Farnsworth  
**Subject:** Draft PEIR for housing element  
**Attachments:** yorba linda housing exhibit.pdf

Dear Mr. Farnsworth

As a resident of Yorba Linda since 1991, I would like to comment on the Draft PEIR for the Yorba Linda Housing Element and Implementation Program. I live off of Richfield between Buena Vista and Yorba Linda Blvd so I will be commenting mostly on that area.

I completely understand that this program is state mandated and needs to be done. I also understand that the parcels around me would most likely be developed to some degree in the future. I did not expect that a very small area of my city would have to take on the responsibility of the whole city. The current drafts of the housing element do just that. It's the most unequitable distribution of housing densities and the problems that they bring ever.

I outlined the housing map for our particular block (map attached). The block consists of Richfield to Yorba Linda Blvd to Lakeview and to Buena Vista.... one big block. The current plan outlines 5 sites consisting of a total of 529 units. That is almost 25% of the entire number of units we needed for the city. Within a four minute drive from "our block" there are 2 other sites consisting of a total of another 101 units.

And again, the west side of Yorba Linda that brought many people to Yorba Linda's "land of gracious living" will take the brunt of the City's failure to plan properly.

While we are willing to take our share of the problem, these dense sites need to be looked at again and distributed more equitably. You can do it! Let's start with Savi Ranch. If you drive all the way to the back of the development, you will find stores and acres of parking lots that I have never seen even half full. Why? It's too far to drive back there. You've already identified the commercial property of Bryant Ranch. Why not in Savi Ranch? You can put a ton of units back there and build a little community. Properties are available and the mandate should be distributed evenly.

Of course, all of the problems with these densities go hand in hand - traffic, water service, wildlife corridors and habitat, emergency services etc. Underground parking should be a part of all of the dense projects to accommodate the parking alone as there is no place on Richfield to even pull over.

I'm sure this is a very difficult project, but you CAN do better. If these densities don't come down, I will have no choice but to vote against and do my best to defeat Measure B. Then what a mess we'll have.

I wish you all the best in this difficult challenge and I know you can get this done.

Regards,



**Janice Morger**



## Nate Farnsworth

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**From:** kathy <katalina4@hotmail.com>  
**Sent:** Tuesday, June 28, 2022 9:54 PM  
**To:** Peggy Huang  
**Cc:** Carlos Rodriguez; Tara Campbell; Beth Haney; Gene Hernandez; Nate Farnsworth  
**Subject:** Objections to Zoning and General Plan Modifications

To: Mayor Peggy Huang  
cc: Yorba Linda City Council  
cc: Mr. Nate Farnsworth, Planning Manager

Objections to Zoning and General Plan Modifications

Dear Mayor Huang,

I oppose the proposed Zoning and General Plan Modifications described in this document:

Notice Of Public Availability Of A Draft Program Environmental Impact Report (DPEIR) And Notice Of Public Hearing Concerning Various Zoning And General Plan Modifications Related To The 2021-2029 Yorba Linda General Plan Housing Element Implementation Programs

and posted at:

[https://urldefense.proofpoint.com/v2/url?u=https-3A\\_\\_www.yorbalindaca.gov\\_DocumentCenter\\_View\\_6180\\_Housing-2DElement-2DDPEIR-2DNotice-2DJune-2D2022&d=DwIFAg&c=euGZstcaTDIlvimEN8b7jXrwqOf-v5A\\_CdpgnVfiiMM&r=BFdXNo1APF3MZQqEOMquFWANNEbRgut6uJuTISGjTtc&m=\\_0e9blscfX7dgQn-qJLr7e2ye7IB1D51sgvxlBXAHN0&s=JgSasdeGKGyvCKu0L314AMewqNb3AXSJfPYuO2ph7Wg&e=](https://urldefense.proofpoint.com/v2/url?u=https-3A__www.yorbalindaca.gov_DocumentCenter_View_6180_Housing-2DElement-2DDPEIR-2DNotice-2DJune-2D2022&d=DwIFAg&c=euGZstcaTDIlvimEN8b7jXrwqOf-v5A_CdpgnVfiiMM&r=BFdXNo1APF3MZQqEOMquFWANNEbRgut6uJuTISGjTtc&m=_0e9blscfX7dgQn-qJLr7e2ye7IB1D51sgvxlBXAHN0&s=JgSasdeGKGyvCKu0L314AMewqNb3AXSJfPYuO2ph7Wg&e=)

I oppose the proposed re-zoning of the Site S7-001 to add to it Mixed Use Overlay.

I oppose re-zoning of the Site S7-005 to Residential Urban, Residential Multiple, and Residential High-density zones.

Low-income housing - if constructed - may facilitate or even mandate infusion of certain undesirable individuals, including felons and other asocial element. This, if it takes place, will likely result in increased crime rates, decreased security, and other detriments that are often plaguing housing projects across California and the nation.

Moreover, allowing high-density housing in areas currently not designated for such will gradually lead to higher density of population and less open space, which will make enjoyment of living here more and more difficult for all of us who value space, views, and nature, - never mind increased traffic that is already beyond bad in certain areas, and increased noise, water use, and air pollution.

In particular, allowing high-density housing in the hilly areas of potential fire hazard may lead to more fires. It appears imprudent and very risky to allow construction of clustered, presumably wood-framed homes (an excellent fuel for fire) at a brush-fire hazard area, the site S7-005.

Moreover, the location of the site S7-001 does not conform to the general requirement that the 'affordable housing' be located in close proximity to major hubs of public transportation. As a matter of fact, it appears irrational to develop

large, densely-populated urban dwellings that are situated miles away from grocery stores and adequate means of public transit.

The single-family residential zones that we currently have in Yorba Linda do protect the residents from many negative impacts mentioned above. The proposed re-zoning will allow and facilitate those negative impacts to lower residents' life quality, their safety, convenience, and enjoyment of their homes that so many of them worked so hard for decades to buy and pay off. It will also lower the values of those homes due their lower desirability once the mentioned above negative impacts take place.

Therefore, I oppose the proposed Zoning and General Plan Modifications.

I look forward to hearing from you, soon.

Best regards,

Catalina Laterneau

Sent from my iPad

## Nate Farnsworth

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**From:** Frank Hofmann <plusultrafive@gmail.com>  
**Sent:** Wednesday, June 29, 2022 2:26 AM  
**To:** Carlos Rodriguez; Gene Hernandez; Tara Campbell; Beth Haney; Peggy Huang; Susan Lamp; Nate Farnsworth; Mark Pulone; Dave Christian; Marcia Brown; David Brantley; Karalee Darnell; Robert Pease; Don Bernstein; Michael Masterson; Shivinderjit Singh; Housing Element 2021  
**Subject:** General plan and Zoning code amendments to Housing element

June 29, 2022

To: Yorba Linda Planning Commission

Re: Opposed to Rezoning to increase Housing Density

We are longtime homeowners in a quiet, family neighborhood of single-family homes, where drivers often share the winding, two-lane streets with children on horseback. Many people chose to live in this area because of the rural atmosphere and equestrian lifestyle.

We strongly oppose upzoning the properties at 5531 South Ohio and 5541 South Ohio, which are near Linda Vista Elementary School. Increasing the housing densities on these properties would add to the traffic near the school and church, as well as other streets. Besides safety concerns for both drivers and horse-riders, especially near the equestrian center, we believe the rezoning would adversely affect our property's value and property values in the neighborhood.

We ask that the South Ohio and Grandview and Kellogg properties be removed from consideration for upzoning. They are only 3.76 acres of the total Housing Opportunities Sites List. Adding up to 38 households in what has for years been a low-density zone is "Spot Zoning," and a practice to be avoided.

We will vote on the proposed rezoning in November. We have read the city's list of possible dire consequences if the zoning changes are not approved. What we have not seen is what the city's Plan B is if voters say No to rezoning.

Sincerely,

Frank Hofmann



EXHIBIT "A"

**GENERAL PLAN AMENDMENT 2022-01**

**MODIFICATIONS TO THE TEXT OF THE LAND USE ELEMENT  
OF THE CITY OF YORBA LINDA GENERAL PLAN**

Item No.	Page/Location	Amendment/Change
1	LU-25 – First Paragraph	<p><i>Add the following paragraphs describing overlay zones:</i></p> <p><b><i>Residential Overlays (20 – 35 du/ac)</i></b> – <i>The Affordable Housing Overlay, Congregational Lands Overlay, and Mixed-Use Overlay zones permit a variety of multi-family dwelling types at a density of 20.0 to 35.0 dwelling units per acre. The appropriate housing types are predicated based on the site, location, adjacent land uses, and the purpose of the individual overlay zone as described in Section 18.17 of the Yorba Linda Zoning Code. Clustering of buildings allows for the provision of appropriate private recreational and open space amenities. The overlay zones encourage the inclusion of at least 20% affordable housing units in an effort to affirmatively further fair housing opportunities.</i></p>