

## SCREENING MEMORANDUM

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To: Steven Oh  
RCR Bristol, LLC  
c/o Related Companies

Date: June 20, 2023

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

LLG Ref: 2.21.4410.1

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Subject: ***Vehicle Miles Traveled (VMT) Screening Assessment for the Proposed  
Related Bristol Project, Santa Ana***

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As requested, Linscott, Law & Greenspan, Engineers (LLG) is pleased to submit this Vehicle Miles Traveled (VMT) Screening Assessment Memorandum for the proposed Related Bristol Specific Plan Project (hereinafter referred to as “Project”) in the City of Santa Ana, Orange County, California. This Screening Memorandum presents the VMT screening criteria, analysis methodology and the conclusion. It should be noted that the approach and methodology outlined in this Screening Memorandum is consistent with the *City of Santa Ana Traffic Impact Study Guidelines (dated September 2019)*, which provides additional detail on the language and analysis procedures described in this Screening Memorandum.

The following sections of this Screening Memorandum summarize the Project description, present City of Santa Ana’s VMT screening criteria, analysis methodology and conclusion.

## **PROJECT DESCRIPTION**

### **Existing Project**

The Project site, currently known as Metro Town Square, is a 41.3±-acre rectangular-shaped parcel of land generally located west of Bristol Street, east of S. Plaza Drive, north of Sunflower Avenue, and south of MacArthur Boulevard in the City of Santa Ana, Orange County, California. The subject property’s land use designation in the newly adopted Santa Ana General Plan is District Center-High (DC-5) which is designed to serve as anchors to the City’s commercial corridors and to accommodate major development activity.

The subject property is currently developed with 465,063 square-feet (SF) of retail/commercial uses. The northern half of the property is developed with approximately 45% of floor area whose tenants include Vons, LA Fitness, Bank of America, and a variety of retail, service retail/commercial, medical, restaurant, and fast-food uses. The southern half of the property contains approximately 55% of floor area with a tenant mix of retail, service retail/commercial, restaurant, and fast-food

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uses. Existing major tenants on the southern half of the center include TJ Maxx, Ross Dress for Less, Cost Plus World Market, and Red Robin.

Vehicular access to the Project site is currently provided via unsignalized driveways located along MacArthur Boulevard, Bristol Street, Sunflower Avenue, S. Plaza Drive, and Callen's Common. Signalized access is provided along Bristol Street at Callen's Common. **Figure 1** presents a vicinity map that illustrates the general location of the Project site and surrounding street system. **Figure 2** is an existing aerial photograph of the Project site.

### Proposed Project

The proposed Project will include the development of up to 3,750 apartment units, 200-units senior continuum care, 250 hotel rooms, and 350,000 SF retail/commercial in a total of three (3) phases as follows:

- Phase 1 (Southern Half)
  - 250,000 SF Shopping Center
  - 1,375 DU Multi-Family Housing
  - 200 Unit Senior Continuum Care
  - 250 Rooms Hotel
- Phase 2 (Northern Half Adjacent to Bristol Street)
  - 65,000 SF Shopping Center
  - 856 DU Multi-Family Housing
- Phase 3 (Northern Half Adjacent to S. Plaza Drive)
  - 35,000 SF Shopping Center
  - 1,519 DU Multi-Family Housing

Vehicular access to the Project site will be provided via four (4) unsignalized right-turn only driveways along S. Plaza Drive (Driveways I, J, K, and L), one (1) unsignalized full-access driveway along S. Plaza Drive (Driveway M), one (1) signalized driveway (Callen's Common) on S. Plaza Drive, two (2) unsignalized right-turn only driveways along MacArthur Boulevard (Driveways G and H), three (3) unsignalized right-turn only driveways along Bristol Street (Driveways D, E and F), two (2) signalized driveways (Callen's Common and Driveway C) on Bristol Street, two (2) unsignalized right-turn only driveways along Sunflower Avenue (Driveways A and B), and one signalized driveway along Sunflower Avenue. It should be noted that Driveway D is designated for service access only to service the truck deliveries for the grocery store.

Pedestrian circulation for the proposed Project would be provided via proposed relocation of public sidewalks along S. Plaza Drive, MacArthur Boulevard, Bristol Street, and Sunflower Avenue which will connect to the Project's internal network of landscaped paseos and pedestrian-friendly pathways (known as the "Green Link").

Relative to bikeway improvements, the Project proposes to implement Class IV bikeway improvements per the City's design within the public right-of-way along the Project's frontage on Bristol Street, MacArthur Boulevard and Sunflower Avenue.

The Project is expected to be completed in three phases. Completion of Phase 1 is anticipated by Year 2030 which is the southern half of the site, with Phase 2 completion by Year 2032 which is the northern half of the site adjacent to Bristol Street and Phase 3 completion by Year 2035 which is the northern half of the site adjacent to S. Plaza Drive.

**Figure 3A** and **Figure 3B** present the conceptual site plan for the ground floor and upper floor of the proposed Project, respectively, as provided prepared by *RCR Bristol LLC*. These figures identify the Project's proposed access as well as conceptually illustrates the Class IV bikeway improvements along the Project's frontage on Bristol Street, MacArthur Boulevard and Sunflower Avenue.

### **PROJECT'S PROXIMITY TO PUBLIC TRANSIT**

Public transit bus service for the Project site is adequate and is provided in the Project area by the Orange County Transportation Authority (OCTA). OCTA is the leading transit provider in Orange County and offers a wide range of fixed-route bus services. OCTA has developed an extensive network of transit routes to connect residents and commuters of Santa Ana to key destinations. Five (5) OCTA bus routes operate within the vicinity of the Project site on MacArthur Boulevard, Bristol Street, Sunflower Avenue, S. Plaza Drive and Bear Street which consists of the following:

- **OCTA Route 55:** The major routes of travel include MacArthur Boulevard and Bristol Street. Nearest to the Project site are bus stops on Bristol Street – northbound and southbound south of the intersection with MacArthur Boulevard. Route 55 operates on approximate 30-minute headways during weekdays and weekends. The nearest five bus stops are located directly east of the project site, along Bristol Street between MacArthur Boulevard and Sunflower Avenue.
- **OCTA Route 57:** The major route of travel includes Bristol Street. Nearest to the Project site are bus stops on Bristol Street – northbound and southbound south of the intersection with MacArthur Boulevard. Route 57 operates on approximate 15-minute headways on the weekdays and weekends. The nearest five bus stops are

located directly east of the project site, along Bristol Street between MacArthur Boulevard and Sunflower Avenue.

- OCTA Route 76: The major route of travel includes MacArthur Boulevard. Nearest to the Project site are bus stops on MacArthur Boulevard– eastbound and westbound west of the intersection with Bristol Street. Route 76 operates on approximate 60-minute headways on the weekdays and does not operate on weekends. The nearest two bus stops are located directly north of the project site, along MacArthur Boulevard between South Plaza Drive and Bristol Street.
- OCTA Route 86: The major routes of travel include Bristol Street and Sunflower Avenue. Nearest to the Project site is a bus stop on Bristol Street – northbound and southbound north of the intersection with Sunflower Avenue. Route 86 operates on approximate 60-minute headways on the weekdays and does not operate on weekends. The nearest four bus stops are located directly south, west, and east of the project site. The bus stop south of the site is located along Sunflower Avenue between South Plaza Drive and Bristol Street. The bus stop west of the project site is located along South Plaza Drive, between Callen’s Common and Sunflower Avenue. The two bus stops east of the project site are located along Bristol Street between MacArthur Boulevard and Callen’s Common.
- OCTA Route 150: The major route of travel is Sunflower Avenue. Nearest to the Project site are bus stops on Sunflower Avenue – eastbound and westbound east and west of the intersection with South Plaza Drive. Route 150 operates on approximate 40-minute headways on the weekdays and does not operate on weekends. The nearest two bus stops are located south of the project site along Sunflower Avenue. The first is between South Plaza Drive and Bristol Street and the second is between Bear Street and South Plaza Drive.

Furthermore, the Southern California Regional Rail Authority also provides commuter and passenger rail service to Santa Ana. The Metrolink Orange County Line and the Inland Empire-Orange County commuter lines travel through Santa Ana, with stops at the Santa Ana Regional Transportation Center. Amtrak’s Pacific Surfliner also provides passenger rail service through Santa Ana, connecting residents and commuters of Santa Ana to neighboring communities throughout Southern California such as Los Angeles and San Diego counties.

**Figure 4** graphically illustrates the transit routes of OCTA within the vicinity of the Project. **Figure 5** identifies the locations of the existing bus stops in proximity to the Project site.

## **PROJECT SCREENING CRITERIA**

Project screening is used to determine if a project will be required to conduct a detailed VMT analysis. The following section discusses the various screening methods outlined in the *City of Santa Ana Traffic Impact Study Guidelines (dated September 2019)*, and outlines whether the Project will screen-out, either in its entirety or partially, based on individual land uses.

The *City of Santa Ana Traffic Impact Study Guidelines (dated September 2019)* states that several types of projects can be screened out from a VMT assessment using the criteria below, indicating that these projects have the potential to reduce VMT per service population (VMT/SP) and result in a less-than-significant transportation impact:

- *Projects which serve the local community and have the potential to reduce VMT, such as neighborhood K-12 schools and local-serving retail less than 50,000 sq. ft. (Charter schools are excluded from this criteria).*

Based on the above, the Project will not screen out since it has local-serving retail of more than 50,000 SF.

- *Projects that generate less than 110 net daily trips.*

Based on the above and as presented in **Table 1**, the Project will not screen out since it will generate more than 110 net daily trips.

- *Projects located within TPA. Appendix A of the City of Santa Ana Traffic Impact Study Guidelines (dated September 2019) presents the transit priority areas in the City of Santa Ana. Due to the many high quality transit routes in the City, much of the City is a transit priority area.*
  - *TPA are defined as a ½ mile radius around an existing or planned major transit stop (e.g., Metrolink Station, Streetcar Station, etc.) or an existing stop along a high quality transit corridor.*
  - *High Quality Transit Areas (HQTAs) are defined as a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. A map of HQTAs can be reviewed on SCAG's website<sup>1</sup> (but should be verified by the engineer/planner related to the criteria for these areas).*

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<sup>1</sup> <https://gisdata-scag.opendata.arcgis.com/datasets/SCAG::high-quality-transit-areas-hqta-2016-scag-region/explore?location=33.915387%2C-118.359931%2C11.56>

- *Please note that projects that are in TPAs will also be required to complete a secondary screening step to verify the proposed project's consistency with the assumptions from the RTP/SCS. This consistency can be a land use review (e.g., are the proposed land uses already included in the RTP/SCS) or can be reviewed from a VMT/SP perspective (e.g., does the resulting land use increase or decrease the VMT/SP in the Traffic Analysis Zone (TAZ) compared to the RTP/SCS assumptions).*

Based on the above and as presented in **Figure 6**, the Project will screen out since it is within a TPA and the land use is consistent with the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) as contained in Southern California Association of Governments' (SCAG) adopted Connect SoCal (2020–2045 Regional Transportation Plan/Sustainable Communities Strategy; adopted September 3, 2020)). Attached at the end of this letter are the SCAG Data/Map Book land use designations. The Project's proximity to public transit is discussed in detail in the preceding section.

The Project is consistent with the land uses in the RTP/SCS, which assumed the site would be constructed as a urban, mixed use development that would reduce area VMT, consistent with the TPA designation. Connect SoCal recognizes that development within Priority Growth Areas, including TPAs, supports mode shift and shortened trip distances. The Project site is within an identified Priority Growth Area, where urban development can contribute to reduced VMT and associated emissions. The District Center designation permits broad use types, including commercial, retail, hospitality, residential, and office uses that facilitate high intensity development with an urban character. The Project proposes diverse uses consistent with those permitted by the General Plan – residential, hospitality, local serving retail and commercial uses – and would implement development to achieve an urban character and is consistent with the land uses assumed for the project site as part of the RTP/SCS.

In addition, the Project's consistency has been evaluated with applicable goals and policies of the City's General Plan Circulation Element, including:

- *Policy 1.1: Coordinate transportation improvements in a manner which minimizes disruptions to the community.*

- *Policy 1.3: Utilize advance technology to improve traffic flow and minimize the need for land acquisition.*
- *Policy 1.4: Maintain at least a level of service “D” on arterial street intersections, except in major development areas.*
- *Policy 1.6: Improve intersection capacity on major arterials to accommodate increased traffic demands.*
- *Policy 2.7: Continue design practices which facilitate the safe use of circulation systems.*
- *Policy 3.1: Support the efforts of regional, state, and federal agencies to enhance local and express bus services.*
- *Policy 3.2: Support programs which complement bus and rail services for specialized transit needs.*
- *Policy 3.3: Support the expansion of commuter rail services.*
- *Policy 3.4: Encourage the development of multi-modal transit opportunities within major development areas.*
- *Policy 3.5: Enhance sidewalks and pedestrian systems to promote their use as a means of travel.*

Furthermore, SCAG’s Connect SoCal 2020-2045 RTP/SCS integrates strategies for land use and transportation centered around sustainability, protecting and preserving existing transportation infrastructure, increasing capacity through improved systems managements, and providing more transportation choices, in order to help reduce greenhouse gas (GHG) emissions from transportation. The City’s General Plan consistency, and thus the Project’s consistency, with the RTP/SCS can be evaluated based on the following applicable goals<sup>2</sup>:

- *RTP/SCS G1: Encourage regional economic prosperity and global competitiveness.*
- *RTP/SCS G2: Improve mobility, accessibility, reliability, and travel safety for people and goods.*

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<sup>2</sup> Source: City of Santa Ana General Plan Update, Table 5.10-1. Attached at the end of this letter are excerpts from the General Plan.

- *RTP/SCS G3: Enhance the preservation, security, and resilience of the regional transportation system.*
- *RTP/SCS G4: Increase person and good movement and travel choices within the transportation system.*
- *RTP/SCS G5: Reduce greenhouse gas emissions and improve air quality.*
- *RTP/SCS G6: Support healthy and equitable communities.*
- *RTP/SCS G7: Adapt to a changing climate and support an integrated regional development pattern and transportation network.*
- *RTP/SCS G8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel.*

***Projects located in a low-VMT generating TAZ.*** Appendix B of the City of Santa Ana Traffic Impact Study Guidelines (dated September 2019) presents VMT/SP in Santa Ana as compared to the Orange County average. Low-VMT TAZs per Santa Ana's threshold of significance are any TAZs generating VMT 15% below the Orange County average.

- *These projects will require two additional secondary screening steps:*
  - *Verify that the proposed land use is consistent with the existing land use that is generating low VMT/SP. This will include a land use (type, density, demographics, etc.) comparison.*
  - *Verify that the proposed land use is consistent with RTP/SCS assumptions, or the project decrease VMT/SP compared to the RTP/SCS.*

Based on the above and as presented in **Figure 7**, the Project will not screen out since it is not within a low-VMT generating TAZ.

- *Appendix C of the City of Santa Ana Traffic Impact Study Guidelines (dated September 2019) shows areas in the City that cannot be screened out by being located in a TPA or low-VMT generating area and identifies locations where VMT analysis would be required.*





Based on the above and as presented in *Figure 8*, the Project will screen out since it is not located within a “area that cannot be screened”.

**CONCLUSION**

Consistent with the *City of Santa Ana Traffic Impact Study Guidelines (dated September 2019)* and based on the VMT screening methodology and findings outlined in this Screening Memorandum, the proposed Project is located within a TPA and the land use is consistent with the RTP/SCS as contained in Southern California Association of Governments’ (SCAG) adopted Connect SoCal (2020–2045 Regional Transportation Plan/Sustainable Communities Strategy). Therefore, in accordance with the City of Santa Ana’s guidelines, the proposed Project is exempt from the preparation of any further VMT analysis and may be presumed to have a less than significant CEQA-related transportation impact.

\* \* \* \* \*

We appreciate the opportunity to provide this Technical Memorandum. Should you have any questions regarding the memorandum, please contact us at (949) 825-6175.

cc: File

TABLE 1  
PROJECT TRIP GENERATION FORECAST<sup>3</sup>  
RELATED BRISTOL PROJECT, SANTA ANA

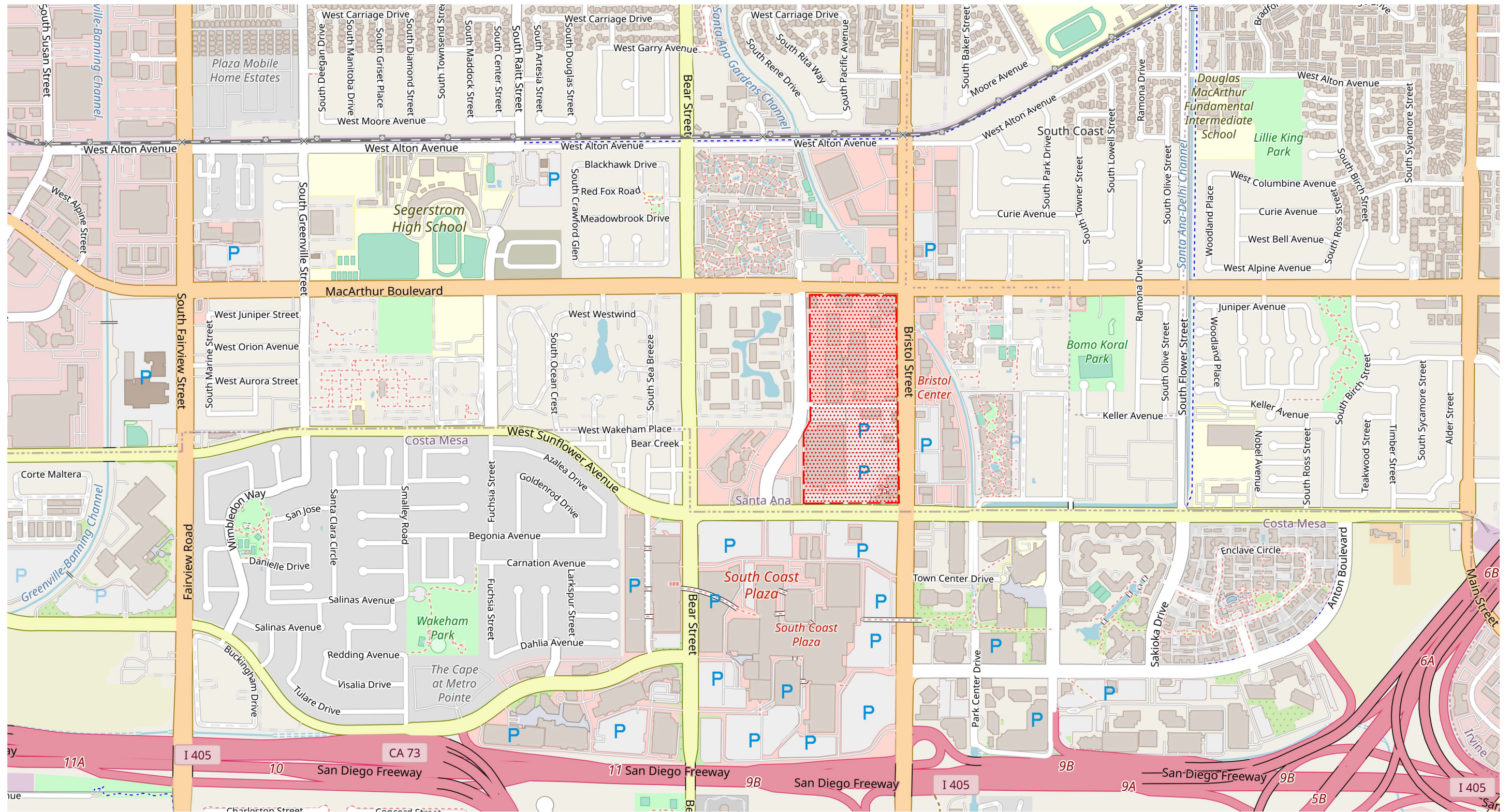
Project Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
<b><u>Phase 1 - Existing Land Use Trip Generation Forecast:</u></b>							
▪ Shopping Center (244,120 SF)	9,035	127	78	205	398	432	830
Pass-by (10% Daily, 10% AM, 29% PM) <sup>4</sup>	<u>-904</u>	<u>-13</u>	<u>-8</u>	<u>-21</u>	<u>-115</u>	<u>-126</u>	<u>-241</u>
Total Existing Shopping Center Trips	8,131	114	70	184	283	306	589
<b>Total Phase 1 Existing Land Use Trips</b>	<b>8,131</b>	<b>114</b>	<b>70</b>	<b>184</b>	<b>283</b>	<b>306</b>	<b>589</b>
<b><u>Phase 1 – Entitlement Project Trip Generation Forecast:</u></b>							
▪ Multifamily Housing Mid-Rise (1,375 DU)	6,243	117	392	509	327	209	536
▪ Hotel (250 Rooms)	1,998	64	51	115	75	73	148
▪ Shopping Center (250,000 SF)	9,253	130	80	210	408	442	850
▪ Senior Continuum Care (200 Units)	<u>494</u>	<u>20</u>	<u>10</u>	<u>30</u>	<u>15</u>	<u>23</u>	<u>38</u>
Subtotal	17,988	331	533	864	825	747	1,572
Internal Capture (17% Daily, 3% AM, 18% PM) <sup>5</sup>	-3,244	-16	-14	-30	-134	-160	-294
Non-Auto Trip Reduction (5% Daily, 5% AM, 5% PM)	-900	-17	-27	-44	-41	-38	-79
TDM Reduction (5% Daily, 5% AM, 5% PM)	-900	-17	-27	-44	-41	-38	-79
Pass-by (10% Daily, 10% AM, 29% PM) <sup>4</sup>	-646	-10	-7	-17	-93	-79	-172
<b>Total Phase 1 Entitled Project Trips</b>	<b>12,298</b>	<b>271</b>	<b>458</b>	<b>729</b>	<b>516</b>	<b>432</b>	<b>948</b>
<b>Phase 1 Net Project Trip Generation Total [A]</b>	<b>4,167</b>	<b>157</b>	<b>388</b>	<b>545</b>	<b>233</b>	<b>126</b>	<b>359</b>
<b><u>Phase 2 - Existing Land Use Trip Generation Forecast:</u></b>							
▪ Shopping Center (36,522 SF)	1,352	19	12	31	60	64	124
Pass-by (10% Daily, 10% AM, 29% PM) <sup>4</sup>	<u>-135</u>	<u>-2</u>	<u>-1</u>	<u>-3</u>	<u>-17</u>	<u>-19</u>	<u>-36</u>
Total Existing Shopping Center Trips	1,217	17	11	28	43	45	88
<b>Total Phase 2 Existing Land Use Trips</b>	<b>1,217</b>	<b>17</b>	<b>11</b>	<b>28</b>	<b>43</b>	<b>45</b>	<b>88</b>
<b><u>Phase 2 – Entitlement Project Trip Generation Forecast:</u></b>							
▪ Multifamily Housing Mid-Rise (856 DU)	3,886	73	244	317	204	130	334
▪ Shopping Center (65,000 SF)	<u>2,406</u>	<u>34</u>	<u>21</u>	<u>55</u>	<u>106</u>	<u>115</u>	<u>221</u>
Subtotal	6,292	107	265	372	310	245	555
Internal Capture (17% Daily, 3% AM, 18% PM) <sup>5</sup>	-1,039	-6	-3	-9	-49	-47	-96
Non-Auto Trip Reduction (5% Daily, 5% AM, 5% PM)	-314	-6	-13	-19	-15	-13	-28
TDM Reduction (5% Daily, 5% AM, 5% PM)	-314	-6	-13	-19	-15	-13	-28
Pass-by (10% Daily, 10% AM, 29% PM) <sup>4</sup>	-167	-3	-1	-4	-24	-20	-44
<b>Total Phase 2 Entitled Project Trips</b>	<b>4,458</b>	<b>86</b>	<b>235</b>	<b>321</b>	<b>207</b>	<b>152</b>	<b>359</b>
<b>Phase 2 Net Project Trip Generation Total [B]</b>	<b>3,241</b>	<b>69</b>	<b>224</b>	<b>293</b>	<b>164</b>	<b>107</b>	<b>271</b>
<b><u>Phase 3 - Existing Land Use Trip Generation Forecast:</u></b>							
▪ Shopping Center (184,421 SF)	6,825	96	59	155	301	326	627
Pass-by (10% Daily, 10% AM, 29% PM) <sup>4</sup>	<u>-683</u>	<u>-10</u>	<u>-6</u>	<u>-16</u>	<u>-87</u>	<u>-95</u>	<u>-182</u>
Total Existing Shopping Center Trips	6,142	86	53	139	214	231	445
<b>Total Phase 3 Existing Land Use Trips</b>	<b>6,142</b>	<b>86</b>	<b>53</b>	<b>139</b>	<b>214</b>	<b>231</b>	<b>445</b>
<b><u>Phase 3 – Entitlement Project Trip Generation Forecast:</u></b>							
▪ Multifamily Housing Mid-Rise (1,519 DU)	6,896	129	433	562	361	231	592
▪ Shopping Center (35,000 SF)	<u>1,295</u>	<u>18</u>	<u>11</u>	<u>29</u>	<u>57</u>	<u>62</u>	<u>119</u>
Subtotal	8,191	147	444	591	418	293	711
Internal Capture (17% Daily, 3% AM, 18% PM) <sup>5</sup>	-1,219	-5	-5	-10	-70	-42	-112
Non-Auto Trip Reduction (5% Daily, 5% AM, 5% PM)	-410	-7	-22	-29	-21	-15	-36
TDM Reduction (5% Daily, 5% AM, 5% PM)	-410	-7	-22	-29	-21	-15	-36
Pass-by (10% Daily, 10% AM, 29% PM) <sup>4</sup>	-90	-1	-2	-3	-13	-11	-24
<b>Total Phase 3 Entitled Project Trips</b>	<b>6,062</b>	<b>127</b>	<b>393</b>	<b>520</b>	<b>293</b>	<b>210</b>	<b>503</b>
<b>Phase 3 Net Project Trip Generation Total [C]</b>	<b>-80</b>	<b>41</b>	<b>340</b>	<b>381</b>	<b>79</b>	<b>-21</b>	<b>58</b>
<b>Phases 1, 2 and 3 Total Net Project Trip Generation ([A] + [B] + [C])</b>	<b>7,328</b>	<b>267</b>	<b>952</b>	<b>1,219</b>	<b>476</b>	<b>212</b>	<b>688</b>

<sup>3</sup> Source: *Trip Generation, 11th Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2021)*.

<sup>4</sup> Pass-by trips are made as intermediate stop on the way from one origin to a primary trip destination. Pass-by trips are attracted from traffic passing the site on adjacent streets, which contain direct access to the generator. For this analysis, the following pass-by reduction factors were used *Trip Generation, 11th Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2021)*:

Shopping Center: Daily – Estimated to be 10% / AM Peak Hour – Estimated to be 10% / PM Peak Hour – 29%

<sup>5</sup> Internal capture trip reduction is consistent with the *Trip Generation Handbook, 3rd Edition*, published by ITE (September 2017). Project trip generation was adjusted to account for internal capture between the hotel, residential, and retail components of the Project.



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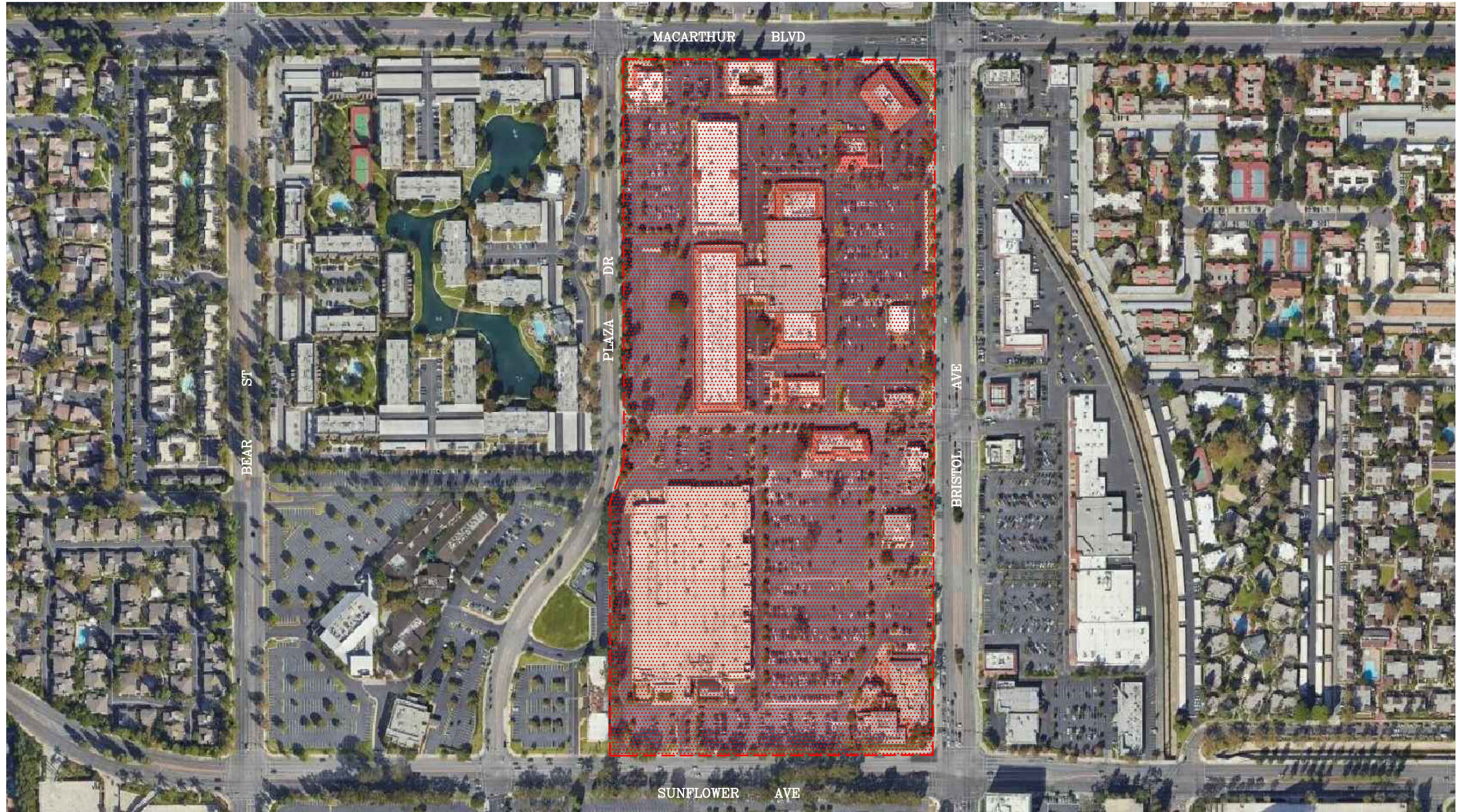
SOURCE: OpenStreetMap

**KEY**

= PROJECT SITE

**FIGURE 1**

**VICINITY MAP**  
RELATED BRISTOL PROJECT, SANTA ANA



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LINSCOTT  
LAW &  
GREENSPAN  
engineers



SOURCE: GOOGLE  
KEY  
= PROJECT SITE

FIGURE 2

EXISTING SITE AERIAL  
RELATED BRISTOL PROJECT, SANTA ANA



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NO SCALE

**KEY**

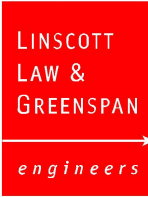
- RESIDENTIAL
- SENIOR CONTINUUM CARE
- HOTEL
- RETAIL

**FIGURE 3A**

**CONCEPT SITE PLAN GROUND FLOOR PLAN**  
RELATED BRISTOL PROJECT, SANTA ANA



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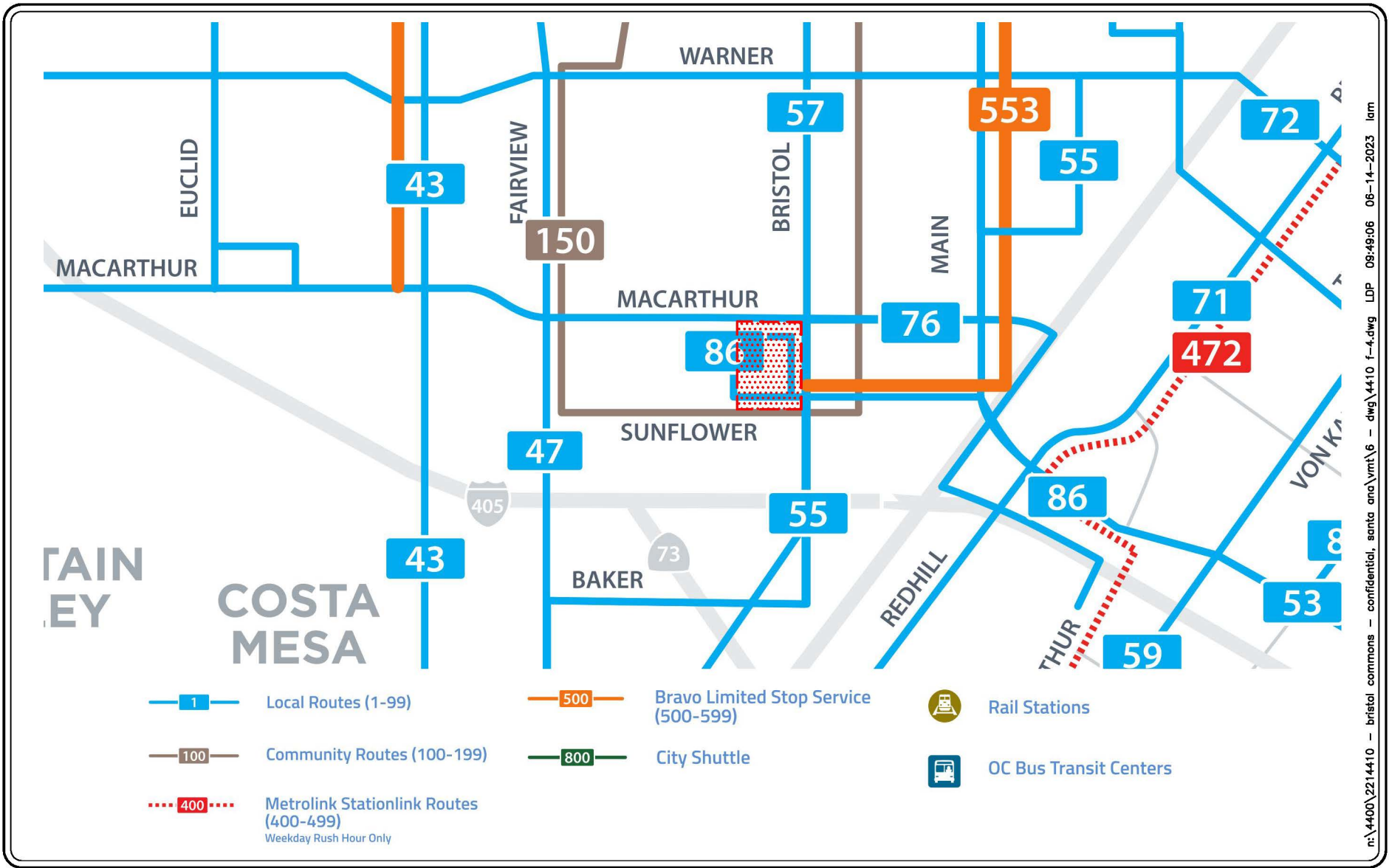


**KEY**

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<span style="display:inline-block; width:15px; height:10px; background-color:purple; border:1px solid black;"></span>	HOTEL
<span style="display:inline-block; width:15px; height:10px; background-color:red; border:1px solid black;"></span>	RETAIL

## FIGURE 3B

CONCEPT SITE PLAN UPPER FLOOR PLAN  
RELATED BRISTOL PROJECT, SANTA ANA



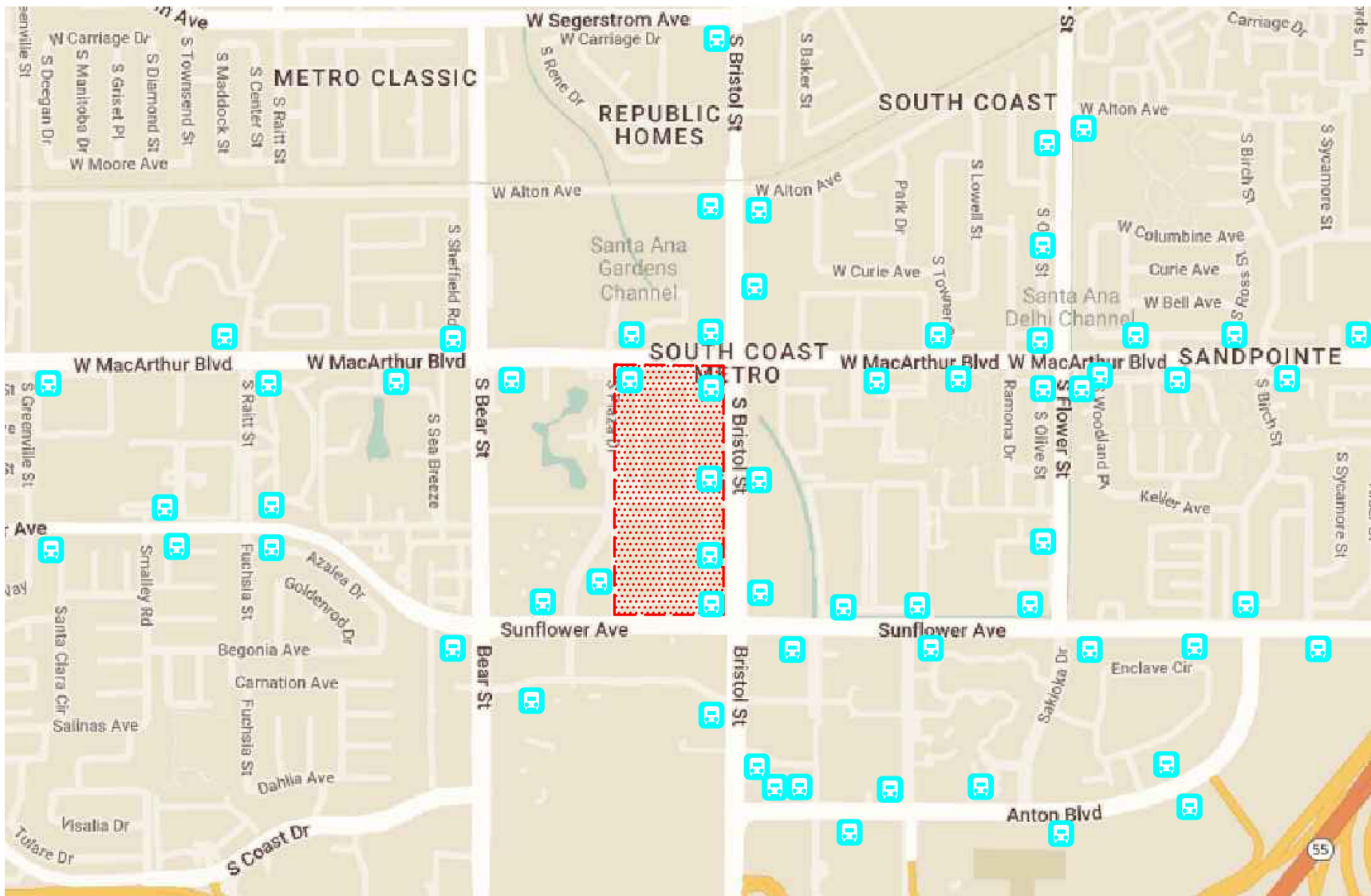
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LINSCOTT  
LAW &  
GREENSPAN  
engineers

SOURCE: OCTA  
KEY  
[Red hatched box] = PROJECT SITE

# FIGURE 4

OCTA TRANSIT MAP  
RELATED BRISTOL PROJECT, SANTA ANA





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SOURCE: GOOGLE

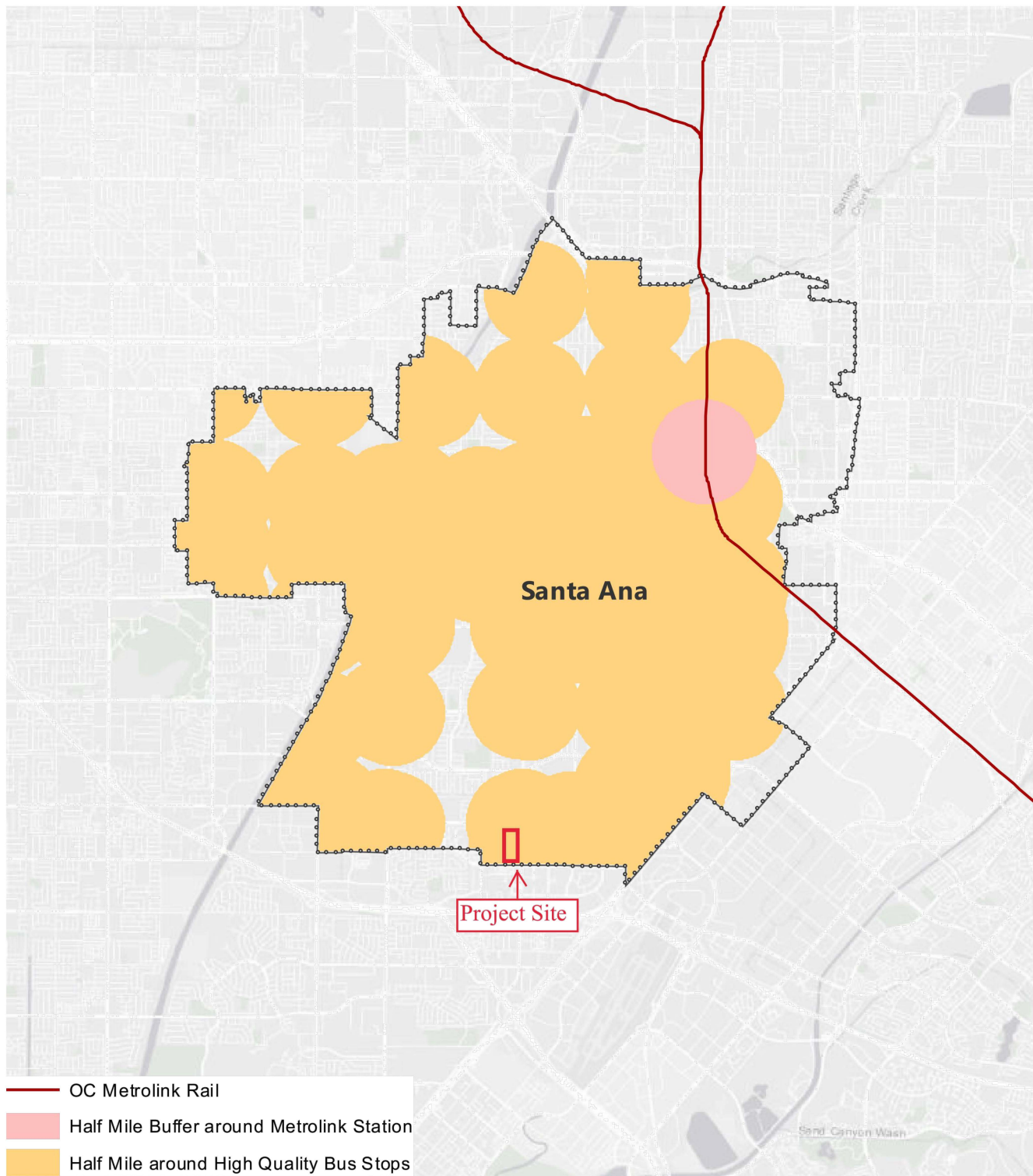
**KEY**

-  = PROJECT SITE
-  = TRANSIT STOP

# FIGURE 5

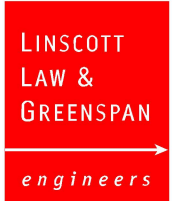
**TRANSIT STOP LOCATIONS**  
RELATED BRISTOL PROJECT, SANTA ANA





- OC Metrolink Rail
- Half Mile Buffer around Metrolink Station
- Half Mile around High Quality Bus Stops

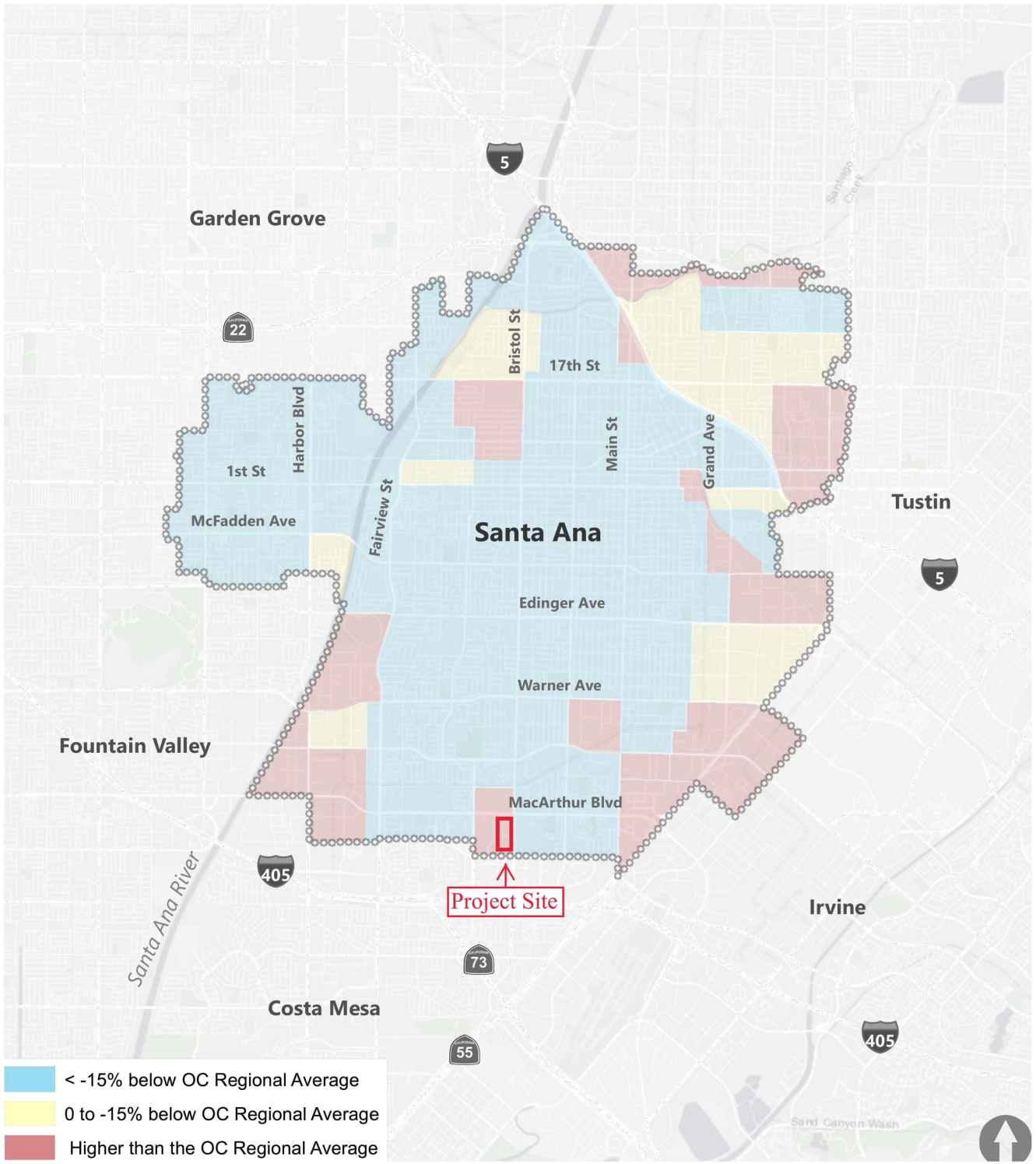
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SOURCE: CITY OF SANTA ANA TRAFFIC IMPACT STUDY GUIDELINES (SEPTEMBER 2019)

## FIGURE 6

### SANTA ANA TRANSIT PRIORITY AREAS RELATED BRISTOL PROJECT, SANTA ANA



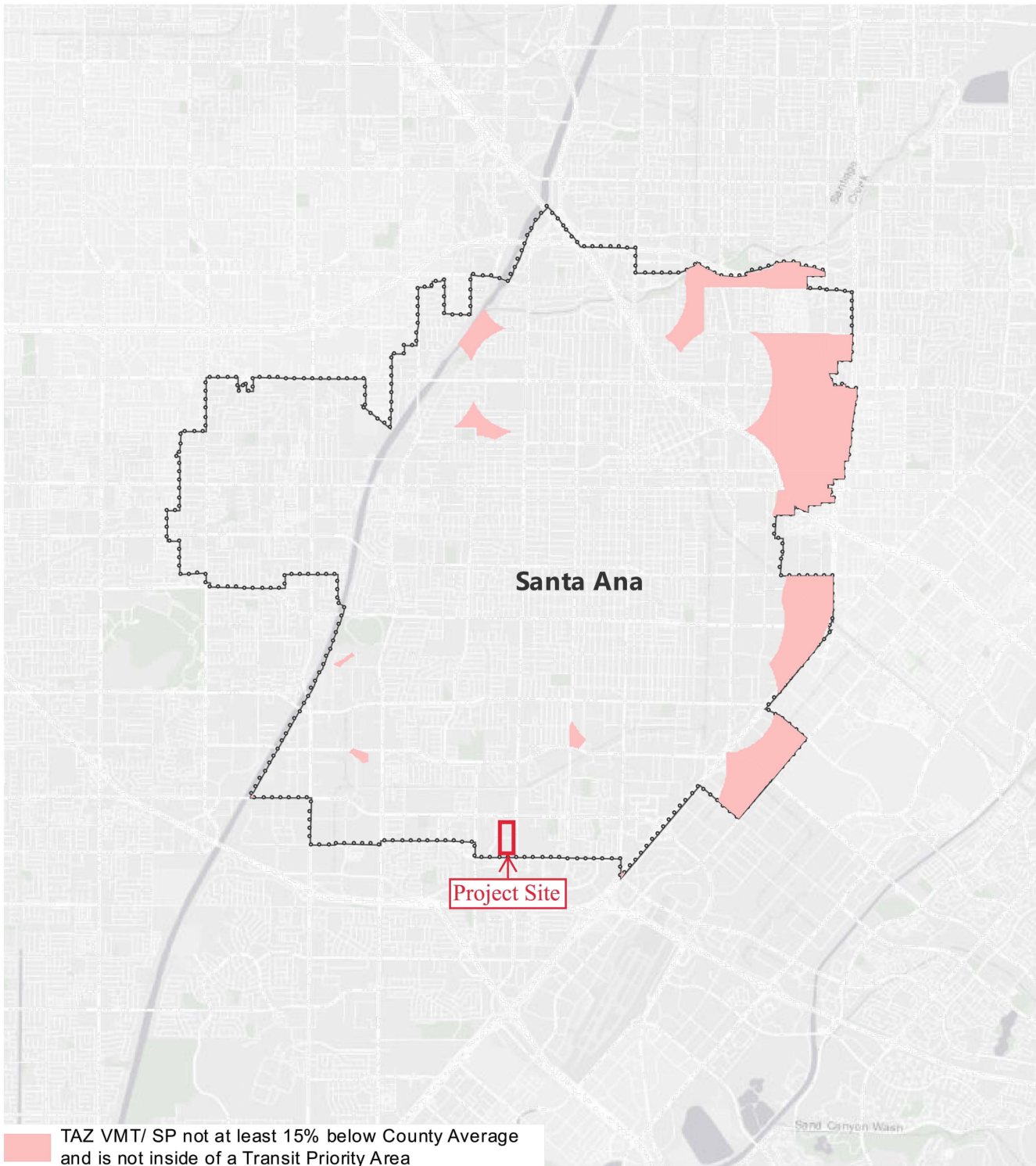
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SOURCE: CITY OF SANTA ANA TRAFFIC IMPACT STUDY GUIDELINES (SEPTEMBER 2019)

# FIGURE 7

**VMT/SP IN SANTA ANA AS COMPARED TO ORANGE COUNTY AVERAGE**  
RELATED BRISTOL PROJECT, SANTA ANA



TAZ VMT/ SP not at least 15% below County Average  
 and is not inside of a Transit Priority Area

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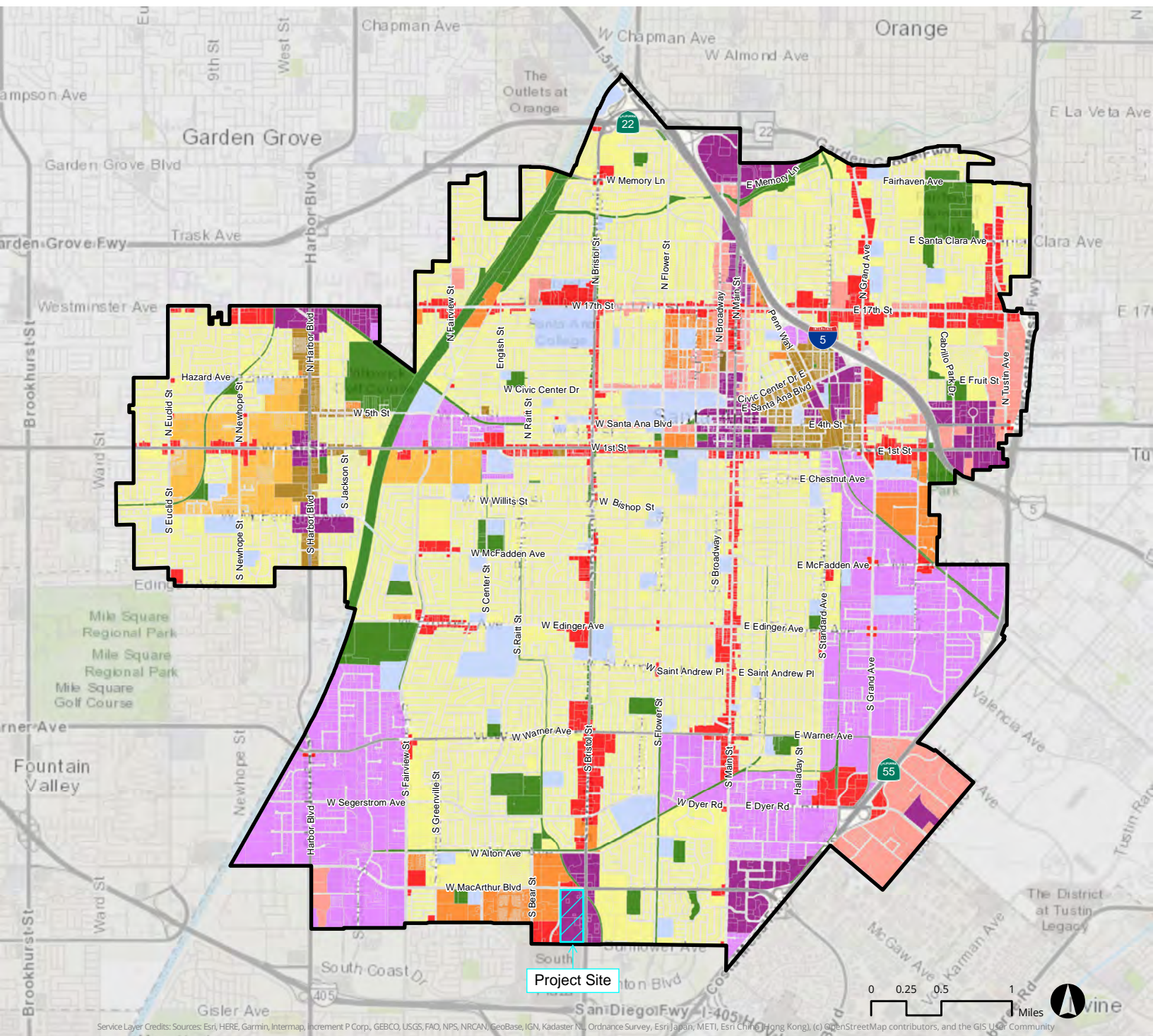


SOURCE: CITY OF SANTA ANA TRAFFIC IMPACT STUDY GUIDELINES (SEPTEMBER 2019)

## FIGURE 8

**SANTA ANA DEVELOPMENT AREAS THAT CANNOT BE SCREENED**  
 RELATED BRISTOL PROJECT, SANTA ANA

**ATTACHMENT A**  
**SCAG DATA/MAP BOOK AND**  
**SANTA ANA GENERAL PLAN RTP/SCS TABLE**

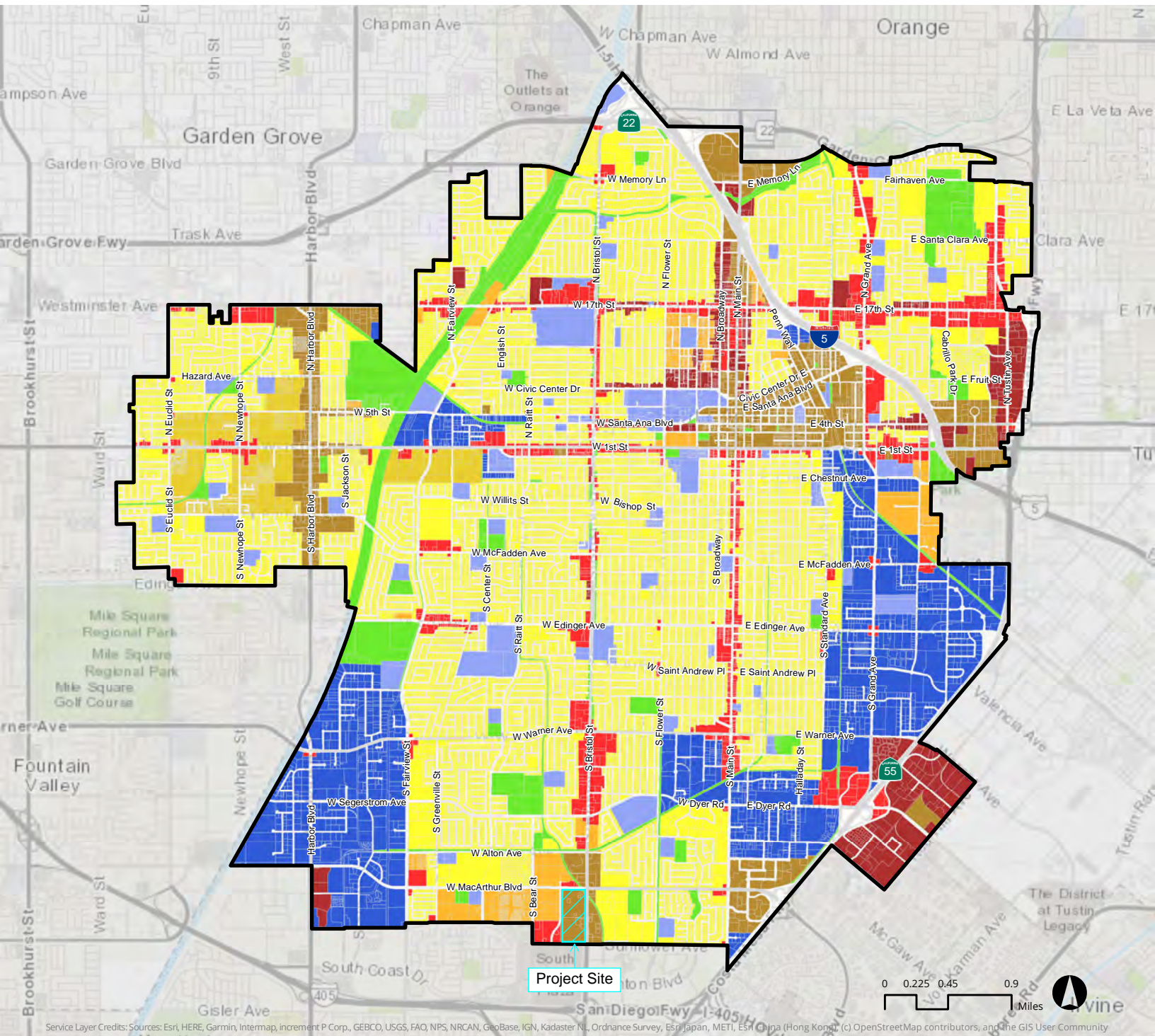


## General Plan Land Use in City of Santa Ana (Local Jurisdiction's Land Use Designations)

- |   |   |
|---|---|
| <span style="display:inline-block; width:15px; height:15px; background-color:yellow; border:1px solid black;"></span> LR-7 (Low Density Residential)          | <span style="display:inline-block; width:15px; height:15px; background-color:green; border:1px solid black;"></span> OS (Open Space)                                |
| <span style="display:inline-block; width:15px; height:15px; background-color:orange; border:1px solid black;"></span> LMR-11 (Low-Medium Density Residential) | <span style="display:inline-block; width:15px; height:15px; background-color:purple; border:1px solid black;"></span> DC (District Center)                          |
| <span style="display:inline-block; width:15px; height:15px; background-color:red; border:1px solid black;"></span> MR-15 (Medium Density Residential)         | <span style="display:inline-block; width:15px; height:15px; background-color:pink; border:1px solid black;"></span> PAO (Professional & Administrative Office)      |
| <span style="display:inline-block; width:15px; height:15px; background-color:brown; border:1px solid black;"></span> UN (Urban Neighborhood)                  | <span style="display:inline-block; width:15px; height:15px; background-color:darkbrown; border:1px solid black;"></span> OBPDC (One Broadway Plaza District Center) |
| <span style="display:inline-block; width:15px; height:15px; background-color:red; border:1px solid black;"></span> GC (General Commercial)                    |   |
| <span style="display:inline-block; width:15px; height:15px; background-color:purple; border:1px solid black;"></span> IND (Industrial)                        |   |
| <span style="display:inline-block; width:15px; height:15px; background-color:lightblue; border:1px solid black;"></span> INS (Institutional)                  |   |

Data Source: City of Santa Ana, SCAG, 2018 | Map Created: 6/5/2019

Disclaimer: The information shown on this map reflect jurisdiction's input submitted during the Local Input and Envisioning Process for the Connect SoCal. SCAG shall not be responsible for user's misuse or misrepresentation of this map. For the details regarding the sources, methodologies and contents of this map, please refer to the SCAG Data/Map Book or contact RTPLocalInput@scag.ca.gov.



Service Layer Credits: Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

## General Plan Land Use in City of Santa Ana (2016 SCAG Land Use Codes)

- |                                |   |                           |
|--------------------------------|---|---------------------------|
| Single Family Residential      | Facilities                                    | Open Space and Recreation |
| Multi-Family Residential       | Education                                     | Agriculture               |
| Mobile Homes and Trailer Parks | Military Installations                        | Vacant                    |
| Mixed Residential              | Industrial                                    | Water                     |
| Rural Residential              | Transportation, Communications, and Utilities | Specific Plan             |
| General Office                 | Mixed Commercial and Industrial               | Undevelopable             |
| Commercial and Services        | Mixed Residential and Commercial              | Unknown                   |

Data Source: City of Santa Ana, SCAG, 2018 | Map Created: 6/5/2019

Disclaimer: The information shown on this map reflect jurisdiction's input submitted during the Local Input and Envisioning Process for the Connect SoCal. SCAG shall not be responsible for user's misuse or misrepresentation of this map. For the details regarding the sources, methodologies and contents of this map, please refer to the SCAG Data/Map Book or contact RTPLocalInput@scag.ca.gov.

## 5. Environmental Analysis

### LAND USE AND PLANNING

confirm consistency with the AELUP prior to construction as specified in Section 4.7 of the AELUP. Therefore, heliport impacts are also less than significant.

Furthermore, as shown in Figure 5.12-6, noise-sensitive land uses could be developed in areas that exceed the 60 dBA CNEL noise, and all residential uses in this area should be protected with additional sound insulation than provided by typical building construction. Noise Element Policies 3.1, 3.2, and 3.3 would require new development within the airport’s noise contours to be mitigated to acceptable interior noise levels.

Refer to Sections 5.8, *Hazards and Hazardous Materials*, and 5.12, *Noise*, for further analysis on the proposed project’s consistency and potential impacts on the ALUCP for JWA.

**Level of Significance Before Mitigation:** With the implementation of RR HAZ-7, RR LU-4, and Noise Policies 3.1, 3.2, and 3.3, Impact 5.10-3 would be less than significant.

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Impact 5.10-3: Implementation of the General Plan Update would be consistent with the goals of the Southern California Association of Governments’ RTP/SCS. [Threshold LU-2]

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The SCAG RTP/SCS guides how and where people and goods will travel by identifying both existing and needed transportation facilities, and it sets policies for a wide variety of transportation options and projects for the Southern California region’s transportation system. Table 5.10-1 provides an assessment of the GPU’s consistency with the RTP/SCS goals. Relevant policies from General Plan Update elements are provided; refer to Appendix B-a for a list of all proposed GPU policies. The analysis in the table concludes that the GPU would be consistent with the RTP/SCS goals.

Table 5.10-1 2020–2045 RTP/SCS Consistency Analysis.

RTP/SCS Goal	Consistency Analysis	Relevant General Plan Update Policies
RTP/SCS G1: Encourage regional economic prosperity and global competitiveness	Consistent: The General Plan Update promotes economic growth and diversity within the city. The Economic Prosperity Element of the General Plan Update includes policies related to improving Santa Ana’s economy and its role within the region.	<ul style="list-style-type: none"> <li>• Policies 1.1 through 1.10 foster a dynamic local economy that provides and creates employment opportunities for all residents in the city.</li> <li>• Policies 2.1 through 2.11 maintain and enhance the diversity and regional significance of the city’s economic base.</li> <li>• Policies 3.1 through 3.11 promote a business-friendly environment where businesses thrive and build on Santa Ana’s strengths and opportunities.</li> <li>• Policies 4.1 through 4.6 promote strategies that create an economic development mindset integrated throughout city hall.</li> </ul>
RTP/SCS G2: Improve mobility, accessibility, reliability, and travel safety for people and goods	Consistent: The <del>circulation-mobility</del> element contains policies that provide guidance on improving connectivity for people and goods. The transportation networks in the city would be designed, developed, and maintained to meet the local and regional transportation needs and to maximize efficient mobility and accessibility. Various regional and local plans and programs	<ul style="list-style-type: none"> <li>• Policies 1.1 through 1.11 foster a comprehensive and multimodal circulation system that facilitates the safe and efficient movement of people and enhances commerce.</li> <li>• Policies 2.1 through 2.9 promote an integrated system of travelways that connect the city to the region, employment centers, and key destinations.</li> </ul>

5. Environmental Analysis  
LAND USE AND PLANNING

Table 5.10-1 2020–2045 RTP/SCS Consistency Analysis.

RTP/SCS Goal	Consistency Analysis	Relevant General Plan Update Policies
	<p>would be used to guide development and maintenance of transportation networks in the city, including but not limited to:</p> <ul style="list-style-type: none"> <li>• Santa Ana Vehicle Miles Traveled Analysis Guidelines</li> <li>• OCTA Master Plan of Arterial Highways and Congestion Management Program</li> <li>• Caltrans Traffic Impact Studies Guidelines</li> <li>• Caltrans Highway Capacity Manual</li> <li>• SCAG’s 2020 – 2045 RTP/SCS</li> </ul> <p>Moreover, according to California Government Code, the City is required to coordinate its <del>circulation-mobility</del> element with regional transportation plans, including the RTP/SCS. The proposed <del>circulation-mobility</del> element is designed to be a comprehensive guide to transportation management strategies that address the capacity of long-term infrastructure. Refer to Section 5.17, Transportation, which addresses local and regional transportation, traffic, circulation, and mobility in more detail.</p> <p>Furthermore, the <del>circulation-mobility</del> element establishes policies that address improving travel safety such as emergency access, first/last mile connectivity, and bike and pedestrian safety. All modes of public and commercial transit throughout the city would be required to follow safety standards set forth by state, regional, and local regulatory documents. Roadways for motorists must follow safety standards established for the local and regional plans mentioned above. The city’s Safe Mobility Plan also promotes safe travel for people and goods.</p>	<ul style="list-style-type: none"> <li>• Policies 3.1 through 3.9 foster a safe, balanced, and integrated system of travelways for nonmotorized modes of transportation.</li> <li>• Policies 5.1 through 5.8 support a transportation system that is safe and supports community, environmental, and conservation goals.</li> </ul>
<p>RTP/SCS G3: Enhance the preservation, security, and resilience of the regional transportation system.</p>	<p>Consistent: Improvements to the existing transportation network must be assessed with some level of traffic analysis in order to determine how proposed developments would impact existing traffic capacities, and to determine the needs for improving future traffic capacities. This is ensured through the permitting process and development review established by the City.</p> <p>Furthermore, the public services and <del>circulation mobility</del> elements of the proposed General Plan Update would encourage regional coordination of transportation issues, as well as provide guidance and policies that help preserve and ensure a resilient regional transportation system.</p>	<ul style="list-style-type: none"> <li>• Policy 1.10 of the <del>circulation-mobility</del> element relates to collaboration between federal, state, SCAG, OCTA, rail authorities, and other agencies to fund and improve the regional transportation system.</li> <li>• Policies 1.1, 1.2, and 1.10 of the public services element promote quality and efficient facilities that are adequately funded, accessible, safe, and strategically located.</li> </ul>



## 5. Environmental Analysis

### LAND USE AND PLANNING

Table 5.10-1 2020–2045 RTP/SCS Consistency Analysis.

RTP/SCS Goal	Consistency Analysis	Relevant General Plan Update Policies
<p>RTP/SCS G4: Increase person and goods movement and travel choices within the transportation system.</p>	<p>Consistent: Under the Complete Streets Act, general plans of California cities are required to include planning for complete streets: that is, streets that meet the needs of all users of the roadway, including pedestrians, bicyclists, users of public transit, motorists, children, the elderly, and the disabled. The proposed GPU would support the Complete Streets Act as well as the City's Active Transportation Plan, the Central Santa Ana Complete Streets Plan, and the Downtown Santa Ana Complete Streets Plan. Furthermore, the <del>circulation-mobility</del>, urban design, conservation, open space, and land use elements promote travel choices within the transportation system.</p>	<ul style="list-style-type: none"> <li>• Policies 1.1 through 1.11 of the <del>circulation mobility</del> element provide for a comprehensive and multimodal circulation system that facilitates the safe movement of people and promotes a sustainable community.</li> <li>• Policies 2.1 through 2.9 of the <del>circulation mobility</del> element promote an integrated system of travelways comprising of freeways, community rail, the OC street car, transit corridors, and a network of truck routes.</li> <li>• Policies 3.1 through 3.9 of the <del>circulation mobility</del> element foster a safe, balanced, and integrated network of travelways for nonmotorized modes of transportation.</li> <li>• Policies 4.1 through 4.9 of the <del>circulation mobility</del> element support a coordinated transportation planning effort with land use and design strategies that encourage sustainable development and multimodal transportation choices.</li> <li>• Policies 1.5, 1.6, 3.3 and 5.4 of the urban design element encourage pedestrian connections, active-transportation friendly environments, and non-motorized forms of travel.</li> <li>• Policies 1.6, 1.8, 1.9, 1.12, 3.3, and 3.11 of the conservation element promote mixed-use, pedestrian friendly, transit oriented development that encourage alternate modes of transportation and an energy-efficient transportation infrastructure.</li> <li>• Policies 1.4, 1.5, and 1.7 <del>3.2 and 3.4</del> of the open space element establish multimodal access to park facilities, and enhance bicycle and pedestrian linkages.</li> <li>• Policies 1.6, 1.7, 2.5, 3.6, 4.2, and 4.5 of the land use element encourage transit oriented development, active transportation infrastructure, and concentrated development of high quality transit corridors to reduce vehicle miles traveled.</li> </ul>
<p>RTP/SCS G5: Reduce greenhouse gas emissions and improve air quality.</p>	<p>Consistent: Implementation of the General Plan Update would introduce policies and actions that address the importance of protecting the health of residents and the environment by improving air quality, reducing greenhouse gas emissions, and encouraging active transportation.</p> <p>The GPU would encourage active transportation, such as bicycling and walking, through policies throughout the GPU elements. Additionally, as</p>	<ul style="list-style-type: none"> <li>• Refer to all policies associated with RTP/SCS G4.</li> <li>• Policies 5.4, 5.6, and 5.98 of the <del>circulation mobility</del> element foster the implementation of green streets, clean fuels and vehicles, and street trees.</li> <li>• Policies 1.1, 1.2, 1.3, 1.4, 1.5, 1.0, 1.11, 1.13, 1.14, and 2.3 of the conservation element relate to coordinating air quality planning efforts to meet state and federal ambient air quality standards, considering the goals of the Climate</li> </ul>

5. Environmental Analysis  
LAND USE AND PLANNING

Table 5.10-1 2020–2045 RTP/SCS Consistency Analysis.

RTP/SCS Goal	Consistency Analysis	Relevant General Plan Update Policies
	shown in Figure 5.16-4, Bikeway Plan, the city would be served by future bicycle routes.	Action Plan in all major decision on land use and public infrastructure investment, and investing in low to zero emission vehicles. These policies also promote development that meets or exceeds standards for energy-efficient building design, and the consideration of sensitive of potential emission sources on sensitive uses.
RTP/SCS G6: Support healthy and equitable communities.	Consistent: The community, land use, and public services elements of the GPU encourage healthy lifestyles, a planning process that ensures that health impacts are considered, and policies and practices that improve the health of residents. The policies also affirm and support a socially and economically diverse community with equitable distribution of resources.	<ul style="list-style-type: none"> <li>• Policies 3.1 through 3.7 of the community element promote the health and wellness of all Santa Ana residents. Policies 1.3 and 1.4 encourage inclusive and affordable cultural programs and equitable recreational spaces.</li> <li>• Policies 1.1, 1.2, 1.3, 1.5, 1.7, 4.6, and 4.7 of the land use element support diverse development that improve living conditions and promote a healthy, equitable environment.</li> <li>• Policies 2.3, 2.4, 2.6, and 2.8 of the housing element encourage rental housing for all income levels, facilitate diverse types of housing prices and sizes, require affordable housing units, and maximize affordable housing on Authority-owned properties.</li> <li>• Policy 1.2 of the public services element ensures public services and facilities reflect changing population needs and are equitably distributed.</li> <li>• Policy 3.3 of the economic prosperity element promotes sustainable and equitable availability of commercial land uses.</li> </ul>
RTP/SCS G7: Adapt to a changing climate and support an integrated regional development pattern and transportation network.	Consistent: The goal of the GPU's safety element is to eliminate and minimize risks associated with natural and man-made hazards, including climate change. By assessing and preparing for levels of risk, the city can endure the range of safety hazards and adapt to changes over time. The city also values land use decisions that benefit future generations, plans for the impacts of climate change, and incorporates sustainable design practices at all level of the planning process. Additionally, open spaces are used for climate change mitigation and adaption.	<ul style="list-style-type: none"> <li>• Policies 1.2 through 1.6 of the safety element protect life and minimize property damage and social and economic disruptions caused by climate change.</li> </ul>
RTP/SCS G8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	Consistent: Where feasible and consistent with city policy and guidelines, the City improves roadways, enhances intersections, and uses technology to maximize the efficient use of roads. The City's Traffic Management Center is the focal point of traffic signal control and information management through its advanced traffic management system (ATMS). This system is the integration of various intelligent transportation systems such as traffic signal systems, the closed	<ul style="list-style-type: none"> <li>• Policies 1.3 of the <del>circulation</del> mobility element promotes the use of technology to efficiently move people and vehicles and manage motor vehicle speeds.</li> </ul>

## 5. Environmental Analysis

### LAND USE AND PLANNING

Table 5.10-1 2020–2045 RTP/SCS Consistency Analysis.

RTP/SCS Goal	Consistency Analysis	Relevant General Plan Update Policies
	<p>circuit television system, loop-based and video-detection data collection, and the Integrated Traveler Information System. The ATMS allows traffic engineers to collect and monitor real-time traffic conditions, manage traffic flow, and provide an appropriate response in a timely manner.</p>	
<p>RTP/SCS G9: Encourage development of diverse housing types in areas that are supported by multiple transportation options.</p>	<p>Consistent: All five focus areas that will experience new growth and development under the GPU meet RTP/SCS Goal 9. The intent of the GPU development in the South Main Street focus area is to transition an auto-dominated corridor into a transit- and pedestrian-friendly corridor through infill development. The Grand Avenue / 17th Street focus area will foster the development of an urban mixed-use corridor connecting into the city's downtown and transit core. For the West Santa Ana Boulevard focus area, the intent is to transition a group of auto-oriented neighborhoods, businesses, and institutions into a series of transit-oriented neighborhoods that support and benefit from future streetcar stops. Furthermore, the 55 Freeway / Dyer Road focus area will transition from a portion of the city that is almost exclusively professional office to one that supports a range of commercial, industrial/flex, and mixed-use development. The intent is to create opportunities for an urban lifestyle with easy access to Downtown Santa Ana, multiple transit options, and the new investments and amenities in adjacent communities. The South Bristol Street focus area represents Santa Ana's southern gateway and is a part of the South Coast Metro area. Between Sunflower and Alton Avenues, the District Center land use designation will create opportunities to transform auto-oriented shopping plazas to walkable, bike-friendly, and transit-friendly urban villages.</p> <p>Furthermore, the land use, conservation, and housing elements of the GPU include policies that support diverse housing types and areas supported by multimodal transportation.</p>	<ul style="list-style-type: none"> <li>• Policy 2.4 of the housing element facilitates diverse types, prices, and sizes of housing, including single-family homes, apartments, townhomes, mixed/multiuse housing, transit-oriented housing, multigenerational housing, and live-work opportunities.</li> <li>• Policies 1.5, 1.6, 2.5, 2.10, 3.6, 4.6, and 4.7 of the land use element support diverse residential mixed-use development adjacent to high quality transit.</li> <li>• Policies 1.6 and 3.3 of the conservation element promote development that is mixed use, pedestrian friendly, and transit oriented.</li> </ul>
<p>RTP/SCS G10: Promote conservation of natural and agricultural lands and restoration of habitats.</p>	<p>Consistent: The city does not contain any agricultural lands but does promote the conservation of natural lands and restoration of habitats. The purpose of the open space element is to retain lands that provide value in the form of biodiversity and wildlife conservation. Furthermore, the conservation element identifies the community's natural resources and communicates the benefits for retention, enhancement, and</p>	<ul style="list-style-type: none"> <li>• Policy 2.1 through 2.4 of the conservation element preserve and enhance Santa Ana's natural and environmental resources while maintaining a balance between recreation, habitat restoration, and scenic resources.</li> <li>• Policy 3.6 of the open space element promotes naturalizing the Santa Ana River and exploring opportunities to reintroduce natural habitat along the Santa Ana River to provide natural</li> </ul>

5. Environmental Analysis  
LAND USE AND PLANNING

Table 5.10-1 2020–2045 RTP/SCS Consistency Analysis.

RTP/SCS Goal	Consistency Analysis	Relevant General Plan Update Policies
	development of these reserves to improve quality of life and the environment as a whole.	habitat and educational and recreational opportunities.

**Level of Significance Before Mitigation:** With the implementation of the policies listed in Table 5.10-1, Impact 5.10-3 would be less than significant.

Impact 5.10-4: Implementation of the General Plan Update would be consistent with the OCTA Congestion Management Plan. [Threshold LU-2]

Orange County CMP intersections in the traffic analysis for the GPU (see Volume IV, Appendix K) include:

- Harbor Boulevard and 1st Street
- Harbor Boulevard and Warner Avenue

The Orange County CMP establishes level of service (LOS) E as the minimum level of operation for CMP roadways. Impacts are considered significant if:

- An intersection degrades from an acceptable LOS (LOS E or better) to an unacceptable LOS (LOS F) during the peak hours; or
- The project increases traffic demand at the study intersection by 1 percent of capacity (0.01) if the intersection already operates at an unacceptable level (LOS F).

Table 5.10-2 shows the results of the LOS analysis for the Orange County CMP intersections. As shown in the table, implementation of the GPU does not result in any of the intersections exceeding the LOS thresholds established by the Orange County CMP.

Table 5.10-2 LOS Analysis for CMP Intersections

Intersection Name	Existing LOS	2045 No Project LOS	V/C value <sup>1</sup>	2045 With Project LOS	V/C value <sup>1</sup>	Delta	Significant Impact
Harbor Boulevard and 1st Street	D	C	0.79	C	0.75	-0.04	No
Harbor Boulevard and Warner Avenue	F	F	1.54	F	1.54	0.00	No

Source: IBI 2020.

<sup>1</sup> The V/C ratio value is the observed traffic volume divided by the saturation flow volume. The intersection V/C values is the sum for the critical movement on each leg, where critical movements are the pairs of conflicting movements with the highest combined V/C values.

In a highly developed urban city, managing traffic congestion along roadways and maintaining an efficient system are essential. Where feasible and consistent with city policy and guidelines, the City would improve roadways, enhance intersections, and use technology to maximize the efficient use of roads. Managing