

TRAFFIC MEMORANDUM

To: Ed McCoy, Senior Vice President-Development
Fairfield Residential/FRH Realty, LLC

Date: March 29, 2023

From: Richard Barretto, P.E., Principal
Linscott, Law & Greenspan, Engineers

LLG Ref: 2.22.4531.1

Subject: ***Updated Traffic Circulation Analysis Addendum (original dated 02/01/2023)***
Cabrillo Town Center Mixed-Use Project
1901 E. 4th Street – SP22-026
Santa Ana, CA

Linscott, Law & Greenspan, Engineers (LLG) is pleased to provide the following Updated Traffic Circulation Analysis (TCA) addendum in response to change in proposed access design for the easterly driveway on Fourth Street that was originally identified as “Paseo/Fire Lane” in ***Figure 2-2 – Proposed Site Plan***, attached, prepared by AO Architects, dated 11/10/2022. This site plan was evaluated in approved *Traffic Circulation Analysis for the Cabrillo Towne Center Mixed-Use Project, dated November 18, 2022 (Approved TCA)*.

The approved TCA considered the designation of the “Paseo/Fire Lane” and understood (assumed) that the driveway would have limited use for “move-ins” and service/trash trucks as well as emergency vehicles. As such, the distribution and assignment of Project-related trips to this driveway during the weekday AM peak hour or PM peak hour amounted to zero (0) trips as these type of trips would typically occur outside of the weekday commute hours.

From a review of the current site plan, ***Figure A – Proposed Site Plan***, attached, prepared by AO Architects, dated 01/25/2023, the easterly driveway on Fourth Street is now identified as a “Paseo/Service Lane”. We understand that this driveway would continue to be used as access for “move-ins” and service/trash trucks as well as emergency vehicles as previously assumed.

Given no change in vehicular use for the easterly driveway on Fourth Street is planned, the findings and conclusions of the approved *Traffic Circulation Analysis for the Cabrillo Towne Center Mixed-Use Project, dated November 18, 2022 (Approved TCA)* remain valid and no revisions to the report are recommended or necessary.

Supplemental Sight Distance Evaluation

In response to additional City staff comments, a line of sight evaluation has been prepared for the proposed “Paseo/Service Lane” driveway as identified in ***Figure A – Proposed Site Plan***.

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At the project driveway, a substantially clear line of sight should be maintained between the driver of a vehicle waiting at the crossroad and the driver of an approaching vehicle. Adequate time must be provided for the waiting vehicle to turn right without requiring through traffic to radically alter their speed. A sight distance evaluation has been performed for the project driveways located along 4th Street.

The Sight Distance Evaluation prepared for the Project’s easterly driveway on Fourth Street is based on the criteria and procedures set forth by the California Department of Transportation (Caltrans) in the State’s *Highway Design Manual (HDM)*. Corner sight distance was utilized for the evaluation. Corner sight distance is defined in the Caltrans HDM to be the distance required by the driver of a vehicle, traveling at a given speed, to maneuver their vehicle and avoid an object without radically altering their speed. Line of sight for corner sight distance is to be determined from a 3½ foot height at the location of the driver of a vehicle on a minor road to a 4¼ foot object height in the center of the approaching lane of the major road. Based on the criteria set forth in Table 405.1A of the Caltrans HDM and a posted speed limit of 40 mph on 4th Street, a corner sight distance of 382 feet is required for right-turning vehicles at the Project Driveway.

Figure B presents the result of the sight distance evaluation for right-turning vehicles at the easterly Project Driveway located along Fourth Street based on the application of the corner sight distance criteria. This figure illustrates the limited use areas.

As an alternative, the easterly Project driveway located along Fourth Street has been assessed with the driveway being shifted 15 feet to the west. **Figure C** presents the result of the sight distance results. This figure illustrates the limited use areas as well.

From a review of *Figure B* and *Figure C*, the sight lines at this proposed Project driveway is expected to be adequate as long as obstructions within the sight triangles are minimized.

Please let us know if you have any comments or questions regarding this updated traffic memorandum.


Attachments

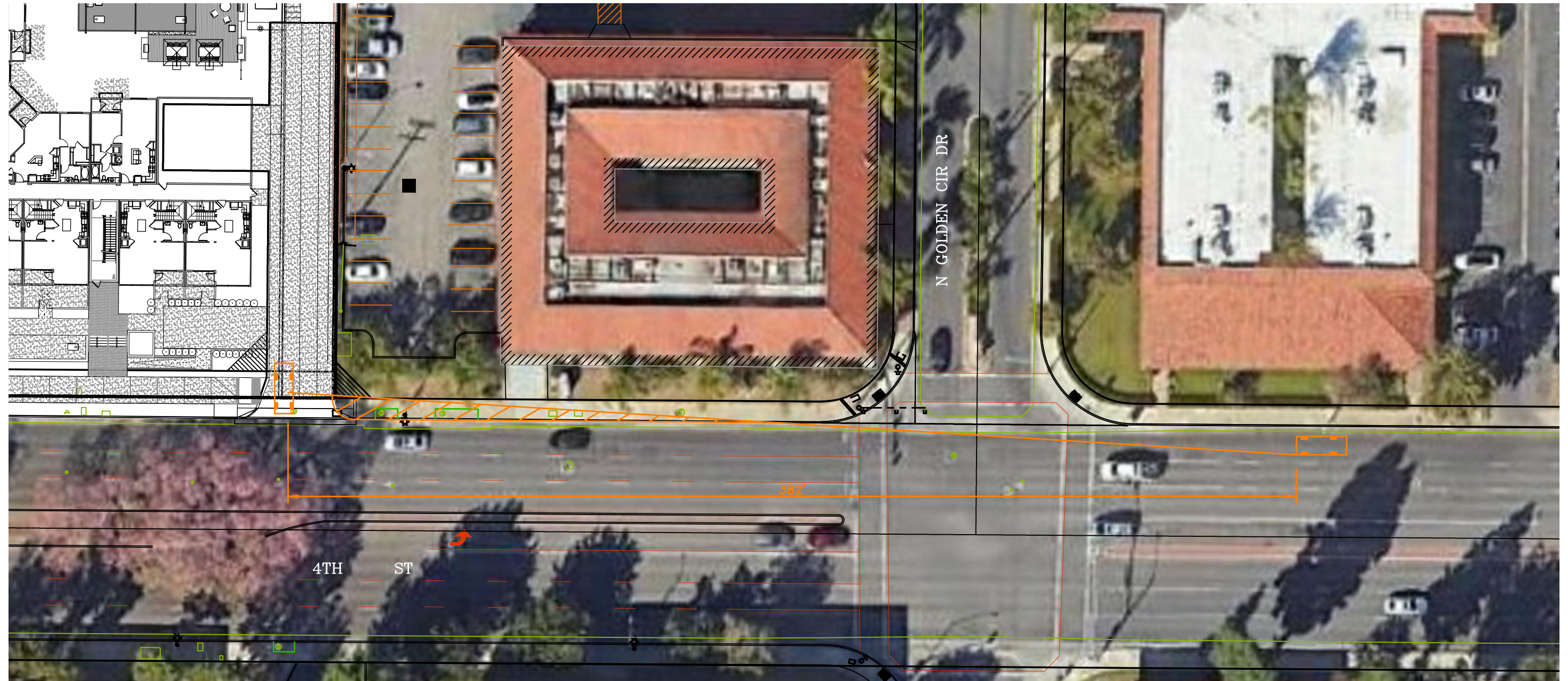
cc: Shane S. Green, P.E., LLG
File

CORNER SIGHT DISTANCE

DESIGN SPEED LIMIT: 40 MPH
 REQUIRED STOPPING
 SIGHT DISTANCE
 LOOKING LEFT: 382 FEET

LEGEND

 PUBLIC RIGHT-OF-WAY LIMITED USE AREA: TO ENSURE ADEQUATE SIGHT DISTANCE, HARDSCAPE AND/OR LANDSCAPE SHALL NOT BE HIGHER THAN 30 INCHES ABOVE THE CURB/SIDEWALK. NO FENCES OR WALLS IN LIMITED USE AREA.



SOURCE: C&V CONSULTING




FIGURE B

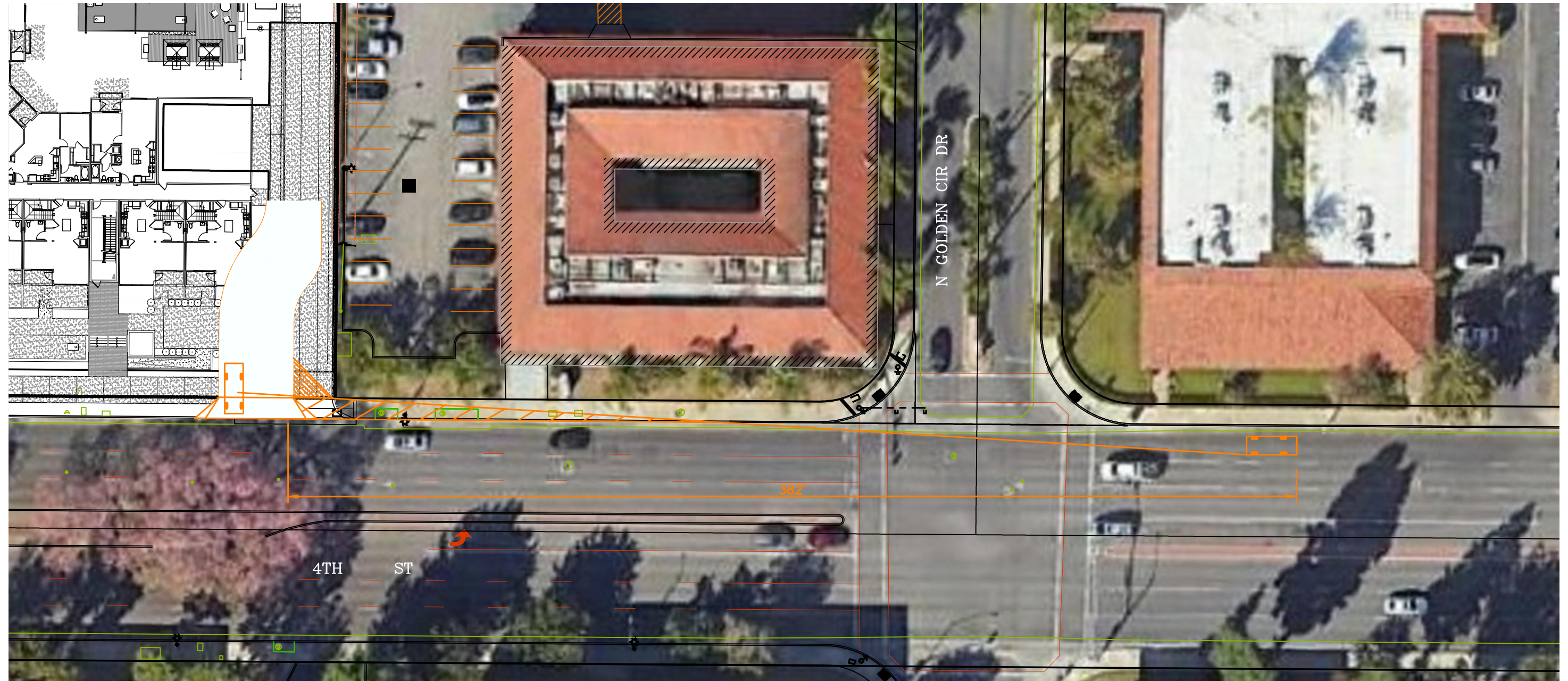
PROJECT DRIVEWAY 2 SIGHT DISTANCE
 ANALYSIS FOR RIGHT-TURNING VEHICLES
 CABRILLO TOWN CENTER MIXED-USE PROJECT, SANTA ANA

CORNER SIGHT DISTANCE

DESIGN SPEED LIMIT: 40 MPH
REQUIRED STOPPING
SIGHT DISTANCE
LOOKING LEFT: 382 FEET

LEGEND

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SOURCE: ARCHITECTS ORANGE