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October 7, 2024

City of San Juan Capistrano
c/o Nicole Morse
T&B Planning, Inc.
3200 El Camino Real, Suite 100
Irvine, CA 92602

LLG Reference: 2.23.4667.1

Subject: **Vehicle Miles Traveled (VMT) Screening Assessment for
El Camino Specific Plan Amendment**
San Juan Capistrano, California

Dear Ms. Morse:

Linscott, Law & Greenspan, Engineers (LLG) is pleased to submit this Vehicle Miles Traveled (VMT) Screening Assessment for El Camino Specific Plan Amendment, hereinafter referred to as the Project. The Project is generally located south of Old Mission Road (formerly Ortega Highway), east of El Camino Real, extending southerly to Forster Street within the City's historic downtown.

PROJECT DESCRIPTION AND LOCATION

Adopted El Camino Specific Plan

The El Camino Specific Plan, adopted in August 2022, includes the recently approved mixed use developed located at 31776 El Camino Real. The ECSP site is a 1.68± acre inclusive of four parcels of land that is generally located south of Old Mission Road, east of El Camino Real. **Figure 1-1** presents a Vicinity Map, which illustrates the general location of the existing ECSP, the proposed Project and the surrounding street system. **Figure 2-1** presents the existing site aerial of the ECSP site.

The approved project consists of the development of a 27,457 square-foot (SF) mixed use development in place of the El Camino Real Downtown Playhouse and public parking lot. The Project's retail/commercial space consists of 7,391 SF of retail, of which 2,607 SF is located on the ground floor of the parking structure, and 7,586 SF of restaurant space, plus 5,436 SF of medical office use and 7,044 SF of office space. Parking will be provided via a total of 216 parking spaces; it is expected that this parking structure would also serve as parking to the Project's

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Performing Arts Center component. Access to the Project will be provided via a full access driveway on El Camino Real, south of Ortega Highway.

Proposed El Camino Specific Plan Amendment

With the Project, the El Camino Specific Plan (ECSP), which now totals 1.68± acres, would be amended to encompass eight (8) parcels of land with a combined total of approximately 7.29± acres of land. Approximately 3.17± acres of land on the southern portion of the Project site would be redeveloped with the Forster & El Camino Mixed-Use Development. The middle 1.88± acres of the Project include the HTC park and land that is set aside for development of a Performing Arts Center. Although no development will occur on the 0.56-acre Blas Aguilar Adobe Museum property, it is also proposed to be part of the expanded ECSPA. The ECSPA site is also shown in *Figure 2-1*, whereas *Figure 2-2* presents the Proposed El Camino Specific Plan Boundary with the Project.

The proposed Forster & El Camino mixed-use component of the Project consists of 95 multi-family apartment homes with 50 one-bedroom units, and 45 two-bedroom units, a 3,500 SF residential clubhouse/leasing office, and a one building that would house a 4,294 SF quality restaurant and a one-story, 3,100 SF health/fitness club. This Project component will provide a total of 179 parking spaces, comprised of 83 structured spaces in the garage, and 96 surface spaces on site.

The proposed Performing Arts Center, which would be developed on land set aside in the middle 1.88± acres of the Project, totals 48,235 SF of floor area with a capacity of 352 seats in the Main Auditorium and a capacity of 100 seats in the “Black Box” theater. This Project component is expected to share parking with the 216-space parking structure that is planned as a part of the adopted ECSP development.

Access to the Forster & El Camino Mixed-Use Development and Performing Arts Center will be provided via the El Camino Real and Forster Street intersections as well as the potential future extension of Forster Lane to Del Obispo Street. The Project driveway at the El Camino Real and Forster Street intersection is expected to be stop-controlled and El Camino Real and Foster Street will continue to operate as is and serve “through” traffic.

Figure 2-3 presents the Conceptual Composite Site Plan for the Project, provided by the City.

SB743 COMPLIANCE ASSESSMENT

VMT Assessment

On December 28, 2018, the California Natural Resources Agency adopted revised CEQA Guidelines. Among the changes to the guidelines was the removal of vehicle delay and LOS from consideration for transportation impacts under CEQA. With the adopted guidelines, transportation impacts are to be evaluated based on a project's effect on vehicle miles traveled. Lead agencies are allowed to continue using their current impact criteria, or to opt into the revised transportation guidelines. However, the new guidelines must be used starting July 1, 2020, as required in CEQA section 15064.3. The City of San Juan Capistrano recently adopted new transportation impact criteria in May 2020 to be consistent with the CEQA revisions. These new guidelines are contained within the *Amended Administrative Police No. 310* and the accompanying *City of San Juan Capistrano Vehicle Miles Traveled (VMT) Guidelines and Thresholds Memorandum* prepared by LLG Engineers, dated May 22, 2020, and provide screening criteria and methodology for VMT analysis.

VMT Screening Criteria

Under the VMT methodology, screening to determine if a project will be required to conduct detailed analysis will continue to occur. As detailed in the *City of San Juan Capistrano Screening Criteria Flow Chart*, there are five criteria to qualify for VMT screening. It should be noted that a project only needs to satisfy one of the screening criteria listed to qualify.

Weekday Daily Trips Assessment

A project may be screened-out if based on the most current *ITE Trip Generation manual*, the project generates 200 or less weekday daily trips (unadjusted driveway, i.e. gross trips).

Table 1, attached to this letter report, summarizes the trip generation rates used in forecasting the vehicular trips generated by the proposed Project, as well as the proposed Project's forecast traffic volumes. As shown in the *Table 1*, and based on the Project description, ITE Land Use 220: Multifamily Housing (Low-Rise), ITE 492: Health/Fitness Club, and ITE 931: Fine Dining Restaurant trip rates will be used to forecast the trip generation potential of the proposed Project. However, for the proposed 452-seat Performing Arts Center, the use and operational characteristics of this Project component are not similar to the available land use categories provided in *Trip Generation*, 11th Edition. Therefore, trips generated by this Project component were conservatively estimated based on the anticipated unique operational characteristics (i.e., attendance levels, anticipated visitor arrival and departure



patterns during weekdays and weekends, events, educational, and other programming, employees, etc.). The trip generation associated with the Performing Arts Center reflects the Project condition that start times of simultaneous events in the theatre on weekday evenings (e.g., after 6:00 PM) hours in order to be conservative.

Based on the Project's trip generation forecast as summarized in *Table 1*, the proposed Project overall is anticipated to result in a 1,234 daily trips on a typical weekday.

Based on the above, the proposed Project will not screen-out since it generates more than 200 daily trips.

Transit Assessment

A project may be screened-out if the project is located within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor. A major transit stop is defined as a site containing an existing rail transit station or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

However, a project may not be screened-out if it:

- has an FAR of less than 0.75;
- includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction;
- is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency);
- replaces affordable residential units with a small number of moderate- or high-income residential units.

The proposed Project is located within a Transit Priority Area (TPA) as it is within a one-half mile radius from the San Juan Capistrano train station. **Figure 3-1** presents the San Juan Capistrano VMT Screening Map which shows that the Project site is located within a TPA. Therefore, the Project screens out as long as none of the exceptions apply.

The proposed Project is comprised of 118,164 SF of mixed-use floor area and a 48,235 SF Performing Arts Center for a total of 166,399 SF of development. As the Project site is approximately 5.05± acres (equivalent to 219,978 SF), the FAR for the proposed Project is calculated as follows and totals 0.756.

$$FAR = \frac{166,399 SF}{219,978 SF} = 0.756$$

The Project has a FAR greater than 0.75, provides parking no more than required by the City, is consistent with consistent with the Regional Transportation Plan or Sustainable Communities Strategy (RTP/SCS) as confirmed by City staff, and would not replace any affordable residential units. Therefore, the Project will screen out because it is within a major transit stop and none of the exceptions apply.

Local Serving Retail Assessment

A project may be screened-out if the project is a local serving retail use of 50,000 SF or less. A local serving retail land use is defined as land uses listed under categories 800's (Retail) and/or 900's (Services) within the most current *ITE Trip Generation Manual*.

As stated earlier, the Forster & El Camino Mixed-Use Community includes a 4,294 SF quality restaurant and a 3,100 SF health/fitness club. However, the residential use and the Performing Arts Center use are not local serving retail uses.

Based on the above, the proposed Project will not screen-out since the Project includes uses that are not local serving retail uses less than 50,000 SF.

Locally Serving Public Facility Assessment

A project may be screened-out if the project is a locally serving public facility. The following are considered locally serving public facilities (but not limited to): transit centers, public schools (private schools are not locally serving public facilities), libraries, post offices, park-and-ride lots, police and fire facilities, and government offices.

Based on the above, the proposed Project's Performing Arts Center could be considered as a locally serving public facility. However, the proposed Project will not screen out since the residential use and the retail uses are not local serving public facilities.

Affordable Housing Assessment

A project may be screened-out if the project is comprised of 100% affordable housing units.

Based on the above, the proposed Project will not screen-out since it is not an affordable housing development.



CONCLUSION

As detailed in the *City of San Juan Capistrano Vehicle Miles Traveled (VMT) Guidelines and Thresholds Memorandum*, if answers to any of the above screening criteria are “YES” and the project is consistent with the Regional Transportation Plan or Sustainable Communities Strategy (RTP/SCS) and the multimodal network (i.e. transit, bike and pedestrian) is not impacted by the project, then no further action is required of the project.

As confirmed by City staff, the proposed Project is consistent with the applicable RTP/SCS. In addition, the proposed Project will not have an impact to the existing multimodal network.

Therefore, in accordance with the City of San Juan Capistrano guidelines, the proposed Project would screen-out due to its proximity to transit and therefore, the proposed Project can be presumed to have VMT impacts that are less than significant and have no significant CEQA related transportation impacts. As such, no further VMT analysis is necessary or required.

* * * * *

We appreciate the opportunity to be of service on this Project. Should you need further assistance, or have any questions regarding this analysis, please call us at (949) 825-6175.

Very truly yours,
Linscott, Law & Greenspan, Engineers

Richard E. Barretto, P.E.
Principal

cc: Angela Besa, P.E. Transportation Engineer III

Attachments





**TABLE 1
PROJECT TRIP GENERATION RATES AND FORECAST¹**

ITE Land Use Code/ Project Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
<u>Trip Generation Factors:</u>							
• 220: Multifamily Housing (Low-Rise) (TE/DU) ^{2,3}	4.72	29%	71%	0.38	60%	40%	0.61
• 492: Fitness/Health Club (TE/TSF)	32.18 ⁴	51%	49%	1.31	57%	43%	3.45
• 931: Fine Dining Restaurant (TE/TSF)	83.84	90%	10%	0.73	67%	33%	7.80
<u>Forster & El Camino Mixed Use Project:</u>							
• Residential (95 DU)	448	10	26	36	35	23	58
Internal Capture ⁵	<u>-75</u>	<u>0</u>	<u>-1</u>	<u>-1</u>	<u>-3</u>	<u>-4</u>	<u>-7</u>
Residential Subtotal	373	10	25	35	32	19	51
• Health/Fitness (3,100 SF)	100	2	2	4	6	5	11
Internal Capture ⁵	<u>-58</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>-4</u>	<u>-2</u>	<u>-6</u>
Health/Fitness Subtotal	42	2	2	4	2	3	5
• Fine Dining Restaurant (4,294 SF)	360	3	0	3	22	11	33
Internal Capture ⁵	<u>-97</u>	<u>-1</u>	<u>0</u>	<u>-1</u>	<u>-4</u>	<u>-5</u>	<u>-9</u>
Fine Dining Restaurant Subtotal	263	2	0	2	18	6	24
Mode Split Adjustment ⁶	<u>-26</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>-2</u>	<u>0</u>	<u>-2</u>
Fine Dining Restaurant Subtotal	237	2	0	2	16	6	22
Pass-by Reduction ⁷	<u>-24</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>-7</u>	<u>-3</u>	<u>-10</u>
Fine Dining Restaurant Subtotal	213	2	0	2	9	3	12
Forster & El Camino Mixed Use Total	628	14	27	41	43	25	68
<u>Performing Arts Center:</u>							
• Performing Arts Center (452 Seats) ⁸	606	18	4	22	79	23	102
El Camino Specific Plan Amendment Total	1,234	32	31	63	122	48	170

Notes:

- TE/DU = Trip end per dwelling unit
- TE/TSF = Trip end per 1,000 SF

¹ Source: *Trip Generation*, 11th Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2021).

² Low-Rise Multifamily Housing consists of buildings that are between 1 and 3 levels.

³ ITE Land Use 220: Multifamily Housing (Low-Rise) has further subcategories of “Close to Rail Transit” and “Not Close to Rail Transit”. The Weekday Daily, Weekday AM peak hour, and Weekday PM peak hour utilize “Close to Rail Transit” trip generation rates.

⁴ Source: A daily trip rates are not available for this land use per the *Trip Generation*, 11th Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2017). Therefore, the daily ratio was estimated by applying the same relationship between Daily and PM ratio from the ITE Land Use Code 492: Health/Fitness Club from *Trip Generation*, 9th Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2012).

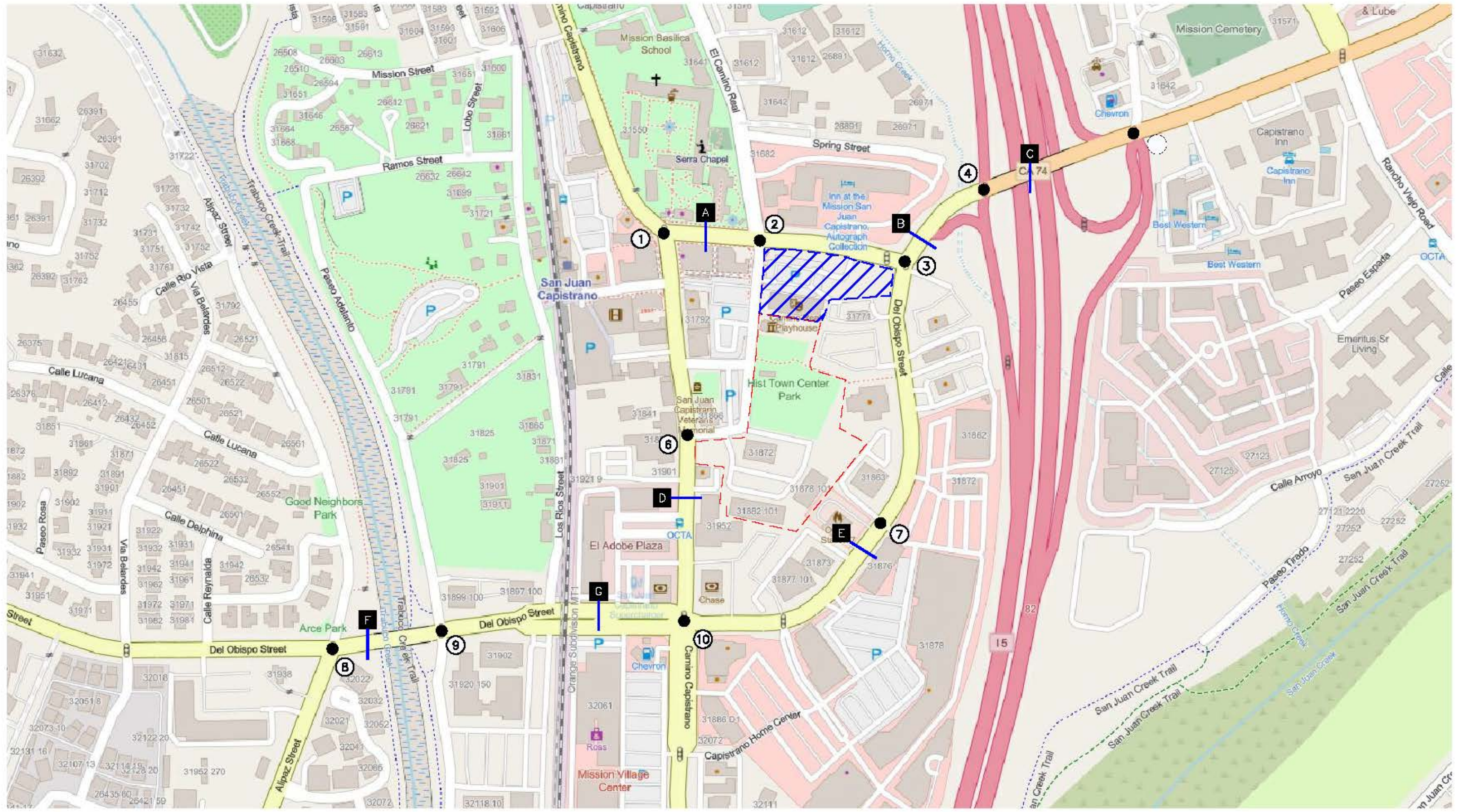
⁵ Consistent with the *Trip Generation Handbook*, published by ITE (2017), Project trip generation was adjusted to account for internal capture between the different components of the Project.

⁶ A mode shift adjustment factor of 10% was used to account for walk-in traffic from the adjacent downtown area. This factor was applied to the Daily, AM peak hour, and PM peak hour.

⁷ Pass-By Trips are trips made as intermediate stops on the way from an 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 (Source: *Trip Generation Manual*, 11th Edition, ITE 2021):

- 822: Strip Retail Plaza (< 40k): Daily/AM peak hour – Assume 10%, PM peak hour – Assume 40% (reference 821: Shopping Plaza (40k – 150k),
- 931: Fine Dining Restaurant: PM peak hour – 44%, Daily/AM peak hour – Assume 10%

⁸ Performing Arts Center trips are based on expected capacity and operations of the theater.



SOURCE: GOOGLE

KEY

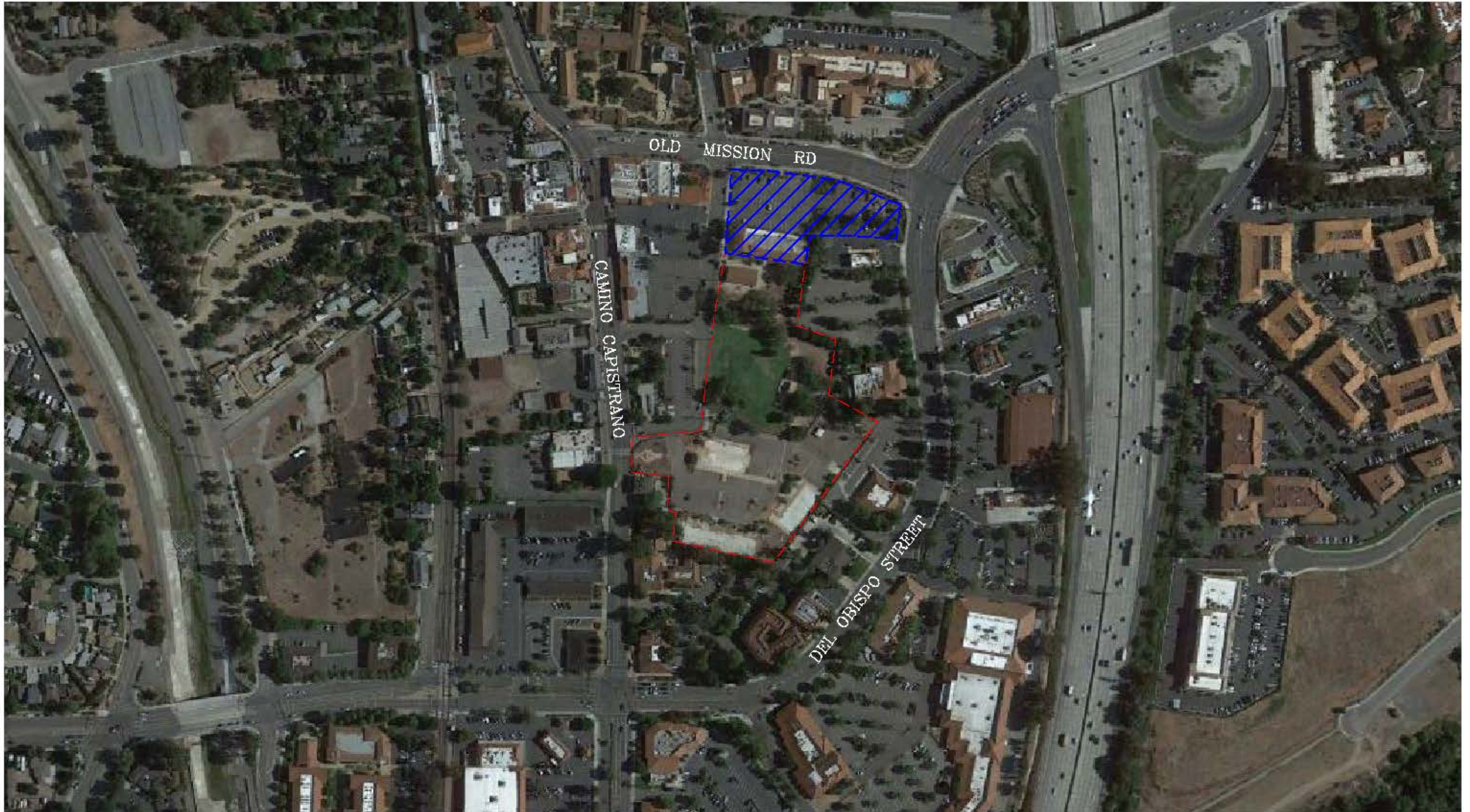
- 1 = STUDY INTERSECTION
- = STUDY ROADWAY SEGMENT
- = EXISTING EL CAMINO SPECIFIC PLAN
- = PROJECT SITE



FIGURE 1-1

VICINITY MAP

EL CAMINO SPECIFIC PLAN AMENDMENT, SAN JUAN CAPISTRANO



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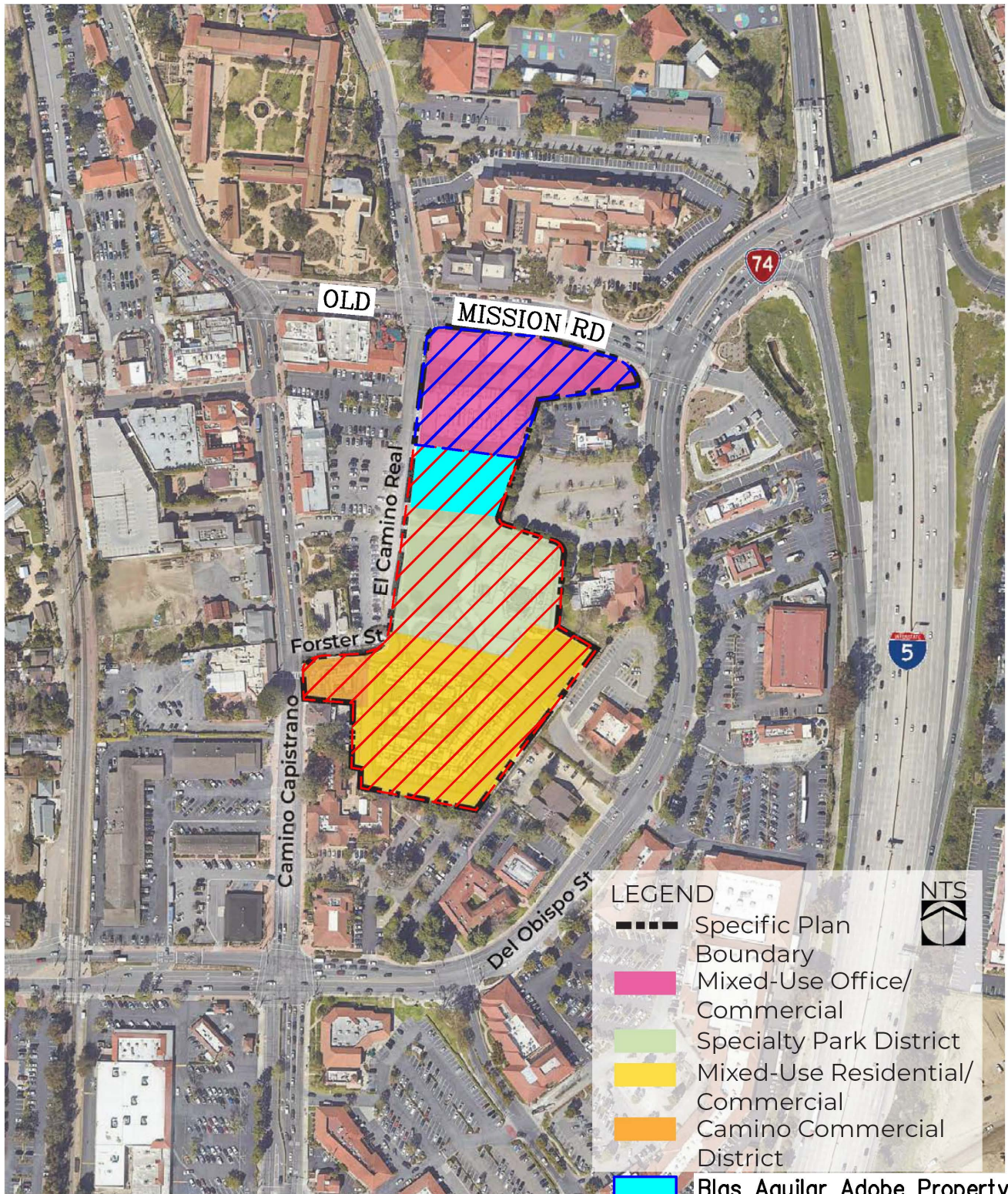
SOURCE: GOOGLE
KEY

- = PROJECT SITE
- = EXISTING EL CAMINO SPECIFIC PLAN



FIGURE 2-1

EXISTING SITE AERIAL
EL CAMINO SPECIFIC PLAN AMENDMENT, SAN JUAN CAPISTRANO



LEGEND

-  Specific Plan Boundary
-  Mixed-Use Office/Commercial
-  Specialty Park District
-  Mixed-Use Residential/Commercial
-  Camino Commercial District
-  Blas Aguilar Adobe Property (No Development Proposed)



NO SCALE

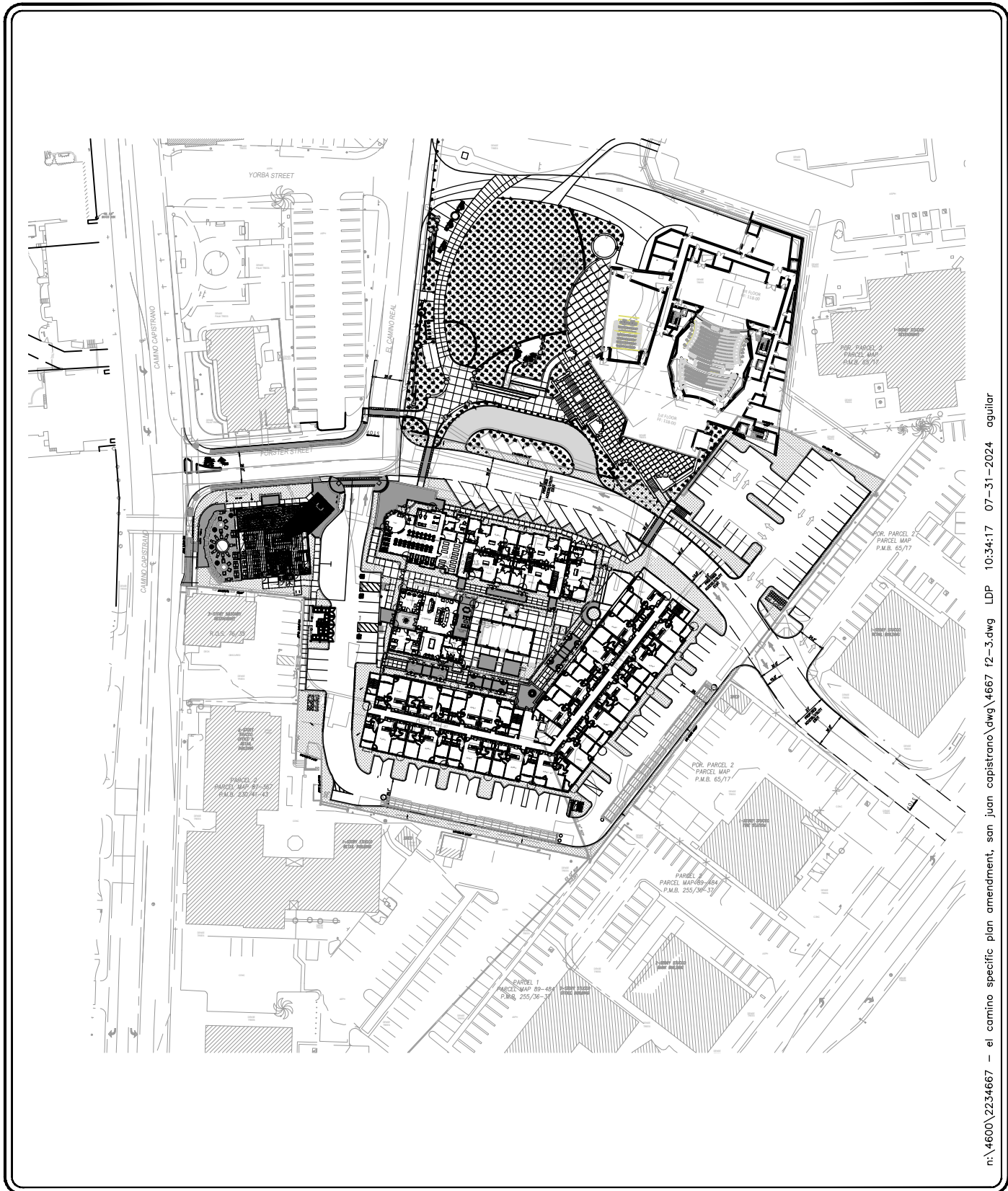
SOURCE: EL CAMINO SPECIFIC PLAN

KEY

-  = EXISTING EL CAMINO SPECIFIC PLAN
-  = PROPOSED E.C.S.P. AMENDMENT

FIGURE 2-2

PROPOSED EL CAMINO SPECIFIC PLAN BOUNDARY
 EL CAMINO SPECIFIC PLAN AMENDMENT, SAN JUAN CAPISTRANO



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SOURCE: EL CAMINO SPECIFIC PLAN

FIGURE 2-3



NO SCALE

PROPOSED SITE PLAN

EL CAMINO SPECIFIC PLAN AMENDMENT, SAN JUAN CAPISTRANO