

5. Environmental Analysis

5.4 TRANSPORTATION AND TRAFFIC

This section of the Draft Supplemental Environmental Impact Report (DSEIR) evaluates the potential for implementation of the City of Anaheim Housing Opportunities Sites Rezoning Project (“Proposed Project”) to result in transportation and traffic impacts as compared to the 2004 Anaheim General Plan and Zoning Code Update (“2004 Approved Project”). The analysis in this section is based in part on the data and analysis set forth in the following technical report:

- *City of Anaheim Housing Opportunities Rezoning Project Supplemental EIR No. 346 Technical Traffic Study*, Iteris, July 2013 (the "Traffic Study").

A complete copy of this study is included as Appendix F in this DSEIR.

5.4.1 Environmental Setting

5.4.1.1 Methodology

City-Wide Traffic Model

The Anaheim Traffic Analysis Model (ATAM) has been developed as a tool to help the City of Anaheim (“City”) forecast future traffic volumes and estimate the traffic effects of changes in land use and roadway facilities. A prior version of ATAM (ATAM 2000) was used for the 2004 Approved Project while this analysis uses the new updated version of ATAM (ATAM 2012). ATAM 2012 has been developed in accordance with the Orange County Subarea Modeling Guidelines Manual (December 2010) published by the Orange County Transportation Authority (OCTA) to ensure consistency between local models and the Countywide model.

The ATAM 2012 city-wide traffic model was developed using the TRANPLAN transportation modeling software. TRANPLAN is a commercially available modeling software package platform that enables four-step travel demand modeling. The model's network and zone system were developed to provide an appropriate level of detail for local circulation system planning, while incorporating the influences of regional through traffic on the City arterial system; this was accomplished by developing a focused model. The model produces separate assignments of total daily traffic, morning peak period traffic, and afternoon peak period traffic, reflecting traffic volumes on an average day in the City. Forecasts were developed for the existing and updated General Plan build-out scenario. The following section provides a brief overview of the modeling process.

ATAM (2000) Model and 2012 Update

ATAM 2012 has been developed in accordance with the Orange County Subarea Modeling Guidelines Manual (December 2010) published by the Orange County Transportation Authority (OCTA) to ensure compatibility between local models and the countywide model, Orange County Transportation Analysis Model (OCTAM) version 3.3. ATAM 2012 uses the existing conditions base year of OCTAM 3.3. All elements of the OCTAM regional model were carefully reviewed and updated for purposes of developing a refined citywide model. Traffic Analysis Zones (TAZ) were finely disaggregated to enable more precise traffic forecasting for major event centers, schools, and other uses throughout the City. ATAM 2000 was a tiered subarea model consistent with OCTAM 3.1 and it included 493 TAZs within the City. ATAM 2012 includes a total of 1,268 TAZs within the City to allow for more refined consideration of alternative modes and mixed use trip interactions.

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Like most local models, ATAM 2012 uses land use as the basis for generating trips. To achieve consistency with OCTAM, ATAM 2012 converts land uses into socioeconomic data (dwelling units and employment) prior to calculating trip generation. ATAM 2012 uses the trip generation rates recommended in the subarea modeling guidelines. ATAM 2012 includes a post-processing function to improve the usefulness of its forecasts, providing peak hour turning movement forecasts and level of service calculations at signalized intersections throughout the City. The post processor applies the model's estimate of future growth to the existing traffic counts to forecast future intersection peak hour turning volumes. As noted, the model was updated in 2012 and has been used to reassess the 2035 traffic conditions at study intersections. The ATAM 2012 model includes changes to land use forecasts related to the general plan amendments completed since 2004 as well as other changes to future land use assumptions. ATAM 2000 had a horizon year of 2025 rather than 2035.

The updated network for ATAM 2012 differs from the existing General Plan system in a few key areas. The changes noted below have been analyzed in various technical studies since the adoption of the 2004 General Plan Update. These changes include:

- Deletion of Jamboree Road south of Weir Canyon Road
- Downgrade of Weir Canyon Road to Primary Arterial south of Oak Canyon Road
- Grade separations and connector roads parallel to Orangethorpe Avenue at Tustin Avenue, Lakeview Avenue, and Imperial Highway
- Upgrade of Tustin Avenue and Kraemer Boulevard to an 8-lane Major Arterial between La Palma Avenue and SR-91
- Extension of Fairmont Blvd from La Palma Avenue to SR-91 with a new interchange at SR-91. No connection is made to Santa Ana Canyon Road
- Upgrade of Katella Avenue to an 8-lane Stadium Smartstreet between Manchester Avenue and Anaheim Way
- Upgrade of Lewis Street to Primary Arterial between Katella Avenue and Cerritos Avenue
- Upgrade of Douglass Road to Primary Arterial between Katella Avenue and Cerritos Avenue
- Upgrade of Cerritos Avenue to Primary Arterial between State College Boulevard and Douglass Road

Comparison of the ATAM (2000) and the ATAM (2012) Model

A comparison was performed of the study intersections from the two versions of the Anaheim Traffic Analysis Model - ATAM 2000 and ATAM 2012. The purpose of the comparison was to identify the locations of the intersections and roadway segments for which the forecasted Level of Service (LOS) significantly improved or worsened based on the comparison of the two models and their associated future land use forecasts. The ATAM 2000 model included 250 study intersections whereas the ATAM 2012 model now includes 431 study intersections within the City plus some other locations in the cities of Orange, Fullerton, Garden Grove and Placentia. Note the locations outside of the City are not the focus of the analysis covered by this report; they are included in the model as these locations are frequently requested for analysis by neighboring jurisdictions.

After comparing the common study intersections in both models, LOS analysis was also performed for the additional intersections with the ATAM 2012 model. Out of the additional study intersections from the ATAM 2012 model, two intersections were found to be performing at a LOS E or F during the 2035 AM period and six intersections were found to be performing at LOS E or F during the 2035 PM period. A comparison of the common locations is described in the following section.

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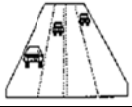





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Intersection Analysis

The City's *Criteria for Preparation of Traffic Impact Studies* guidelines require a volume-to-capacity ratio of 1.00, or LOS E as the lowest acceptable LOS at designated Congestion Management Program (CMP) intersections, and 0.90, or LOS D, as the lowest acceptable LOS for all other intersections. The City requires all study area intersections LOS be evaluated using the intersection capacity utilization (ICU) methodology. This methodology compares forecast peak hour traffic volumes by direction and critical moves to available intersection capacity based on actual configuration. A minimum clearance interval of 0.05, and lane capacities of 1,700 vehicles per hour of green time (i.e., how long the light stays green) for through and turn lanes was used for the ICU calculations. Table 5.4-1 presents the ICU level of service thresholds utilized in this traffic study.

Furthermore, within the City, an intersection impact is considered significant if the Proposed Project resulting volume-to-capacity (V/C) compared to the "No Project" V/C shows the project related increases meet criteria outlined in Table 5.4-2. For purposes of this calculation, the "Final V/C Ratio" includes the future V/C ratio at an intersection, considering traffic from existing conditions, ambient growth, approved/related projects, and the Proposed Project, but without any additional mitigation beyond that included in the Certified EIR. Mitigation measures to bring the LOS to a less than significant level, where feasible, are identified in Section 5.4.7, Additional Mitigation Measures for the Proposed Project.

*Table 5.4-1
Intersection Level Of Service*

<i>Level of Service</i>	<i>Interpretation</i>	<i>Volume to Capacity (V/C) Ratio</i>
A 	There are no cycles that are fully loaded, and few are close to loaded. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	< 0.60
B 	Represents stable operation. An occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel somewhat restricted within platoons of vehicles.	0.61 – 0.70
C 	Stable operation continues. Full signal cycle loading is still intermittent, but more frequent. Occasional drivers may have to wait through more than one red signal intersection, and backups may develop behind turning vehicles.	0.71 – 0.80
D 	Encompasses a zone of increasing restriction approaching instability. Delays to approaching vehicles may be substantial during short peaks with the peak period, but enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups.	0.81 – 0.90
E 	Represents the most vehicles that any particular intersection approach can accommodate. At capacity (V/C = 1.00), there may be long queues of vehicles waiting upstream of the intersection and delays may be great (up to several signal cycles).	0.91 – 1.00
F 	Represents jammed conditions. Backups from locations downstream or on the cross street may restrict or prevent movement of vehicles out of the approach under consideration; hence, volumes carried are not predictable. V/C values are highly variable because full utilization of the approach may be prevented by outside conditions.	> 1.00

Source: City of Anaheim

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Table 5.4-2
Significant Impact Criteria

LOS	Final V/C Ratio	Project-Related Increase in V/C
C	>0.700 – 0.800	Equal to or greater than 0.050
D	>0.800 – 0.900	Equal to or greater than 0.030
E, F	> 0.900	Equal to or greater than 0.010

Source: City of Anaheim

5.4.1.2 2004 Approved Project/California Environmental Quality Act Baseline

The ATAM model was used to forecast traffic volumes associated with buildout of the 2004 Approved Project. This scenario represented the future conditions, including all elements of the updated General Plan network. For the purposes of this analysis, the 2004 Approved Project is considered to be the baseline per the California Environmental Quality Act (CEQA).

Future (Year 2025) Peak Hour Conditions for the 2004 Approved Project

The distribution of LOS grades for AM and PM peak hour for the 2004 Approved Project can be seen in Table 5.4-3. 20 of the 250 study intersections were projected to operate at an unacceptable LOS (LOS E or F) during at least one of the peak periods, as seen in Figure 5.4-1.

Four of the following intersections (indicated in bold) operate at unacceptable levels in both the AM and PM peak hours. The 20 intersections in the City found to be operating at an unacceptable LOS are:

- Tustin Avenue / La Palma Avenue
- Imperial Highway / SR-91 East Bound Ramps
- Douglass Road / Katella Avenue
- **Harbor Boulevard / Ball Road (AM and PM)**
- **Imperial Highway / Santa Ana Canyon Road (AM and PM)**
- **Manchester I-5 South Bound / Katella Avenue (AM and PM)**
- **Tustin Avenue / SR-91 East Bound Ramps (AM and PM)**
- Kraemer Boulevard / La Palma Avenue
- Harbor Boulevard / Orangewood Avenue
- Weir Canyon Road / Santa Ana Canyon Road
- Harbor Boulevard / Katella Avenue
- Dale Street / Lincoln Avenue
- Imperial Highway / Nohl Ranch Road
- Imperial Highway / La Palma Avenue
- Imperial Highway / Orangethorpe Avenue
- East Street / Lincoln Avenue
- Beach Boulevard / Lincoln Avenue
- East Street / Orangethorpe Avenue
- Weir Canyon Road / SR-91 East Bound Ramps
- Euclid Street / Katella Avenue

2004 Approved Project LOS E and F



AM LOS

- E - 0.90-1.0
- F - Greater than 1.0

PM LOS

- E - 0.90-1.0
- F - Greater than 1.0

— City of Anaheim Boundary

Source: Parsons Brinkerhoff Quade & Douglas, Inc.

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*Table 5.4-3
2004 Approved Project Intersection Performance Summary*

<i>AM</i>		<i>PM</i>	
<i># of Intersections</i>	<i>LOS</i>	<i># of Intersections</i>	<i>LOS</i>
3	F	3	F
3	E	15	E
15	D	21	D
26	C	52	C
51	B	58	B
152	A	101	A

Future Daily Traffic Volumes with 2004 Approved Project

The portion of the I-5 Freeway that runs through the City was projected to carry less than 300,000 two-way daily volumes north of Euclid Street, an increase of 28 percent over year 2004 volumes. SR-91 Freeway volumes, at State College Boulevard, are forecast to carry around 252,000, and increase of 13 percent from year 2004 levels. The increase rises to a 20 percent increase on SR-91 Freeway east of Imperial Highway. Volumes on the SR-55 Freeway are expected to increase around 26 percent near Lincoln Avenue.

Several arterials within the City were projected to experience a significant amount of growth in daily traffic. Future ADT for the 2004 Approved Project can be seen in Figure 5.4-2.

5.4.2 Thresholds of Significance

Based on Appendix G of the CEQA Guidelines, the City has determined that a project would normally have a significant effect on the environment if the project would:

- T-1 Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.
- T-2 Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.
- T-3 Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.
- T-4 Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- T-5 Result in inadequate emergency access.

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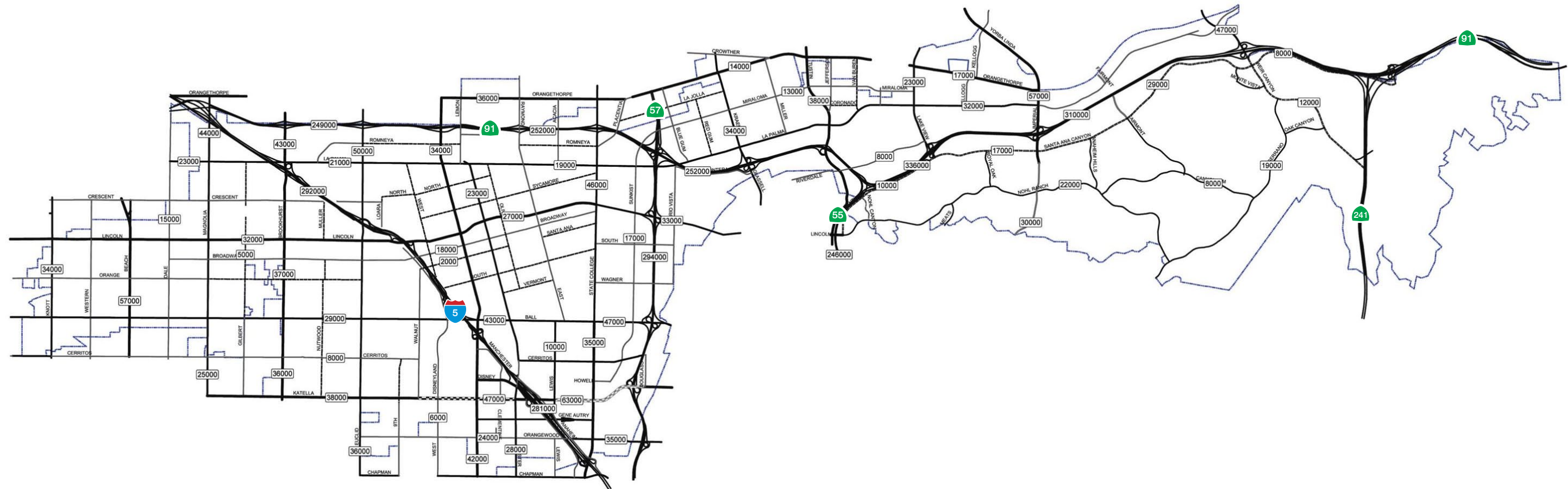
- T-6 Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

The Initial Study, included as Appendix A (also included in Section 7.2, *Impacts Found Not to Be Significant*), substantiates that impacts associated with Impact T-3 would be less than significant. Accordingly, this impact will not be addressed in the following analysis.

5.4.3 The 2004 Approved Project

The 2004 Certified EIR concluded that the Circulation Element included as part of the 2004 Approved Project included improvements necessary to maintain adequate LOS in the City at General Plan buildout. However, the improvements necessary to maintain adequate LOS at the Harbor Boulevard /Ball Road intersection could impact adjacent land uses. As a result, a significant impact would remain if the City chooses not to implement the required improvements.

2004 Approved Project ADT



— City of Anaheim Boundary

Source: Parsons Brinkerhoff Quade & Douglas, Inc.

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5.4.4 Environmental Impacts of the Proposed Project

The following analysis compares the impacts of the 2004 Approved Project identified in the 2004 Certified EIR with the impacts of the Proposed Project using the City's 2012 updated ATAM model. The methodology used for this analysis is described above. The applicable thresholds are identified in brackets after the impact statement.

IMPACT 5.4-1: TRAFFIC VOLUMES ASSOCIATED WITH BUILDOUT OF THE PROPOSED PROJECT WOULD IMPACT LEVELS OF SERVICE FOR THE EXISTING AREA ROADWAY SYSTEM, AS COMPARED TO THE APPROVED PROJECT. [THRESHOLDS T-1 AND T-2]

Impact Analysis:

Intersection-Level LOS Summary

As shown in Tables 5.4-4 and 5.4-5, the following locations are forecast to operate at LOS E or F for either the AM peak hour, the PM peak hour or both AM and PM peak hours in the year 2035 with the Proposed Project:

- Euclid Street / Lincoln Avenue (AM)
- Euclid Street / Cerritos Avenue (AM and PM)
- Euclid Street / Katella Avenue (PM)
- Disneyland Drive / Ball Road (PM)
- Disneyland Drive / Katella Avenue (PM)
- Harbor Boulevard / La Palma Avenue (PM)
- Harbor Boulevard / Lincoln Avenue (AM)
- Harbor Boulevard / Ball Road (AM and PM)
- Anaheim Boulevard / Vermont Avenue (AM)
- East Street / Lincoln Avenue (PM)
- Lewis Street / Ball Road (PM)
- State College Boulevard / Katella Avenue (PM)
- State College Boulevard / Orangewood Avenue (PM)
- Sunkist Street / Miraloma Avenue / La Palma Avenue (PM)
- SR-57 SB Ramps / Orangewood Avenue (PM)
- Rio Vista Street / Lincoln Avenue (AM)
- Tustin Avenue / SR-91 WB Ramps (AM)
- Fairmont Boulevard / La Palma Avenue (PM)

The number of intersections that are performing at LOS E or F during the AM peak hour worsened from six to seven with implementation of the Proposed Project using the ATAM (2012) model. However, the number of intersections that are performing at LOS E or F during the PM peak hour improved from 18 to 13 with implementation of the Proposed Project using the ATAM (2012) model. Boxes indicated in red and yellow in Tables 5.4-4 and 5.4-5 depict those intersections with either LOS E or LOS F.

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*Table 5.4-4
AM Peak Hour LOS Comparison
(2004 Approved Project vs. Proposed Project)*

#	Intersection	AM Peak Hour			
		2004 Approved Project Buildout (2000 Model)		Proposed Project Buildout (2012 Model)	
		LOS	ICU	LOS	ICU
1	Knott Ave / Lincoln Ave	B	0.66	D	0.90
2	Knott Ave / Orange Ave	B	0.64	C	0.79
3	Knott Ave / Ball Rd	A	0.53	D	0.84
4	Western Ave / Lincoln Ave	B	0.62	D	0.83
5	Western Ave / Orange Ave	B	0.64	B	0.62
6	Western Ave / Ball Rd	B	0.67	C	0.79
7	Beach Blvd / Lincoln Ave	D	0.82	D	0.81
8	Beach Blvd / Orange Ave	D	0.82	D	0.82
9	Beach Blvd / Ball Rd	C	0.78	C	0.74
10	Beach Blvd / Cerritos Ave	D	0.86	C	0.79
11	Dale Ave / Lincoln Ave	B	0.70	C	0.71
12	Dale Ave / Broadway	A	0.31	A	0.53
13	Dale Ave / Orange Ave	A	0.49	C	0.72
14	Dale Ave / Ball Rd	A	0.54	B	0.63
15	Dale Ave / Cerritos Ave	A	0.53	A	0.50
16	Magnolia St / La Palma Ave	A	0.53	C	0.76
17	Magnolia St / Crescent Ave	A	0.50	B	0.66
18	Magnolia St / Lincoln Ave	A	0.52	C	0.78
19	Magnolia St / Broadway	A	0.53	B	0.64
20	Magnolia St / Orange Ave	A	0.52	C	0.77
21	Magnolia St / Ball Rd	A	0.54	B	0.69
22	Magnolia St / Cerritos Ave	B	0.69	A	0.48
23	Gilbert St / La Palma Ave	A	0.42	B	0.63
24	Gilbert St / Crescent Ave	A	0.31	A	0.51
25	Gilbert St / Lincoln Ave	A	0.43	A	0.59
26	Gilbert St / Broadway	A	0.38	A	0.42
27	Gilbert St / Orange Ave	A	0.44	A	0.36
28	Gilbert St / Ball Rd	A	0.42	B	0.63
29	Gilbert St / Cerritos Ave	A	0.53	A	0.42
30	Brookhurst St / SR-91 WB Ramps	B	0.64	C	0.77
31	Brookhurst St / SR-91 EB Ramps	B	0.69	D	0.81
32	Brookhurst St / La Palma Ave	A	0.54	C	0.78
33	Brookhurst St / I-5 SB Ramps	B	0.64	C	0.71
34	Brookhurst St / Crescent Ave	C	0.73	C	0.71
35	Brookhurst St / Lincoln Ave	B	0.65	C	0.78
36	Brookhurst St / Broadway	A	0.60	B	0.66
37	Brookhurst St / Orange Ave	A	0.56	A	0.49
38	Brookhurst St / Ball Rd	A	0.60	B	0.66
39	Brookhurst St / Cerritos Ave	A	0.59	D	0.84
40	Brookhurst St / Katella Ave	D	0.88	D	0.87
41	Nutwood St / Ball Rd	A	0.37	A	0.55
42	Nutwood St / Cerritos Ave	A	0.47	B	0.61
43	Nutwood St / Katella Ave	C	0.76	C	0.71
44	Crescent Way / Lincoln Ave	A	0.53	B	0.65
45	Euclid St / SR-91 WB Ramps	B	0.63	B	0.62

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*Table 5.4-4
AM Peak Hour LOS Comparison
(2004 Approved Project vs. Proposed Project)*

#	Intersection	AM Peak Hour			
		2004 Approved Project Buildout (2000 Model)		Proposed Project Buildout (2012 Model)	
		LOS	ICU	LOS	ICU
46	Euclid St / SR-91 EB Ramps	C	0.79	B	0.65
47	Euclid St / Romneya Dr	A	0.53	C	0.74
48	Euclid St / La Palma Ave	B	0.67	B	0.67
49	Euclid St / Crescent Ave	B	0.69	C	0.80
50	Euclid St / Anaheim Shopping Center	A	0.54	B	0.66
51	Euclid St / I-5 NB and SB Ramps	A	0.51	C	0.74
52	Euclid St / Lincoln Ave	B	0.66	E	0.91
53	Euclid St / Broadway	C	0.72	D	0.83
54	Euclid St / Orange Ave	A	0.41	A	0.55
55	Euclid St / Ball Rd	A	0.45	C	0.75
56	Euclid St / Cerritos Ave	B	0.71	E	0.92
57	Euclid St / Katella Ave	B	0.71	D	0.87
58	Loara St / Crescent Ave	A	0.29	B	0.61
59	Loara St / Lincoln Ave	A	0.49	D	0.90
60	Loara St / Broadway	A	0.43	B	0.62
61	Walnut St / Ball Rd	A	0.41	D	0.88
62	Walnut St / Cerritos Ave	A	0.46	C	0.72
63	Walnut St / Katella Ave	D	0.90	C	0.77
64	I-5 SB Ramps / Lincoln Ave	A	0.37	B	0.61
65	I-5 NB Ramps / Lincoln Ave	A	0.26	C	0.72
66	Manchester Ave / Broadway	A	0.60	B	0.65
67	West St / La Palma Ave	A	0.41	A	0.49
68	West St / Lincoln Ave	A	0.56	B	0.62
69	West St / Broadway	A	0.54	A	0.53
70	Manchester / I-5 SB Ramps	A	0.36	0	0
71	Disneyland Dr / Ball Rd	C	0.76	D	0.87
72	Disneyland Dr / Magic Way	A	0.47	A	0.45
73	Disneyland Dr / Paradise	A	0.29	A	0.30
74	Disneyland Dr / Simba	A	0.40	A	0.52
75	Disneyland Dr / Katella Ave	A	0.59	D	0.86
76	West St / Convention Way	A	0.17	A	0.37
77	Ox Rd / Ball Rd	B	0.64	B	0.68
78	Convention Center / Katella Ave	A	0.55	A	0.55
79	Citron St / La Palma Ave	A	0.41	A	0.48
80	Citron St / Lincoln Ave	A	0.48	A	0.48
81	Citron St / Broadway	A	0.42	A	0.42
82	Harbor Blvd / SR-91 WB Ramps	A	0.54	A	0.56
83	Harbor Blvd / SR-91 EB Ramps	A	0.58	A	0.58
84	Harbor Blvd / Romneya Dr	B	0.61	C	0.74
85	Harbor Blvd / La Palma Ave	B	0.61	D	0.83
86	Harbor Blvd / North St	A	0.50	C	0.76
87	Harbor Blvd / Sycamore St	A	0.49	C	0.75
88	Harbor Blvd / Lincoln Ave	D	0.84	E	0.92
89	Harbor Blvd / Broadway	B	0.65	D	0.84
90	Harbor Blvd / Santa Ana St	A	0.51	D	0.89

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*Table 5.4-4
AM Peak Hour LOS Comparison
(2004 Approved Project vs. Proposed Project)*

#	Intersection	AM Peak Hour			
		2004 Approved Project Buildout (2000 Model)		Proposed Project Buildout (2012 Model)	
		LOS	ICU	LOS	ICU
91	Harbor Blvd / South St	A	0.60	B	0.70
92	Harbor Blvd / Vermont Ave	A	0.60	C	0.78
93	Harbor Blvd / Ball Rd	E	0.97	F	1.10
94	Harbor Blvd / I-5 NB Ramps	A	0.56	D	0.87
95	Harbor Blvd / I-5 SB Ramps	C	0.71	A	0.59
96	Harbor Blvd / Manchester Ave	A	0.38	D	0.90
97	Harbor Blvd / East Shuttle Area	A	0.55	A	0.43
98	Harbor Blvd / Disney Way	A	0.43	A	0.40
99	Harbor Blvd / Katella Ave	C	0.78	C	0.80
100	Harbor Blvd / Convention Way	A	0.59	C	0.74
101	Harbor Blvd / Orangethorpe Ave	D	0.82	C	0.73
102	Harbor Blvd / Chapman Ave	A	0.53	B	0.63
103	Anaheim Blvd / Lemon St / La Palma Ave	A	0.54	B	0.66
104	Lemon St / Lincoln Ave	A	0.36	A	0.40
105	Lemon St / Ball Rd	A	0.42	A	0.51
106	Clementine St / Disney Way	A	0.22	A	0.57
107	Clementine St / Katella Ave	A	0.59	B	0.65
108	I-5 SB Off Ramp / Disney Way	A	0.26	A	0.47
109	Lemon St/Anaheim Blvd / SR-91 WB Ramps	A	0.60	C	0.71
110	Lemon St/Anaheim Blvd / SR-91 EB Ramps	B	0.66	B	0.62
111	Anaheim Blvd / La Palma Ave	A	0.37	C	0.71
112	Anaheim Blvd / North St	A	0.38	A	0.59
113	Anaheim Blvd / Sycamore St	A	0.51	A	0.54
114	Anaheim Blvd / Lincoln Ave	B	0.61	B	0.69
115	Anaheim Blvd / Broadway	B	0.64	C	0.77
116	Anaheim Blvd / Santa Ana St	A	0.46	B	0.66
117	Anaheim Blvd / South St	A	0.57	C	0.79
118	Anaheim Blvd / Vermont Ave	B	0.65	F	1.04
119	Anaheim Blvd / Ball Rd	A	0.59	C	0.74
120	Anaheim Blvd / Cerritos Ave	A	0.50	C	0.74
121	Anaheim Blvd / I-5 NB Ramps	A	0.52	A	0.50
122	Anaheim Blvd / Disney Way	A	0.36	0	0
123	Anaheim Blvd / Katella Ave	C	0.78	D	0.90
124	Haster St / Orangethorpe Ave	A	0.43	C	0.79
125	Manchester Ave/I-5 SB Ramps / Katella Ave	F	1.06	D	0.83
126	Anaheim Way/I-5 NB Ramps / Katella Ave	A	0.58	D	0.90
127	Olive St / La Palma Ave	A	0.31	A	0.51
128	Olive St / Lincoln Ave	A	0.39	A	0.50
129	Raymond Ave / Orangethorpe Ave	C	0.74	B	0.68
130	East St/Raymond Ave / SR-91 WB Ramps	B	0.65	B	0.67
131	East St / SR-91 EB Ramps	B	0.64	B	0.68
132	East St / Romneya Dr	A	0.36	A	0.45
133	East St / La Palma Ave	A	0.57	D	0.82
134	East St / Sycamore St	A	0.55	B	0.69
135	East St / Lincoln Ave	B	0.66	D	0.84

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*Table 5.4-4
AM Peak Hour LOS Comparison
(2004 Approved Project vs. Proposed Project)*

#	Intersection	AM Peak Hour			
		2004 Approved Project Buildout (2000 Model)		Proposed Project Buildout (2012 Model)	
		LOS	ICU	LOS	ICU
136	East St / Broadway	A	0.51	D	0.87
137	East St / Santa Ana St	A	0.42	A	0.60
138	East St / South St	A	0.54	C	0.78
139	East St / Vermont Ave	B	0.66	C	0.79
140	East St / Ball Rd	B	0.68	D	0.81
141	Lewis St / Ball Rd	A	0.46	C	0.72
142	Lewis St / Cerritos Ave	A	0.42	D	0.88
143	Lewis St / Katella Ave	A	0.49	D	0.81
144	Manchester Ave / Oranewood Ave	D	0.83	D	0.89
145	Anaheim Way / Oranewood Ave	A	0.15	A	0.50
146	Acacia St / La Palma Ave	A	0.28	C	0.77
147	State College Blvd / Orangethorpe Ave	C	0.75	C	0.75
148	State College Blvd / Via Burton St	A	0.59	A	0.59
149	State College Blvd / SR-91 WB Ramps	A	0.53	A	0.59
150	State College Blvd / SR-91 EB Ramps	B	0.65	A	0.54
151	State College Blvd / Romneya Dr	B	0.66	B	0.61
152	State College Blvd / La Palma Ave	B	0.63	B	0.70
153	State College Blvd / Lincoln Ave	C	0.78	C	0.80
154	State College Blvd / Santa Ana St	A	0.52	A	0.41
155	State College Blvd / South St	A	0.55	C	0.71
156	State College Blvd / Vermont Ave	A	0.58	B	0.65
157	State College Blvd / Ball Rd	B	0.64	D	0.87
158	State College Blvd / Winston Rd	A	0.59	A	0.57
159	State College Blvd / Cerritos Ave	B	0.69	C	0.74
160	State College Blvd / Katella Ave	D	0.82	D	0.89
161	State College / Sportstown	A	0.58	0	0
162	State College Blvd / Gene Austry Way	C	0.77	B	0.70
163	State College Blvd / Oranewood Ave	D	0.86	D	0.82
164	Peregrine St / Lincoln Ave	A	0.52	A	0.57
165	Sunkist St / Miraloma Ave / La Palma Ave	A	0.57	C	0.80
166	Sunkist St / Lincoln Ave	B	0.61	D	0.85
167	Sunkist St / South St	B	0.69	C	0.72
168	Sunkist St / Ball Rd	C	0.73	D	0.89
169	Sunkist St / Cerritos Ave	B	0.64	D	0.83
170	Howell Ave / Katella Ave	B	0.62	D	0.86
171	Sportstown / Katella Ave	A	0.48	D	0.82
172	Rampart St / Oranewood Ave	A	0.51	B	0.69
173	SR-57 SB Ramps / Lincoln Ave	B	0.64	B	0.69
174	SR-57 NB Ramps / Lincoln Ave	A	0.48	A	0.55
175	SR-57 SB Ramps / Ball Rd	B	0.62	D	0.82
176	SR-57 NB Ramps / Ball Rd	B	0.66	C	0.76
177	SR-57 SB Ramps / Katella Ave	A	0.47	D	0.85
178	SR-57 NB Ramps / Katella Ave	A	0.48	B	0.69
179	SR-57 SB Ramps / Oranewood Ave	A	0.56	D	0.87
180	SR-57 NB Ramps / Oranewood Ave	A	0.44	B	0.64

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TRANSPORTATION AND TRAFFIC

Table 5.4-4
AM Peak Hour LOS Comparison
(2004 Approved Project vs. Proposed Project)

#	Intersection	AM Peak Hour			
		2004 Approved Project Buildout (2000 Model)		Proposed Project Buildout (2012 Model)	
		LOS	ICU	LOS	ICU
181	Rio Vista St / Lincoln Ave	B	0.70	E	0.94
182	Phoenix Club Dr / Ball Rd	A	0.58	D	0.83
183	Douglass Rd / Katella Ave	D	0.90	D	0.82
184	Blue Gum St / Miraloma Ave	A	0.45	A	0.43
185	Blue Gum St / La Palma Ave	A	0.45	A	0.60
186	Red Gum St / Miraloma Ave	A	0.18	A	0.26
187	Red Gum St / La Palma Ave	A	0.34	A	0.38
188	Kraemer Blvd / Crowther Ave	A	0.58	D	0.84
189	Kraemer Blvd / Orangethorpe Ave	C	0.79	D	0.85
190	Kraemer Blvd / Miraloma Ave	A	0.52	D	0.81
191	Kraemer Blvd / La Palma Ave	D	0.82	D	0.81
192	Kraemer Blvd / SR-91 WB Ramps	B	0.62	B	0.66
193	Kraemer Blvd / Frontera St	B	0.65	D	0.82
194	Miller St / Orangethorpe Ave	A	0.42	A	0.41
195	Miller St / Miraloma St	A	0.40	B	0.61
196	Miller St / La Palma Ave	A	0.39	B	0.64
197	Orangethorpe Ave / Tustin Connector	D	0.89	B	0.64
198	Tustin Ave / Miraloma Ave	C	0.74	D	0.83
199	Tustin Ave / La Palma Ave	F	1.01	D	0.87
200	Tustin Ave / SR-91 WB Ramps	C	0.79	E	0.96
201	Tustin Ave / SR-91 EB Ramps	F	1.22	D	0.81
202	Tustin Ave / Riverdale Ave	C	0.76	C	0.71
203	Van Buren St / La Palma Ave	A	0.46	A	0.53
204	Orangethorpe Ave / Lakeview Connector	A	0.49	A	0.52
205	Lakeview Ave / La Palma Ave	A	0.50	B	0.66
206	Lakeview Ave / Riverdale Ave	B	0.64	B	0.66
207	Lakeview Ave / SR-91 WB Ramps	B	0.67	C	0.73
208	Lakeview Ave / Santa Ana Canyon Rd	C	0.80	D	0.84
209	Lakeview Ave / SR-91 EB Off Ramp	A	0.50	A	0.58
210	Meats Ave / Nohl Ranch Rd	A	0.60	A	0.54
211	Kellogg Dr / Orangethorpe Ave (E)	A	0.56	B	0.66
212	Kellogg Dr / Orangethorpe Ave (W)	A	0.46	C	0.77
213	Kellogg Dr / La Palma Ave	A	0.46	A	0.59
214	Royal Oak Rd/Pinney Dr / Santa Ana Canyon Rd	A	0.46	B	0.69
215	Royal Oak Rd / Nohl Ranch Rd	B	0.64	A	0.50
216	Corporate Cont / La Palma	A	0.34	0	0
217	Cinema City / La Palma Ave	A	0.42	A	0.40
218	Avenida Margarita / Santa Ana Canyon Rd	A	0.36	A	0.46
219	Imperial Hwy / Orangethorpe Connector	B	0.63	A	0.54
220	Imperial Hwy / La Palma Ave	D	0.88	D	0.83
221	Imperial Hwy / SR-91 WB Ramps	C	0.73	B	0.62
222	Imperial Hwy / SR-91 EB Ramps	E	0.93	C	0.76
223	Imperial Hwy / Santa Ana Canyon Rd	E	0.91	D	0.85
224	Imperial Hwy / Ave Bernardo N	A	0.60	C	0.71
225	Imperial Hwy / Nohl Ranch Rd	D	0.86	D	0.83

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TRANSPORTATION AND TRAFFIC

*Table 5.4-4
AM Peak Hour LOS Comparison
(2004 Approved Project vs. Proposed Project)*

#	Intersection	AM Peak Hour			
		2004 Approved Project Buildout (2000 Model)		Proposed Project Buildout (2012 Model)	
		LOS	ICU	LOS	ICU
226	Imperial Hwy / Big Sky Ln/River Valley Trail	A	0.58	B	0.64
227	Chrisden St / La Palma Ave	A	0.42	A	0.40
228	Via Cortez / Santa Ana Canyon Rd	B	0.62	B	0.64
229	Fairmont Blvd / La Palma Ave	A	0.52	C	0.76
230	Anaheim Hills Rd / Santa Ana Canyon Rd	A	0.58	D	0.84
231	Anaheim Hills Rd / Nohl Ranch Rd	C	0.71	B	0.63
232	Canyon Rim Rd / Nohl Ranch Rd	A	0.52	A	0.50
233	Fairmont Blvd / Santa Ana Canyon Rd	A	0.43	B	0.62
234	Mohler Dr / Santa Ana Canyon Rd	A	0.41	A	0.58
235	Festival Dr / Santa Ana Canyon Rd	A	0.33	A	0.29
236	Roosevelt Rd / Santa Ana Canyon Rd	A	0.32	A	0.38
237	Weir Canyon Rd / La Palma Ave	C	0.79	C	0.75
238	Weir Canyon Rd / SR-91 WB Ramps	B	0.63	B	0.68
239	Weir Canyon Rd / SR-91 EB Ramps	B	0.66	C	0.73
240	Weir Canyon Rd / Santa Ana Canyon Rd	C	0.76	C	0.78
241	Weir Canyon Rd / Monte Vista Rd	A	0.57	A	0.51
242	Weir Canyon Rd / Serrano Ave	C	0.72	C	0.74
243	Weir Canyon Rd / Oak Canyon Dr	A	0.28	A	0.28
244	Serrano Ave / Oak Canyon Dr	A	0.46	A	0.48
245	Serrano Ave / Canyon Rim Rd	A	0.40	A	0.50
246	Serrano Ave / Nohl Ranch Rd	A	0.40	A	0.48
247	Placentia Ave / Orangethorpe Ave	A	0.51	A	0.57
248	Romneya Dr / La Palma Ave	A	0.32	A	0.50
249	Loara St/ Ball Rd	A	0.45	C	0.71
250	Ninth St/ Katella Ave	A	0.56	C	0.78

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TRANSPORTATION AND TRAFFIC

Table 5.4-5
PM Peak Hour LOS Comparison
(2004 Approved Project vs. Proposed Project)

#	Intersection	PM Peak Hour			
		2004 Approved Project Buildout (2000 Model)		Proposed Project Buildout (2012 Model)	
		LOS	ICU	LOS	ICU
1	Knott Ave / Lincoln Ave	D	0.83	D	0.87
2	Knott Ave / Orange Ave	C	0.78	C	0.73
3	Knott Ave / Ball Rd	C	0.73	D	0.87
4	Western Ave / Lincoln Ave	C	0.71	D	0.82
5	Western Ave / Orange Ave	B	0.69	A	0.59
6	Western Ave / Ball Rd	B	0.70	C	0.80
7	Beach Blvd / Lincoln Ave	E	0.93	D	0.89
8	Beach Blvd / Orange Ave	D	0.84	C	0.75
9	Beach Blvd / Ball Rd	C	0.75	D	0.82
10	Beach Blvd / Cerritos Ave	C	0.79	C	0.78
11	Dale Ave / Lincoln Ave	E	0.95	D	0.81
12	Dale Ave / Broadway	A	0.49	A	0.59
13	Dale Ave / Orange Ave	A	0.55	A	0.59
14	Dale Ave / Ball Rd	B	0.63	C	0.72
15	Dale Ave / Cerritos Ave	B	0.61	A	0.53
16	Magnolia St / La Palma Ave	C	0.75	C	0.77
17	Magnolia St / Crescent Ave	B	0.63	D	0.87
18	Magnolia St / Lincoln Ave	C	0.73	C	0.77
19	Magnolia St / Broadway	A	0.60	B	0.62
20	Magnolia St / Orange Ave	B	0.63	D	0.90
21	Magnolia St / Ball Rd	C	0.73	C	0.74
22	Magnolia St / Cerritos Ave	C	0.78	A	0.60
23	Gilbert St / La Palma Ave	A	0.47	A	0.58
24	Gilbert St / Crescent Ave	A	0.33	A	0.43
25	Gilbert St / Lincoln Ave	B	0.63	B	0.66
26	Gilbert St / Broadway	A	0.52	A	0.53
27	Gilbert St / Orange Ave	B	0.61	A	0.46
28	Gilbert St / Ball Rd	A	0.56	B	0.68
29	Gilbert St / Cerritos Ave	A	0.56	A	0.44
30	Brookhurst St / SR-91 WB Ramps	B	0.66	B	0.68
31	Brookhurst St / SR-91 EB Ramps	C	0.78	C	0.77
32	Brookhurst St / La Palma Ave	B	0.68	D	0.81
33	Brookhurst St / I-5 SB Ramps	C	0.71	D	0.84
34	Brookhurst St / Crescent Ave	C	0.72	C	0.76
35	Brookhurst St / Lincoln Ave	B	0.70	D	0.81
36	Brookhurst St / Broadway	B	0.67	C	0.76
37	Brookhurst St / Orange Ave	B	0.66	A	0.58
38	Brookhurst St / Ball Rd	C	0.73	D	0.81
39	Brookhurst St / Cerritos Ave	B	0.63	D	0.83
40	Brookhurst St / Katella Ave	D	0.85	D	0.89
41	Nutwood St / Ball Rd	A	0.46	A	0.60
42	Nutwood St / Cerritos Ave	A	0.49	A	0.54
43	Nutwood St / Katella Ave	C	0.76	B	0.70
44	Crescent Way / Lincoln Ave	A	0.56	B	0.65
45	Euclid St / SR-91 WB Ramps	D	0.84	D	0.85

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TRANSPORTATION AND TRAFFIC

*Table 5.4-5
PM Peak Hour LOS Comparison
(2004 Approved Project vs. Proposed Project)*

#	Intersection	PM Peak Hour			
		2004 Approved Project Buildout (2000 Model)		Proposed Project Buildout (2012 Model)	
		LOS	ICU	LOS	ICU
46	Euclid St / SR-91 EB Ramps	C	0.71	B	0.65
47	Euclid St / Romneya Dr	A	0.59	C	0.73
48	Euclid St / La Palma Ave	D	0.87	C	0.79
49	Euclid St / Crescent Ave	D	0.83	D	0.87
50	Euclid St / Anaheim Shopping Center	B	0.68	B	0.69
51	Euclid St / I-5 NB and SB Ramps	C	0.76	D	0.85
52	Euclid St / Lincoln Ave	C	0.78	D	0.87
53	Euclid St / Broadway	C	0.78	D	0.84
54	Euclid St / Orange Ave	A	0.49	A	0.51
55	Euclid St / Ball Rd	B	0.63	C	0.79
56	Euclid St / Cerritos Ave	C	0.73	E	0.96
57	Euclid St / Katella Ave	E	0.91	E	0.91
58	Loara St / Crescent Ave	B	0.65	B	0.69
59	Loara St / Lincoln Ave	A	0.54	B	0.65
60	Loara St / Broadway	A	0.49	B	0.65
61	Walnut St / Ball Rd	A	0.45	D	0.82
62	Walnut St / Cerritos Ave	A	0.47	C	0.78
63	Walnut St / Katella Ave	B	0.61	C	0.77
64	I-5 SB Ramps / Lincoln Ave	A	0.48	D	0.82
65	I-5 NB Ramps / Lincoln Ave	A	0.44	D	0.88
66	Manchester Ave / Broadway	A	0.57	B	0.65
67	West St / La Palma Ave	A	0.54	A	0.52
68	West St / Lincoln Ave	B	0.68	B	0.66
69	West St / Broadway	A	0.52	A	0.54
70	Manchester / I-5 SB Ramps	A	0.31	0	0
71	Disneyland Dr / Ball Rd	B	0.68	E	0.92
72	Disneyland Dr / Magic Way	A	0.59	A	0.55
73	Disneyland Dr / Paradise	A	0.38	A	0.37
74	Disneyland Dr / Simba	A	0.33	B	0.70
75	Disneyland Dr / Katella Ave	C	0.79	E	0.95
76	West St / Convention Way	A	0.30	A	0.35
77	Ox Rd / Ball Rd	C	0.74	C	0.76
78	Convention Center / Katella Ave	A	0.57	B	0.65
79	Citron St / La Palma Ave	A	0.38	A	0.50
80	Citron St / Lincoln Ave	A	0.52	A	0.51
81	Citron St / Broadway	A	0.49	A	0.46
82	Harbor Blvd / SR-91 WB Ramps	C	0.71	C	0.77
83	Harbor Blvd / SR-91 EB Ramps	B	0.63	B	0.64
84	Harbor Blvd / Romneya Dr	C	0.71	B	0.67
85	Harbor Blvd / La Palma Ave	C	0.77	E	0.96
86	Harbor Blvd / North St	A	0.49	B	0.66
87	Harbor Blvd / Sycamore St	A	0.38	B	0.68
88	Harbor Blvd / Lincoln Ave	D	0.90	D	0.88
89	Harbor Blvd / Broadway	B	0.67	D	0.86
90	Harbor Blvd / Santa Ana St	A	0.58	C	0.77

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TRANSPORTATION AND TRAFFIC

Table 5.4-5
PM Peak Hour LOS Comparison
(2004 Approved Project vs. Proposed Project)

#	Intersection	PM Peak Hour			
		2004 Approved Project Buildout (2000 Model)		Proposed Project Buildout (2012 Model)	
		LOS	ICU	LOS	ICU
91	Harbor Blvd / South St	A	0.56	C	0.72
92	Harbor Blvd / Vermont Ave	B	0.65	B	0.70
93	Harbor Blvd / Ball Rd	F	1.12	F	1.11
94	Harbor Blvd / I-5 NB Ramps	C	0.74	D	0.85
95	Harbor Blvd / I-5 SB Ramps	B	0.63	A	0.42
96	Harbor Blvd / Manchester Ave	A	0.57	A	0.59
97	Harbor Blvd / East Shuttle Area	A	0.56	A	0.37
98	Harbor Blvd / Disney Way	A	0.56	A	0.43
99	Harbor Blvd / Katella Ave	E	0.96	D	0.89
100	Harbor Blvd / Convention Way	D	0.82	C	0.73
101	Harbor Blvd / Orangewood Ave	E	0.96	D	0.85
102	Harbor Blvd / Chapman Ave	B	0.69	C	0.75
103	Anaheim Blvd / Lemon St / La Palma Ave	A	0.48	C	0.78
104	Lemon St / Lincoln Ave	A	0.47	A	0.45
105	Lemon St / Ball Rd	A	0.39	A	0.47
106	Clementine St / Disney Way	A	0.27	A	0.57
107	Clementine St / Katella Ave	B	0.63	D	0.82
108	I-5 SB Off Ramp / Disney Way	A	0.25	A	0.44
109	Lemon St/Anaheim Blvd / SR-91 WB Ramps	B	0.62	C	0.77
110	Lemon St/Anaheim Blvd / SR-91 EB Ramps	C	0.73	C	0.71
111	Anaheim Blvd / La Palma Ave	B	0.68	D	0.85
112	Anaheim Blvd / North St	A	0.46	B	0.67
113	Anaheim Blvd / Sycamore St	A	0.52	B	0.65
114	Anaheim Blvd / Lincoln Ave	B	0.70	C	0.77
115	Anaheim Blvd / Broadway	C	0.79	D	0.83
116	Anaheim Blvd / Santa Ana St	A	0.58	C	0.77
117	Anaheim Blvd / South St	C	0.79	D	0.81
118	Anaheim Blvd / Vermont Ave	B	0.63	D	0.85
119	Anaheim Blvd / Ball Rd	D	0.81	D	0.89
120	Anaheim Blvd / Cerritos Ave	C	0.73	D	0.89
121	Anaheim Blvd / I-5 NB Ramps	C	0.76	D	0.83
122	Anaheim Blvd / Disney Way	A	0.48	0	0
123	Anaheim Blvd / Katella Ave	D	0.87	D	0.89
124	Haster St / Orangewood Ave	C	0.74	C	0.75
125	Manchester Ave/I-5 SB Ramps / Katella Ave	E	0.98	C	0.73
126	Anaheim Way/I-5 NB Ramps / Katella Ave	B	0.68	D	0.86
127	Olive St / La Palma Ave	A	0.40	A	0.48
128	Olive St / Lincoln Ave	A	0.48	A	0.50
129	Raymond Ave / Orangethorpe Ave	E	0.93	D	0.86
130	East St/Raymond Ave / SR-91 WB Ramps	C	0.80	C	0.71
131	East St / SR-91 EB Ramps	C	0.76	C	0.80
132	East St / Romneya Dr	A	0.43	B	0.62
133	East St / La Palma Ave	B	0.69	D	0.81
134	East St / Sycamore St	A	0.57	B	0.65
135	East St / Lincoln Ave	E	0.94	E	0.91

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TRANSPORTATION AND TRAFFIC

*Table 5.4-5
PM Peak Hour LOS Comparison
(2004 Approved Project vs. Proposed Project)*

#	Intersection	PM Peak Hour			
		2004 Approved Project Buildout (2000 Model)		Proposed Project Buildout (2012 Model)	
		LOS	ICU	LOS	ICU
136	East St / Broadway	A	0.50	C	0.74
137	East St / Santa Ana St	A	0.42	A	0.59
138	East St / South St	A	0.41	C	0.71
139	East St / Vermont Ave	A	0.49	C	0.79
140	East St / Ball Rd	B	0.66	C	0.79
141	Lewis St / Ball Rd	B	0.68	E	0.97
142	Lewis St / Cerritos Ave	A	0.54	C	0.78
143	Lewis St / Katella Ave	B	0.64	D	0.81
144	Manchester Ave / Orangewood Ave	B	0.61	C	0.80
145	Anaheim Way / Orangewood Ave	A	0.34	B	0.68
146	Acacia St / La Palma Ave	A	0.37	A	0.56
147	State College Blvd / Orangethorpe Ave	C	0.78	C	0.74
148	State College Blvd / Via Burton St	C	0.79	B	0.65
149	State College Blvd / SR-91 WB Ramps	B	0.68	C	0.73
150	State College Blvd / SR-91 EB Ramps	B	0.63	B	0.62
151	State College Blvd / Romneya Dr	D	0.86	C	0.74
152	State College Blvd / La Palma Ave	C	0.76	D	0.81
153	State College Blvd / Lincoln Ave	D	0.82	C	0.80
154	State College Blvd / Santa Ana St	A	0.56	A	0.46
155	State College Blvd / South St	A	0.52	B	0.67
156	State College Blvd / Vermont Ave	A	0.57	A	0.50
157	State College Blvd / Ball Rd	C	0.77	D	0.84
158	State College Blvd / Winston Rd	B	0.66	B	0.61
159	State College Blvd / Cerritos Ave	B	0.61	C	0.71
160	State College Blvd / Katella Ave	D	0.90	E	0.95
161	State College / Sportstown	A	0.55	0	0
162	State College Blvd / Gene Autry Way	A	0.41	D	0.86
163	State College Blvd / Orangewood Ave	C	0.73	F	1.05
164	Peregrine St / Lincoln Ave	B	0.62	A	0.58
165	Sunkist St / Miraloma Ave / La Palma Ave	C	0.75	E	0.91
166	Sunkist St / Lincoln Ave	C	0.76	D	0.82
167	Sunkist St / South St	A	0.56	B	0.67
168	Sunkist St / Ball Rd	D	0.84	D	0.85
169	Sunkist St / Cerritos Ave	B	0.66	D	0.88
170	Howell Ave / Katella Ave	D	0.87	D	0.83
171	Sportstown / Katella Ave	C	0.74	D	0.90
172	Rampart St / Orangewood Ave	A	0.60	D	0.85
173	SR-57 SB Ramps / Lincoln Ave	A	0.58	B	0.63
174	SR-57 NB Ramps / Lincoln Ave	B	0.67	B	0.69
175	SR-57 SB Ramps / Ball Rd	B	0.62	B	0.64
176	SR-57 NB Ramps / Ball Rd	C	0.77	C	0.80
177	SR-57 SB Ramps / Katella Ave	B	0.69	C	0.75
178	SR-57 NB Ramps / Katella Ave	B	0.69	B	0.70
179	SR-57 SB Ramps / Orangewood Ave	C	0.76	E	0.91
180	SR-57 NB Ramps / Orangewood Ave	A	0.47	B	0.69

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TRANSPORTATION AND TRAFFIC

Table 5.4-5
PM Peak Hour LOS Comparison
(2004 Approved Project vs. Proposed Project)

#	Intersection	PM Peak Hour			
		2004 Approved Project Buildout (2000 Model)		Proposed Project Buildout (2012 Model)	
		LOS	ICU	LOS	ICU
181	Rio Vista St / Lincoln Ave	D	0.87	D	0.86
182	Phoenix Club Dr / Ball Rd	B	0.68	D	0.88
183	Douglass Rd / Katella Ave	F	1.12	C	0.78
184	Blue Gum St / Miraloma Ave	A	0.48	B	0.62
185	Blue Gum St / La Palma Ave	A	0.58	C	0.79
186	Red Gum St / Miraloma Ave	A	0.24	A	0.30
187	Red Gum St / La Palma Ave	A	0.42	A	0.53
188	Kraemer Blvd / Crowther Ave	B	0.65	B	0.68
189	Kraemer Blvd / Orangethorpe Ave	D	0.84	C	0.80
190	Kraemer Blvd / Miraloma Ave	B	0.68	D	0.89
191	Kraemer Blvd / La Palma Ave	E	0.97	D	0.84
192	Kraemer Blvd / SR-91 WB Ramps	A	0.58	B	0.70
193	Kraemer Blvd / Frontera St	B	0.67	B	0.69
194	Miller St / Orangethorpe Ave	A	0.48	A	0.50
195	Miller St / Miraloma St	A	0.29	A	0.56
196	Miller St / La Palma Ave	A	0.50	C	0.73
197	Orangethorpe Ave / Tustin Connector	C	0.80	B	0.62
198	Tustin Ave / Miraloma Ave	B	0.67	D	0.87
199	Tustin Ave / La Palma Ave	C	0.77	D	0.88
200	Tustin Ave / SR-91 WB Ramps	D	0.85	D	0.90
201	Tustin Ave / SR-91 EB Ramps	E	0.98	D	0.81
202	Tustin Ave / Riverdale Ave	D	0.88	D	0.81
203	Van Buren St / La Palma Ave	A	0.56	A	0.60
204	Orangethorpe Ave / Lakeview Connector	B	0.67	A	0.47
205	Lakeview Ave / La Palma Ave	A	0.55	D	0.82
206	Lakeview Ave / Riverdale Ave	D	0.84	D	0.83
207	Lakeview Ave / SR-91 WB Ramps	B	0.66	A	0.57
208	Lakeview Ave / Santa Ana Canyon Rd	C	0.71	C	0.77
209	Lakeview Ave / SR-91 EB Off Ramp	A	0.58	A	0.45
210	Meats Ave / Nohl Ranch Rd	A	0.29	A	0.32
211	Kellogg Dr / Orangethorpe Ave (E)	A	0.58	C	0.72
212	Kellogg Dr / Orangethorpe Ave (W)	B	0.67	B	0.69
213	Kellogg Dr / La Palma Ave	A	0.50	B	0.62
214	Royal Oak Rd/Pinney Dr / Santa Ana Canyon Rd	A	0.60	A	0.49
215	Royal Oak Rd / Nohl Ranch Rd	A	0.36	A	0.31
216	Corporate Cont / La Palma	A	0.37	0	0
217	Cinema City / La Palma Ave	A	0.57	A	0.47
218	Avenida Margarita / Santa Ana Canyon Rd	B	0.63	A	0.54
219	Imperial Hwy / Orangethorpe Connector	E	0.94	A	0.50
220	Imperial Hwy / La Palma Ave	E	0.95	D	0.82
221	Imperial Hwy / SR-91 WB Ramps	C	0.72	B	0.67
222	Imperial Hwy / SR-91 EB Ramps	C	0.76	C	0.79
223	Imperial Hwy / Santa Ana Canyon Rd	F	1.01	D	0.85
224	Imperial Hwy / Ave Bernardo N	A	0.49	A	0.55
225	Imperial Hwy / Nohl Ranch Rd	E	0.95	C	0.79

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*Table 5.4-5
PM Peak Hour LOS Comparison
(2004 Approved Project vs. Proposed Project)*

#	Intersection	PM Peak Hour			
		2004 Approved Project Buildout (2000 Model)		Proposed Project Buildout (2012 Model)	
		LOS	ICU	LOS	ICU
226	Imperial Hwy / Big Sky Ln/River Valley Trail	A	0.49	A	0.49
227	Chrisden St / La Palma Ave	A	0.54	B	0.61
228	Via Cortez / Santa Ana Canyon Rd	B	0.67	D	0.84
229	Fairmont Blvd / La Palma Ave	A	0.58	E	0.99
230	Anaheim Hills Rd / Santa Ana Canyon Rd	C	0.76	D	0.86
231	Anaheim Hills Rd / Nohl Ranch Rd	B	0.66	A	0.57
232	Canyon Rim Rd / Nohl Ranch Rd	A	0.56	A	0.54
233	Fairmont Blvd / Santa Ana Canyon Rd	A	0.57	B	0.69
234	Mohler Dr / Santa Ana Canyon Rd	A	0.51	A	0.60
235	Festival Dr / Santa Ana Canyon Rd	A	0.43	A	0.42
236	Roosevelt Rd / Santa Ana Canyon Rd	A	0.53	C	0.71
237	Weir Canyon Rd / La Palma Ave	D	0.84	D	0.85
238	Weir Canyon Rd / SR-91 WB Ramps	C	0.78	B	0.70
239	Weir Canyon Rd / SR-91 EB Ramps	E	0.92	D	0.89
240	Weir Canyon Rd / Santa Ana Canyon Rd	E	0.96	C	0.79
241	Weir Canyon Rd / Monte Vista Rd	C	0.75	C	0.76
242	Weir Canyon Rd / Serrano Ave	C	0.73	A	0.48
243	Weir Canyon Rd / Oak Canyon Dr	A	0.36	A	0.26
244	Serrano Ave / Oak Canyon Dr	A	0.58	A	0.37
245	Serrano Ave / Canyon Rim Rd	A	0.45	A	0.37
246	Serrano Ave / Nohl Ranch Rd	A	0.33	A	0.30
247	Placentia Ave / Orangethorpe Ave	A	0.51	A	0.57
248	Romneya Dr / La Palma Ave	A	0.32	A	0.50
249	Loara St/ Ball Rd	A	0.45	C	0.71
250	Ninth St / Katella Ave	A	0.56	C	0.78

Average Daily Traffic Forecasts

The 2004 Certified EIR included General Plan Update ADT for the year 2035. Daily traffic forecasts are used for noise and air quality analysis, among other purposes. Those daily traffic forecasts were based on the traffic model used at that time. Because there is a new traffic model with a new set of input data and assumptions including the Proposed Project, there are updated year 2035 ADT forecasts based on the new model results. Table 5.4-6 shows the ADT volumes for the Proposed Project, as compared to the 2004 Approved Project.

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*Table 5.4-6
Average Daily Traffic (ADT) Volumes for the Proposed Project*

<i>Street</i>	<i>From Location</i>	<i>To Location</i>	<i>2004 Approved Project at Buildout Year 2025 ADT (ATAM 2000)</i>		<i>Proposed Project at Buildout Year 2035 ADT (ATAM 2012)</i>	
			<i>ADT</i>	<i>Mid-Block Lanes</i>	<i>ADT</i>	<i>Mid-Block Lanes</i>
Anaheim Blvd	Sycamore St	North St	23,000	4D	25,700	4D
Ball Rd	Nutwood St	Euclid St	29,000	4D	30,900	4D
Ball Rd	Harbor Blvd	Anaheim Blvd	43,000	6D	50,700	6D
Ball Rd	State College Blvd	Sunkist St	47,000	6D	53,300	6D
Beach Blvd	Ball Rd	Orange Ave	57,000	8D	61,400	8D
Broadway	Manchester Ave	Harbor Blvd	18,000	4U	17,100	4U
Brookhurst St	Katella Ave	Cerritos Ave	36,000	6D	36,600	6D
Brookhurst St	Orange Ave	Broadway	37,000	6D	35,900	6D
Brookhurst St	La Palma Ave	Riverside Fwy	43,000	6D	50,700	6D
Canyon Rim Rd	Fairmont Blvd	Serrano Ave	8,000	4D	8,000	4D
Cerritos Ave	Nutwood St	Euclid St	8,000	4U	24,000	4U
Euclid St	Chapman Ave	Orangewood Ave	36,000	6D	34,000	6D
Euclid St	La Palma Ave	Romneya Dr	50,000	6D	52,400	6D
Gilbert St	Broadway	Lincoln Ave	5,000	2U	10,800	2U
Harbor Blvd	Chapman Ave	Wilken Way	42,000	6D	43,400	6D
Harbor Blvd	La Palma Ave	Romneya Dr	34,000	6D	46,300	6D
Haster St	Chapman Ave	Orangewood Ave	28,000	6D	33,100	6D
Imperial Hwy	South City Limits	Nohl Ranch Rd	30,000	6D	27,700	6D
Imperial Hwy	La Palma Ave	Orangethorpe Ave	57,000	8D	56,300	8D
Katella Ave	Nutwood St	Euclid St	38,000	6D	51,300	6D
Katella Ave	Harbor Blvd	Clementine St	47,000	8D	62,500	8D
Katella Ave	Lewis St	State College Blvd	63,000	8D	84,500	8D
Knott Ave	Orange Ave	Lincoln Ave	34,000	6D	32,700	6D
Kraemer Blvd	La Palma Ave	Coronado St	34,000	6D	34,700	6D
La Palma Ave	Dale Ave	Magnolia Ave	23,000	4D	30,300	4D
La Palma Ave	Anaheim Shores Dr	Euclid St	21,000	4D	21,800	4D
La Palma Ave	Kellogg Dr	Imperial Hwy	32,000	6D	20,900	6D
Lakeview Ave	La Palma Ave	Orangethorpe Ave	23,000	4D	20,000	4D
Lewis St	Cerritos Ave	Ball Rd	10,000	4D	15,800	4D
Lincoln Ave	Gilbert St	Brookhurst St	32,000	6D	34,400	6D
Lincoln Ave	Olive St	East St	27,000	6D	25,500	6D

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Table 5.4-6
Average Daily Traffic (ADT) Volumes for the Proposed Project

Street	From Location	To Location	2004 Approved Project at Buildout Year 2025 ADT (ATAM 2000)		Proposed Project at Buildout Year 2035 ADT (ATAM 2012)	
			ADT	Mid-Block Lanes	ADT	Mid-Block Lanes
Lincoln Ave	Orange Fwy	Rio Vista St	33,000	6D	49,500	6D
Magnolia Ave	Katella Ave	Cerritos Ave	25,000	4D	24,500	4D
Magnolia Ave	La Palma Ave	I-5	44,000	6D	45,600	6D
Miraloma Ave	Miller St	Tustin Ave	13,000	4D	12,400	4D
Nohl Ranch Rd	Imperial Hwy	Anaheim Hills Rd	22,000	4U	17,300	4U
Orangethorpe Ave	Lemon St	Raymond Ave	36,000	6D	28,000	6D
Orangethorpe Ave	Kraemer Blvd	Miller St	14,000	6D	15,600	6D
Orangethorpe Ave	Lakeview Ave	Kellogg Dr	17,000	6D	16,100	6D
Orangewood Ave	Harbor Blvd	Haster St	24,000	4U	21,600	4U
Orangewood Ave	State College Blvd	Rampart St	35,000	6D	60,000	6D
Riverdale Ave	Tustin Ave	Lakeview Ave	8,000	4U	8,800	4U
Santa Ana Cyn Rd	Nohl Ranch Rd	Lakeview Ave	10,000	4D	11,500	4D
Santa Ana Cyn Rd	Royal Oak Rd	Imperial Hwy	17,000	6D	18,000	6D
Santa Ana Cyn Rd	Fairmont Blvd	Eucalyptus Dr	29,000	4D	22,300	4D
Santa Ana St	Manchester Ave	Harbor Blvd	2,000	2U	10,600	2U
Serrano Ave	Canyon Rim Rd	Oak Canyon Dr	19,000	4D	15,600	4D
State College Blvd	Cerritos Ave	Ball Rd	35,000	6D	36,800	6D
State College Blvd	Lincoln Ave	La Palma Ave	46,000	6D	33,300	6D
Sunkist St	South St	Lincoln Ave	17,000	4U	15,200	4U
Tustin Ave	Jefferson St	Miraloma Ave	38,000	6D	38,300	6D
Weir Cyn Rd	La Palma Ave	Shwy 91	47,000	6D	50,300	6D
Weir Cyn Rd	Serrano Ave	Oak Canyon Dr	12,000	6D	10,400	6D

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IMPACT 5.4-2: THE PROPOSED PROJECT WOULD NOT SUBSTANTIALLY INCREASE HAZARDS DUE TO A DESIGN FEATURE OR INCOMPATIBLE USES. [IMPACT T-4]

Impact Analysis: Like the 2004 Approved Project, the Proposed Project would result in changes to the circulation network, but would not increase hazards due to a design feature. The City has roadway design standards which would preclude the construction of any unsafe design features. Therefore, no impact is anticipated.

IMPACT 5.4-3: THE PROPOSED PROJECT WOULD NOT RESULT IN INADEQUATE EMERGENCY ACCESS. [IMPACT T-5]

Impact Analysis: With regards to emergency access, the adopted Circulation Element has been designed to provide and maintain a comprehensive circulation system within the City at buildout. Adequate levels of service are maintained with the exception of seven intersections after mitigation. As a result, like the 2004 Approved Project, no significant impacts to emergency access are associated with the Proposed Project.

IMPACT 5.4-4: THE PROPOSED PROJECT COMPLIES WITH ADOPTED POLICIES, PLANS, AND PROGRAMS FOR ALTERNATIVE TRANSPORTATION. [IMPACT T-6]

Impact Analysis: Like the 2004 Approved Project, the Proposed Project includes goals and policies to promote alternative modes of transportation, as described below. In addition, the Proposed Project is consistent with the Orange County Subregional Sustainable Communities Strategy, which includes measures to reduce dependence on the automobile (see Table 5.2-7). Therefore, no impact is anticipated.

Relevant Goals and Policies

General Plan policies related to maintaining a safe circulation system include:

- Promote the principle that streets have multiple uses and users, and protect the safety of all users. (Circulation Element Goal 2.2, Policy 1)
- Discourage high speed, through traffic on local streets with appropriate traffic calming measures (e.g., traffic enforcement, bulb-outs, speed humps, chokers, etc.). (Circulation Element Goal 2.2, Policy 2)
- Design access onto major arterial streets in an orderly and controlled manner. (Circulation Element Goal 2.2, Policy 3)
- Promote common driveways and reduce curb cuts along arterial highways to minimize impacts to traffic flows. (Circulation Element Goal 2.2, Policy 4)
- Utilize shared driveways in common areas to minimize disruptions to traffic and pedestrian/bicycle flow. (Circulation Element Goal 2.2, Policy 5)
- Implement street design features such as the use of medians, bus turnouts and consolidated driveways to minimize mid-block traffic congestion. (Circulation Element Goal 2.2, Policy 6)

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- Implement street design features that discourage through traffic intrusion on residential streets. (Circulation Element Goal 2.2, Policy 7)
- Support freeway improvements that remove through traffic from local streets. (Circulation Element Goal 2.2, Policy 8)
- Provide bus turnouts along heavily traveled arterials to minimize traffic conflicts. (Circulation Element Goal 2.2, Policy 9)
- Provide adequate sight distances for safe vehicular movement on roadways and at intersections. (Circulation Element Goal 2.2, Policy 10)

5.4.5 Applicable Mitigation Measures from the 2004 Certified EIR

The following mitigation measures were included in the 2004 Certified EIR. These mitigation measures are proposed for inclusion in the Proposed Project, and additional mitigation measures have been added for the purposes of this DSEIR. This DSEIR proposes to make certain modifications to the mitigation measures adopted by the City for the 2004 Approved Project. Modifications to the original mitigation measure are identified in ~~strikeout~~ text to indicate deletions and underlined to signify additions.

5.15-1 ~~The City shall continue to coordinate with Caltrans (designated as lead agency) and the City of Yorba Linda to implement the planned grade separation at the intersection of Imperial Highway/Orangethorpe Avenue.~~

MM 5.15-2 The General Plan Circulation Element and associated Planned Roadway Network Map (Figure C-1 of the General Plan), identifies those roadways that are planned to accommodate current development and future growth established by the Land Use Element. Roadways will be constructed as development occurs and as funding becomes available. In addition to the roadways identified on the Planned Roadway Network Map, the following improvements will be necessary to maintain acceptable levels of service within the anticipated theoretical buildout identified in the General Plan:

- Intersection of Dale Avenue/Lincoln Avenue; add an additional east bound right turn lane
- ~~Intersection of Harbor Boulevard/Ball Road; add a 4th west bound through lane~~
- Intersection of Sportstown Way/Katella Avenue; change north bound lane configuration from 1/1/2 to 1.5/.5/2
- Intersection of Tustin Avenue/La Palma Avenue; change south bound lane configuration from 2/3/1 to 2/4/0 (would require triple left turn lanes, and add a third left turn lane on the north bound or west bound approach to mitigate to LOS D)
- Intersection of Tustin Avenue/SR-91 west bound ramps; add a second north bound left turn lane
- Intersection of Imperial Highway/Santa Ana Canyon Road; add a north bound right turn lane (a 4th through lane north bound to mitigate PM peak hour to LOS D)

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- Intersection of Weir Canyon Road/SR-91 east bound ramps; add a 4th south bound through lane

MM 5.15-3 The City shall pursue all available funding, including Measure M₂ funding, necessary to implement the circulation improvements identified in the City's Circulation Element and Mitigation Measure 5.15-2. Implementation of transportation improvements identified in the City's Circulation Element and Mitigation Measure 5.15-2 shall be conducted in coordination with Caltrans, the County of Orange, the Orange County Transportation Authority (OCTA), and surrounding jurisdictions. To qualify for Measure M₂ funds, the City of Anaheim must comply with the Countywide Growth Management Program component requirements and have an established policy framework for the required Growth Management Program through the adoption of a Growth Management Element. The updated Growth Management Element will maintain provisions of the existing Growth Management element which: 1) establishes policy statements that identify acceptable traffic levels of service (LOS); 2) commits the City to implement a development mitigation program; and 3) commits the City to implement a development phasing and monitoring program.

MM 5.15-4 Prior to issuance of building permits for new development forecast to generate 100 or more peak hour trips, as determined by the City Traffic and Transportation Manager utilizing Anaheim Traffic Analysis Model Trip Generation Rates, the property owner/developer shall be required to pay the City of Anaheim for all costs associated with updating the applicable Transportation Model to include the trips associated with their proposed development. This model update will be used to determine and program the extent and phasing of improvements necessary to accommodate the proposed development.

If the model demonstrates that the proposed development will cause an intersection to operate at an unacceptable level of service (LOS "E" or "F" depending on the location), the property owner/developer shall be responsible for constructing its fair share of necessary improvements to maintain acceptable levels of service for the anticipated theoretical buildout of the General Plan as identified in the City's Circulation Element and Mitigation Measure 5.15-2.

MM 5.15-5 Prior to issuance of each building permit, appropriate ~~Traffic Signal Assessment Fees and Traffic Transportation~~ Impact and Improvement Fees shall be paid by the property owner/developer to the City of Anaheim in amounts determined by the City Council Resolution in effect at the time of issuance of the building permit with credit given for City-authorized improvements provided by the property owner/developer; and participate in all applicable reimbursement or benefit districts which have been established.

MM 5.15-6 Prior to approval of the first final subdivision map or issuance of the first building permit, whichever occurs first, and subject to nexus requirements, the property owner/developer shall irrevocably offer for dedication (with subordination of easements), including necessary construction easements, the ultimate arterial highway right(s)-of-way as shown in the Circulation Element of the Anaheim General Plan adjacent to their property.

MM 5.15-7 Prior to final building and zoning inspection; and, ongoing during project operation, the property owner/developer of projects anticipated to employ 250 or more employees shall join and participate in the Anaheim Transportation Network/Transportation Management Association.

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5.4.6 Level of Significance Before Additional Mitigation

The preceding analysis shows that 20 intersections are forecast to operate at LOS E or F in 2035 with the Proposed Project without additional mitigation.

Without mitigation, the following impact would be **significant**:

- **Impact 5.12-1** Traffic volumes associated with buildout of the Proposed Project would have a greater impact on LOS for the existing area roadway system, as compared to the 2004 Approved Project.

5.4.7 Additional Mitigation Measures for the Proposed Project

According to the results of the ATAM 2012 model, 20 intersections are forecast to operate at LOS E or F in 2035 with the Proposed Project. For these intersections, a preliminary set of additional mitigation measures have been identified. With implementation of these measures, the significant project related or cumulative impacts associated with the Proposed Project would be fully mitigated. Table 5.4-7 describes the mitigation measures for those locations.

Table 5.4-7
Proposed Intersection Mitigation

<i>Intersection</i>	<i>Add Right Turn Lane</i>	<i>Add Thru Lane</i>	<i>Add Left Turn Lane</i>	<i>Override Impacts</i>	<i>Comments</i>
Euclid St / Lincoln Ave	EB				
Euclid St / Cerritos Ave	SB				
Euclid St / Katella Ave		WB		YES	Restripe WBR to WBT.
Disneyland Dr / Ball Rd	WB			YES	
Disneyland Dr / Katella Ave		WB		YES	Restripe WBR to WBT.
Harbor Blvd / La Palma Ave			SB		
Harbor Blvd / Lincoln Ave	EB				
Harbor Blvd / Ball Rd	EB	SB	NB	YES	
Lemon St / Orangethorpe Ave		NB & SB			
Anaheim Blvd / Vermont Ave	EB				
Haster St / Gene Autry Way	EB				
East St / Lincoln Ave	NB				
Lewis St / Ball Rd	NB & EB			YES	Consider realignment of Lewis St to East St
State College Blvd / Katella Ave			EB	YES	
State College Blvd / Oranewood Ave	NB	WB		YES	
Sunkist St/Miraloma Ave / La Palma Ave	NB				
SR-57 SB Ramps / Oranewood Ave		EB			2.5 EBT, 1.5 EBR
Rio Vista St / Lincoln Ave	NB & SB				
Tustin Ave / SR-91 WB Ramps		SB			Restripe to 3.5 SBT, 1.5 SBR
Fairmont Blvd / La Palma Ave			NB & WB		

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MM 5.15-8 The General Plan Circulation Element and associated Planned Roadway Network Map (Figure C-1 of the General Plan), identifies those roadways that are planned to accommodate current development and future growth established by the Land Use Element. Roadways will be constructed as development occurs and as funding becomes available. In addition to the roadways identified on the Planned Roadway Network Map, the improvements identified in Table 5.4-7 will be necessary to maintain acceptable levels of service within the anticipated theoretical buildout identified in the General Plan.

5.4.8 Level of Significance After Mitigation

The 2004 Certified EIR concluded that with the 2004 Approved Project all intersections and roadway segments would operate at acceptable levels of service with the existing or planned improvements with the exception of the Harbor Boulevard / Ball Road intersection.

Although every effort was made to ensure that all recommended improvements are physically feasible, there are improvements identified in this study that may not be feasible due to high project costs, the inability to undertake right-of-way acquisitions as a matter of policy to preserve existing businesses, environmental constraints, or jurisdictional considerations. For these improvements, a Statement of Overriding Considerations will be proposed.

The following intersection improvements are likely not feasible due to right-of-way or other constraints.

Euclid Street / Katella Avenue—Restripe westbound right turn lane to westbound through lane

The improvement at Euclid Street and Katella Avenue is infeasible due to the presence of a large number of existing and newly constructed businesses, which support economic development for the City of Anaheim. The potential right-of-way required for receiving lane on the northwest corner of the intersection would significantly impact businesses and parking on the north side of Katella Avenue.

Disneyland Drive / Ball Road—Add westbound right turn lane

The improvement is infeasible due to the presence of a large number of Anaheim Resort supportive land uses that contribute to the economic development of the City. In order to accommodate the proposed improvement, the intersection would likely need to be expanded. The City has invested heavily in supporting The Anaheim Resort and altering the street system in the area would be a cost prohibitive undertaking and disruptive to the effective operation of The Anaheim Resort.

Disneyland Drive / West Street / Katella Avenue— Restripe westbound right turn lane to westbound through lane and add 4th westbound lane to the Simba parking lot entrance

The improvement is infeasible due to the presence of a large number of immediately adjacent Anaheim Resort supportive land uses that contribute to the economic development of the City. This access to the Disneyland Resort has been significantly reconfigured in recent years to accommodate new development at the parks and adjacent parking areas. The addition of lane capacity at this intersection would require substantial right-of-way and negatively affect the attractive gateway that the Disneyland Resort has created through extensive landscaping.

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Harbor Boulevard / Ball Road—Add northbound left turn lane, southbound through lane, and eastbound right-turn lane

The improvements are infeasible due to the presence of a large number of immediately adjacent Anaheim Resort supportive land uses that contribute to the economic development of the City. To accommodate the proposed improvements, the intersection would have to be substantially expanded impacting the right-of-way of several hotel buildings including the Days Inn Suites and Hotel Menage. Altering the street system in the area would be a cost prohibitive undertaking and disruptive to the effective operation of The Anaheim Resort.

Lewis Street / Ball Road—Add northbound right turn lane, eastbound right turn lane

The improvement is infeasible due to the presence of a large number of immediately adjacent existing structures, including several industrial and high-density office buildings within close proximity to the public right of way. The additional right-of-way necessary for these improvements would increase the cost of the proposed railroad grade separation on Ball Road immediately west of this intersection, potentially making this railroad safety improvement infeasible. Also, having a northbound dual-right turn lane in close proximity to East Street, a signalized intersection less than 600 feet to the east, would negate much of the operational improvements typically expected from dual right turn lanes. It should be noted that a realignment of Lewis Street eastward to line up with East Street is an improvement that should be considered and studied. Since East Street is clear of the grade separation elevation changes, the cost to realign the street may be significantly less than the cost to implement the identified improvements.

State College Boulevard / Katella Avenue—Add eastbound left turn lane

The addition of a third eastbound left turn lane will significantly impact a recently developed residential mixed-use development on the northwest corner and a gas station on the southwest corner. This widening will also make Katella Avenue difficult for pedestrians to cross, as with this improvement, pedestrian traffic would have to cross 12 lanes, which is not consistent with the goals of the Platinum Triangle Master Land Use Plan.

State College Boulevard / Orangewood Avenue—Add northbound right turn lane and westbound through lane

The improvement is infeasible due to the presence of a large number of immediately adjacent structures, including several high-density office buildings within close proximity to the public right of way. These types of higher density buildings are consistent with the goals of the Platinum Triangle of internal trip capture and promotion of transit use. Additionally, State College Boulevard is a designated BRT corridor. Improvements to the circulation system in this area should be consistent with the goals of promoting transit use and limiting increased auto trips to this area.

All of these intersections have a project related impact under the 2035 General Plan Buildout. As set forth above, there are numerous physical constraints associated with the proposed improvements, including private properties, extensive circulation landscaping and mature trees, and a variety of hotels and other businesses that would likely be impacted. These physical constraints limit the ability to ensure that the improvements necessary to mitigate the project impacts at these locations can be mitigated to less than significant levels. Consequently, like the 2004 Approved Project, Impact 5.12-1 related to the Proposed Project is considered significant and unavoidable.