



STAFF REPORT

CITY OF YORBA LINDA

DATE: APRIL 28, 2022

TO: HONORABLE CHAIRMAN AND MEMBERS OF THE TRAFFIC COMMISSION

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

SUBJECT: THE CHURCH OF JESUS CHRIST OF LATTER-DAY SAINTS TEMPLE (APN # 334-212-04) TRAFFIC IMPACT ANALYSIS

RECOMMENDATION

It is recommended that the Traffic Commission review the attached Traffic Impact Analysis (TIA) for the proposed Church of Jesus Christ of Latter-Day Saints Temple and provide input and recommendation to the Planning Commission.

BACKGROUND

The proposed Yorba Linda California Temple will be a religious assembly facility, owned and operated by The Church of Jesus Christ of Latter-day Saints. The new Temple will replace the Church's existing meetinghouse on the site located on Bastanchury Road west of Osmond Street in Yorba Linda. The existing meetinghouse has two access points on Bastanchury, and the new Temple proposes only one driveway access along Bastanchury Road for all vehicles, eliminating one of the existing access points on Bastanchury. The site will have a second access point along Osmond Street for emergency access only with a gate to prevent other vehicles from using it. The address of the property is 17130 Bastanchury Road and the corresponding APN No. is 334-212-04.

The proposed building has a main level (ground level) where all temple patron activities occur with a structure footprint of 22,896 square feet. The building also includes a small basement level for mechanical and maintenance services. The primary building mass is set at 35 feet tall, which meets the height limitations of the City's zoning requirements and accommodates the church's interior volumetric space requirements. The originally proposed spire height was set to be 107 feet tall but is now proposed to be reduced to

Intersection Level of Service

A total of ten (10) intersections (including project driveways) were studied and, according to the TIA, the results of this analysis indicate that all study intersections will operate within acceptable levels of delay under plus project conditions during the peak hours, except for Osmond Street / Bastanchury Road during the AM peak hour. It should be noted that the northbound left turn movement at Osmond Street/Bastanchury Road performs at below acceptable levels of service in current, existing conditions and all other analysis years, likely due to the high eastbound and westbound traffic as well as not having a two-way left-turn lane to provide a two-stage left turn (the eastbound left turn lane is delineated). Fehr & Peers performed a peak hour signal warrant analysis on this intersection and found that it does not meet the warrant because the low volume on the side street (Osmond Street); therefore, a signal is not a justified improvement for this intersection at this time. The 95th queuing percentile is less than one vehicle for both AM and PM peak hours. The applicant has agreed to adding two conditions of approval related to two areas including Osmond/Bastanchury:

- The project does not exacerbate the existing conditions; however, the Church of Jesus Christ of Latter-Day Saints will pay for all costs associated with the implementation of a two-way left turn lane along Bastanchury at Osmond. All improvements shall be constructed prior to issuance of Certificate of Occupancy.
- Although the access on Bastanchury Road performs at acceptable levels of service, if a vehicle was present on the Bastanchury Road center-turn lane conflicting with the vehicles turning left from the Yorba Linda Temple site (for example, a vehicle entering the Friendship Baptist Church from the west), vehicles exiting the Temple will experience increased delays. Should there be any future requests from the Church to address the traffic delays for those exiting from the Bastanchury egress, future costs to restripe or add raised islands to restrict or force turn movements shall be paid for by the Church of Jesus Christ of Latter-Day Saints along with all costs for an encroachment permit to work within City right of way.

Project Access

The new Temple is proposing to have a single primary access on Bastanchury Road and a secondary (emergency only) access on Osmond Street.

Church Parking on Osmond Street

The Church will make a concerted effort to notify the patrons that there is to be no Temple related parking on Osmond Street. A condition of approval will be intended in the project entitlement to this effect, accordingly.

Special Events

Two special events are anticipated in conjunction with the grand opening of the building: an open house and the dedication of the Temple. For the open house, the public is invited to come and walk through the building to view the architecture and learn more about the purpose of the Temple. Tickets to the open house are distributed by registration for a particular time slot to visit the building. The duration of the open house event will be determined by the demand for tickets but is usually no longer than a month. The dedication of the Temple will occur on a future date after the open house

event is completed. Special dedicatory sessions are held as the building is dedicated for its specific function. Multiple dedicatory sessions will also be provided to reduce the number of people attending each session. All dedicatory sessions typically happen on a single day.

In addition to the opening events, a ceremonial groundbreaking event for the Temple construction is scheduled for June 18, 2022. The ceremonial groundbreaking event is by invitation only and the applicant anticipates having approximately 500 people in attendance. The Church will make arrangements for offsite parking and shuttling of attendees to the site. The groundbreaking event will be approximately one-hour long.

The applicant has indicated that there will be a committee to coordinate details of the open house when the project is nearing completion. Parking for the event will be handled off-site and visitors would arrive in buses at scheduled/limited intervals to walk through the temple on a set pathway on a guided tour. Tickets to the event will include information about where the ticket holder should park at the off-site parking lots. Additional staff/volunteers will be available to help direct attendees to the proper off-site parking areas and also to not allow any parking on neighboring streets, especially Osmond Street.

Staff will be including a suggested condition of approval as part of the project entitlements, should the project receive favorable review and approval by the Planning Commission, requiring the applicant to prepare and submit a detailed Traffic Management Plan related to planned or unplanned special events for review and approval by the Community Development Director and Public Works Director, prior to issuance of a Certificate of Occupancy.

Unplanned Event

No high influxes of vehicles are anticipated for the site. However, out of an abundance of caution, the Traffic Management Plan should include employing trained volunteers as part of the normal temple staff who can help facilitate site access from Bastanchury Road. Volunteers could direct traffic to fill parking spaces farthest from the Bastanchury entry first (unless there are special accessibility needs). This would help avoid the scenario where cars would be unable to quickly turn off Bastanchury to enter the site.

As previously noted, the detailed Traffic Management Plan related to planned or unplanned special events for review and approval by the Community Development Director and Public Works Director, prior to issuance of a Certificate of Occupancy would address these scenarios.

Community Outreach

The owners of the proposed Temple have conducted two community outreach meetings to date to address the concerns from neighbors and nearby residents. The first community outreach meeting was held on Tuesday March 29, 2022 and was attended by approximately 150 attendees. The second community outreach meeting was held on Thursday April 14, 2022, and approximately 100 people attended. The project site plan has been modified in response to the neighbors' and resident concerns. It is City staff's

understanding that all the expressed community concerns and corresponding responses/action items were incorporated into the final TIA.

VMT Analysis

The Vehicle Miles Traveled (VMT) analysis within the TIA indicates that the proposed Temple will replace regional trips with local ones, which will reduce overall VMT. Under the City of Yorba Linda TIA Guidelines, the project can be screened from VMT analysis as a local-serving assembly use, thus no further analysis is necessary.

Since the Traffic Commission is an advisory commission in the development project approval process, the input provided by the Traffic Commission will be forwarded to the Planning Commission for their consideration at the upcoming public hearing for the project.

FISCAL IMPACT

None

ATTACHMENTS

1. LDS Temple TIA, dated April 2022