



THE CITY OF YORBA LINDA

2016 Yorba Linda General Plan





Acknowledgements

City Council

Tom Lindsey, Mayor
Peggy Huang, Mayor Pro Tem
Mark Schwing, Council Member
Craig Young, Council Member
Gene Hernandez, Council Member
John Anderson, Council Member (former)

Planning Commission

Robert Pease, Chair
Robert Lyons, Chair Pro Tem
Karalee Darnell, Commissioner
J. Minton Brown, Commissioner
Daniel Mole, Commissioner
James Nebel, Commissioner (former)
James Wohlt, Commissioner (former)
Dennis Equitz, Commissioner (former)

General Plan Advisory Committee

Thomas C. Watts, Chair
Ryan Bent, Vice-Chair
Carin Benner, Committee Member
Cheri Hansen, Committee Member
Ed Rakochy, Committee Member
Lindon Baker, Committee Member
Marilyn Adams, Committee Member
Mary Carbone, Committee Member
Nathaniel Behura, Committee Member
Randie Noell, Committee Member
Robert Lyons, Committee Member
William Gorman, Committee Member
Doug Knarr, Committee Member
James Pickel, Chair (former)
Peggy Huang, Committee Member (former)
Karalee Darnell, Committee Member (former)



Acknowledgements

Parks and Recreation Commission

Tara Campbell, Chair
Sandy McKinney, Chair Pro Tem
Doug Dickerson, Commissioner
Stewart Rixson, Commissioner
Thomas C. Watts, Commissioner
Doug Knarr, Chair (former)
Terri Memole, Commissioner (former)

Traffic Commission

Jerry Brakebill, Chair
Edward Camarena, Chair Pro Tem
Nathaniel Behura, Commissioner
Clint Kirkwood, Commissioner
Lynn Melton, Commissioner

City Staff

Mark Pulone, City Manager
David Christian, Assistant City Manager
David Brantley, Community Development Director
Steve K. Harris, Community Development Director (former)
Michael Wolfe, Public Works Director
Mike Kudron, Parks and Recreation Director
Bill Calkins, Parks and Recreation Director (former)
Greg Rehmer, Senior Planner
Rick Yee, Assistant City Engineer
Matthew Simonetti, Senior Civil Engineer
Armando Jaime, Public Works Superintendent
Tony Wang, Traffic Engineering Manager
Mike Kudron, Parks and Recreation Superintendent (former)
Colleen Callahan-Litfin, Parks and Recreation Special Assistant
Brad Skeene, Parks Supervisor

**Special acknowledgement of the numerous staff members in all departments who provided their input and expertise into the Yorba Linda General Plan.*

Consultant Team

Kimley-Horn and Associates



Table of Contents

1. Introduction and Vision	
Our History Defines Us	IN-1
Looking Forward	IN-2
Establishing a Community-Based Vision	IN-3
Our Vision for Yorba Linda	IN-4
2. Guide to the Yorba Linda General Plan	
What is a General Plan?	G-1
Organization of the General Plan	G-3
3. Land Use Element	
Introduction	LU-1
Authority and Scope	LU-1
Background	LU-2
1993 General Plan Land Use	LU-3
Existing (On-the-Ground) Land Use	LU-7
Related Plans and Programs	LU-11
Description of 2016 General Plan Land Use	LU-15
2016 General Plan Buildout	LU-16
2016 General Plan Land Use Designations	LU-23
Focus Areas	LU-29
Land Use Element Policy Program	LU-39
4. Circulation Element	
Introduction	CR-1
Authority and Scope	CR-1
Background	CR-2
Roadway Network	CR-2



Table of Contents

Existing Volumes and Levels of Service	CR-11
Bicycle and Pedestrian Facilities	CR-13
Public Transportation	CR-13
Complete Streets	CR-21
Related Plans and Programs	CR-21
Circulation Element Policy Program	CR-25
5. Economic Development Element	
Introduction	ED-1
Authority and Scope.....	ED-1
Background	ED-1
Economic Development Element Policy Program	ED-7
6. Housing Element	
I. Introduction	HE-1
II. Housing Needs Assessment.....	HE-5
Household Profile.....	HE-13
Regional Housing Needs Allocation.....	HE-47
III. Housing Constraints	HE-49
Market Constraints	HE-68
Environmental and Infrastructure Constraints	HE-69
IV. Housing Resources.....	HE-73
V. Housing Plan	HE-85
Housing Element Goals and Policies.....	HE-97
<i>The Housing Element was adopted October 4, 2011 under separate cover. All chapters have been included in the General Plan.</i>	
7. Historic Resources Element	
Introduction	HR-1
Authority and Scope.....	HR-1
Background	HR-2
Historical Overview of Yorba Linda.....	HR-2
Historic Resources Element Policy Program	HR-5
8. Open Space & Recreation Element	
Introduction	OR-1
Authority and Scope.....	OR-1
Background	OR-2



Table of Contents

Parks and Recreational Facilities.....	OR-2
Equestrian Facilities	OR-11
Recreational Programs	OR-12
Regional Facilities.....	OR-12
Parkland Standards.....	OR-14
Related Plans and Programs	OR-16
Open Space and Recreation Element Policy Program.....	OR-19

9. Conservation Element

Introduction	CN-1
Authority and Scope.....	CN-1
Background	CN-1
Wildlife Habitat	CN-2
Wildlife Corridors	CN-9
Viewsheds.....	CN-9
Night Skies	CN-9
Watersheds.....	CN-10
Water Resources	CN-10
Agricultural Resources.....	CN-12
Mineral and Petroleum Resources.....	CN-12
Related Plans and Programs	CN-13
Conservation Element Policy Program	CN-19

10. Public Health & Safety Element

Introduction	PS-1
Authority and Scope.....	PS-1
Background	PS-1
Seismic Hazards	PS-2
Landslide Hazards	PS-9
Drainage and Flood Hazards.....	PS-13
Fire Hazards	PS-21
Oil Well Hazards.....	PS-25
Hazardous Materials.....	PS-25
Related Plans and Programs	PS-27
Public Health and Safety Element Policy Program	PS-29



Table of Contents

11. Public Services and Utilities Element

Introduction	PSU-1
Authority and Scope.....	PSU-1
Background	PSU-1
Schools	PSU-1
Fire Protection Services.....	PSU-1
Police Protection Services	PSU-2
Water System	PSU-5
Wastewater System	PSU-5
Storm Drain System	PSU-5
Public Services and Utilities Element Policy Program.....	PSU-7

12. Noise Element

Introduction	N-1
Authority and Scope.....	N-1
Existing Setting	N-2
Existing Noise Environment	N-3
Noise Sources.....	N-3
Related Plans and Programs	N-7
Noise Element Policy Program	N-13

13. Growth Management Element

Introduction	GM-1
Authority and Scope.....	GM-1
Legislative Context.....	GM-1
Growth Management Element Policy Program	GM-3

14. Appendices

Appendix A: Glossary of Terms and Acronyms	A-1
Appendix B: Community Outreach	B-1
Appendix C: GPAC Meeting Minutes	C-1
Appendix D: GPAC Land Use Discussion.....	D-1
Appendix E: GPAC Policy Analysis	E-1
Appendix F: Traffic Analysis and Report.....	F-1



Table of Contents

General Plan Exhibits

Exhibit LU-1: 1993 General Plan Land Use Map	LU-5
Exhibit LU-2: Existing Land Uses Map	LU-9
Exhibit LU-3: 2016 General Plan Land Use Map	LU-21
Exhibit LU-4: Focus Areas Map	LU-31
Exhibit CR-1: Typical Roadway Cross Sections.....	CR-7
Exhibit CR-2: Existing Roadway Functional Classifications	CR-9
Exhibit CR-3: Truck Routes.....	CR-15
Exhibit CR-4: Bikeways Map	CR-17
Exhibit CR-5: Public Transportation.....	CR-19
Exhibit ED-1: Areas of Employment	ED-3
Exhibit OR-1: Parks and Recreational Facilities.....	OR-5
Exhibit OR-2: Trails.....	OR-9
Exhibit CN-1: Open Space and Recreation Areas.....	CN-5
Exhibit CN-2: Natural Habitat Areas.....	CN-7
Exhibit CN-3: Oil Production and Mineral Resource Zones.....	CN-17
Exhibit PS-1: Whittier-Elsinore Fault	PS-3
Exhibit PS-2: Liquefaction Zones	PS-7
Exhibit PS-3: Landslide Zones	PS-11
Exhibit PS-4: Flood Hazards.....	PS-15
Exhibit PS-5: Dam Inundation Areas	PS-19
Exhibit PS-6: California Fire Hazard Severity Zones.....	PS-23
Exhibit PSU-1: Public Services Facilities.....	PSU-3
Exhibit N-1: Noise Measurement Locations.....	N-5

General Plan Tables

Table LU-1: 1993 General Plan Land Use Summary.....	LU-4
Table LU-2: Existing (On-the-Ground) Land Use	LU-7
Table LU-3: 2016 General Plan Land Use Summary	LU-15
Table LU-4: 2016 General Plan Buildout Analysis	LU-17
Table LU-5: 2016 Buildout in Focus Areas	LU-19
Table CR-1: Daily Traffic –Carrying Capacities	CR-11
Table CR-2: Level of Service (LOS)	CR-11
Table OR-1: Existing Parkland	OR-3
Table OR-2: Joint Use Facilities	OR-11
Table OR-3: Regional Facilities.....	OR-14
Table CN-1: Sensitive Animals, Plants, and Communities	CN-3



Table of Contents

<i>Table PS-1: Existing Faults.....</i>	<i>PS-2</i>
<i>Table PS-2: Richter and Modified Mercalli Scale Comparison.....</i>	<i>PS-5</i>
<i>Table PS-3: Significant Wildfires in Yorba Linda.....</i>	<i>PS-21</i>
<i>Table PSU-1: OCFA Fire Stations in Yorba Linda.....</i>	<i>PSU-2</i>
<i>Table N-1: Municipal Code Exterior Noise Standards.....</i>	<i>N-10</i>
<i>Table N-2: Municipal Code Interior Noise Stds. for Res.</i>	<i>N-10</i>

DRAFT



1. Introduction and Vision

“Land of Gracious Living”

Yorba Linda is a city with a strong sense of community and small-town character. Our community is set among natural open space and crisscrossed by multi-use paths and trails. Our City is primarily residential in nature and has long been characterized by our semi-rural, suburban atmosphere. Recently recognized as one of the “100 Best Places to Live” in the United States¹, our community continues to uphold its shared values of responsible growth, preservation of existing neighborhood character, and conservation of natural resources.



Our History Defines Us

Our name “Yorba Linda” originated from Jose Yorba, a member of a Spanish expedition exploring the area now known as Orange County in 1769. In 1809, Jose Yorba petitioned the King of Spain for a land grant and was awarded 26,000 acres of land which came to be known as “Rancho Santiago de Santa Ana.” Nearly a century later, in 1907, Jacob Stern, a Fullerton resident and owner of portions of the former Yorba lands, sold a large area to the Janss Corporation. Upon purchase, the Janss Corporation subdivided this property and named the new town “Yorba Linda:” “Yorba” after the early land grant family and “Linda” meaning pretty in Spanish. These Yorba Linda subdivisions were sold by the Janss Corporation for \$150 an acre, emphasizing their agricultural potential.

Between 1910 and 1920, early residents came to Yorba Linda with the intent of operating small farms, constructing numerous ranch houses and planting citrus groves. The construction of the Pacific Electric Railroad line between Yorba Linda and Los Angeles established an important transportation link providing growers a more efficient means to deliver their produce to major markets. Soon after, two packing houses were built adjacent to the railroad station and the center of the community was established.

During the 1920s, Yorba Linda continued to grow and prosper with agriculture as the main industry of the local economy. Several new commercial structures were built on the town’s Main Street but the

¹ CNN’s Money Magazine website, “Best Places to Live 2014.” http://time.com/money/collection/best-places-to-live/?bestplaces_sorttop=rk, accessed June 17, 2015.

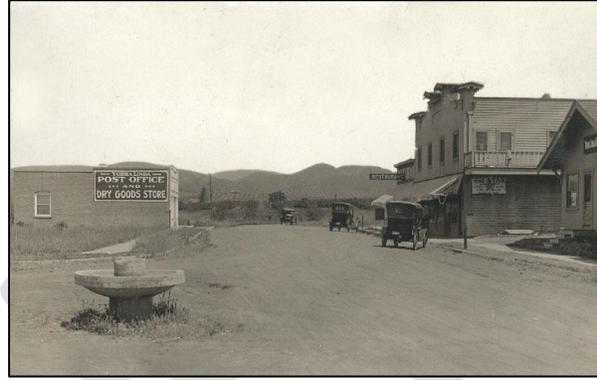


Yorba Linda General Plan

overall character of the community remained primarily agricultural. The Depression of the 1930s brought an economic slowdown to Yorba Linda, but the local population remained stable. The citizens of Yorba Linda weathered the economic hardship through an agricultural economy that continued to be productive. During the post-World War II era, Yorba Linda retained its small town character, and only experienced the tremendous population growth felt by other cities in Orange County from the previous two decades in the 1960's. The City of Yorba Linda was incorporated in 1967.



Janss Corporation Farmland



A View of Olinda Street, Circa 1920

Looking Forward

Today, our City remains a suburban community characterized by mostly single-family residential neighborhoods, key commercial centers, parklands and open space, multi-use trails, and important historic resources. Our community takes pride in the City's semi-rural charm while recognizing the need to responsibly manage growth to meet the community's future needs.

We understand it is necessary to reevaluate our community's vision, goals, policies, and priorities to ensure we are reflecting the values and desires of our residents. This update reexamines our existing General Plan through a community-based process so that future growth and change in our community is guided by the thoughts and aspirations of today's residents.



Yorba Linda General Plan

Establishing a Community-Based Vision

Our Vision for Yorba Linda was developed through a collaborative, community-based process of extensive outreach with stakeholders and the community, working sessions with City staff and department leaders, dialogue with the City Council, and meetings with the General Plan Advisory Committee. Comments, feedback, direction, and guidance from these public participation efforts informed the development of our Vision for Yorba Linda.



Following is an outline of community visioning events conducted for the General Plan update. Notes from these activities can be found in **Appendix B**.

- **Visioning Festival.** From June 21 through June 23, 2012, the City of Yorba Linda held three Community Walks, two Community Workshops, and one Visioning Charette. During these events, participants engaged in discussion about various topics including community character, the built environment and circulation, the natural environment, and parks and recreation. Workshop participants also recorded ideas related to Yorba Linda's "Treasures," "Challenges," and "Visions."
- **Staff Visioning.** On April 25, 2012 and May 21, 2012, the City held visioning meetings for members of the Planning Department and leaders of each City department. Participants discussed the overall usability of the General Plan, current community challenges, and visions for the future of Yorba Linda.
- **Youth Visioning Workshop.** On June 8, 2012, the City held a Youth Visioning Workshop at the 7th Grade AVID Class at Yorba Linda Middle School. Participants identified treasures and challenges in Yorba Linda, as well as their visions for the future of the City.
- **Summer Visioning.** On July 28, 2012, the City held a drop-in Visioning Session at the former Yorba Linda Hardware Store space during the Farmer's Market. Community members had an opportunity to view an informational PowerPoint, read about the General Plan update, and provide input.
- **General Plan Advisory Committee.** Members of the General Plan Advisory Committee attended various outreach events and community meetings to encourage the contribution of more ideas to the Visioning process.
- **Commission and Committee Meetings.** Presentations and updates were provided to City Committees and Commissions, including the Parks and Recreation Commission and the Planning Commission.
- **City Council.** Presentations and updates were provided to the City Council on input and feedback received at outreach events and community meetings.



Yorba Linda General Plan



Our Vision for Yorba Linda

Our vision for Yorba Linda is a statement of what we hope to preserve and enhance in implementation of the Yorba Linda General Plan. Our Community Vision sets the tone for the General Plan's goals, policies, and actions, and establishes a foundation based on community values and qualities unique to the City of Yorba Linda.

Based on our shared values and qualities, our Community Vision expresses the community's

aspirations for the next decade and beyond to enhance quality of life in our community.

The City of Yorba Linda is a community that:

- *Provides high quality open space, parks, and recreational facilities for all;*
- *Manages development and growth to preserve the City's semi-rural/suburban characteristic;*
- *Supports an efficient circulation system;*
- *Values its heritage and strives to preserve historic buildings and neighborhoods;*
- *Embraces high aesthetic standards for new architecture and community design;*
- *Encourages growth in its tax base to support City services and ensure adequate infrastructure;*
- *Preserves natural resources to ensure long-term productivity of the environment;*
- *Encourages civic participation of all residents and stakeholders and reflects community values in official planning and decision-making; and*
- *Preserves its character by supporting community efforts dedicated to civic engagement, cultural activities, health and safety issues, and other aspects of improving the quality of life.*



2. Guide to the Yorba Linda General Plan



What is a General Plan?

Purpose and Approach

The Yorba Linda General Plan sets forth the City's policies regarding the types and locations of future land uses and activities. It describes the desired character and quality of development as well as the process for how development should proceed now and in the future.

The Yorba Linda General Plan reflects the aspirations and values of Yorba Linda's residents and their elected representatives. The City

Council and appointed Commissions will use the General Plan in considering land use and planning-related decisions. City staff will use the General Plan on a day-to-day basis to administer and regulate land use and development activity. Citizens can use the General Plan to understand the City's approach to regulating development, protecting resources, and upholding community values.

Goals, Policies, and Implementation Measures

The following definitions will help readers understand and distinguish between these important components of the General Plan:

- **Goals** are general statements of values or aspirations held by the community.
- **Policies** are more precise expression about how a specific goal will be interpreted or implemented. Policies may include guidelines, standards, maps, or a combination of these components.
- **Implementation Measures** are actions the City takes to put the goals and policies into practice. These may include ongoing programs sponsored by the City; discrete, time-specific actions; or further planning actions.

Updating the General Plan

California Law requires municipal agencies to update their general plans to conform to changes in State law and other legal requirements, and to reflect community change since adoption of the last general plan. Policies and programs, which form the basis of any plan, are influenced by changes in population, economy, development in surrounding cities and other many factors.



Yorba Linda General Plan

The 2016 General Plan continues the major themes of the 1993 General Plan. Updates reflected in this General Plan Update are intended to:

- Provide for continued conformance with state law.
- Ensure internal consistency amongst General Plan Elements.
- Respond to issues raised by City residents and stakeholders during the public participation process.
- Address shortcomings in the 1993 General Plan identified by the community.
- Align the General Plan's policies to address major priorities and ensure that the City is in a position to respond to challenges and strategic opportunities.

These amendments will help ensure that Yorba Linda's General Plan remains a viable, effective policy guidance tool for the next 20 years. However, the revisions do not result in any significant departure from the direction and policies set forth in the previous General Plan, nor do they result in significant changes in the amount, type, or rate of development in the City.

Impact of Plan Adoption

Once adopted, the General Plan will be the basic policy guidance tool for land use and other municipal decisions. Therefore, the General Plan is not a regulatory document, and relies on other plans and programs for implementation such as the zoning ordinance, subdivision ordinance, design review process, capital improvement program, and a variety of other regulatory mechanisms.

In accordance with California law, the City's zoning ordinance must be consistent with the General Plan. This means that the zoning ordinance will need to be reviewed after adoption of this Plan to ensure consistency. During the preparation and public review of any future zoning ordinance amendments, topics such as building height, densities, and allowed uses will be discussed for specific parcels. The general rule is that the zoning ordinance can be more restrictive than the General Plan, but cannot allow a greater level or completely different type of development than that described by the policies and standards in the General Plan.

Environmental Review

The General Plan Update includes the preparation of a Program-Level Environmental Impact Report (PEIR) pursuant to the California Environmental Quality Act (CEQA). The PEIR provides the project summary, impact analysis, and associated mitigation measures. It also addresses other mandated components of a PEIR for a General Plan. Following circulation of the draft 2016 Yorba Linda General Plan and Draft PEIR, responses will be prepared for the comments received, and the Final PEIR will be certified prior to adoption of this updated General Plan.



Organization of the General Plan

The General Plan is organized into chapters, with related appendices containing technical or explanatory materials.

- **Chapter 1: Introduction and Vision** – provides an introduction to the General Plan and an overall vision for Yorba Linda.
- **Chapter 2: Guide to the Yorba Linda General Plan** – provides an overview of the General Plan document and update process.
- **Chapter 3: Land Use Element** – designates the type, density, intensity, and general distribution of land uses.
- **Chapter 4: Circulation Element** – identifies the general location and extent of existing and proposed major thoroughfares, transportation routes, and other local transportation facilities.
- **Chapter 5: Economic Development Element** – establishes long-term goals for the growth and development of the local economy.
- **Chapter 6: Housing Element** – provides a comprehensive assessment of current and future projected housing needs for all economic segments of the community.
- **Chapter 7: Historic Resources Element** – sets forth goals and policies to preserve, enhance, and maintain buildings, sites, and areas that have been deemed architecturally and/or historically significant.
- **Chapter 8: Open Space & Recreation Resources Element** – details plans and measures for the long-range preservation and conservation of open space lands, including passive and active open space.
- **Chapter 9: Conservation Element** – addresses the conservation, development, and use of natural resources, including water, soils, rivers, and mineral deposits.
- **Chapter 10: Public Health & Safety Element** – establishes policies and programs to protect the community from risks associated with seismic, geologic, flood, and wildfire hazards.
- **Chapter 11: Public Services Element** – ensures the provision of adequate personnel, operations, and maintenance of the services and facilities required by residents and businesses.
- **Chapter 12: Noise Element** – identifies and appraises noise problems within the community and forms the basis for land use distribution.



Yorba Linda General Plan

- **Chapter 13: Growth Management Element** – sets forth goals and policies to ensure that the planning, management and implementation of traffic improvements and public facilities are adequate to meet the current and projected needs of the City.

DRAFT



3. Land Use Element

Introduction

The Land Use Element is often seen as the primary framework for the General Plan, as it sets forth the patterns of land use and activities that will support and enhance the character of the City. The Land Use Element defines goals and policies that will guide the way the City of Yorba Linda grows and changes over the next 20 years. It 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 and public and semi-public uses.



Authority and Scope

The State of California Government Code Section 65302(a) requires that a General Plan include “a Land Use Element which designates the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space including agriculture, natural resources, recreation and enjoyment of scenic beauty, education, public buildings, and grounds, solid and liquid waste disposal facilities and other categories of public and private uses of land. The Land Use Element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan.”

The Land Use Element has the broadest scope of any of the General Plan Elements. In addition to the State requirements set forth in the California Government Code, it has also been legally established that while the location of a particular land use may be expressed in general terms, a property owner must be able to identify the General Plan designation for his/her parcel from the land use diagram contained in the Land Use Element.

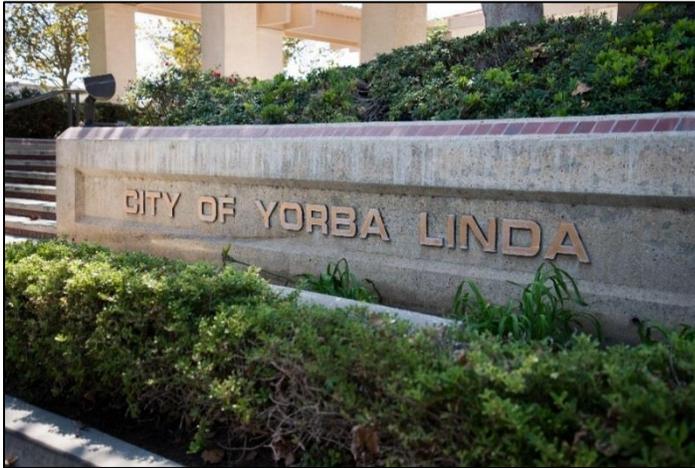
The primary implementing mechanisms of the Land Use Element is the Yorba Linda Municipal Code. California Government Code requires a General Law City’s Zoning Ordinance and Zoning Map be consistent with the General Plan Land Use Element and Land Use Element Diagram. Specific Plans adopted by the City of Yorba Linda must also be consistent with the General Plan they implement.

The goals, policies and implementation programs of the Land Use Element support and reinforce the current quality of life in Yorba Linda as the "Land of Gracious Living". The Land Use Element establishes



Yorba Linda General Plan

the City of Yorba Linda's official policies, programs and actions related to land use citywide. The Element accomplishes this through the General Plan Land Use Map, narrative text, and quantifying tables. The General Plan Land Use Map depicts the permitted type and density/intensity of use for all lands within the City's jurisdiction and sphere-of-influence. Lands are designated according to residential, commercial, industrial, and open space uses. The land use policies contained in the Land Use Element are visually represented by the General Plan Land Use Map and visually describe citywide land use patterns.



Background

The essential components of the Land Use Element are the General Plan Land Use Map and the goals and policies that guide future development. The Land Use Map is divided into land use designations that define areas of the City by the type of use, the existing character of the neighborhood, and the intent of future growth. The Land Use Map serves as a graphic representation of the goals and policies of all General Plan Elements. Users of this

document are advised to refer to the goals and policies, as well as the map when evaluating proposed development and capital improvement projects. The majority of the land area within the City is developed with single-family homes built between the 1960s and 1990s. Apartments, townhomes and condominiums can also be found throughout the City. Commercial development is mainly located along Yorba Linda Boulevard and Imperial Highway, along with smaller neighborhood-serving retail centers scattered within residential areas. The City's built-out nature presents opportunity for infill development and redevelopment to accommodate changing needs, market conditions, and demographics.



Yorba Linda General Plan

1993 General Plan Land Use

The vision of the 1993 General Plan was focused on achieving and maintaining a high quality of life for the residents of Yorba Linda while maintaining the pleasant residential suburban community feel that residents value. The land use plan in the 1993 General Plan was developed to support this vision. The land use plan generally categorized land use designation according to residential, commercial, industrial and open space uses. The issues that the 1993 Land Use Plan hoped to address included:



- Preserving the City's low density character;
- Focusing new development opportunities in the north and northwestern areas of the City;
- Allowing infill development that also preserve the character of established neighborhoods;
- Enhance pedestrian activity in commercial areas;
- Provide better commercial services for residents;
- Develop a centralized community core;
- Develop sub-regional commercial opportunities;
- Address issues with the North Orange County Community College site;
- Continue providing affordable housing; and
- Maintain and enhance open space linkages.

Table LU-1: Land Use Summary, and **Exhibit LU-1: Land Use Map**, below summarizes the current land use designations. **Table LU-1:Land Use Summary**, quantifies the acreage in Yorba Linda dedicated to each land use and the allowable intensity and/or density of development for each land use designation. The Land Use Map illustrates the dispersion of the General Plan land use designations in the City.



Yorba Linda General Plan

Table LU-1
Land Use Summary⁴

Land Use Designation	Density/Intensity ^{1,2}	Acres
Residential Low (R-L)	1.0 du/acre	412.14
Residential Medium-Low (R-ML)	1.8 du/acre	2,356.05
Residential Medium (R-M)	3.0 du/acre	1,956.28
Residential Medium-High (R-MH)	4.0 du/acre	1,169.01
Residential High (R-H)	4 – 30 du/acre	545.89
Commercial General (C-G)	0.25 FAR	157.80
Commercial Neighborhood (C-N)	0.25 FAR	36.48
Commercial Office (C-O)	0.35 FAR	23.54
Industrial Manufacturing (I-M)	0.40 FAR	274.92
Open Space (O-S)	N/A	2,876.65
Area Plan ³	Plan Specific	1,598.8
Right-of-Ways	N/A	1,718.60
Sphere of Influence	N/A	1,685.98
TOTAL		14,812.15

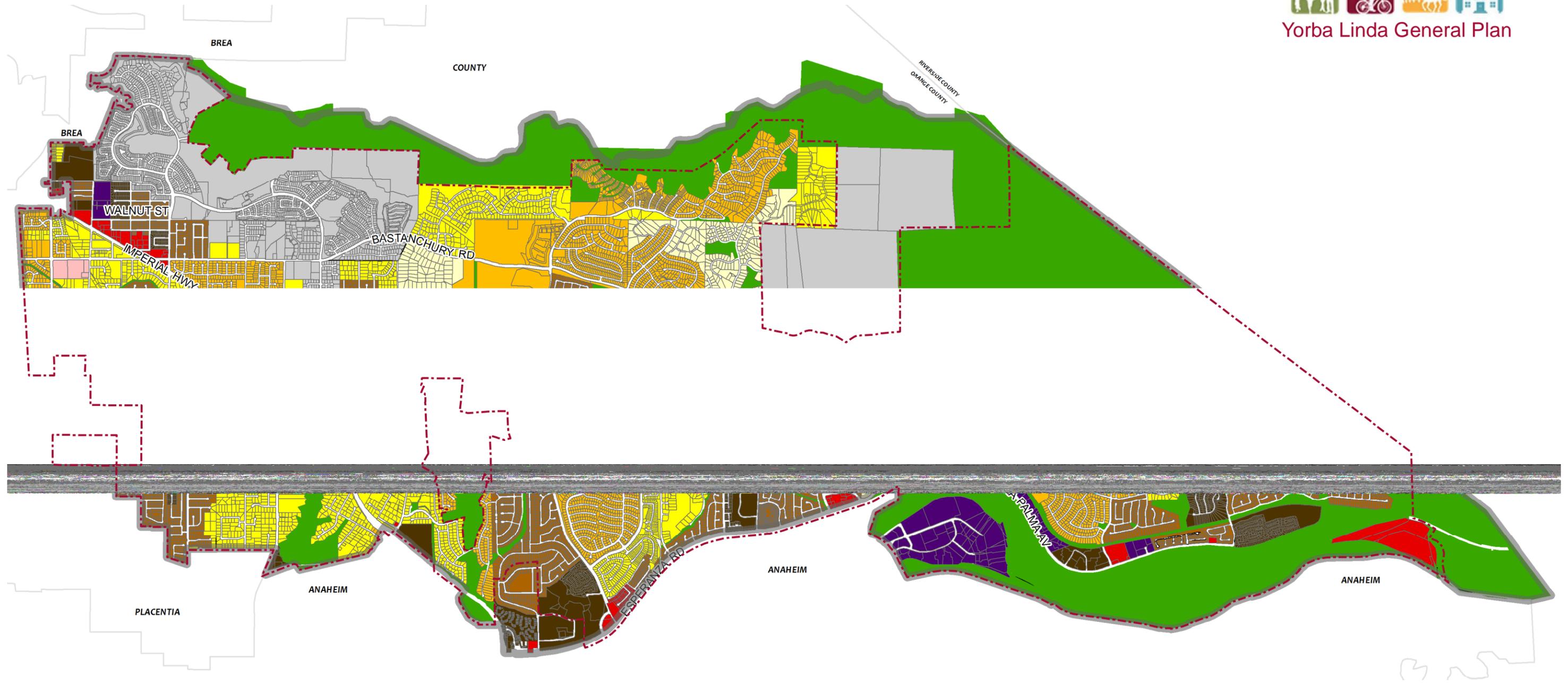
Notes:

¹Floor Area Ratio (FAR) calculates non-residential land use by dividing gross floor area by the total area of the lot.

²Dwelling units per acre (du/acre) is the number of residential units allowed per acre.

³Includes Cielo/Esperanza (Murdock Property), which is outside City limits, but within the Sphere of Influence (SOI). For this area, maximum dwelling unit potential is calculated at a target density of 1.0 du/ac.

⁴Estimates updated from 1993 General Plan based upon most currently available GIS and county assessor data. Changes in the land use designations and zoning have occurred since adoption of the 1993 General Plan.



Area Plans

Area Plan

City Boundary

Sphere of Influence

Commercial

C-Commercial

C-Neighborhood

C-Office

Residential

R-Low

R-Medium Low

R-Medium

R-Medium High

R-High

Open Space

OS-General

Water/Lake

Industrial

I-Manufacturing



**1993 General Plan
Land Use Map**

This page intentionally left blank.



Existing (On-the-Ground) Land Use

The City of Yorba Linda is a mix of residential, open space, public, commercial, and industrial uses. The existing land uses in the City reflects the low-density character of the community. As shown in **Table LU-2: Existing (On-the-Ground) Land Use**, below, Yorba Linda consists predominantly of residential and open space uses. Open space land uses are predominately located along the northern boundary of the City. Commercial corridors are focused along Imperial Highway, Yorba Linda Boulevard and Savi Ranch. The majority of industrial uses are located in the Savi Ranch area in the southeasterly portion of the City. **Exhibit LU-2: Existing Land Uses Map**, illustrates the City's existing land use pattern.

Table LU-2 2016 Existing (On-the-Ground) Land Use ¹	
Land Use	Acres
Single-Family Residential	5,692.17
Multi-Family Residential	348.31
Mobile Homes/Trailer Parks	34.68
Commercial	227.30
Office	24.37
Public/Institutional	181.51
Education	170.11
Industrial	166.67
Transportation, Communications, and Utilities	62.04
Open Space and Recreation	3,548.96
Agriculture	32.32
Water	18.33
Vacant (includes Sphere of Influence)	2,586.78
Rights-of-Way	1,718.60
TOTAL	14,812.15

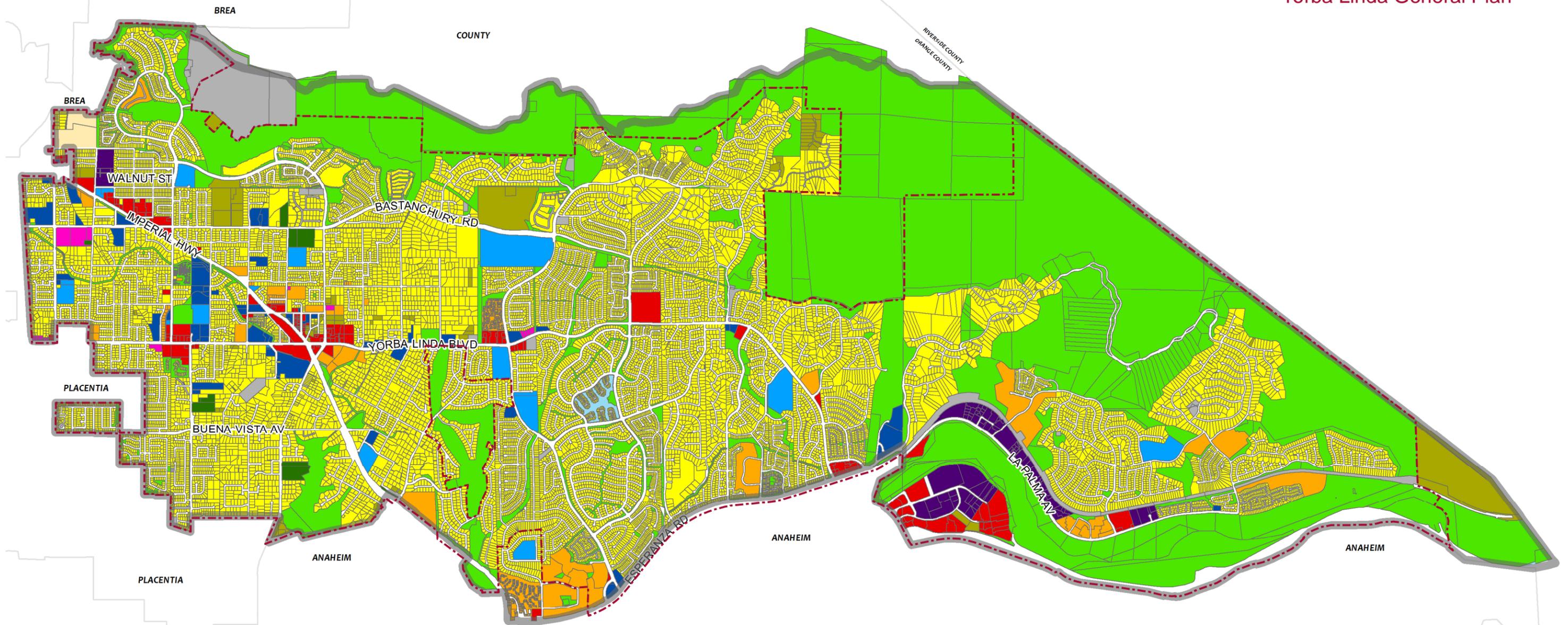
¹ Estimates based upon most currently available GIS and county assessor data.



Yorba Linda General Plan

This page intentionally left blank.

DRAFT



- | | | |
|----------------------------|----------------------|---|
| City Boundary | Commercial | Transportation, Communications, and Utilities |
| Sphere of Influence | Office | Open Space and Recreation |
| Single Family Residential | Public/Institutional | Vacant |
| Multi-Family Residential | Education | Agriculture |
| Mobile Homes/Trailer Parks | Industrial | Water |



Existing Land Uses Map

This page intentionally left blank.



Related Plans and Programs

There are a number of land use documents which have been adopted, through ordinance or resolution, which bear a relationship to the General Plan. Relevant plans and documents are listed as follows:

Yorba Linda Zoning Code

The principal method by which a city implements General Plan land use policy is the zoning code. Policies and standards which describe the types of uses permitted, their density/intensity, and development characteristics (design, property setbacks, etc.) are codified as precise requirements in the zoning ordinance. The authority to zone is inherent in the police power delegated to cities by the California Constitution. The Zoning Code consists of two basic elements: a map which delineates the boundaries of districts in which uses develop with similar standards are permitted and text which explains the purpose of the zoning district, lists the permitted uses, and defines the standards for development. In the event that the Zoning Code becomes inconsistent with the General Plan by reason of an update, annexation or amendment, the Zoning Code must be amended within a reasonable time to ensure consistency.



General Plan Environmental Impact Report (EIR)

The California Environmental Quality Act (CEQA) is a statute that requires state and local agencies to identify potential environmental impacts, and to avoid or mitigate those impacts, if feasible. Pursuant to CEQA, the City is required to prepare an Environmental Impact Report (EIR). The EIR analysis focuses on potential environmental impacts that could arise from implementation of the General Plan Update through development of land uses within the City's planning area, as regulated and guided by General Plan policies and implementation programs.

Parks and Recreation Master Plan

The updated Yorba Linda Parks and Recreation Master Plan was adopted in August 2014. The new Master Plan provides direction to continue the orderly and consistent planning, acquisition, development, and administration of the parks and recreation programming in Yorba Linda. The Master Plan guides the City's decision making with regard to overall policy and provides an inventory and assessment of recreation programs and service offerings, operations, maintenance, and capital improvements to be made over the next twenty years that will enhance the quality of life in Yorba Linda. The goals, programs, and strategies identified in the updated Parks and Recreation Master Plan are incorporated into the General Plan Update.



Yorba Linda General Plan

Specific Plans and Development Plans

State law authorizes cities to adopt specific plans and development plans for implementing their general plans in designated areas. These plans are intended to provide more finite specification of permitted uses, development standards, circulation and infrastructure improvements, and design guidelines. They are often used to ensure that multiple property owners and developers adhere to a common development plan.

Yorba Linda Town Center Specific Plan – The Yorba Linda Town Center Specific Plan is a comprehensive document that implements the vision for the Town Center Specific Plan Area as established by the Blue Ribbon Committee Findings and Recommendations. The area is bounded by Imperial Highway to the west, Yorba Linda Boulevard to the south, Lakeview Avenue to the east and Lemon Drive to the north. The heart and backbone of the study area is Main Street, which runs north and south between Imperial Highway and Lemon Drive. The Town Center Vision established a vital center to the city of Yorba Linda by offering a mix of commercial, entertainment and recreation uses to energize and unify the Town Center.

Shell Specific Plan – The Shell Specific Plan was developed to implement the Shell Property Area Plan and guide future uses through a Development Agreement between the City and the developer. The Specific Plan provided the regulatory framework for the development of infrastructure, housing, recreational, and other neighborhood supporting facilities in the Shell Property area.

Local Plans and Initiatives

The City of Yorba Linda has existing local policies that affect land use policy and decisions in the community.

Measure B - The Yorba Linda Right-to-Vote Amendment (Measure B), is a citizen-sponsored, voter-approved initiative, incorporated within the City's Municipal Code. Measure B was passed in 2006 and requires citywide election for the approval of certain "Major Amendments" to the City's "Planning Policy Documents" (as defined by Measure B) and imposed new noticing and public hearing requirements for "Regular Amendments", and established height restrictions for structures. The Yorba Linda Municipal Code identifies the following as "Planning Policy Documents" that are subject to the provisions of Measure B:

- The text of the Yorba Linda General Plan's Land Use Element,
- The Land Use Policy Map of the Yorba Linda General Plan,
- The text of the Yorba Linda Zoning Code,
- The Zoning Map of the City of Yorba Linda,
- Any Specific Plan for a geographic area within the City, or
- Any Development Agreement granting rights to develop private or public land.



Yorba Linda General Plan

The Municipal Code further defines “Major and Regular Amendments” to the identified Planning Policy Documents. A “Major Amendment” of any of the Planning Policy Documents means an amendment which results in any of the following changes to the development standards for any parcel of land affected by the proposed amendment:

- Increases the number of residential units which may be constructed on a parcel designated for residential uses.
- Increases the number of separate parcels which may be created from an existing parcel.
- Changes any residential land use to allow any other land use.
- Changes any non-residential land use to allow any residential land use greater than 10 net dwelling units per acre or allows a mix of commercial and residential uses.
- Increases the allowed maximum height of development.
- Provides for the private development of land owned by a government entity within five years of the date of the approval to develop the land.
- Repeals any of the Planning Policy Documents.

A “Regular Amendment” of any of the Planning Policy Documents includes any amendment which is not a Major Amendment.

Measure H & I - Following City Council approval of the 2008-2014 Housing Element and residential rezonings on October 4, 2011, a Measure B vote was placed on the June 5, 2012 Primary Election to approve the Savi Ranch Planned Development (Measure H) and other specific rezoning sites (Measure I) to meet the City’s regional housing need per state law. Measure H and I identifies specific sites in the City. Both measures were passed by Yorba Linda voters.

Regional Plans and Initiatives

As part of Orange County and the larger southern California region, land use policy and decisions in Yorba Linda are related to other planning efforts and implementation plans that are large in scope.

SCAG RHNA - The Regional Housing Needs Assessment (RHNA) is mandated by State Housing Law as part of the periodic process of updating local housing elements of the General Plan. The RHNA quantifies the need for housing within each jurisdiction during specified planning periods. Communities use the RHNA in land use planning, prioritizing local resource allocation, and in deciding how to address identified existing and future housing needs resulting from population, employment and household growth. The RHNA does not necessarily encourage or promote growth, but rather allows communities to anticipate growth, so that collectively the region and sub-region can grow in ways that enhance quality of life, improve access to jobs, promotes transportation mobility, and addresses social equity, fair share housing needs.

SCAG RTP/SCS- The Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) is a long-range visioning plan that balances future mobility and housing needs



Yorba Linda General Plan

with economic, environmental and public health goals. The RTP/SCS embodies a collective vision for the region's future and is developed with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura. What is at the heart of the 2016 RTP/SCS are over 2,000 transportation projects—ranging from freeway improvements, railroad grade separations, bicycle lanes, new transit hubs and replacement bridges. These future investments were included in county plans developed by the six County Transportation Commissions and seek to reduce traffic bottlenecks, improve the efficiency of the region's network and expand mobility choices for everyone.

The RTP/SCS is an important planning document for the region, allowing project sponsors to qualify for federal funding. The Southern California Association of Government's (SCAG) plan takes into account operations and maintenance costs, to ensure reliability, longevity and cost effectiveness. In addition, the RTP/SCS will be supported by a combination of transportation and land use strategies that will help the region achieve state greenhouse gas emission reduction goals and federal Clean Air Act requirements, preserve open space areas, improve public health and roadway safety, support our vital goods movement industry and utilize resources more efficiently.

AQMP- Periodically, the South Coast Air Quality Management District (SCAQMD) develop, adopts, and implements an Air Quality Management Plan (AQMP) for bringing their area of jurisdiction into compliance with the clean air standards established by national and state governmental legislation. Implementation of the AQMP requires a cooperative partnership of governmental agencies at the federal, state, regional, and local level. The AQMP sets forth a comprehensive and integrated program that will lead the South Coast basin into compliance with the federal 24-hour PM_{2.5} air quality standards, and provides an update to the basin's commitment towards meeting the federal 8-hour ozone standards.

Congestion Management Program (CMP) – A Congestion Management Program (CMP) is required in metropolitan areas with population exceeding 200,000, known as Transportation Management Areas (TMAs). Federal requirements state that in all TMAs, the CMP shall be developed and implemented as an integrated part of the metropolitan transportation planning process. The goals of the Orange County CMP are to support regional mobility and air quality objectives by reducing traffic congestion; to provide a mechanism for coordinating land use and development decisions that support the regional economy; and to determine gas tax fund eligibility. To meet these goals, the CMP contains a number of policies designed to monitor and address system performance issues.

Measure M- The Renewed Measure M (Measure M2) program provides more than \$15 billion to improve transportation in Orange County over a 30-year period beginning in spring 2011. M2 is designed to reduce traffic congestion and enhance overall mobility. Improvements in the



Yorba Linda General Plan

plan include improving key freeways, upgrading major interchanges, and adding capacity and maintaining streets and roads. Other benefits include synchronization of traffic signals countywide, continuing support to grow a rail transit system, and protection of the environment from street runoff that may pollute waterways and beaches.

Description of 2016 General Plan Land Use

The City of Yorba Linda's official land use policy is illustrated in *Exhibit LU-3: 2016 General Plan Land Use Map*. The map presents the general patterns and relationship of the various land uses in the 2016 Yorba Linda General Plan. *Table LU-3: 2016 General Plan Land Use Summary*, summarizes the intensity/density standards for the new land use designations. The assumed buildout will be used as thresholds for evaluating impacts in the General Plan's Environmental Impact Report.

Table LU-3 2016 General Plan Land Use Summary ³		
Land Use Designation	Density/Intensity ^{1,2}	Acres
Residential Low (R-L)	1.0 du/ac	412.14
Residential Medium-Low (R-ML)	Up to 1.8 du/ac	2,356.05
Residential Medium (R-M)	Up to 3.0 du/ac	1,956.28
Residential Medium-High (R-MH)	Up to 4.0 du/ac	1,169.01
Residential High (R-H)	4.0 – 30.0 du/ac	545.89
Commercial General (C-G)	0.25 FAR	157.80
Commercial Neighborhood (C-N)	0.25 FAR	36.48
Commercial Office (C-O)	0.35 FAR	23.54
Industrial Manufacturing (I-M)	0.40 FAR	274.92
Open Space (O-S)	N/A	2,876.65
Area Plan	Plan Specific	1,598.81
Rights-of-Way	N/A	1,718.60
Sphere of Influence	N/A	1,685.98
TOTAL		14,812.15

Notes:

¹ Floor Area Ratio (FAR) calculates non-residential land use by dividing gross floor area by the total area of the lot.

² Dwelling units per acre (du/acre) is the number of residential units allowed per acre.

³ Estimates based upon most currently available GIS and county assessor data.

⁴ Includes Cielo/Esperanza (Murdock Property), which is outside City limits, but within the Sphere of Influence (SOI). For this area, maximum dwelling unit potential is calculated at a target density of 1.0 du/ac.

The 2016 General Plan does not confer any rights to any parcels greater than those that were provided in the 1993 General Plan, as subsequently amended by the City Council or by a vote of the people of the City of Yorba Linda.



Yorba Linda General Plan

General Plan Buildout

An acreage calculation of the land use policy is presented in **Table LU-4: 2016 General Plan Buildout Analysis**. The acreages of various land uses on the General Plan Land Use Map are presented, along with a number of dwelling units and the amount of non-residential square footage. The values in **Table LU-4: 2016 General Plan Buildout Analysis**, include growth anticipated with the 2016 General Plan and presents assumed buildout of the land use policies. The majority of growth in the City is anticipated to occur in designated Focus Areas as summarized in **Table LU-5: 2016 Buildout in Focus Areas**. As further discussed in this chapter, “Focus Areas” are selected areas in Yorba Linda for customized policy treatment not generally applicable elsewhere in the City. “Focus Areas” differ from the “Area Plan” designations in that Focus Areas provide broad planning objectives to guide future development of larger, identified regions in the City and City’s sphere of influence, whereas Area Plans provide specialized policy direction for smaller, particularized area in the City and City’s sphere of influence. Consequently, some of the Focus Areas identified in the Land Use Element encompass parcels that are part of the smaller, designated Area Plans. Policies, development types, and intensity of development identified for parcels designated as “Area Plan” supersedes policy objectives identified for the larger Focus Area. The development potential in the Focus Areas and Area Plans represents a portion of the total buildout potential summarized in **Table LU-4: 2016 General Plan Buildout Analysis**. The following assumed buildout was used in the environmental analysis of this General Plan

DRAFT



Yorba Linda General Plan

Table LU-4
2016 General Plan Buildout Analysis¹

Land Use Designation	Density/ Intensity	Total Acres	Vacant Acres	Existing Dwelling Units	Existing Non-Residential Square Feet	Residential Development Potential (DU)	Non-Residential Development Potential (SF)
Residential Low (RL)	1.0 du/ac	412.14	31.18	530	-	31	-
Residential Medium-Low (R-ML)	Up to 1.8 du/ac	2,356.05	112.02	4,031	-	201	-
Residential Medium (R-M)	Up to 3.0 du/ac	1,956.28	56.16	6,176	-	168	-
Residential Medium-High (R-MH)	Up to 4.0 du/ac	1,169.01	8.66	5,791	-	34	-
Residential High (R-H)	4.0 – 30.0 du/ac	545.89	78.68	3,627	-	2,365	-
Commercial General (C-G)	0.25 FAR	157.80	14.45	61	1,016,687	-	72,244
Commercial Neighborhood (C-N)	0.25 FAR	36.48	-	1	397,682	-	-
Commercial Office (C-O)	0.35 FAR	23.54	0.94	2	234,668	-	-
Industrial Manufacturing (I-M)	0.40 FAR	274.92	136.59	-	1,529,271	441	1,807,891
Open Space (O-S)	N/A	2,876.65	-	27	19,638	-	-
Area Plan (Includes Murdock Property)	Plan Specific	1,598.81	1,210.93	1,709	617,179	583	125,635
Rights-of-Way	N/A	1,718.60	-	-	-	-	-
Sphere of Influence		1,685.98	938.17	3	30,200	-	-
TOTAL		14,812.15	2,586.78	21,958	3,845,325	3,823	2,005,770

¹Estimates based upon most currently available GIS and county assessor data.



Yorba Linda General Plan

Table LU-5
2016 Buildout in Focus Areas¹

Focus Area	Land Use Designations	Total Acres	Vacant Acres	Existing Dwelling Units	Existing Non-Residential Square Feet	Residential Development Potential (DU)	Non-Residential Development Potential (SF)
Focus Areas							
Cielo/Esperanza²	Sphere of Influence	1,002.48	-	-	-	536	-
	<i>Murdock Area Plan</i>	552.90					
	<i>Non-Murdock Area Plan Parcels within Sphere of Influence³</i>	449.58					
Civic Core	<i>Residential Medium-Low (R-ML)</i>	6.78	-	11	-	-	-
	<i>Residential Medium (R-M)</i>	7.08	-	25	-	-	-
	<i>Residential Medium-High (R-MH)</i>	6.05	-	-	-	-	-
	<i>Residential High (R-H)</i>	14.72	-	177	-	-	-
	<i>Commercial General (C-G)</i>	24.01	-	-	244,064	-	-
	<i>Commercial Office (C-O)</i>	1.94	-	-	16,338	-	-
	<i>Open Space (O-S)</i>	1.01	-	-	-	-	-
	<i>Area Plan</i>	50.70	-	-	4,147	-	-
Community Core	<i>Residential Medium-Low (R-ML)</i>	0.02	-	-	-	-	-



Yorba Linda General Plan

Table LU-5
2016 Buildout in Focus Areas¹

Focus Area	Land Use Designations	Total Acres	Vacant Acres	Existing Dwelling Units	Existing Non-Residential Square Feet	Residential Development Potential (DU)	Non-Residential Development Potential (SF)
	<i>Residential Medium (R-M)</i>	2.35	2.35	-	2,909	7	-
	<i>Residential Medium-High (R-MH)</i>	13.33	-	60	-	-	-
	<i>Residential High (R-H)</i>	28.99	-	398	-	-	-
	<i>Commercial General (C-G)</i>	0.16	-	-	3,472	-	-
	<i>Commercial Office (C-O)</i>	1.09	-	-	4,218	-	-
	<i>Open Space (O-S)</i>	1.84	-	1	-	-	-
	<i>Area Plan</i>	100.19	10.74	129	541,549	47	125,635
Eastern Gateway	<i>Residential High (R-H)</i>	25.78	-	1	-	-	-
	<i>Commercial General (C-G)</i>	11.74	-	-	37,812	-	-
	<i>Commercial Neighborhood (C-N)</i>	9.99	-	-	121,100	-	-
	<i>Industrial Manufacturing (I-M)</i>	230.51	5.95	-	1,107,291	441	1,807,891
	<i>Open Space (O-S)</i>	283.13	-	-	-	-	-
Fairlynn	<i>Unincorporated</i>	13.53	13.53	-	22,330	-	-
Western Gateway	<i>Residential Medium-Low (R-ML)</i>	23.0	-	40	-	7	-
	<i>Residential Medium-High (R-MH)</i>	0.13	0.07	2	-	-	-



Yorba Linda General Plan

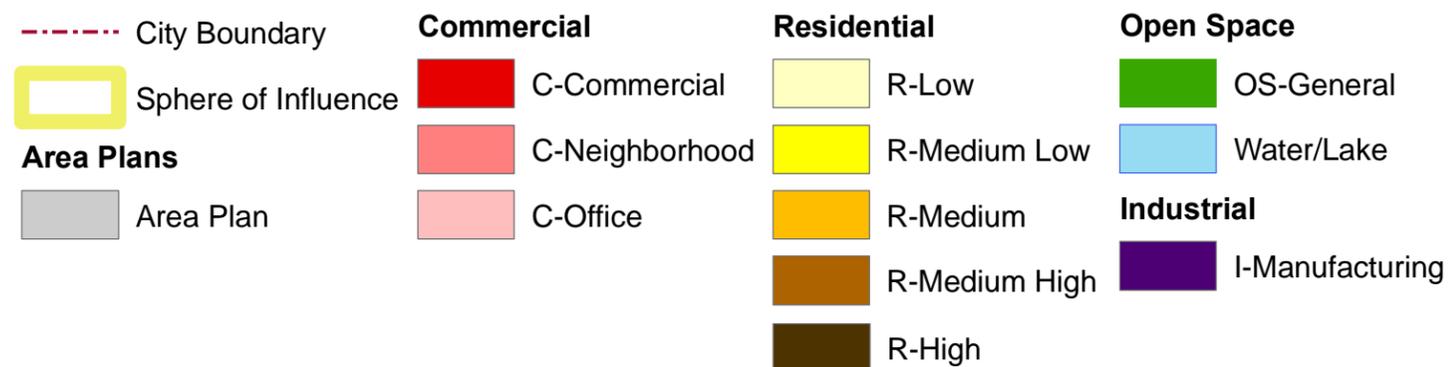
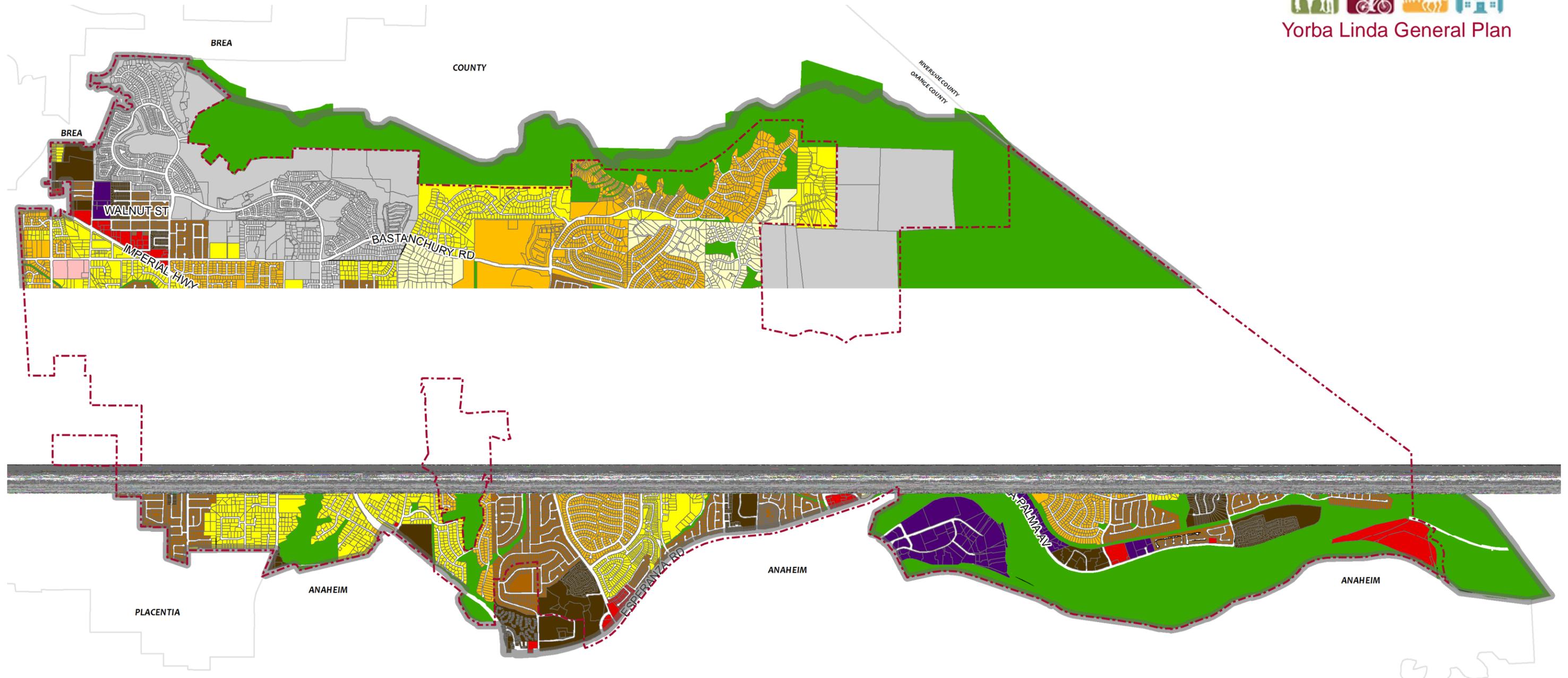
Table LU-5
2016 Buildout in Focus Areas¹

Focus Area	Land Use Designations	Total Acres	Vacant Acres	Existing Dwelling Units	Existing Non-Residential Square Feet	Residential Development Potential (DU)	Non-Residential Development Potential (SF)
	<i>Commercial General (C-G)</i>	40.09	6.71	8	291,679	-	72,244
	<i>Industrial Manufacturing (I-M)</i>	17.03	-	-	421,980	-	-
Yorba Linda Country Club	<i>Unincorporated</i>	200.44	-	3	7,870	-	-
TOTAL		2,215.90	39.35	855	2,826,809	1,128	2,005,770

¹Estimates based upon most currently available GIS and county assessor data

²Total acreage of Cielo/Esperanza Focus Area includes both the Murdock Property, as well as parcels surrounding the Murdock Area Plan that are within the County of Orange jurisdiction. The Murdock Area Plan and other surrounding parcels outside of the Murdock Property area are within the City of Yorba Linda's Sphere of Influence (SOI).

³Total acreage and buildout potential of the Sphere of Influence area outside of the Murdock Property is assumed for planning purposes only. Site considerations, including portions within the Chino Hills State Park, topography, access and environmental issues may reduce or eliminate development potential within this area.



**2016 General Plan
Land Use Map**

This page intentionally left blank.



2016 General Plan Land Use Designations

State General Plan law requires the Land Use Element to establish standards for development density and intensity for land use designations described in the General Plan Land Use Map. Land Use designations describe the purpose and the type and intensity of development allowed in a given area. While terms like “residential,” “commercial,” or “industrial” are generally understood, State General Plan law requires a clear and concise description of the land use categories that are depicted in the Land Use Plan.



Residential land uses are described in terms of density of dwelling units per an acre (du/ac). A dwelling unit is a structure or part of a structure that is used as a residence by a single household. The acreage is the gross acreage of all the land within a given boundary. The density allowed is defined by the number of individual dwelling units that are permitted per a gross acre.

Intensity of development for non-residential land uses, such as commercial and industrial uses, is determined using floor area ration (FAR). FAR is the total gross floor area of all buildings on a lot divided by the total area of the lot. The maximum allowable FAR is represented as a number, such as 1.0, that is multiplied by the total lot area to determine the total built area permitted on that site.

The Land Use Element and General Plan Land Use Map contain the following land use designations:

Residential Land Uses

Residential – Low (1.0 du/ac) – The Low Density Residential category has been designated for the steep terrain along the northerly boundary of Yorba Linda as well as the historical “agricultural” areas that are centrally located within the planning area. Approximately 10 percent of the land allocated to residential uses in the planning area falls within this designation. The average density of this designation is 1.0 dwelling unit per acre. However, clustering may occur at greater intensities to compensate for topographical constraints. Excessive grading to the natural hillside landform is discouraged. This is a definitive determinant in establishment of specific density allotments within the designation.

Residential – Medium Low (1.8 du/ac) – The Medium-Low Density Residential category is intended for spacious single-family environments at an average density of 1.8 dwelling units per acre. Approximately one-third of the designated residential land in the Yorba Linda planning



Yorba Linda General Plan

area is allocated to this land use designation. This significantly contributes to the low density character of the City. Lot sizes per acre typically range from one-half to one-third of an acre per dwelling unit. The Medium-Low Density designation has been allocated to focus lower density development in the neighborhoods located in the northern and eastern portions of the City, as well as in some instances to respond to terrain with topographical constraints. This designation easily accommodates equestrian activities and properties permitting the keeping of horses.

Residential – Medium (3.0 du/ac) – The Medium Density Residential category accounts for approximately 28 percent of the designated residential land in the planning area. The Medium Density designation accommodates an average density of 3.0 dwelling units per acre, allowing typical single-family detached residential subdivisions, or more innovative clustered development of units in conjunction with provision of community recreational facilities and preservation of common open space area. This provides a degree of flexibility in the execution of this land use designation, which is prevalent in the central and eastern portions of the City.

Residential – Medium High (4.0 du/ac) – The Medium High Density Residential designation represents approximately 20 percent of the designated residential land in the planning area. Many of the older portions of the City on the west side, as well as newer development in the central and eastern portions of the City located in close proximity to the major Esperanza Road and La Palma Avenue east-west arterial, are designated for Medium High Density Residential development. This designation permits an average density of 4.0 dwelling units per acre, with minimum lot size of 7,500 square feet. This designation reflects development conditions which include acreage of limited size for residential development, proximity to arterial roadways and non-residential development, and property with locational restrictions which precludes development of high density development.

Residential – High (4 – 30 du/ac) – High Density Residential areas permit a variety of dwelling types ranging from single-family detached homes to attached products and apartments. The High Density Residential designation permits a density range of 4.0 to 30.0 dwelling units per acre. The appropriate housing type is predicated based on the site, location, and adjacent land uses. Clustering of buildings allows for the provision of appropriate private recreational and open space amenities. High density designations have been advantageously located throughout the planning area for proximity to retail, commercial, and employment opportunities, as well as providing a rational land use transition between lower density residential areas and non-residential land uses. A number of high density residential development are established in the eastern portion of Yorba Linda, reflecting less traditional site planning techniques such as zero lot line, patio homes, and condominium ownership attached products. The High Density Residential designation also includes sites identified under the City's Measure H and Measure I to meet the requirements of Housing Element law.



Commercial Land Uses

Commercial – General (0.25 FAR) – General Commercial areas provide for a variety of retail, services, and entertainment facilities. General Commercial uses include a full range of retail, furniture and appliances, convenience goods, restaurants, automotive establishments, and professional offices. Commercial services and entertainment uses, such as travel agents, dry cleaners, hair salons, sports clubs, movie theaters, and visitor services are also appropriate at these locations. Concentrations of General Commercial areas are located along Imperial Highway in the vicinity of Bastanchury Road and Valley View Avenue, at the intersection of Yorba Linda Boulevard and Richfield Road, along Yorba Linda Boulevard in the eastern portion of the City, and two centers along La Palma Avenue in the southeast section of the City. General Commercial is also designated as a use within portions of SAVI Ranch.

Commercial – Office (0.35 FAR) –Office Commercial includes financial institutions, medical facilities, and a wide range of professional uses. The largest concentration of Office Commercial is located on the corner of Bastanchury Road and Rose Dive and support medical facilities and offices. The other locations of Office Commercial are smaller sites, located in proximity to Neighborhood Commercial and General Commercial centers.

Commercial – Neighborhood (0.25 FAR) –The Neighborhood Commercial designation represents uses that provide convenience goods and services at a smaller scale and service radius in contrast to the more comprehensive General Commercial designation. The City contains three Neighborhood Commercial locations, two along Yorba Linda Boulevard in the East Lake Village area, and one within the Fairlynn county island.

Industrial Land Uses

Light Industrial/Business Park (0.40 FAR) – The Light Industrial is primarily concentrated in the SAVI Ranch area and along La Palma Avenue in close proximity to the AT&SF Railroad and the 91 Riverside Freeway in the southeast portion of the City. Industrial uses are also found in the vicinity of Prospect Avenue and Imperial Highway. Industrial uses in Yorba Linda are appropriate for research and development, assembly and/or storage of products and wholesale facilities. The Light Industrial designation also permits commercial uses that support industrial uses, similar to uses in SAVI Ranch.

Open Space and Other Land Uses

Open Space (0.00FAR) – The Open Space designation is intended for active and passive recreation areas, passive open space, conservation and public safety land uses, either public or private in nature. Such uses include: developed parklands, private recreation facilities and recreation amenities, flood control area, natural resources and conservation areas, and open space lands that may be contained within private ownership, but due to access and other topographical constraints, are not to be improved or developed. Active recreation can be



Yorba Linda General Plan

defined as recreational pursuits which are typically structured around organized rules and require man-made facilities and improvements, including graded spaces, tailored playing surfaces, buildings, parking areas, and similar modifications to the natural site. Passive recreation can be defined as generally unstructured recreational pursuits which occur within natural site features except for minor modifications to accommodate trails, limited vehicular access for service purposes, rest stops, enhance natural landscape materials, and similar non-intrusive changes to the site. Elementary, middle and high school facilities which contribute acreage to public recreation facilities are not reflected in the Open Space category.

Area Plans

The following areas are designated as “Area Plans,” each of which contains a certain degree of specialized policy direction for the identified areas. Importantly, each Area Plan is not its own independent land use category. Rather, each Area Plan is comprised of one or more types of land uses (e.g., residential, open space, commercial, or other) within the Area Plan’s boundaries, and each Area Plan’s discussion is intended to supplement the policies for the underlying land use category or categories in that Area Plan. Where a subject is not covered in a specific Area Plan discussion below, the policies identified elsewhere in the General Plan apply. To the extent the policies identified in the Area Plans’ discussion are inconsistent with any other policies in the General Plan, the relevant Area Plan’s policies shall prevail.

Community Core/Downtown Historical District Area Plan – The Community Core/Downtown Historical Area Plan focuses on an area around Old Towne Yorba Linda. Policies and implementation programs within this Area Plan will focus on maintaining compatibility between commercial and residential uses and preserving the “main street” character of the area. Within the Community Core designation, there are three subareas: Downtown Historical District, Community Commercial District, and Core Residential District. These areas are encompassed within and surround the Yorba Linda Town Center Specific Plan.

Within the Community Core/Downtown Historical District Area Plan, there are three subareas for which specific policies and implementation measures apply. These subareas are summarized as follows:

1. Downtown Historical District: This area is intended for downtown commercial and office uses as the primary land use focus. Residential uses support the daytime/evening/weekend intent of the area.
2. Community Commercial District: The Community Commercial District is intended for commercial, office, existing and proposed high density residential, and public uses which are peripheral to the Downtown Historical District. Uses in this area will encompass strip commercial centers, support retail and service uses, the Nixon Library, visitor serving uses, public and quasi-public uses, high density residential, and office uses.



Yorba Linda General Plan

3. Core Residential District: The Core Residential District consists of the Park Avenue/Park Place residential neighborhood. The primary use intended for this area is residential at densities up to 4 du/ac. Some portions of the Core Residential area may be developed at higher densities with adherence to historical theme guidelines. Significant historical structures may be required to be preserved for residential uses in this subarea.

Since the adoption of the 1993 General Plan, development projects have been completed and constructed within the Area Plan. In 2011, the City adopted the Town Center Specific Plan, which includes parcels in the Downtown Historic District subarea and the Community Commercial District subarea. Some remaining capacity for residential development may exist within the Area Plan, however the 2016 General Plan does not extend development capacity beyond the 1993 General Plan buildout.

Recommendations:

- *Promote enhanced development in the Commercial Core/Downtown Historical District.*
- *Establish a pedestrian orientation through promotion of concentrated commercial and office uses and adoption of streetscape/landscape design guidelines.*
- *A combination of resident-serving uses and uses that draw activity, which perform well fiscally, will be promoted.*
- *Allow higher density residential uses, including townhomes and other quality attached single family products, based on the fiscal analysis, to support daytime, evening, and weekend activity to the area.*
- *Actively pursue lot consolidation opportunities, comprehensive infill development and intensification of underutilized parcels to create a cohesive Community Core.*
- *Establish an advisory theme in conjunction with the design guidelines to enhance the pedestrian opportunities and cohesiveness in the area.*
- *The eligibility of the Downtown Historical District for registry as a Historic District will continue to play a role in the establishment of a historic advisory theme.*
- *Retain specific structures identified as historically significant and target for rehabilitation and adaptive reuse on an individual basis in the Historical Downtown and Core Residential subareas. Use the identified structures as focal points emphasizing the historical theme.*
- *Require circulation improvements to promote pedestrian circulation and tie the public uses to the commercial and residential uses, as well as improve parking availability and access into the area.*

Shell Property Area Plan – The Shell Property Area Plan is an area to the northwest border of Yorba Linda, generally surrounding the Black Gold Golf Club. Policies and implementation programs within the Area Plan focus on open space and recreational uses and varying types of residential development. A combination of single-family detached, single-family attached, and attached multiple family residential uses is intended to be provided within this designation. This



Yorba Linda General Plan

Area Plan has the potential capacity of 2,338 dwelling units according to the 1993 General Plan. However, since adoption of the 1993 General Plan, the Shell Property has significantly changed, with the extensive development of infrastructure, housing, recreational, and other neighborhood supporting facilities. A Specific Plan was adopted for the Shell Property area and a Development Agreement between the City and the developer was formally executed. Some remaining capacity for residential development may exist, however the 2016 General Plan does not provide development rights beyond the 1993 General Plan buildout capacity of 2,338 dwelling units.

Murdock Property Area Plan– The Murdock Property Area Plan is the 543 acres located at the northern border of Yorba Linda, outside of City limits, but within the City’s sphere of influence (SOI). The adjacent Open Space parcels are not included in the Area Plan, yet will play an important open space opportunity in the development of these properties as a unified, comprehensive project. The Area Plan designation for the Murdock Property is envisioned as a low density residential development and open space areas. A potential of 536 dwelling units are permitted within the Area Plan designation with an average overall density of 1.0 dwelling unit per acre. Residential uses will be sited for provision of open space in response to the topography of the property. Since adoption of the 1993 General Plan, there are two projects currently proposed in the Area Plan – Cielo Vista and Esperanza Hills. Moreover, given that these projects require discretionary approval by the County, the Cielo Vista and Esperanza Hills developments potentially may not be approved or completed as proposed. While some remaining capacity for residential development may exist within this Area Plan, the 2016 General Plan does not provide development rights beyond the General Plan buildout capacity of 536 dwelling units.

Recommendations:

- *Require circulation improvements to San Antonio Road and Via Del Agua .*
- *Permit residential development at an average of 1.0 dwelling units per acre.*
- *Incorporate open space, educational facilities, and recreation amenities as needed and to support the community.*

City Hall and Community Center Area Plan – The City Hall and Community Center Area Plan focuses on the area that includes Yorba Linda City Hall and Community Center. The Area Plan facilitates public or quasi-public uses, recreation, open space, or commercial recreation.



Focus Areas

The California Government Code provides that “the General Plan may be adopted as a single document or as a group of documents relating to subjects or geographic segments of the planning area”. It is a common practice to focus special attention on selected areas of a community for customized policy treatment not generally applicable elsewhere in the jurisdiction. In the Yorba Linda General Plan, these portions of the community are referred to as “Focus Areas”. Some are presently within the City limits; others are in adjacent unincorporated territory within the City’s Sphere of Influence. The purpose of this special treatment is to recognize the need for targeted policy establishment where an area:

- Is experiencing pressures for change and requires immediate guidance;
- Represents a special community resource or opportunity where preservation and/or change need encouragement;
- Is characterized by unusual conditions or unique combinations of circumstances not found throughout the community;
- Has the potential or need for customized regulatory techniques (specific plan, master plan, performance zoning, planned developed zoning, etc.) and therefore requires other than conventional policy treatment;
- Consists of an opportunity which must receive high priority in order to avoid its loss;
- Which is appropriately considered to have more than one development option, requiring further, more detailed examination in order to identify the optimum maximum direction; or
- Has any combination of these factors.

The areas identified in **Exhibit LU-4: Focus Areas Map**, are designated as Focus Areas, which are covered by more specialized policy direction that complements and is consistent with citywide policies. Each Focus Area includes a broad vision and planning objectives to guide future community-based planning efforts. It is important to keep in mind that each Focus Area spans multiple parcels of land, and it is not intended for all objectives to be met on each property. Rather, future community-based planning efforts would seek to consider each Focus Area comprehensively. The City of Yorba Linda envisions that the majority of growth and change in the community will occur in these Focus Areas.

“Focus Areas” differ from “Area Plan” land use designations in that Focus Areas provide broad planning objectives to guide future development and they do not provide entitlement rights. Focus Area descriptions provide broad policy guidance for future land use changes. Any future change in land use policy within these Focus Areas would require a future General Plan Amendment.

Some of the Focus Areas may include parcels that are designated as Area Plan. Any policies, development types, and intensity of development identified for parcels designated as “Area Plan” supersedes policy objectives identified for the larger Focus Area.



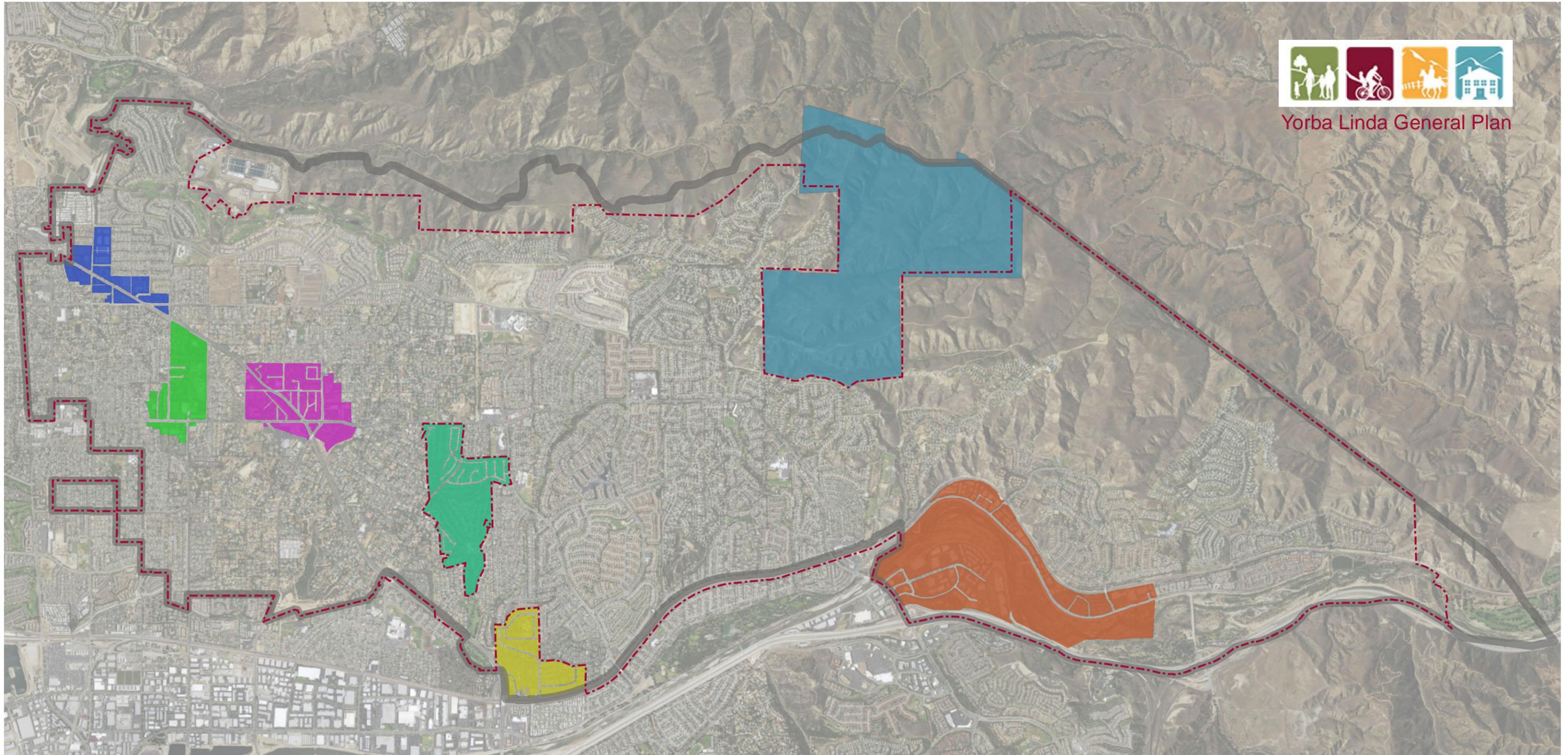
Yorba Linda General Plan

This page intentionally left blank.

DRAFT



Yorba Linda General Plan



Focus Areas

- | | | |
|---|--|--|
|  Cielo/Esperanza |  Civic Core |  Fairlynn |
|  City Boundary |  Community Core |  West Gateway |
|  Sphere of Influence |  East Gateway |  Yorba Linda Country Club |



Focus Areas Map

This page intentionally left blank.



Yorba Linda General Plan



Focus Area A: West Gateway

The West Gateway Focus Area is composed of existing commercial, retail, and industrial businesses on the western border of the City. The area is found along both sides of Imperial Highway, which serves as a major arterial through the City.

The West Gateway Focus Area is envisioned as Yorba Linda's primary western gateway characterized by a mix of commercial, retail, and light industrial uses. The area will continue to serve as one of the City's main retail and commercial areas serving surrounding residential neighborhoods and residents citywide. Future objectives and priorities will focus on improvement of existing commercial areas to create strong retail centers that offer a variety of contemporary retail businesses and services in settings that include community gathering spaces and attractive landscape and hardscape features. Improvements to the streetscape and a system of wayfinding signage will contribute to the area's identity as a community gateway.

Planning Objectives

- Promote a unified character through unique streetscape design and wayfinding.
- Encourage rehabilitation of existing commercial uses.
- Provide a mix of amenities such as community gathering spaces and contemporary retail and commercial uses.
- Incorporate mobility improvements to enhance non-motorized connectivity to and from surrounding residential neighborhoods.



Yorba Linda General Plan

Focus Area B: Civic Core

The Civic Core Focus Area is focused primarily on the City's Civic Center, which includes City Hall, the Yorba Linda Community Center, Hurless Barton Park, and Veterans Park. The area is adjacent to established residential neighborhoods, schools, and neighborhood-serving retail uses to the south. The El Cajon Trail connects the area to other key community locations, such as the Richard Nixon Library and Museum and the Buena Vista Equestrian Center. This Focus Area includes parcels designated within "City Hall and Community Center Area Plan."



The Civic Core Focus Area is envisioned as one of the primary community gathering spaces in the City. The area will continue to support the City's civic uses and provide passive and active open space and recreation opportunities. Future objectives and priorities will include enhancing and preserving existing uses, improving connectivity and mobility between civic and community uses, neighborhood retail, and residential areas.

Planning Objectives

- Enhance existing uses in the area as a destination for residents and visitors alike.
- Encourage active living improvements including adjacent recreational trails, parks, and access for bicyclists, pedestrians, and equestrians.
- Improve connectivity between commercial/retail, civic and community uses, and residential neighborhoods.
- Include community design improvements to provide a sense of place and create a cohesive identity.



Yorba Linda General Plan



Focus Area C: Community Core

The Community Core Focus Area includes three main areas: the downtown historic district; commercial areas along the intersections of Yorba Linda Boulevard, Imperial Highway, and Lakeview Avenue; and the Park Avenue/Park Place residential neighborhood. The City's downtown historic district offers a pedestrian-friendly, old town atmosphere with historic buildings, shade trees, and paved intersections. Nearby commercial areas

include support retail and service uses, strip commercial centers, office uses, and the Richard Nixon Library and Museum. The Park Avenue/Park Place residential neighborhood is comprised of older, single-family homes immediately adjacent to commercial centers and the Nixon Library. The El Cajon Trail connects the area to other key community locations, such as the Yorba Linda Community Center and City Hall. This Focus Area includes parcels designated within "Community Core/Downtown Historical District Area Plan."

The Community Core Focus Area is envisioned as a key activity center in the City focusing on retail, entertainment, tourist, and residential opportunities. The area will focus on preservation of historic resources and enhancement of Yorba Linda's Main Street to encourage and support additional retail and commercial uses. The Focus Area will highlight and enhance existing civic facilities, including the Yorba Linda Public Library and the Richard Nixon Library and Museum. Future development will blend with the existing themes within the Focus Area depending on the predominant project orientation. Circulation and mobility improvements will be prioritized to promote pedestrian circulation and connect public uses to commercial and residential uses, as well as improve parking availability access into the area.

Planning Objectives

- Preserve existing character and historic resources.
- Encourage rehabilitation and maintenance of historic structures.
- Promote pedestrian activity through sidewalk improvements, paseos, plazas, and other public spaces.
- Improve connectivity between public areas, commercial uses, and residential neighborhoods.
- Enhance civic buildings as key community features, including the Yorba Linda Public Library and the Richard Nixon Library and Museum.



Yorba Linda General Plan

Focus Area D: Yorba Linda Country Club

The Yorba Linda Country Club Focus Area is located outside of the City's boundaries, but is a county island within its sphere-of-influence. Existing uses include the Yorba Linda Golf Course and surrounding single-family residential areas.



The Yorba Linda Country Club Focus Area has been identified as a focus area due to its location, existing uses, and potential for annexation in the future. Residents within the county island utilize Yorba Linda roads and other infrastructure, therefore improved mobility and access to and from the area will be prioritized.

Planning Objectives

- Improve circulation and access between the county island and the City.
- Coordinate with the County to ensure adequate public services and infrastructure for area residents.

Focus Area E: Fairlynn County Island

The Fairlynn County Island Focus Area is located outside of the City's boundaries but is a county island within its sphere-of-influence. The area is along the southern edge of the City with existing residential neighborhoods and an elementary school. The area is also located along the El Cajon Trail.



The Fairlynn County Island has been identified as a focus area due to its location, existing uses, and potential for future annexation. Residents within the county island utilize Yorba Linda roads and other infrastructure, therefore improved mobility and access to and from the area will be prioritized.

Planning Objectives

- Improve circulation and access between the county island and the City.
- Coordinate with the County to ensure adequate public services and infrastructure for area residents.



Yorba Linda General Plan

Focus Area F: Cielo/Esperanza

The Cielo/Esperanza Focus Area is located outside of the City boundaries but is within its sphere-of-influence. The area is to the City's northeastern border on vacant county land. Currently, the County of Orange is processing two Specific Plan's for residential developments in this focus area. This Focus Area includes parcels designated within the "Murdock Property Area Plan."



Planning Objectives

- Improve circulation and access between the county island and the City.
- Coordinate with the County to ensure adequate public services and infrastructure for area residents.

Focus Area G: East Gateway

The East Gateway Focus Area is located on the eastern side of the City in parcels along the Santa Ana River and La Palma Avenue. Existing uses include industrial, commercial, residential, and open space areas. The area contains Savi Ranch, an approximately 158-acre planned development that generates over 60 percent of the City's sales tax revenues.



The East Gateway Focus Area is envisioned as Yorba Linda's primary eastern gateway characterized by a mix of commercial, residential, and open space areas. Savi Ranch will play an important role as a premier attraction in Yorba Linda and a sought after destination experience throughout Orange County. Future objectives and priorities include improvements to circulation and access to the area; cohesive streetscape design and wayfinding signage; and incorporation of new land use types.

Planning Objectives

- Promote a unified character through unique streetscape design and wayfinding.
- Improve mobility and connectivity through multi-modal transportation opportunities and street improvements.



Yorba Linda General Plan

- Explore additional access points to activity centers.
- Provide a mix of amenities such as community gathering spaces and contemporary retail and commercial uses.
- Support the Savi Ranch Land Use and Mobility plan.

DRAFT



Land Use Element Policy Program

Goal LU-1

A well planned community with sufficient land uses and intensities to meet the needs of anticipated growth and achieve the community's vision.

Policy LU-1.1 Maintain within the City limits the average 2.8 dwelling unit per base acre low density residential character of the community through General Plan land use designations, and ensure that appropriate residential densities are included in future residential projects.

Policy LU-1.2 Identify appropriate locations for residential and non-residential development to accommodate growth through the year 2035 as shown on the General Plan Land Use Diagram.

Policy LU-1.3 Promote future patterns of development and land use that reduce infrastructure construction costs and make better use of existing and planned public facilities.

Policy LU-1.4 Promote the development of the downtown as a focal point for the community.

Policy LU-1.5 Designate public parks in the City as Open Space and establish standards and requirements for the development of a minimum of 3 acres per 1,000 persons of new parks to provide for the needs of future population growth.

Policy LU-1.6 Permit development at an average density of 1.0 dwelling units per acre for the Murdock Area Plan supportive of the overall low density character of the community.

Goal LU-2

A sufficient number of high quality commercial corridors, centers, and properties in the City.

Policy LU-2.1 Promote a mix of retail shops and services along the commercial corridors and in centers that better meet the needs of the area's present and future customers.

Policy LU-2.2 Monitor the appearance of commercial and retail service properties to prevent areas of decline by requiring maintenance and



Yorba Linda General Plan

rehabilitation, as required by law.

Goal LU-3

Land use compatibility.

- Policy LU-3.1 Consider and mitigate the impacts on surrounding land uses and infrastructure when reviewing proposals for new development.
- Policy LU-3.2 Manage the development of industrial and other uses which use, store, produce or transport toxic materials, air emissions, and other pollutants to provide proper mitigation measures.
- Policy LU-3.3 As new development occurs in oil production areas, promote efforts to mitigate oil operations for compatibility with other types of land uses during phasing out of operations.
- Policy LU-3.4 Support the review and monitoring of uses characterized by high levels of noise, nighttime patronage, and safety concerns by local law enforcement to prevent impact on adjacent residences, schools, religious facilities and similar sensitive uses.

Goal LU-4

Community design that contributes to the preservation and enhancement of character and identity in Yorba Linda.

- Policy LU-4.1 Utilize the City's design review process to address community design concerns.
- Policy LU-4.2 Promote an attractive streetscape and public right-of-way through citywide drought tolerant/low water use landscape improvements and maintenance.
- Policy LU-4.3 Promote the establishment of physical and functional connections between various land uses, while preserving parkland and designated open space.
- Policy LU-4.4 Promote standards and provisions that further enhance overall community design when reviewing existing City policies and regulations.
- Policy LU-4.5 Require that all structures be constructed in accordance with the City's building and other pertinent codes and regulations; including new, adaptive reuse, and renovated buildings.



Yorba Linda General Plan

Policy LU-4.6 Emphasize attractive and functional urban design in new development. completed in conformity with City standards while preserving semi-rural vision

Goal LU-5

Existing and future development coordinated with future infrastructure capacity.

Policy LU-5.1 Coordinate future infrastructure improvements through the City's Capital Improvement Program to ensure facilities meet the needs of existing and future land uses.

Policy LU-5.2 Ensure residential development is designed and developed so that they are complimentary to the overall design of the City.

Goal LU-6

Establish a unified and contiguous City boundary through the incorporation of county islands and lands within the City's Sphere-of-Influence.

Policy LU-6.1 Coordinate with LAFCO to ensure the needs and concerns of residents within potential annexation areas are addressed during any future annexations.

Policy LU-6.2 Ensure that, prior to any annexation activities, infrastructure improvements are

Goal LU-7

Management of future large scale development opportunities.

Policy LU-7.1 Ensure the health, safety, and welfare of current and future residents within the City's Sphere-of-Influence areas.

Policy LU-7.2 Ensure that future development approvals are based upon the availability of infrastructure and services.

Policy LU-7.3 Promote development within the City's Sphere-of-Influence areas be no greater than the City's target average density of 2.8 dwelling units per acre, except within the Murdock Area Plan where the maximum dwelling unit potential will be calculated at 1.0 du/ac.

Goal LU-8

Hillside development that preserves and protects the unique natural and topographic features of the community.

Policy LU-8.1 Promote development within hillside areas that take into account density



Yorba Linda General Plan

based on slope severity and stability, topographic conditions, and natural resource protection and other environmental conditions.

Policy LU-8.2 Continue to uphold current development standards for determination of density and regulation of quality within hillside areas similar to the density of surrounding developed properties.

Goal LU-9

Preservation and enhancement of the natural landscape and topography of the City.

Policy LU-9.1 Preserve areas within the City that provide scenic, cultural, natural, or biological significance.

Policy LU-9.2 Ensure that land uses within designated and proposed scenic corridors are compatible with scenic enhancement and preservation.

Policy LU-9.3 Protect the scenic and visual qualities of hillside areas and ridgelines.

Goal LU-10

Provision of adequate school facilities to meet the needs of current and future students.

Policy LU-10.1 Ensure future development is coordinated with School District needs to serve the present and projected student population.

Policy LU-10.2 Support School District efforts to address current and future needs of the City's student population.

Policy LU-10.3 Ensure future development addresses impacts on school facilities and contributes its fair share towards expanding, upgrading, or providing school facilities.

Policy LU-10.4 Promote coordination between the planning and siting of schools and efforts to address parks and open space needs in the City to take advantage of potential joint use and coordinated use opportunities.

Policy LU-10.5 Provide a compatible and complementary mix of land uses that support and protect school sites.



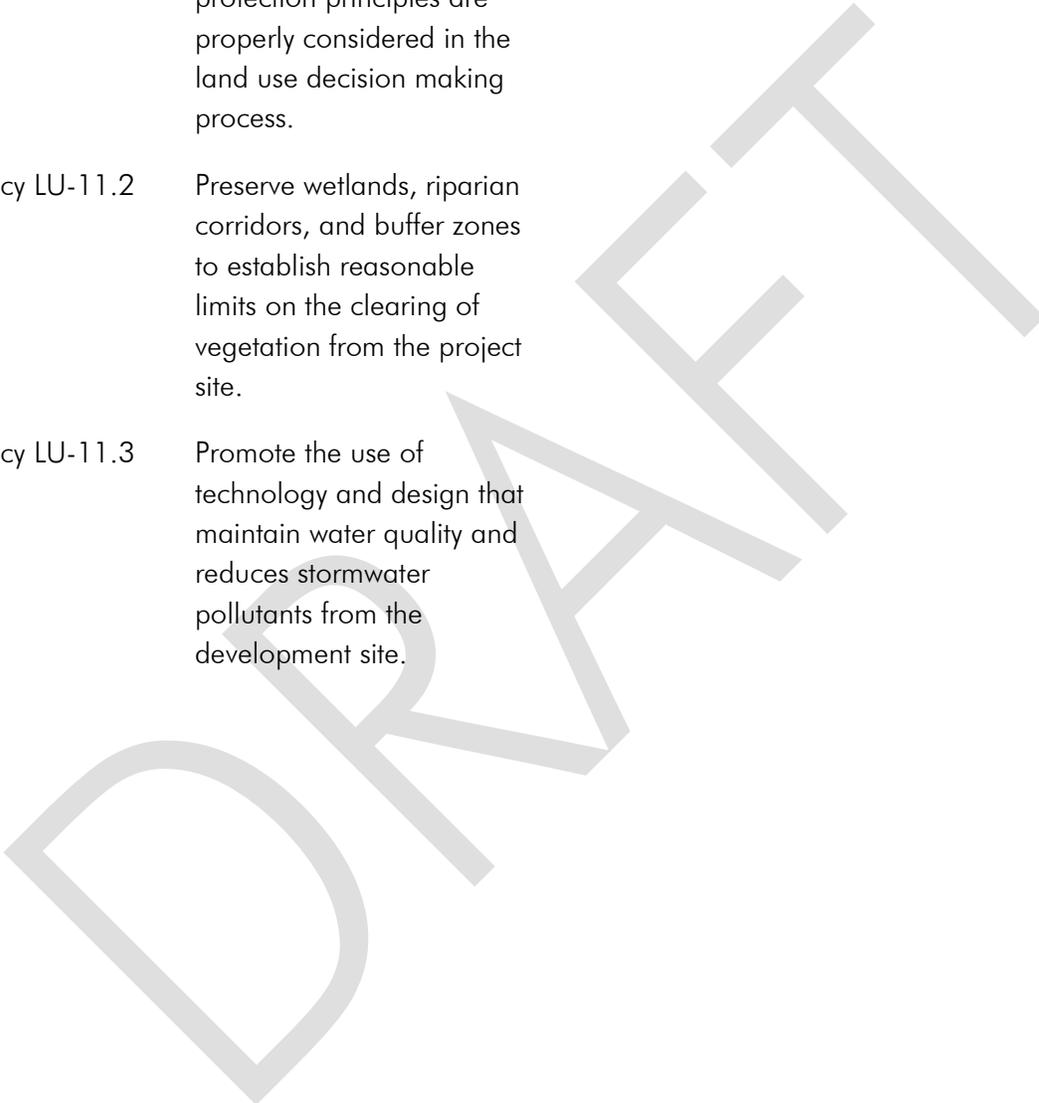
Goal LU-11

Protection of water quality in the land use decision making process.

- Policy LU-11.1 Ensure urban/stormwater runoff and water quality protection principles are properly considered in the land use decision making process.

- Policy LU-11.2 Preserve wetlands, riparian corridors, and buffer zones to establish reasonable limits on the clearing of vegetation from the project site.

- Policy LU-11.3 Promote the use of technology and design that maintain water quality and reduces stormwater pollutants from the development site.





4. Circulation Element

Introduction

The Circulation Element provides a framework for a functional circulation system for the City that promotes the safe, efficient, and reliable movement of people and goods throughout the community. The Circulation Element defines goals and policies that will enhance the development and maintenance of the transportation system and maximize freedom of vehicular and pedestrian movement in the community. A multi-modal transportation system that safely and efficiently serves residents, businesses, and visitors, and provides access to neighborhoods, communities, and regional centers is essential for upholding Yorba Linda's quality of life and implementing the vision for the community's future.



Authority and Scope

The State of California Government Code Section 65302(b) requires that a General Plan include “a circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan.”

The Circulation Element describes existing circulation conditions in the City, establishes standards for implementation of future improvements in conjunction with planned growth, and provides a method for measuring system performance for future updates. Section 65302 of the California Government Code recommends that the Circulation Element accomplish the following:

- Coordinate the transportation and circulation system of the City;
- Promote the efficient transport of goods and the safe and effective movement of all segments of the population;
- Make efficient use of existing transportation facilities; and
- Protect environmental quality and promote the discerning and equitable use of economic and natural resources.

To meet these objectives, the Circulation Element addresses the circulation improvements needed to provide sufficient infrastructure to accommodate future traffic conditions. Corresponding goals and



Yorba Linda General Plan

policies have been established to ensure that the circulation system will meet the needs of the City of Yorba Linda.

Background

Circulation in the City of Yorba Linda is provided by an integrated network of roadways, bicycle and pedestrian facilities, trails, and public transportation. The purpose of the transportation system is to provide the safe, efficient, and reliable movement of people and goods throughout the community. The transportation system provides the ability to travel between destinations and access to properties.

Roadway Network

The City's street and highway system is composed of a wide range of transportation facilities that serve two basic functions: mobility and land access. Mobility means providing the ability for motorist to travel between points of interest, while land access involves providing access to properties, which may include parking or driveway access.

Regional Access

The freeways providing regional circulation for the City include the Riverside Freeway (SR-91), State Route 57, and Imperial Highway (State Route 90). North-south arterials that extend through and beyond the boundaries of the City of Yorba Linda include Rose Drive, Richfield Road, Lakeview Avenue, and Fairmont Boulevard. East-west arterials that extend through and beyond the City limits include Bastanchury Road and Yorba Linda Boulevard. Imperial Highway extends through the City beginning at the northwest city limit, traveling in a southeasterly direction, and continuing beyond the southern city limit.

Local Access

The City of Yorba Linda is served by a combination of curvilinear streets and straight north-south and east-west arterials. Smaller collector and neighborhood streets connect neighborhoods and commercial land uses to the arterial street system.

City of Yorba Linda Functional Roadway Classification System

The City of Yorba Linda's circulation network serves two distinct and equally important functions: it provides access to adjacent land uses, and it facilitates the movement of persons and goods to and from, within and through the City. The design and operation of each street is determined by the importance placed on each of these functions. Streets that have a mobility and/or regional access function will typically have more lanes, higher speed limits and fewer driveways. Where direct access to properties is required, streets will generally have fewer lanes, lower speeds, on-street parking, and more frequent driveways to serve abutting properties.

To define the intended uses of roadways, many jurisdictions, including the City of Yorba Linda, use a functional roadway classification system. The system provides a framework for the design and operation



Yorba Linda General Plan

of the roadway system and helps identify preferred characteristics of each street. In the General Plan, the City of Yorba Linda uses a functional classification system consistent with classification systems used throughout Orange County. It includes the following street classifications:

- Smart Street
- Major
- Primary
- Secondary
- Collector

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

Smart Street

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

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

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

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

Major Arterial

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



Yorba Linda General Plan

emphasis for automobile, goods movement, and/or transit, and may carry a component of regional through traffic not handled by the freeway system.

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

- Yorba Linda Boulevard: from Rose Drive to Fairmont Boulevard
- Fairmont Boulevard: from Village Center Drive S to Esperanza Road
- Esperanza Road from City limit to Fairmont Boulevard

Primary Arterial

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

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

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

Secondary Arterial

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



Yorba Linda General Plan

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

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

Collector Arterial

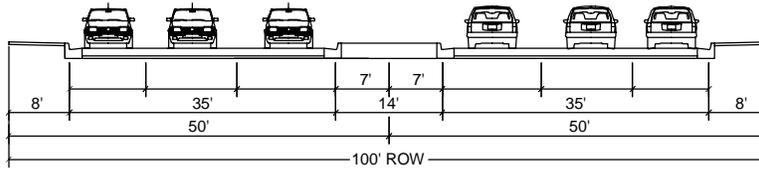
A Collector is a two-lane undivided roadway, with 40 feet of curb-to-curb width within 60 feet of right-of-way. Collector streets would typically consist of one travel lane in each direction and a parking lane or bike lane on each side. Collectors carry traffic from the neighborhoods to the higher classification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



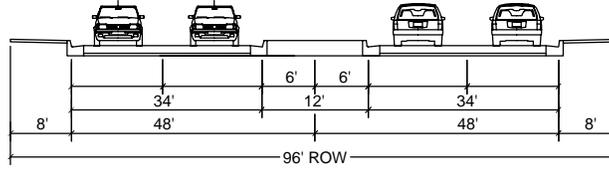
Yorba Linda General Plan

This page intentionally left blank.

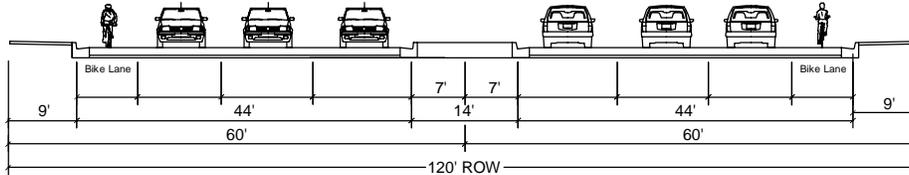
DRAFT



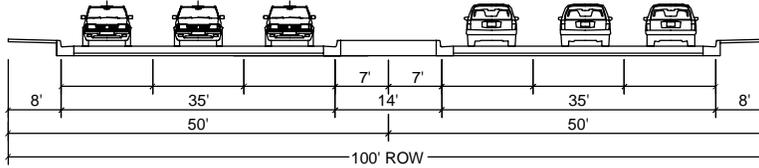
SMART STREET (SIX LANE)
Diagram Not To Scale



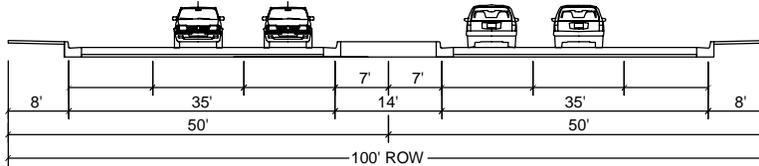
SMART STREET (FOUR LANE)
Diagram Not To Scale



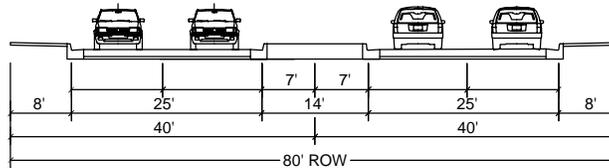
MAJOR
Diagram Not To Scale



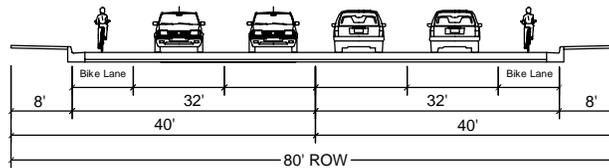
MODIFIED MAJOR
Diagram Not To Scale



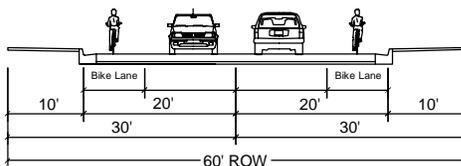
PRIMARY
Diagram Not To Scale



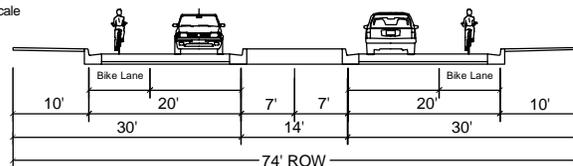
MODIFIED PRIMARY
Diagram Not To Scale



SECONDARY
Diagram Not To Scale



COLLECTOR
Diagram Not To Scale



MODIFIED COLLECTOR
Diagram Not To Scale

EXHIBIT CR-1
TYPICAL ROADWAY CROSS SECTIONS

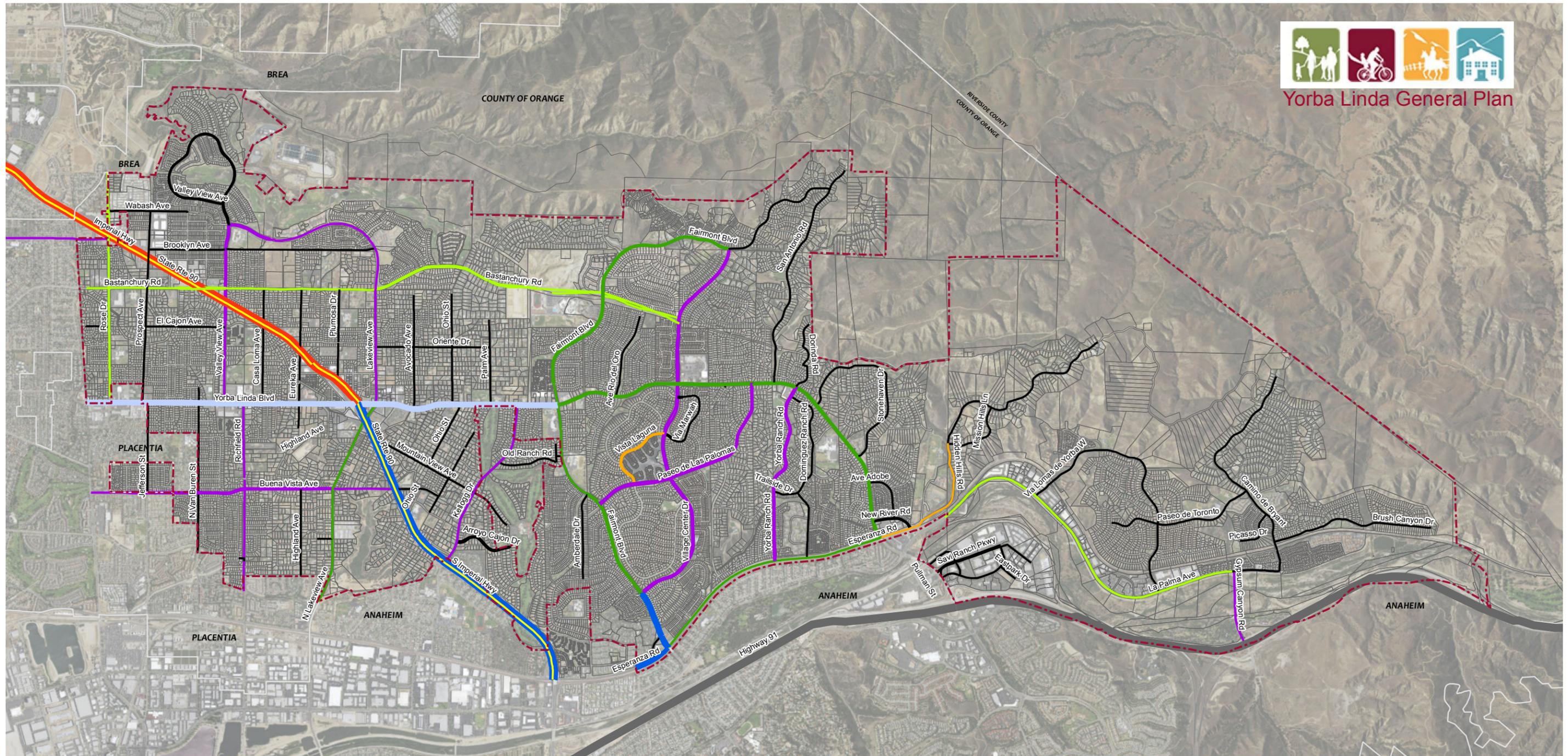




Yorba Linda General Plan

This page intentionally left blank.

DRAFT



- City Boundary
- Smart Street 6 Lane
- Smart Street 4 Lane
- Major 6 Lane
- Modified Major 6 Lane
- Primary 4 Lane
- Modified Primary 4 Lane
- Secondary 4 Lane
- Collector 2 Lane
- Modified Collector 2 Lane

Existing Roadway Functional Classification



This page intentionally left blank.



Existing Volumes and Levels of Service

Level of Service Definition for Roadways

Congestion is a result of a street network that carries traffic volumes in excess of the network’s designed capacity. A roadway’s capacity is a function primarily of the number of lanes provided to carry traffic volumes, and whether or not the roadway is divided with a median or center turn lane. Generally, the more lanes provided, the more capacity the roadway has to accommodate traffic demand. **Table CR-1: Daily Traffic-Carrying Capacities by Roadway Type**, provides a summary of the theoretical daily traffic-carrying capacities for each of the roadway types.

Table CR-1 Daily Traffic-Carrying Capacities by Roadway Type	
Roadway Type	Estimated Daily Capacity ¹
Major Arterial	56,300 vpd
Primary Arterial	37,500 vpd
Secondary Arterial	25,000 vpd

¹Estimated daily capacity , expressed as vehicles per day (vpd)

The daily capacity of a roadway is also affected by a number of variables, including the type and number of intersection controls, signal timing, the presence and frequency of driveways, on-street parking, percentage of the daily traffic in the peak hour, the directionality of traffic in the peak hour, and other factors. The daily capacities shown above provide a general guideline as to the adequacy or deficiency of the roadway system.

Design capacity of a street or highway is the maximum volume of traffic a roadway is designed to carry at a selected level of service. The concept of Level of Service (LOS) is used to qualitatively describe prevailing conditions and their effect on traffic. Broadly interpreted, the LOS concept denotes any one of a number of differing combinations of operating conditions that may take place as a roadway is accommodating various traffic volumes. Service levels range from A through F with each level defined by a range of volume-to-capacity (V/C) ratios. **Table CR-2: Level of Service**, provides a detailed description of each LOS.

Table CR-2 Level-of-Service (LOS)		
Level of Service	Description	Range of Volume to Capacity Ration (V/C) Ratios
LOS A	Primarily free-flow conditions at average travel speeds. Vehicles are seldom impeded in their ability to maneuver in the traffic stream. Delays at intersections are minimal.	0.00 – 0.60



Yorba Linda General Plan

Table CR-2 Level-of-Service (LOS)		
Level of Service	Description	Range of Volume to Capacity Ratio (V/C) Ratios
LOS B	Unimpeded operations at average travel speeds. The ability to maneuver in the traffic stream is slightly restricted; delays are not bothersome.	0.61 – 0.70
LOS C	Stable operations; however, ability to change lanes and maneuver may be more restricted than LOS B and longer queues are experienced at intersections.	0.71 – 0.80
LOS D	Congestion occurs and a small change in volumes increases delays substantially.	0.81 – 0.90
LOS E	Severe congestion occurs with extensive delays accompanied by low travel speeds.	0.91 – 1.00
LOS F	Extremely low speeds and intersection congestion occurs with high delays and extensive queuing.	>1.00

As shown on the table above, traffic conditions are best when the daily traffic volumes on a roadway are less than 60% or 70% of the theoretical capacity of the roadway, while congestion and delays can be expected when the daily traffic volumes approach or exceed 100% of the roadway capacity. The threshold Level of Service for the City of Yorba Linda for intersection and daily roadway operation is LOS D for planning purposes.

Existing roadway volumes were compared to roadway capacity to assess existing levels of service. Analysis of existing traffic conditions in Yorba Linda indicate that all roadway segments currently operate at LOS C or better except for the following roadway segments (portions of these segments may not be within the City limits, but are included for analysis purposes):

- Imperial Highway (Rose Drive to Valley View Avenue)
- Imperial Highway (Lakeview Avenue to Kellogg Drive)
- Imperial Highway (Kellogg Drive to Orangethorpe Avenue)

A total of 30 intersections were also analyzed for the Circulation Element. Study intersections generally consist of intersections of two arterial roadways (Secondary or higher) within the City of Yorba Linda, as well as selected intersections that are currently carrying high peak hour volumes or have other operating characteristics based on input from City staff. Selected study intersections, existing peak hour traffic volumes, lane geometry, and traffic control for each study intersection are provided in detail in **Appendix**



F: Traffic Analysis and Report. The Intersection Capacity Utilization (ICU) analysis conducted concluded that all study intersections currently operate at LOS D or better under existing conditions.

Truck Routes

The designation of truck routes within a city limits is intended to direct truck traffic to those streets where they would cause the least amount of neighborhood intrusion and where noise and other impacts would not be considered nuisances. The City of Yorba Linda has designated one roadway as a truck route to provide for the regulated movement of trucks through the City: Imperial Highway. This designated truck route is illustrated on **Exhibit CR-3: Truck Routes**. The City anticipates truck traffic will access the City along the area freeway system, including State Route 91 and State Route 57.

Trucks are directed to use Imperial Highway to the greatest extent possible to get to and from their destination. The designation of truck routes does not prohibit trucks from using non-designated roads or streets to make deliveries, once the truck has progressed as far as possible on the designated truck route, or for other reasons as defined in the Motor Vehicle Code of the State of California.

Bicycle and Pedestrian Facilities

Bicycle lanes and bicycle routes are provided on a number of roadways within the City of Yorba Linda. Existing bicycle facilities are shown in **Exhibit CR-4: Bikeways**. The bike system is intended to provide bicyclists with connections between neighborhoods, parks, schools, and other neighborhood and recreational facilities. Most city bikeways are Class II – on-street bike lanes marked in the curb or parking lane on selected city streets. Generally, bikeways are described according to the following classifications:

- Class 1 Bikeway – Referred to as a bike path, share-use path, or multi-purpose trail. Provides for bicycle travel on a paved right-of-way completely separated from any street or highway. Other users, such as pedestrians and those in wheelchairs, may also be found on this type of facility.
- Class 2 Bikeway – Referred to as a bike lane. Provides a striped lane for one-way bicycle travel on a street or highway.
- Class 3 Bikeway – Referred to as a bike route. Provides for shared use with motor vehicle traffic.

Sidewalks are generally provided along the arterial roadways and on the vast majority of residential streets throughout the city. The City of Yorba Linda circulation system has been designed to ensure that adequate facilities are provided for pedestrian circulation, especially in the vicinity of schools, parks, major retail facilities, and other locations with high levels of pedestrian activity.

Public Transportation

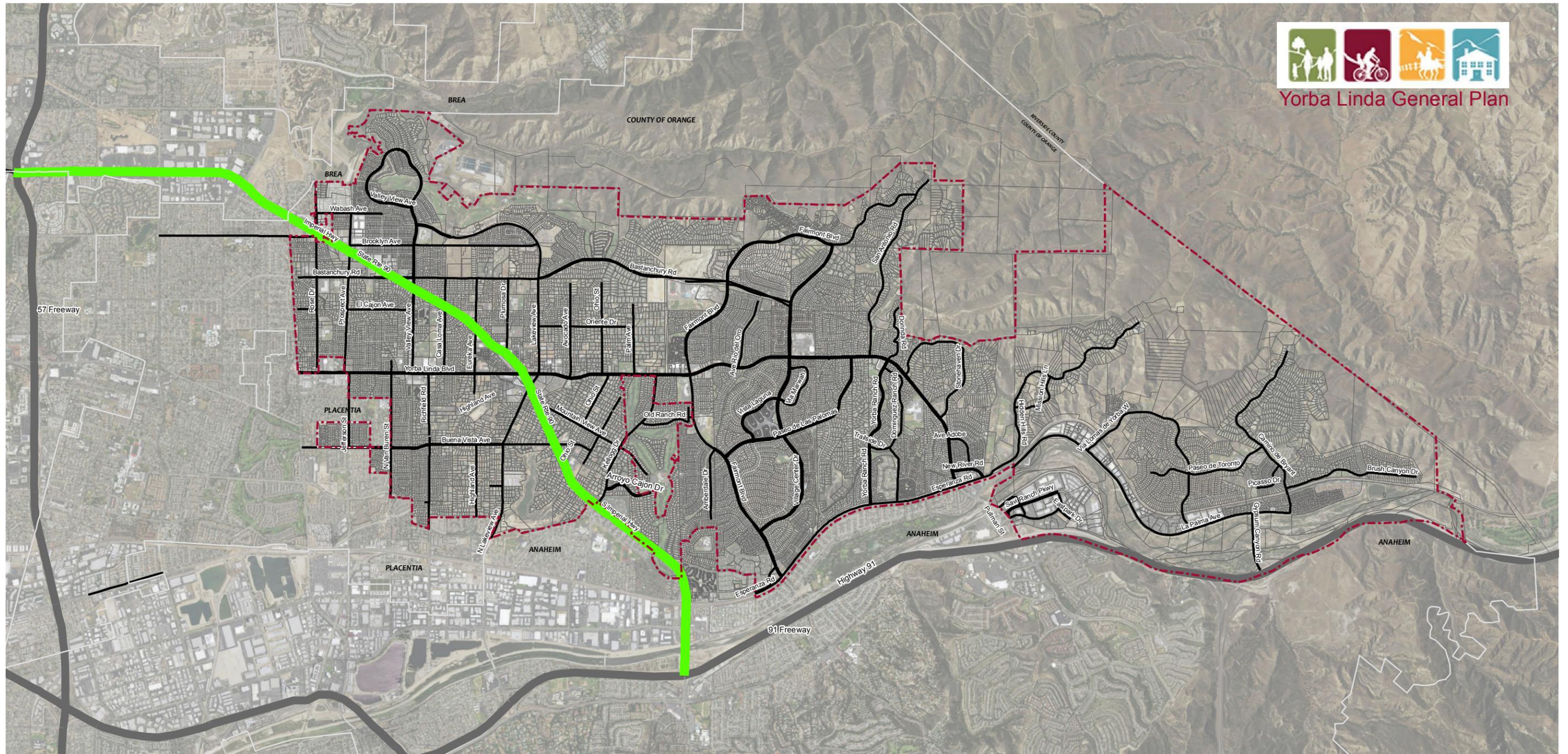
The Orange County Transportation Authority (OCTA) operates local public transit routes that extend into and through the City of Yorba Linda. The 2016 OCTA Bus Service Plan revised bus service in order to address the decline in bus ridership and revenue. The revised plan eliminated two bus routes in Yorba



Yorba Linda General Plan

Linda, Line 20 and Line 26, starting in October 2016. Following this change, there will be three bus routes that serve areas in close proximity to the City limit, which is shown on **Exhibit CR-5: Public Transportation**. The Inland Empire-OC Metrolink line runs east to west just south of Yorba Linda. The nearest Metrolink station stop to the City of Yorba Linda is located in Anaheim Canyon.

DRAFT



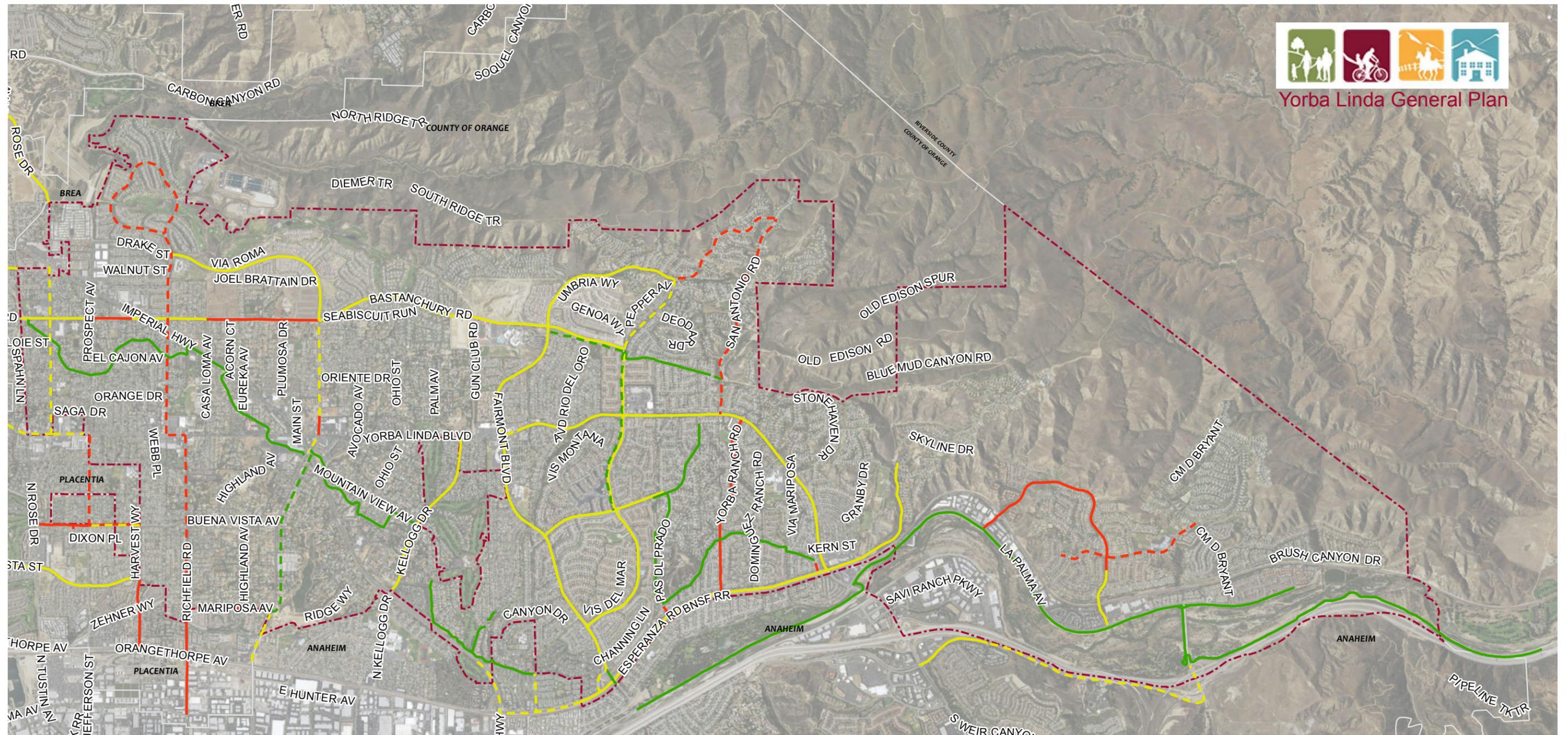
- - - - - City Boundary
- Roads
- Truck Route
- Imperial Highway



Truck Routes

Exhibit CR-3

This page intentionally left blank.



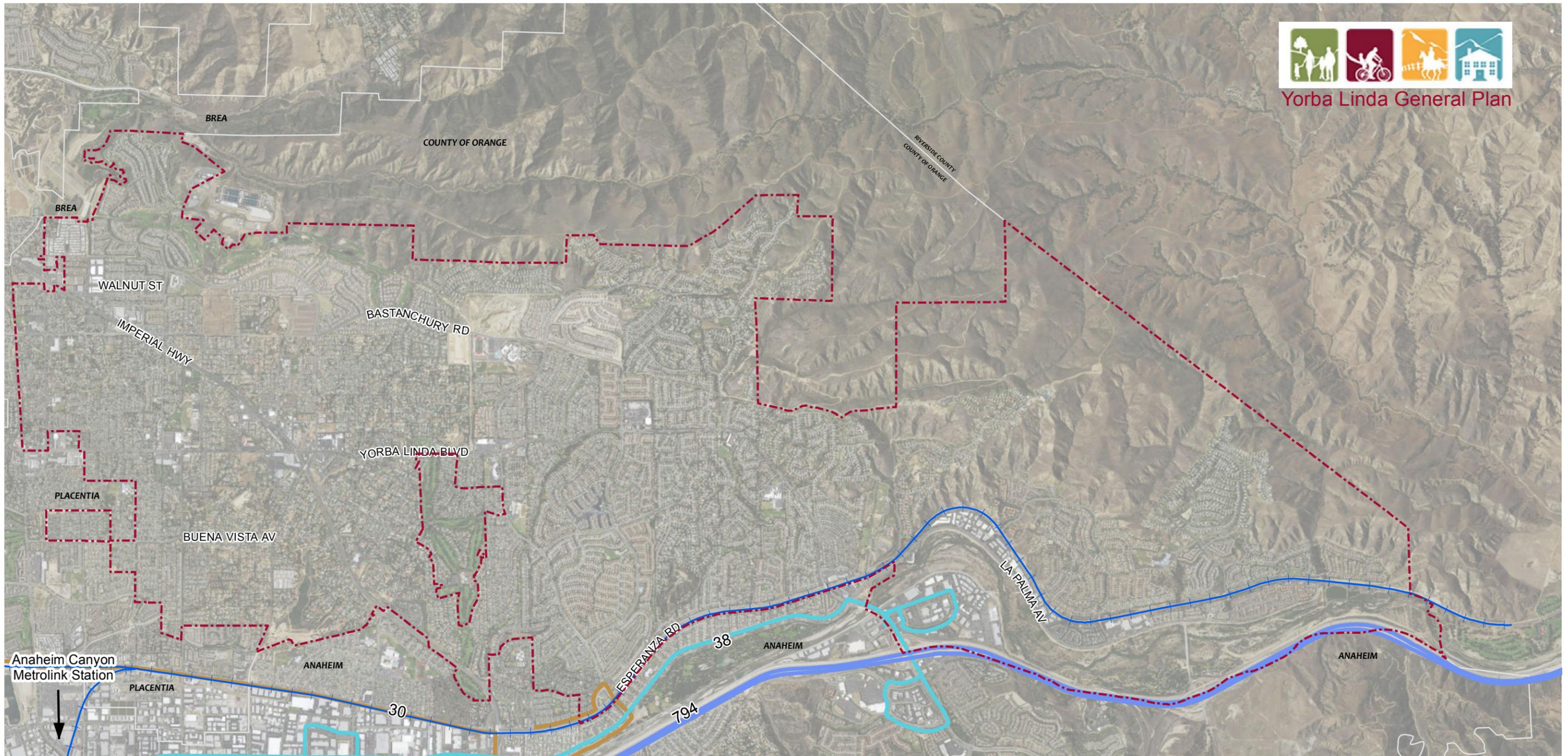
Bikeways

- City Boundary
- Class I, Existing - - - - Class I, Proposed
- Class II, Existing - - - - Class II, Proposed
- Class III, Existing - - - - Class III, Proposed



Bikeways

This page intentionally left blank.



Public Transportation



This page intentionally left blank.



Complete Streets

In 2008, the State Legislature adopted Assembly Bill 1358, the California Complete Streets Act. Implementation of the Act requires cities and counties, upon substantive revision of the circulation element of a general plan, to modify their circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, including motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation.

The Complete Streets Act is premised on the notion that a balanced, multimodal transportation network would serve to reduce greenhouse gas emissions, make the most efficient use of transportation infrastructure, and improve public health by encouraging physical activity by shifting short trips in the automobile to biking, walking, and the use of public transit. In an effort to meet the requirements of the Complete Streets Act, the Circulation Element include goals and policies to prioritize and develop programs supporting Complete Streets principles and standards in Yorba Linda.

Related Plans and Programs

Transportation and circulation issues extend beyond the Yorba Linda city limits. State and regional agencies have developed programs to forecast and manage county-wide and region-wide transportation issues. To better coordinate with other public agencies, the City must consider existing transportation system planning efforts to facilitate effective decisions about improvements to the local transportation system.

State Regulations

Assembly Bill 1358, Complete Streets Act– The California Complete Streets Act of 2008 requires circulation elements to address the transportation system from a multi-modal perspective. The bill states that streets, roads, and highways must “meet the needs of all users...in a manner suitable to the rural, suburban, or urban context of the general plan.” Essentially, this bill requires a circulation element to plan for all modes of transportation where appropriate—including walking, biking, car travel, and transit. The Complete Streets Act also requires circulation elements to consider the multiple users of the transportation system, including children, adults, seniors, and the disabled.

Assembly Bill 32, Global Warming Solutions Act– With the passage of the Global Warming Solutions Act of 2006, the State of California committed itself to reducing greenhouse gas (GHG) emissions to 1990 levels by 2020. The California Air Resource Board (ARB), which is coordinating the response to comply with AB 32, is currently on schedule to meet this deadline. In 2007, ARB adopted a list of early action programs that could be put in place by January 1, 2010. In 2008, ARB defined its 1990 baseline level of emissions, and by 2011 it completed rules for reducing GHG emissions. Rules on emissions, as well as market-based mechanisms like the proposed cap and trade program, came into effect January 1, 2012. The cap and trade



Yorba Linda General Plan

program controls pollution by a governing agency selling permits on the amount of pollutants a firm can emit. A firm's pollutants cannot exceed the limit. Firms requiring the need to increase their emissions must purchase permits from other firms requiring fewer permits.

Senate Bill 375– In 2008, the California Air Resources Board (ARB) adopted its Proposed Scoping Plan for AB 32. This scoping plan included the approval of SB 375 as the means for achieving regional transportation-related GHG targets. SB 375 provides guidance on how curbing emissions from cars and light trucks can help the state comply with AB 32. SB 375 also provides CEQA streamlining incentives for preferred development types. Residential or mixed-use projects qualify if they conform to the Sustainable Communities Strategy. Transit-oriented developments also qualify if they 1) are at least 50 percent residential, 2) meet density requirements, and 3) are within one-half mile of a transit stop. The degree of CEQA streamlining is based on the degree of compliance with these development preferences.

Senate Bill 743– SB 743 passed in 2013 and amends the California Environmental Quality Act (CEQA) to give individual agencies the ability to opt out of a congestion management program. Additionally, this bill requires the State Office of Planning and Research (OPR) to develop alternative impact criteria for transportation impacts in transit priority areas. The biggest impact of this senate bill may be the requirement for OPR to look at changing CEQA significance thresholds for traffic throughout the state. This could remove level of service (LOS) as a topic for environmental analysis under CEQA. Proposed changes to the CEQA Guidelines were released for public review in January 2016.

Regional Plans and Initiatives

Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy (SCAG RTP/SCS)– The SCAG RTP/SCS provides a regional transportation plan for six counties in Southern California: Orange, San Bernardino, Riverside, Los Angeles, Ventura, and Imperial. The primary goal of the RTP is to increase mobility for the region. With recent legislation, this plan also encompasses sustainability as a key principle in future development.

Orange County Congestion Management Program (CMP)– The Orange County Congestion Management Program (CMP) was established in 1991 to reduce traffic congestion and to provide a mechanism for coordinating land use and development decisions. Compliance with the CMP requirements ensures a city's ability to compete for State gas tax funds for local transportation projects. Within the City of Yorba Linda, the CMP Highway System includes two arterials: Rose Drive and Imperial Highway. There are no specific CMP requirements for roadway segment monitoring.

Transportation Demand Management (TDM) strategies are geared toward increasing vehicle occupancy, promoting the use of alternative modes, reducing the number of automobile trips, decreasing overall trip lengths, and improving air quality. The adoption of a TDM ordinance



Yorba Linda General Plan

was required of every local jurisdiction for Orange County's 1991 Congestion Management Program (CMP). The adoption of these ordinances is no longer a statutory requirement, however OCTA continues to encourage local jurisdictions to promote and support TDM strategies in their community. Such strategies may include, but are not limited to, the following:

- Encouraging employers to establish and help subsidize telecommuting, provide monetary incentives for ridesharing, and implement alternative work hour programs;
- Implementing bus loading facilities at worksites;
- Implementing pedestrian facilities such as sidewalks, paved pathways, and pedestrian grade separations over arterial streets to connect worksites to shopping, eating, recreation, parking, or transit facilities; and
- Participating in the development of remote parking facilities and the high-occupancy vehicles (i.e., shuttles, etc.) to serve them.

OCTA Commuter Bikeways Strategic Plan— The Commuter Bikeways Strategic Plan (CBSP) is a regional planning document that identifies existing and proposed bikeways in Orange County. Through the cooperation of the cities and the County, an inventory was taken of existing bikeways, and priorities for new bikeways were identified. Prioritization of the proposed bikeways, as identified in the plan, was based on several factors, including input from local jurisdictions and the public, as well as connectivity to transit and regional destinations. In addition to analysis of existing and proposed bikeways, the document provides information on bicycle amenities, such as bike lockers, parking signage, and trail markings. It also includes a discussion on safety and education programs, innovative roadway markings, bikeway fundamentals, and funding sources.



Yorba Linda General Plan

This page intentionally left blank.

DRAFT



Circulation Element Policy Program

Goal CR-1

A circulation system that meets the needs of current and future residents, businesses, and visitors of the City, has adequate capacity for projected future traffic demands at acceptable levels of service, and facilitates the safe and efficient movement of people and goods throughout the City.

- Policy CR-1.1 Develop and maintain a road system that is based upon, and is in balance with, the Land Use Element of the General Plan.
- Policy CR-1.2 Utilize a roadway classification system that is based on functional hierarchy and conforms to the Orange County Transportation Authority's roadway classification system to the greatest extent possible.
- Policy CR-1.3 Develop street design standards that conform with Caltrans and Orange County Transportation Authority Highway Design Manuals to the greatest extent feasible.

- Policy CR-1.4 Maintain a Level of Service (LOS) "D" or better along all City arterials and at intersections during peak hours.
- Policy CR-1.5 Minimize intrusion of commuter traffic on local streets through residential neighborhoods.
- Policy CR-1.6 Provide, where feasible, increased east-west traffic capacity through the City.
- Policy CR-1.7 Review new development or redevelopment projects adjacent to established residential neighborhoods for potential traffic intrusion impacts.
- Policy CR-1.8 Work jointly with adjacent jurisdictions to achieve capacity improvements for intersections outside of the City, but have significant impacts on the community.
- Policy CR-1.9 Inventory existing bridge conditions and prioritize necessary improvements to maintain adequate capacity and safety.
- Policy CR-1.10 Maintain a citywide Major Thoroughfare Traffic Impact Fee Program.



Yorba Linda General Plan

Goal CR-2

A network of regional roadway facilities that coordinates transportation needs and requirements across jurisdictions.

- Policy CR-2.1 Coordinate and maintain partnerships with surrounding cities and regional agencies for an efficient and effective circulation system.
- Policy CR-2.2 Maintain an Arterial Highway System in the City that is in conformance with, the Orange County Master Plan of Arterial Highways, to the greatest extent possible.
- Policy CR-2.3 Continue to support the addition of capacity enhancement improvements such as high occupancy vehicle lanes, general purpose lanes and auxiliary lanes to the Riverside Freeway (SR 91).
- Policy CR-2.4 Continue to participate in regional transportation planning efforts to coordinate priorities with neighboring jurisdictions.

Goal CR-3

An efficient circulation system that utilizes transportation system management and demand management strategies.

- Policy CR-3.1 Coordinate with a broad range of regional and state agencies to promote and support Transportation Demand Management (TDM) strategies and programs.
- Policy CR-3.2 Provide for safe and efficient traffic operations, by maintaining City standards for the installation and operations of traffic control devices.
- Policy CR-3.3 Continue to adhere to OCTA's Congestion Management Program.
- Policy CR-3.4 Promote employers to provide transit subsidies, bicycle facilities, alternative work schedules, ridesharing, telecommuting and work-at-home programs, employee education, and preferential parking for carpools/vanpools.
- Policy CR-3.5 Effectively operate and maintain transportation facilities and infrastructure to improve system capacity and meet traffic demand.
- Policy CR-3.6 Promote the reduction of single occupant vehicle trips, through transportation demand management programs, such as



Yorba Linda General Plan

ridesharing, telecommuting, and parking management.

Policy CR-3.7 Ensure the circulation system promotes a wide variety of travel modes to serve the greatest cross section of residents, employees and businesses.

Policy CR-3.8 Encourage new development to provide access to transit, bicycle, pedestrians, and other non-vehicular modes of transportation.

Goal CR-4

Improved aesthetic quality and maintenance of arterial highways and local roadways.

Policy CR-4.1 Promote landscaped medians and greenbelts along major arterials, highways, and freeways on available right-of-ways with drought-tolerant plants where economically feasible.

Policy CR-4.2 Promote maintenance of existing and future landscaped rights-of-way and easements.

Policy CR-4.3 Promote the continuation of existing landscape maintenance districts.

Goal CR-5

A safe, integrated, and efficient public transportation system.

Policy CR-5.1 Continue to work with the Orange County Transportation Authority (OCTA) to promote the development of additional regional public transportation services and support facilities that will serve those who live and work in Yorba Linda.

Policy CR-5.2 Encourage public and private shuttle services to provide greater transit choices.

Policy CR-5.3 Coordinate with the Orange County Transportation Authority (OCTA) to investigate potential locations for future "Park and Ride" facilities.

Goal CR-6

An efficient non-motorized transportation system.

Policy CR-6.1 Promote the development and maintenance, where feasible, of safe and convenient non-motorized transportation and multi-purpose trails throughout the City.

Policy CR-6.2 Provide for safe pedestrian, bicycle, and equestrian access throughout the City.



Yorba Linda General Plan

Policy CR-6.3 Support the recommendations and action strategies of the Parks and Recreation Master Plan for multi-purpose trails, equestrian facilities, and bikeways.

Policy CR-6.4 Promote existing and new traffic generators to incorporate facilities, such as bicycle racks and storage, into the development.

Goal CR-7

Adequate facilities for heavy vehicle traffic that balances reduction of environmental impacts with efficient goods movement.

Policy CR-7.1 Maintain the City's official truck routes to minimize the impacts of truck traffic on residential neighborhoods and other sensitive land uses.

Policy CR-7.2 Seek to minimize noise and other impacts of truck traffic, deliveries, and staging in residential and mixed-use neighborhoods.

Policy CR-7.3 Provide sufficient truck loading areas to minimize interference of truck traffic with efficient traffic circulation.

Policy CR-7.4 Maintain the current truck weight limitation ordinance

as part of the municipal code and implement provisions for enforcement, including development of traffic indices and pavement structural strength evaluation.

Goal CR-8

Limited transport of hazardous materials through the City of Yorba Linda in conformance with the State and county HAZMAT program.

Policy CR-8.1 Implement the HAZMAT route that is in conformance with HAZMAT and Emergency guidelines and complements the designated truck route policy of the City of Yorba Linda.

Policy CR-8.2 Require that the transportation of hazardous materials generated within the City be accomplished through the most direct route to the designated HAZMAT routes, the nearest designated HAZMAT Freeway, and the nearest appropriate HAZMAT disposal facility, as discussed in the Safety Element of the General Plan.



Yorba Linda General Plan

Goal CR-9

Efficient parking systems that support a safe vehicular transportation system, while minimizing the friction between parked and moving vehicles.

Policy CR-9.1 Monitor parking supply and utilization to identify deficiencies or conflicts with the movement of traffic as they develop.

Policy CR-9.2 Promote the development and maintenance of adequate parking facilities commensurate with parking demand.

Policy CR-9.3 Promote the maintenance of existing off-street parking facilities.

Policy CR-9.4 Ensure parking facilities for new development reduce or eliminate reliance on off-street facilities for parking needs.

Policy CR 10.3

evaluated to ensure resident, bicyclist, equestrian, and pedestrian safety as a top priority.

Promote incorporation of Complete Streets concepts when designing new roadways or making improvements to existing roadways in conjunction with new development.

Policy CR 10.4

Promote and prioritize complete streets where improvements will demonstrably improve safety of sidewalk and bicycle access to schools.

Policy CR 10.5

When developing model Complete Street cross sections, promote the participation of various user groups.

Policy CR 10.6

Consider reducing the number of lanes where existing infrastructure or site conditions limits the ability to construct Complete Streets.

Policy CR 10.7

Coordinate with the County of Orange for potential Complete Street improvements within the City's Sphere of Influence

Policy CR 10.8

Ensure any future improvements to the transportation system are

Goal CR-10

A transportation system that promotes use by multiple modes of travel through Complete Streets.

Policy CR 10.1 Establish model street network cross sections and design guidelines that promote multimodal travel in Yorba Linda.

Policy CR 10.2 Ensure future Complete Streets improvements are



Yorba Linda General Plan

	integrated with the city's existing and future bikeway and trail systems.	Policy CR 11.2	Work with Caltrans and adjacent jurisdictions to identify funding for improvements that address cumulative effects of planned development on the freeway system.
Policy CR 10.9	Promote and prioritize Complete Streets where improvements to existing roadways will demonstrably improve integration with the City's bike and trail system		
Policy CR 10.10	Incorporate design features and other techniques to improve neighborhood multimodal capabilities for pedestrians.		
Policy CR 10.11	Prioritize opportunities for complete streets integration into the General Plan Focus Areas.		

Goal CR-11

Additional sources of funding to construct, maintain, and operate transportation facilities and services needed to achieve the City's circulation goals.

Policy CR 11.1	Investigate additional sources of funding and support the development of a stable, dedicated funding source to provide continuing maintenance, operation, and management of the City's transportation network.
----------------	--