

OLINDA RANCH/BLACKSTONE MEETING No. 2 – (April 30, 2014)

SUMMARY REPORT OF DATA GATHERED FROM OLINDA RANCH/BLACKSTONE NEIGHBORHOOD
MEETING No. 1 (January 29, 2014)

On Wednesday, January 29th the first meeting was held with residents from Blackstone and Olinda Ranch neighborhoods. We had about 35 residents from both communities attend the meeting. Also in attendance were City Staff, Brea PD officers, County Parks Staff from Carbon Canyon Regional Park, and a representative from Shea Homes.

- A.** Data gathered from the first meeting included concerns with the following items on Santa Fe Road and surrounding areas:
- Speeding
 - Parking – Sight Distance from side streets
 - Cut-through Traffic
 - Left-turn movements from Santa Fe to Carbon Canyon
 - Traffic Signal Operations
 - Adding/Changing Turn Lanes
- B.** Other data gathered from the meeting included:
- The amount of traffic on Carbon Canyon (SR142)
 - The amount of dumping and trash-hauling traffic on Valencia
 - Limited access to the Brea Hills neighborhood
 - Deeper left-turn lane for stacking on Carbon Canyon Rd
 - Brea Hills Mello-Roos Tax
 - Gate installed at Valencia and Santa Fe for residents only
- C.** Suggested actions made by residents at January 29th meeting (the traffic analysis and data will determine feasibility):
- Lighted crosswalks
 - Curb extensions at intersections
 - Medians
 - Speed Humps (Must meet City requirements)
 - Speed limit reduction (Must meet State requirements)
 - Increase No Parking areas and parking enforcement
 - Install a roundabout
 - Installation of STOP signs at T intersections
 - Increased PD enforcement (limited resource)
 - Adjusting signal timing at intersections
 - Limit Santa Fe at Carbon Canyon to right-turn only movements
 - Turn Lanes @ Kraemer and Lambert and @ Santa Fe and Valencia
 - *Allow left-turn movements from Santa Fe to Carbon Canyon for Brea Hills residents only (Permit Stickers are not allowed under vehicle code, all drivers treated equally)
Alternative access for Brea Hills requires minimum road widths of 12' in each direction and allow for public access. (Brea Fire Dept requirement)*

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In order to properly address the items listed in Paragraph's **A** and **C**, additional traffic study information is needed from our traffic engineer consultant.

To address the other items listed in Paragraph **B** the City can offer the following information.

- The amount of traffic traveling on Carbon Canyon/ State Route 142 cannot be managed nor reduced by the City of Brea. This is a State Highway operated and maintained by CalTrans, District 12 and connected to CalTrans, District 8, in Chino Hills.
- The amount of trash dumped and hauled to the Olinda Landfill is regulated by the County of Orange. The City of Brea is a "Host City" under a memorandum of Understanding (MOU) that benefits the City and limits the amount of trash that can be hauled on a daily basis. The landfill is allowed to accept no more than 8,000 tons per day and is proactive with environmental issues through a variety of programs. Landfill capacity is evaluated on an annual basis and is currently expected to reach capacity in 2030. Additional information can be found on their website:
<http://oclandfills.com/civicax/filebank/blobdload.aspx?blobid=30447>
- Limited access to the Brea Hills neighborhood was built by design. The development plan for this neighborhood was based on exclusivity by not connecting it to the larger Olinda Ranch development. The homebuilder was Christopher Homes, known for building "higher-end" homes. Limited access also limits the amount of public drive-thru traffic, which may have added to the allure of a higher-end home.
- Mello-Roos Tax is a special tax assessed to homeowners as a repayment for bonds used to fund the original infrastructure within their community funded by the developer. Each homebuyer accepts the assessment when buying their property. An increase would be necessary to fund any NEW improvements for the community. Bonds are paid in full in 2028.
- Gate installation throughout the City of Brea is not a common practice. In Brea gates are used for areas like assisted living complexes, condominiums, and private developments where private streets occur and not on a public street. Santa Fe is an important collector street and the City would not want to impede traffic with gates.