

APPENDIX G

Transportation Assessment



November 18, 2020

Ms. Kristen Bogue, Senior Associate
MICHAEL BAKER INTERNATIONAL
5 Hutton Centre Drive, Suite 500
Santa Ana, CA 92707

RE: Yorba Linda Hills - Hoff Project Trip Generation & Vehicle Miles Traveled Screening Analysis
(GGI Project No. 19307)

Dear Ms. Bogue:

INTRODUCTION

Ganddini Group, Inc. is pleased to provide this Trip Generation & Vehicle Miles Traveled Screening Analysis for the proposed Yorba Linda Hills - Hoff Project in the City of Yorba Linda. The purpose of this analysis is to document the number of trips forecast to be generated and assess the potential project Vehicle Miles Traveled (VMT) impact for compliance with California Environmental Quality Act (CEQA) requirements. We trust the findings of this analysis will aid you and the City of Yorba Linda in assessing the project.

PROJECT DESCRIPTION

The proposed Yorba Linda Hills - Hoff (project) site is approximately 41.52 acres (Assessor's Parcel Numbers [APNs] 326-021-50 and 350-331-06) in the City of Yorba Linda, California. The project site is generally bounded by Chino Hills State Park to the north, single-family homes to the south, Rim Crest Drive to the west, and Fairmont Boulevard to the east. Figure 1 shows the regional vicinity map.

The project proposes a General Plan Amendment, Zone Code Amendment, and Tentative Tract Map in order to construct an approximate 15,000 gross square-foot Tuscan-style single-family home on approximately 1.92 acres of the 41.52-acre project site. Figure 2 illustrates the conceptual site plan.

General Plan Amendment

The project proposes a General Plan Amendment to change a portion of the project site's existing General Plan land use designation from Open Space - General (OS-G) and Residential Medium (R-Medium) to Residential Low (R-Low). The remainder of the surrounding acreage would retain the existing General Plan land use designation of OS-G.

Zoning Change

The project proposes a Zone Change to change the zone boundaries of a portion of the project site from Yorba Linda Hills Planned Development 11 (PD-11) Area A (Residential Suburban) and Area (Open Space) to Area C (Residential Estate) to permit the construction of one (1) single family residence with a deed restriction on the remaining acreage to preserve the land as open space area or public facility use.

PROJECT TRIP GENERATION

Table 1 shows the project trip generation forecast based upon rates obtained from the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition, 2017). Trip generation estimates for the proposed project were determined based on the Single-Family Detached Housing (ITE Land Use Code 210) land use.

Since the existing General Plan land use designation (OS-G) is a passive hillside area, trip generation associated with the existing General Plan land use designation is presumed to be nominal. This also provides a conservative trip generation estimate by resulting in a higher net trip generation forecast for the proposed General Plan Amendment.

As shown in Table 1, the proposed project is forecast to generate approximately nine (9) daily vehicle trips, including one (1) trip during the AM peak hour and one (1) trip during the PM peak hour.

CRITERIA FOR LEVEL OF SERVICE ANALYSIS

The City of Yorba Linda *Traffic Impact Analysis Guidelines* (May 2020) ["City TIA Guidelines"] establish criteria for certain types of projects that are exempt from the requirement to prepare a Level of Service impact analysis.

The City TIA Guidelines establish Level of Service (LOS) guidelines for assessing General Plan operational compliance. In accordance with CEQA provision, any Level of Service impacts identified are solely for General Plan consistency and would not constitute a significant impact under CEQA. As specified in the City TIA Guidelines, the requirement to review Level of Service impacts should be based on the following criteria:

- If a project generates 50 or more trips during AM or PM peak hours.
- If a project is located within 300 feet of the intersection of two classified arterial streets as defined in the General Plan.

Since the proposed project forecast to generate fewer than 50 peak hour trips, additional Level of Service analysis is not required and as the project impact on roadway operations would be relatively nominal.

VEHICLE MILES TRAVELED (VMT) SCREENING ANALYSIS

The City TIA Guidelines also include guidance for conducting Vehicle Miles Traveled (VMT) impact analysis for CEQA compliance. The City TIA Guidelines identify three types of screening criteria that may be applied to effectively screen projects that may be presumed to result in a less than significant without conducting a detailed project-level assessment. They are as follows:

- Transit Priority Area (TPA) Screening
- Low VMT-generating Area Screening
- Project Type Screening

TRANSIT PRIORITY AREA (TPA) SCREENING

Projects located within a TPA¹ may be presumed to have a less than significant impact absent evidence to the contrary. The presumption may not be appropriate if the project:

- Has a Floor Area Ratio (FAR) of less than 0.75;
- Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking);
- Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization); or
- Replaces affordable residential units with a smaller number of moderate or high-income residential units.

As of May 2020, the City does not have any TPA areas established for the City.

LOW VMT AREA SCREENING

Residential and office projects located within a low VMT generating area may be presumed to have a less than significant impact absent substantial evidence to the contrary. In addition, other employment-related and mixed-use projects may qualify for the use of screening if the project can reasonably be expected to generate VMT per resident, per worker, or per service population that is similar to the existing land uses in the low VMT area. This presumption may not be appropriate if the project land uses would alter the existing built environment in such a way as to increase the rate or length of vehicle trips. To facilitate evaluation of this screening criteria, the City of Yorba Linda uses the NOCC+ tool based on OCTAM travel demand model outputs for existing uses.

The project could not be assessed for this screening criteria due to an invalid parcel number error in the NOCC+ tool.

PROJECT TYPE SCREENING

Local serving retail projects with stores less than 50,000 square feet may be presumed to have a less than significant impact absent substantial evidence to the contrary. Local serving retail generally improves the convenience of shopping close to home and has the effect of reducing vehicle travel. Additional screening for retail projects is discussed below.

In addition to local serving retail, the following uses can also be presumed to have a less than significant impact absent substantial evidence to the contrary as their uses are local serving in nature:

- Local-serving K-12 schools
- Local Parks
- Day care centers
- Local-serving retail uses less than 50,000 square feet, including:
 - Gas Stations
 - Banks
 - Restaurants
 - Shopping Centers

¹ A TPA is defined as a half mile area around an existing major transit stop or an existing stop along a high-quality transit corridor.

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- Local-servicing hotels (e.g. non-destination hotels)
- Student housing projects on or adjacent to a college campus
- Local-servicing assembly uses (places of worship, community organizations)
- Community institutions (public libraries, fires stations, local government)
- Affordable or supportive housing
- Assisted living facilities
- Senior housing (as defined by HUD)
- Projects generating less than 110 daily vehicle trips

The proposed project can be presumed to result in a less than significant VMT impact under the screening criteria for small projects since it is forecast to generate fewer than 110 daily trips.

CONCLUSIONS

In accordance with City of Yorba Linda requirements for General Plan compliance, additional Level of Service analysis is not required and as the project impact on roadway operations would be relatively nominal since the proposed project forecast to generate fewer than 50 peak hour trips.

In accordance with screening criteria established by the City of Yorba Linda, the proposed project can be presumed to result in a less than significant VMT impact under the screening criteria for small projects since it is forecast to generate fewer than 110 daily trips.

It has been a pleasure to assist you with this project. Should you have any questions or if we can be of further assistance, please do not hesitate to call at (714) 795-3100.

Sincerely,
GANDDINI GROUP, INC.



Perrie Ilercil, PE (AZ)
Senior Engineer



Giancarlo Ganddini, TE, PTP
Principal

Table 1
Project Trip Generation

Trip Generation Rates									
			AM Peak Hour			PM Peak Hour			Daily Rate
			% In	% Out	Rate	% In	% Out	Rate	
Single-family Detached Housing	ITE 210	DU	25%	75%	0.74	63%	37%	0.99	9.44
Open Space - General	[a]	-	0%	0%	0.00	0%	0%	0	0

Trips Generated									
			AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
<u>Proposed Land Use</u>									
Single-family Detached Housing	1	DU	0	1	1	1	0	1	9
<u>Existing Land Use Designation</u>									
Open Space - General	27.4	AC	0	0	0	0	0	0	0
Net Trips Generated			0	+1	+1	+1	0	+1	+9

Notes:

- (1) ITE = Institute of Transportation Engineers [Trip Generation Manual](#) (10th Edition, 2017); ### = Land Use Code(s).
[a] Trip generation for passive hillside open space is presumed to be nominal.
- (2) DU = Dwelling Units; AC = Acres.

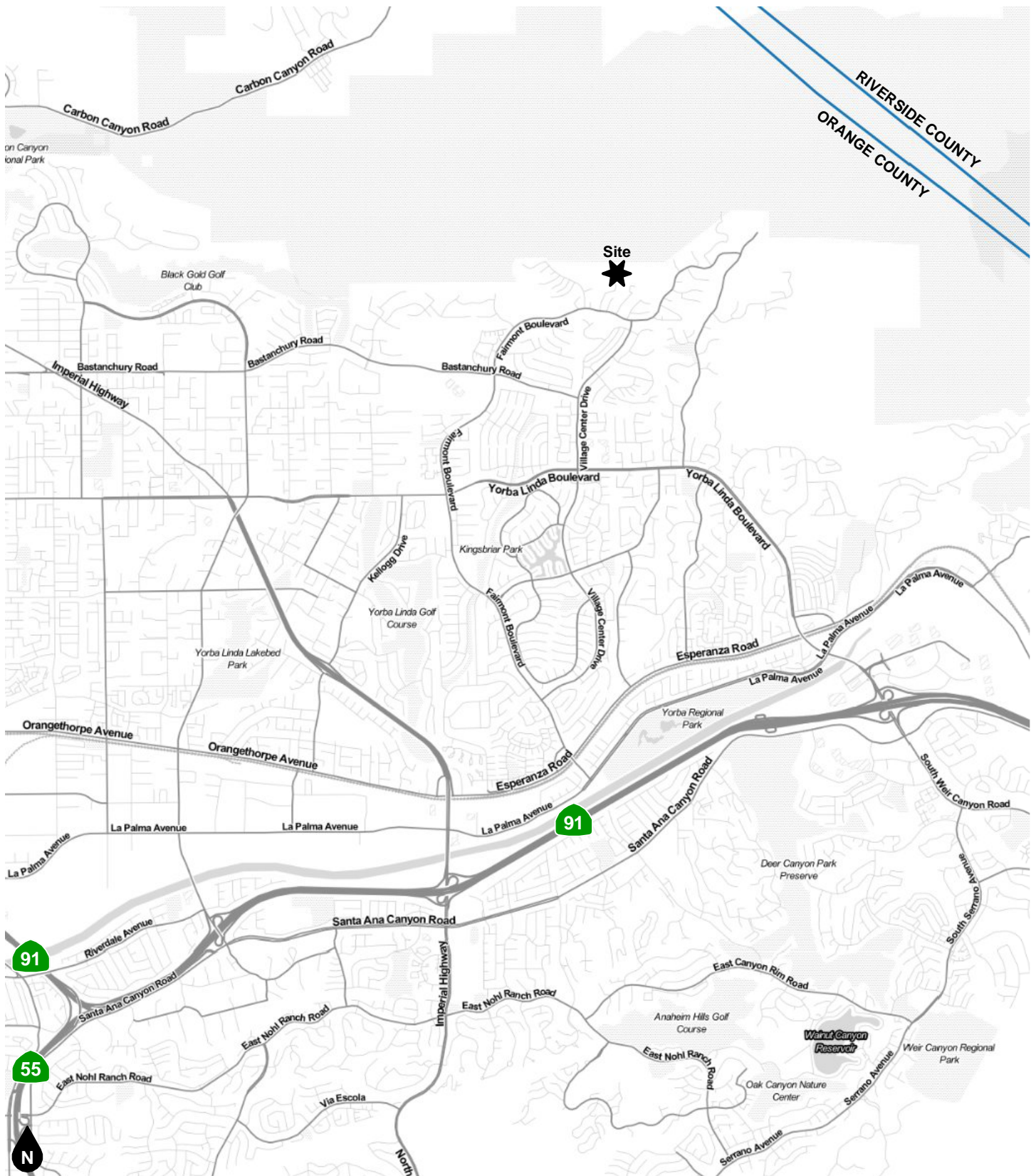
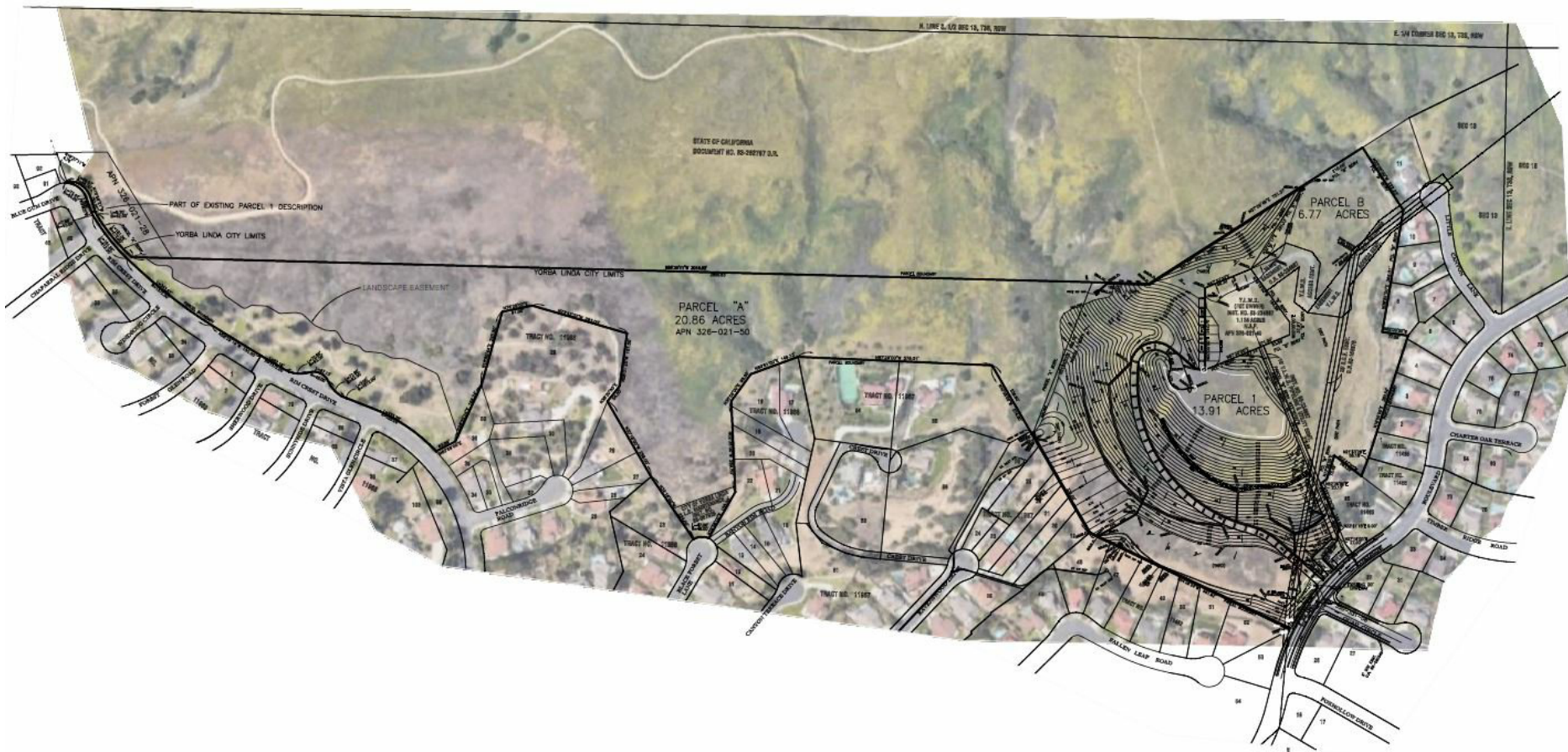


Figure 1
Project Location Map



Source: King Civil Engineer Corp, July 2020

Figure 2
Conceptual Site Plan