

4.12 TRANSPORTATION

This section analyzes the existing and planned transportation and circulation conditions for the proposed Ganahl Lumber Project (proposed project) and the surrounding area, and identifies circulation impacts that may result during, or subsequent to, the development of the proposed project. The analysis contained in this section is based on the *Traffic Impact Analysis for the Ganahl Lumber Development Project, San Juan Capistrano, Orange County, California* (TIA) (LSA, September 2019), which is provided in Appendix J to this Environmental Impact Report (EIR).

4.12.1 Scoping Process

The City of San Juan Capistrano (City) received 11 comment letters during the public review period of the Initial Study/Notice of Preparation (IS/NOP). For copies of the IS/NOP comment letters, refer to Appendix A of this EIR.

Four comment letters (including letters from the California Department of Transportation [Caltrans], South Coast Water District [SCWD], Southern California Regional Rail Authority [Metrolink], and the City of Dana Point) included comments related to Transportation. The letter from Caltrans was received on June 20, 2019, and requested preparation of a Traffic Impact Analysis to analyze project impacts to the northbound Interstate 5 (I-5) on-ramp from Camino Capistrano, as well as a Traffic Impact Study to analyze potential short-term and long-term impacts impact to the I-5. The letter from SCWD was received on June 20, 2019, and requested the following: signalization of the intersection at the entrance to the project site accommodate northbound traffic entering the site, as well as southbound traffic using the SCWD access road (south of Stonehill Drive); preparation of a traffic signalization plan; and a secondary access through the project site for use by the SCWD to allow for ingress/egress to and from Stonehill Drive. The letter from Metrolink was received on June 21, 2019, and suggested adding a traffic signal at the intersection of Stonehill Drive and the access road paralleling San Juan Creek, which could also be utilized by adjacent property owners and potentially eliminate the need for the at-grade crossing at the tracks. The letter from the City of Dana Point was received on June 28, 2019, and requested that a traffic Level of Service (LOS) analysis be prepared for the project. In addition, the City of Dana Point expressed concerns about the addition of a new traffic signal at the proposed project's driveway on Stonehill Drive. The City of Dana Point also requested that the Traffic Impact Study evaluate the inclusion of a proposed access road under Stonehill Drive connecting to properties south of the project site.

4.12.2 Methodology

The TIA prepared for the project is consistent with the objectives and requirements of City of San Juan Capistrano Administrative Policy No. 310 (revised 1998), the City's General Plan Circulation Element and Growth Management Element (1999), the Orange County Congestion Management Program (CMP) (2017¹), and applicable provisions of the California Environmental Quality Act (CEQA), including disclosure of project impacts in both existing and cumulative horizon years.

¹ Subsequent to the preparation of the TIA in August 2019, the Orange County CMP was updated in November 2019. However, the traffic analysis included in the TIA remains valid and consistent with the updated 2019 CMP.

The scope of work, including the project study area, was reviewed and approved by the City’s Traffic Engineer. The study area analyzed in the project TIA includes the following 12 intersections and 8 roadway segments:

Intersections	Roadway Segments
1. Camino Capistrano/San Juan Creek Road	1. Camino Capistrano between I-5 southbound ramps and Avenida Aeropuerto
2. Camino Capistrano/Interstate 5 (I-5) southbound ramps	2. Camino Capistrano between Avenida Aeropuerto and Stonehill Drive – I-5 northbound on-ramp
3. Camino Capistrano/Avenida Aeropuerto	3. Camino Capistrano between Stonehill Drive – I-5 northbound on-ramp and Costco-AAMCO driveways
4. Camino Capistrano/Stonehill Drive – I-5 northbound on-ramp	4. Camino Capistrano-Doheny Park Road between the Costco-AAMCO driveways and Las Vegas Avenue – SR-1 northbound ramp
5. Camino Capistrano/Costco-AAMCO driveways	5. San Juan Creek Road between Camino Capistrano and Valle Road
6. Doheny Park Road/Victoria Boulevard	6. Stonehill Drive between Camino Capistrano and the Project Driveway
7. Doheny Park Road/Las Vegas Avenue – State Route 1 (SR-1) northbound ramps	7. Stonehill Drive between the Project Driveway and Del Obispo Street
8. Doheny Park Road/SR-1 southbound off-ramp	8. Valle Road between San Juan Creek Road and I-5 northbound ramps – La Novia Avenue
9. Del Obispo Street/Stonehill Drive	
10. Valle Road/San Juan Creek Road	
11. Valle Road/I-5 northbound ramps – La Novia Avenue (roundabout)	
12. Project Driveway – Water District Driveway/Stonehill Drive	

All of the study intersections are located within City of San Juan Capistrano jurisdiction, with the exception of Intersection Nos. 6–9 (Doheny Park Road/Victoria Boulevard, Doheny Park Road/Las Vegas Avenue, Doheny Park Road/SR-1 southbound off-ramp, and Del Obispo Street/Stonehill Drive), which are located in Dana Point.

All of the roadway segments are located within City of San Juan Capistrano jurisdiction, with the exception of Roadway Segment Nos. 4 and 7 (Camino Capistrano-Doheny Park Road between Costco-AAMCO driveways and Las Vegas Avenue, and Stonehill Drive between the Project Driveway and Del Obispo Street), which are located in the City of Dana Point.

4.12.2.1 Intersection Level of Service Methodologies

Per City of San Juan Capistrano Administrative Policy No. 310, intersections are evaluated using both the intersection capacity utilization (ICU) and Highway Capacity Manual (HCM), 6th Edition (TRB 2017) methodologies. According to the City of Dana Point General Plan Circulation Element (1995), intersections in Dana Point are evaluated using the ICU methodology. The ICU methodology for signalized intersections compares the volume-to-capacity (v/c) ratios of conflicting turn movements at an intersection, sums up these critical conflicting v/c ratios for each intersection approach, and determines the overall ICU. The resulting ICU is expressed in terms of level of service (LOS), where LOS A represents free-flow activity and LOS F represents overcapacity operation.

The relationship between LOS and the ICU value (i.e., v/c ratio) is as follows:

Level of Service	Volume-to-Capacity (ICU Methodology)
A	≤0.60
B	>0.60 and ≤0.70
C	>0.70 and ≤0.80
D	>0.80 and ≤0.90
E	>0.90 and ≤1.00
F	>1.00

ICU = intersection capacity utilization

In addition to the ICU methodology for calculating intersection LOS, the HCM methodology was used for intersections in San Juan Capistrano. The HCM intersection methodology presents LOS in terms of delay (in seconds per vehicle). The resulting delay is expressed in terms of LOS, as in the ICU methodology. The HCM methodology was also used to evaluate the roundabout (Valle Road/I-5 northbound ramps – La Novia Avenue). The relationship between LOS and the delay (at signalized and unsignalized intersections) is shown below:

Level of Service	Intersection Delay (seconds) per Vehicle (HCM Methodology)	
	Signalized	Unsignalized
A	≤10.0	≤10.0
B	>10.0 and ≤20.0	>10.0 and ≤15.0
C	>20.0 and ≤35.0	>15.0 and ≤25.0
D	>35.0 and ≤55.0	>25.0 and ≤35.0
E	>55.0 and ≤80.0	>35.0 and ≤50.0
F	>80.0	>50.0

HCM = *Highway Capacity Manual* (Transportation Research Board 2017)

The study area intersection LOS analysis was conducted for the weekday a.m. and p.m. peak hours. The City requires an HCM operational analysis of study area intersections designated as “hot spots.” Intersections and road segments designated as hot spots by the City’s Traffic Engineer are closely spaced and experience high volumes during the peak hours. Because of this, the City has adopted a lower acceptable LOS standard for these hot-spot locations. In addition to the hot-spot locations, LSA utilized *Synchro* (version 10) for the HCM analysis of all other study area intersections.

4.12.2.2 Roadway Segment Level of Service Methodology

Roadway segment v/c ratios were determined using the daily capacities contained in the 2018 Orange County Transportation Authority’s (OCTA) *Guidance for Administration of the Orange County Master Plan of Arterial Highways* (MPAH). The following table illustrates daily capacities for roadways in the study area:

Facility Type	Number of Lanes	Capacity
Major	8	75,000
Major	6	56,300
Primary	4 (Divided)	37,500
Secondary	4 (Undivided)	25,000
Limited Secondary	2 (Divided)	20,000
Local Arterial	2 (Undivided)	12,500

4.12.2.3 City of San Juan Capistrano Thresholds of Significance

The City of San Juan Capistrano considers LOS D as the upper limit of satisfactory operations for intersections and roadway segments. However, as indicated in the City of San Juan Capistrano General Plan Circulation Element, the following intersections and roadway segments are identified as hot-spot locations where LOS E is considered satisfactory:

- Hot-Spot Intersections
 - Camino Capistrano/San Juan Creek Road
 - Camino Capistrano/I-5 southbound ramps
- Hot-Spot Roadway Segments
 - Camino Capistrano between the I-5 southbound ramps and Avenida Aeropuerto

Based on City of San Juan Capistrano Administration Policy No. 310, a project impact occurs at a non-hot-spot intersection (or roadway segment) when the project's increase in ICU (or v/c ratio) is 0.01 or greater and the resulting LOS is E or F (ICU methodology). A project impact also occurs at a non-hot-spot intersection when the project's increase in delay is 1.0 second or greater and the resulting LOS is E or F (HCM methodology).

A project impact occurs at a hot-spot intersection (or roadway segment) when the project's increase in ICU (or v/c ratio) is 0.01 or greater and the resulting LOS is F. A project impact also occurs at a hot-spot intersection when the project's increase in delay is 1.0 second or greater and the resulting LOS is F.

A cumulative impact occurs at a non-hot-spot intersection (or roadway segment) when the project's increase in ICU (or v/c) between Existing Baseline and Existing Plus Project conditions is 0.01 or greater and the Existing Plus Project LOS is A, B, C, or D, and the Existing Plus Project Plus Cumulative LOS is E or F. A cumulative impact also occurs at a non-hot-spot intersection when the project's increase in delay between Existing Baseline and Existing Plus Project conditions is 1.0 second or greater and the Existing Plus Project LOS is A, B, C, or D, and the Existing Plus Project Plus Cumulative LOS is E or F.

A cumulative impact occurs at a hot-spot intersection (or roadway segment) when the project's increase in ICU (or v/c) between Existing Baseline and Existing Plus Project conditions is 0.01 or greater and the Existing Plus Project LOS is A, B, C, D, or E, and the Existing Plus Project Plus Cumulative LOS is F. A cumulative impact also occurs at a hot-spot intersection when the project's increase in delay between Existing Baseline and Existing Plus Project conditions is 1.0 second or greater and the Existing Plus Project LOS is A, B, C, D, or E, and the Existing Plus Project Plus Cumulative LOS is F.

A buildout impact is the same as the cumulative criteria above for hot-spot and non-hot-spot locations.

According to the City of Dana Point General Plan Circulation Element (1995), LOS C is the minimum acceptable condition that should be maintained during the peak commute hours for primary

arterials, secondary arterials, and local streets (i.e., Stonehill Drive). A significant traffic impact occurs in Dana Point if a project causes a change in LOS from acceptable to unacceptable, or if a project causes an increase in the v/c or ICU of 0.01 or more, causing or worsening an unacceptable LOS, for both intersections and roadway segments.

Based on the direction from City staff, a peak-hour link analysis has been conducted for roadway segments that are significantly impacted by the project to evaluate the peak-hour operations of these roadways when traffic volumes are typically at their highest.

4.12.3 Existing Environmental Setting

The 17-acre project site is currently undeveloped and the northern portion of the site is vacant. A vehicle storage area, located on the central and southern portions of the project site, is secured by a chain-link fence. The vehicle storage area consists of a crushed-rock gravel surface and is not paved.

The project site is generally bounded to the south by Stonehill Drive, to the west by San Juan Creek Channel and Trail, to the east by the Los Angeles – San Diego – San Luis Obispo (LOSSAN) rail corridor, and to the north by the Capistrano Valley Mobile Estates mobile home park. ~~Additionally, directly south of the project site, an existing two-lane easement extends under the bridge at Stonehill Drive and connects the project site to neighboring parcels to the south.~~

Surrounding land uses include a mobile home park to the north; the San Juan Creek Channel and Trail, Creekside Park, and single-family residential uses to the west; the LOSSAN rail corridor and automobile dealerships to the east; and a hotel, a mobile home park, and commercial uses south of Stonehill Drive.

4.12.3.1 Existing Circulation System

Regional access to the project site is provided by Interstate 5 (I-5), Pacific Coast Highway (PCH, also known as State Route 1), State Route 73 (SR-73), and State Route 74 (SR-74, also known as Ortega Highway). The I-5 freeway bisects the central portion of the City in a north-south direction and is located less than 0.25 mile east of the project site; PCH extends in a north-south direction and is approximately 0.7 mile south of the project site; SR-73 extends in an east-west direction in the northern portion of the City and is located approximately 5.0 miles north of the project site; and Ortega Highway extends in an east-west direction approximately 3.2 miles north of the project site. Vehicular, pedestrian, and bicycle access to the project site is currently provided via a driveway on Stonehill Drive.

Key roadways in the vicinity of the project site are as follows:

- **Stonehill Drive:** Stonehill Drive is a roadway that provides direct access to the project site. It is a four-lane, east-west divided roadway that extends from Camino Capistrano to Niguel Road in Dana Point. Stonehill Drive is designated as a Primary Arterial east of the San Juan Creek Channel in the City's Circulation Element. West of the San Juan Creek Channel/Trail, Stonehill Drive is within the jurisdiction of the City of Dana Point. The speed limits along Stonehill Drive east and west of the San Juan Creek Channel are 50 miles per hour (mph) and 40 mph,

respectively. Curbside parking is permitted between the San Juan Creek Channel/Trail and Del Obispo Street, but not east of the San Juan Creek Channel/Trail.

- **Del Obispo Street:** Del Obispo Street is a north-south, four-lane divided roadway located west of the project site. Del Obispo Street is designated as a Secondary Arterial in the City’s Circulation Element. The speed limit along Del Obispo Street is 40 mph. Curbside parking is not permitted on either side of the street.
- **Camino Capistrano:** Camino Capistrano is a divided four-lane, north-south roadway located east of the project site. It extends south from Laguna Niguel, through the City, to its terminus in Dana Point. Camino Capistrano is designated as a Primary Arterial north of San Juan Creek Road and between mid-segment of the I-5 southbound ramps and Avenida Aeropuerto to the south, and a Secondary Arterial from mid-segment of the I-5 southbound ramps and Avenida Aeropuerto to San Juan Creek Road in the City’s Circulation Element. It is designated as a hot spot on its Secondary Arterial segment. The speed limit along Camino Capistrano north of Stonehill Drive is 45 mph. The speed limit varies between 30 mph and 40 mph south of Stonehill Drive. Curbside parking is permitted on both sides of this roadway in select locations.
- **Valle Road:** Valle Road is an undivided two-lane, north-south roadway located north of the project site. It extends from San Juan Creek Road to neighborhoods to the south. Valle Road is designated as a Commuter in the City’s Circulation Element. The speed limit is 35 mph. Curbside parking is not permitted on either side of Valle Road.
- **Avenida Aeropuerto:** Avenida Aeropuerto is an undivided two-lane, east-west local street located north of the project site. It extends from Camino Capistrano to the San Juan Creek Channel. Avenida Aeropuerto is designated as a Commuter in the City’s Circulation Element. The speed limit is 30 mph. Curbside parking is permitted in selected locations.
- **San Juan Creek Road:** San Juan Creek Road is an undivided four-lane, east-west roadway located north of the project site. It extends from east of San Juan Capistrano to its terminus at Camino Capistrano. San Juan Creek Road is designated as a Primary Arterial between Valle Road and Camino Capistrano, and a Secondary Arterial east of Valle Road in the City’s Circulation Element. The speed limit along San Juan Creek Road is 45 mph. Curbside parking is permitted in selected locations east of Valle Road.

Pedestrian Circulation. In support of the City’s General Plan Circulation Goal 3 to “provide an extensive public bicycle, pedestrian, and equestrian trails network,” the project will incorporate a continuous system of sidewalks within the project site. The pedestrian amenities within and adjacent to the site have been designed to comply with the City’s objective. Safe access to the public street system will be provided.

Sidewalks currently exist on both sides of Stonehill Drive in the project vicinity.

Bicycle Circulation. On-street (Class II) bike lanes are provided on both sides of Camino Capistrano (east of the project site), Stonehill Drive (west of and adjacent to the project site), and Del Obispo Street (west of the project site) and can connect bicyclists to the San Juan Creek Trail. Bicycle travel can occur along these routes to employment, shopping, or recreational destinations.

Transit Facilities. Transit facilities will be accessible to and from the project site. An OCTA bus stop is provided approximately 2,100 feet (ft) west of the Project Driveway on Del Obispo Street. OCTA Route 91 provides transportation to/from the Laguna Hills Transportation Center and the San Clemente Metrolink Station with a stop at the San Juan Capistrano Train Depot.

4.12.3.2 Existing Traffic Volumes and LOS Analysis

Consistent with City Administrative Policy 310, existing traffic volumes were collected over 3 consecutive days (Tuesday through Thursday, when schools were in session) by National Data & Surveying Services (NDS) in November 2018 for the study area intersections and roadway segments. Appendix A provides the existing traffic volume data.

Tables 4.12.A and 4.12.B summarize the results of the existing peak-hour Level of Service (LOS) analysis for the study area intersections using the Intersection Capacity Utilization (ICU) and Highway Capacity Manual (HCM) methodologies, respectively. The ICU methodology for signalized intersections compares the volume-to-capacity (v/c) ratios of conflicting turn movements at an intersection, sums up these critical conflicting v/c ratios for each intersection approach, and determines the overall ICU. The HCM intersection methodology presents LOS in terms of delay (in seconds per vehicle). The resulting delay is expressed in terms of LOS, as in the ICU methodology. As shown in Table 4.12.A and Table 4.12.B, all study area intersections, including the hot-spot intersections, currently operate at satisfactory LOS based on the ICU methodology and the HCM methodology, respectively.

Existing roadway segment average daily traffic (ADT) volumes (average of 3 days), v/c ratios, and LOS are presented in Table 4.12.C. As Table 4.12.C indicates, all study area roadway segments, including the hot-spot roadway, currently operate at satisfactory LOS, with the exception of Stonehill Drive between the Project Driveway and Del Obispo Street (LOS D), and Valle Road between San Juan Creek Road and the I-5 northbound ramps (LOS F).

4.12.4 Regulatory Setting

4.12.4.1 Federal Regulations

No federal policies or regulations pertaining to transportation are applicable to the proposed project.

4.12.4.2 State Regulations

Senate Bill 743. On September 27, 2013, Governor Jerry Brown signed Senate Bill (SB) 743 into law and started a process that changes the methodology of a transportation impact analysis as part of CEQA requirements. SB 743 directed the California Office of Planning and Research (OPR) to establish new CEQA guidance for jurisdictions that removes the level of service (LOS) method, which focuses on automobile vehicle delay and other similar measures of vehicular capacity or traffic congestion, from CEQA transportation analysis. Rather, vehicle miles traveled (VMT), or other measures that promote “the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses,” are now be used as the basis for determining significant transportation impacts in the State.

Table 4.12.A: Existing Intersection Level of Service Summary (ICU)

	Intersection	Control	Peak Hour	Existing	
				ICU	LOS
1	Camino Capistrano/San Juan Creek Rd ¹	Signal	AM	0.375	A
			PM	0.495	A
2	Camino Capistrano/I-5 SB Ramps ¹	Signal	AM	0.477	A
			PM	0.615	B
3	Camino Capistrano/Avenida Aeropuerto	Signal	AM	0.489	A
			PM	0.721	C
4	Camino Capistrano/Stonehill Dr - I-5 NB On-Ramp	Signal	AM	0.619	B
			PM	0.695	B
5	Camino Capistrano/Costco - AAMCO Driveways	Signal	AM	0.239	A
			PM	0.424	A
6	Doheny Park Rd/Victoria Blvd ²	Signal	AM	0.359	A
			PM	0.460	A
7	Doheny Park Rd/Las Vegas Ave - SR-1 NB Ramps ²	Signal	AM	0.465	A
			PM	0.660	B
8	Doheny Park Rd/SR-1 SB Off-Ramp ²	Signal	AM	0.319	A
			PM	0.427	A
9	Del Obispo St/Stonehill Dr ²	Signal	AM	0.758	C
			PM	0.694	B
10	Valle Rd/San Juan Creek Rd	Signal	AM	0.489	A
			PM	0.614	B
11	Valle Rd/I-5 NB Ramps - La Novia Ave	Roundabout	AM	N/A	N/A
			PM	N/A	N/A
12	Project Driveway/Stonehill Dr	TWSC	AM	N/A	N/A
			PM	N/A	N/A

¹ Intersection is considered a "Hot Spot" location (LOS E is acceptable).

² Intersection is located in Dana Point (the City of Dana Point considers LOS C acceptable).

ICU = intersection capacity utilization

LOS = level of service

N/A = not applicable

TWSC = two-way stop control

Table 4.12.B: Existing Intersection Level of Service Summary (HCM)

	Intersection	Control	Peak Hour	Existing	
				Delay (sec)	LOS
1	Camino Capistrano/San Juan Creek Rd ¹	Signal	AM	13.1	B
			PM	15.2	B
2	Camino Capistrano/I-5 SB Ramps ¹	Signal	AM	18.4	B
			PM	24.5	C
3	Camino Capistrano/Avenida Aeropuerto	Signal	AM	23.3	C
			PM	27.7	C
4	Camino Capistrano/Stonehill Dr - I-5 NB On-Ramp	Signal	AM	27.6	C
			PM	31.2	C
5	Camino Capistrano/Costco - AAMCO Driveways	Signal	AM	15.5	B
			PM	29.4	C
6	Doheny Park Rd/Victoria Blvd ²	Signal	AM	N/A	N/A
			PM	N/A	N/A
7	Doheny Park Rd/Las Vegas Ave - SR-1 NB Ramps ²	Signal	AM	N/A	N/A
			PM	N/A	N/A
8	Doheny Park Rd/SR-1 SB Off-Ramp ²	Signal	AM	N/A	N/A
			PM	N/A	N/A
9	Del Obispo St/Stonehill Dr ²	Signal	AM	N/A	N/A
			PM	N/A	N/A
10	Valle Rd/San Juan Creek Rd	Signal	AM	12.2	B
			PM	19.9	B
11	Valle Rd/I-5 NB Ramps - La Novia Ave	Roundabout	AM	7.7	A
			PM	9.7	A
12	Project Driveway/Stonehill Dr	TWSC	AM	>50.0	F
			PM	>50.0	F

Note: ■ = exceeds the City of San Juan Capistrano's LOS criteria

¹ Intersection is considered a "Hot Spot" location (LOS E is acceptable).

² Intersection is located in Dana Point (the City of Dana Point uses ICU not HCM for impact threshold).

HCM = Highway Capacity Manual LOS = level of service sec = seconds

ICU = intersection capacity utilization N/A = not applicable TWSC = two-way stop control

Table 4.12.C: Existing Roadway Segment Level of Service Summary

Roadway	Segment	No. of Lanes ¹	LOS E Capacity	Existing		
				ADT	V/C	LOS
Camino Capistrano	I-5 SB Ramps to Avenida Aeropuerto ²	4D	37,500	23,755	0.633	B
	Avenida Aeropuerto to Stonehill - I-5 NB On-Ramp	4D	37,500	24,165	0.644	B
	Stonehill - I-5 NB On-Ramp to Costco-AAMCO Driveways	4D	37,500	24,407	0.651	B
	Costco-AAMCO Driveways to Las Vegas - SR-1 NB Ramp ³	4D	37,500	19,681	0.525	A
San Juan Creek Rd	Valle to Camino Capistrano	4U	25,000	19,470	0.779	C
Stonehill Dr	Camino Capistrano to Project Driveway	4D	37,500	32,399	0.864	D
	Project Driveway to Del Obispo ³	4D	37,500	32,399	0.864	D
Valle Rd	San Juan Creek to I-5 NB Ramps - La Novia	2U	12,500	12,701	1.016	F

Note: ■ = exceeds the City of San Juan Capistrano's LOS criteria

¹ D = divided, and U = undivided

² Segment is considered a "Hot Spot" location (LOS E is acceptable).

³ Segment is located in Dana Point (the City of Dana Point considers LOS C acceptable).

ADT = average daily trips LOS = level of service SB = southbound V/C = volume-to-capacity ratio

I-5 = Interstate 5 NB = northbound SR-1 = State Route 1

State CEQA Guidelines Section 15064.3, Subdivision (b). In January 2018, the State of California Office of Planning and Research (OPR) submitted a proposal for comprehensive updates to the *State CEQA Guidelines* to the California Natural Resources Agency. The submittal included proposed updates related to the analysis of greenhouse gas (GHG) emissions, energy, transportation impacts pursuant to SB 743, and wildfires, as well as revisions to Section 15126.2(a) in response to the California Supreme Court's decision in *California Building Industry Association v. Bay Area Air Quality Management District* (2015) 62 Cal. 4th 369. On December 28, 2018, the updated *State CEQA Guidelines* went into effect.

As part of the update to the *State CEQA Guidelines*, Section 15064.3 was added and codifies that project-related transportation impacts are typically best measured by evaluating the project's VMT. Specifically, subdivision (b) focuses on specific criteria related to transportation analysis and is divided into four subdivisions: (1) land use projects, (2) transportation projects, (3), qualitative analysis, and (4) methodology. Subdivision (b)(1) provides guidance on determining the significance of transportation impacts of land use projects using VMT; projects located within 0.5 mile of high quality transit should be considered to have a less than significant impact. Subdivision (b)(2) addresses VMT associated with transportation projects and states that projects that reduce VMT, such as pedestrian, bicycle, and transit projects, should be presumed to have a less than significant impact. Subdivision (b)(3) acknowledges that Lead Agencies may not be able to quantitatively estimate VMT for every project type; in these cases, a qualitative analysis may be used. Subdivision (b)(4) stipulates that Lead Agencies have the discretion to formulate a methodology that would appropriately analyze a project's VMT. Although an agency may elect to be governed by the provisions of this section immediately, it is not required until July 1, 2020.

4.12.4.3 Regional Regulations

Orange County Congestion Management Program. The Orange County Transportation Authority (OCTA) is a multimodal transportation agency that began in 1991 with the consolidation of seven separate agencies. OCTA serves Orange County residents and travelers by providing the following: countywide bus and paratransit service; Metrolink rail service; the 91 Express Lanes; freeway, street, and road improvement projects; individual and company commuting solutions; motorist aid services; and regulation of taxi operations. State law requires that a Congestion Management Program (CMP) be developed, adopted, and updated biennially for every county that includes an urbanized area, and requires that it include every city and the county government within that county. As the Congestion Management Agency for Orange County, OCTA is responsible for implementing the Orange County CMP.

OCTA adopted the CMP in 1991 to reduce traffic congestion and to provide a mechanism for coordinating land use and development decisions in Orange County. Compliance with the CMP requirements ensures a city's eligibility to compete for State gas tax funds for local transportation projects.

4.12.4.4 Local Regulations

City of San Juan Capistrano General Plan. The City of San Juan Capistrano General Plan was approved by the City Council in December 1999, with the exception of the Housing Element, which was updated and adopted by the City Council in January 2014. In May 2002, the City Council

approved a General Plan Amendment, which included a variety of changes to several of the General Plan Elements.

The City's General Plan is the principal land use document guiding development within the City. The City's General Plan is a comprehensive plan that establishes goals, objectives, and policies intended to guide growth and development in the City. The General Plan also serves as a blueprint for development throughout the community and is the vehicle through which the community needs, desires, and aspirations are balanced. The San Juan Capistrano General Plan is the fundamental tool for influencing the quality of life in the City.

Circulation Element. The Circulation Element (1999) aims to guide the continued development and implementation of the circulation system to support existing and planned development. The Circulation Element also established acceptable roadway service levels and identifies improvements required to maintain these service levels. It is the stated goal of the City to maintain traffic and transportation LOS at LOS D, with the exception of Camino Capistrano/San Juan Creek Road and Camino Capistrano/I-5 southbound ramps (hot-spot intersections) and Camino Capistrano between the I-5 southbound ramps and Avenida Aeropuerto (hot-spot roadway segment), where LOS E is considered satisfactory. The Circulation Element also encourages the use of other transportation modes, including transit, walking, bicycling, and equestrian riding to reduce the demand on the transportation system and improve air quality. The following goals and policies applicable to the proposed project are presented in the Circulation Element:

Circulation Goal 1: Provide a system of roadways that meets the needs of the community.

Policy 1.1: Provide and maintain a City circulation system that is in balance with the land uses in San Juan Capistrano.

Policy 1.4: Improve the San Juan Capistrano circulation system roadways in concert with land development to ensure sufficient levels of service.

Circulation Goal 3: Provide an extensive public bicycle, pedestrian, and equestrian trails network.

Policy 3.1: Provide and maintain an extensive trails network that supports bicycles, pedestrians, and horses and is coordinated with those networks of adjacent jurisdictions.

Circulation Goal 4: Minimize the conflict between the automobile, commercial vehicles, pedestrians, horses, and bicycles.

Policy 4.1: Provide sufficient right-of-way widths along roadways to incorporate features that buffer pedestrians, horses, and bicycles from vehicular traffic.

Policy 4.2: Provide traffic management improvements within areas where through traffic creates public safety problems.

Policy 4.3: Install additional street improvements within areas where necessary to improve vehicular and non-vehicular safety.

San Juan Capistrano Municipal Code. The City's Municipal Code was adopted in 1980 and includes the following regulations related to transportation.

Section 9-3.535, Parking. Section 9-3.535, Parking, of the Municipal Code establishes parking requirements for development projects in the City. The proposed project involves development of a new Ganahl Lumber hardware store, lumber yard, vehicle storage facility, and restaurant uses within the City, which will establish parking requirements in compliance with the City's Zoning Code. The Ganahl Lumber hardware store and lumber yard includes a total of 165 parking spaces which be consistent with the City's Zoning Code and would provide a surplus of 5 parking spaces on the project site.

The proposed drive-through restaurant uses are required to provide a minimum of 1 parking space per patron based on the restaurant's total capacity, plus 1 additional parking space per employee per shift. Although tenants for the proposed restaurant uses have not yet been identified, and therefore the total number of required spaces cannot be determined yet, the project site has sufficient space and would comply with the City's parking requirements.

4.12.5 Thresholds of Significance

The thresholds for transportation impacts used in this analysis are consistent with Appendix G of the *State CEQA Guidelines* and the City's *Local Guidelines for Implementing CEQA* (2019). The proposed project may be deemed to have a significant impact with respect to transportation if it would:

Threshold 4.12.1: Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Threshold 4.12.2: Conflict or be inconsistent with CEQA Guidelines section 15064.3 or will 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?

Threshold 4.12.3: Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Threshold 4.12.4: Result in inadequate emergency access?

The Initial Study, included as Appendix A, substantiates that there would be no impacts associated with Threshold 4.12.3 as vehicular traffic to and from the project site would utilize the existing network of regional and local roadways that currently serve the project site area. Further, design of the proposed project's internal private roadways, ingress, egress, and other streetscape changes, would be subject to review by the City's Department of Public Works for compliance with City regulations. Therefore, the proposed project would not impact traffic safety due to a design feature

In addition, the Initial Study substantiates that impacts associated with Threshold 4.12.4 would be less than significant as access to the project site would be provided via a proposed signalized intersection at Stonehill Drive and the southwestern corner of the project site. In addition, a two-lane easement travelling north/south from the northwestern corner of the project site to Avenida Aeropuerto is proposed to provide emergency ingress/egress to and from the project site to the north. Therefore, emergency access to and from the project site would be improved and impacts related to emergency access would be less than significant. These thresholds will not be addressed in the following analysis.

4.12.6 Project Impacts

Threshold 4.12.1: Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Construction – Less than Significant Impact. As described further in Section 3.0, Project Description, construction equipment and vehicles will be staged on site. Although the project does not include any characteristics (e.g., permanent road closure or long-term blocking of road access) that would physically impair or otherwise interfere with transit, roadways, bicycle facilities, and/or pedestrian facilities in the project vicinity, the project would require temporary lane closures on Stonehill Drive to allow for utility connections and the proposed traffic signal located at the southwestern corner of the site and Stonehill Drive.

Project construction would take up to 1.5 years. During project construction, a total of 32 workers would be on the site per day (8 hours per day per person). Assuming 32 trucks per day, applying a passenger car equivalent (PCE) factor of 2.5 and a uniform arrival/departure of the trucks during an 8-hour day, the resultant construction truck generation (in PCEs) would be 160 ADT, 20 a.m. peak-hour trips (10 inbound and 10 outbound), and 20 p.m. peak-hour trips (10 inbound and 10 outbound). The total construction worker *and* truck trip generation (in PCEs) would be 256 ADT, 52 a.m. peak-hour trips (42 inbound and 10 outbound), and 52 p.m. peak-hour trips (10 inbound and 42 outbound). Because the construction trip generation would be significantly less than the net trip generation of the proposed project (which would generate 3,486 ADT, 312 a.m. peak-hour trips and 213 p.m. peak hour trips), construction traffic impacts would be less than significant.

Although construction traffic would be less than traffic generated by project operation, the project would be required to adhere to all applicable City requirements and would implement recommendations outlined in the *California Manual on Uniform Traffic Control Devices* (Caltrans 2014)¹ to reduce potential impacts on the local circulation system during project construction. Among other things, this manual recommends early coordination with affected agencies to ensure that emergency vehicle access is maintained. Therefore, construction of the project would result in less than significant traffic impacts related to potential conflicts with plans, programs, ordinances, or policies addressing the local circulation system, and no mitigation would be required.

¹ Caltrans. 2014. *California Manual on Uniform Traffic Control Manual*. Website: <https://dot.ca.gov/programs/traffic-operations/camutcd/camutcd-rev4> (accessed November 2019).

Operation – Significant and Unavoidable Impact. The proposed project would be required to comply with General Plan policies addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. The Project would also be required to comply with City Council Policy No. 310, which establishes metrics for determining traffic impacts, consistent transportation-related goals and policies in the City’s General Plan, and the Orange County Congestion Management Program (CMP) (2017). The project’s consistency with these plans is described in detail below.

Conformance with the General Plan. The proposed project would be required to comply with transportation related goals and policies in the City’s General Plan (refer to Section 4.12.3.4, above, for a list of goals and policies applicable to the proposed project) as described below.

As previously stated, vehicle access to the project site will be provided via a proposed signalized driveway at Stonehill Drive and the southwestern corner of the project site.¹ Due to the proximity of the proposed signal to the existing signal at Camino Capistrano/Stonehill Drive, the signal would be coordinated to minimize vehicle delays, stops, and queuing. A deceleration lane in the westbound direction would be constructed on Stonehill Drive to enhance safety and traffic flow for right-turn access to the project site. An LOS analysis was conducted at the proposed traffic signal at Stonehill Drive and the southwestern corner of the project site, which confirmed that this intersection would operate at LOS C or better during both peak hours using the ICU and HCM methodologies.

In addition to adding a signal at the intersection of the Project Driveway and Stonehill Drive, the project would also connect the project site to nearby sidewalks and bicycle routes on Stonehill Drive through the installation of new sidewalks that would travel from Stonehill Drive to the Project Driveway and internal parking areas. The project would also allow for the continuation of existing on-street (Class II) bike lanes provided on Camino Capistrano (east of the project site), Stonehill Drive (west of the project site), and Del Obispo Street (west of the project site). These existing bicycle lanes also serve to connect the project area with the San Juan Creek Trail (west of the site) and surrounding residential, employment, commercial, and recreational destinations. As such, the project would be consistent with the City’s goals of providing a circulation system that meets the needs of the community and minimizing conflict between vehicles, pedestrians, equestrians, and bicycles (Circulation Element Goals 1 and 4). In addition, the installation of the proposed signal would be consistent with the City’s intention of installing street improvements within areas where necessary to improve safety and improving the circulation system in concert with land development (Circulation Element Policies 1.1 and 4.3). As such, the proposed project would not conflict with applicable provisions in the City’s General Plan Circulation Element.

Conformance with Administration Policy No. 310. City Council Policy No. 310 requires development projects to conduct a transportation impact analysis to analyze conformance with

¹ Installation of the proposed signal is included as part of the project because of the results of a peak-hour traffic signal warrant analysis, which concluded installation of a traffic signal would be warranted under the Existing Plus Project condition.

the transportation strategies, goals, and policies in the General Plan and address adverse impacts to the transportation system.

In order to assess the project’s consistency with City Administrative Policy 310, a trip generation analysis was first conducted to determine the number of trips that would occur following implementation of the project. As shown in Table 4.12.D, the project has the potential to generate approximately 3,486 ADT, including 312 trips (168 inbound and 144 outbound) in the a.m. peak hour and 219 trips (103 inbound and 116 outbound) in the p.m. peak hour.

Table 4.12.D: Project Trip Generation Summary

Land Use	Size	Unit	ADT	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Trip Rates									
Fast-Food Restaurant ¹		TSF	470.95	20.50	19.69	40.19	16.99	15.68	32.67
Vehicle Storage ²		Spaces	0.43	0.01	0.01	0.02	0.01	0.01	0.02
Existing Trip Generation									
Vehicle Storage ²	752	Spaces	322	8	10	18	6	7	13
Project Trip Generation									
Fast-Food Restaurants	6,000	TSF	2,826	123	118	241	102	94	196
Vehicle Storage	399	Spaces	172	4	4	8	4	4	8
Ganahl Lumber ⁴	161,385	TSF	2,223	109	90	199	54	72	126
Subtotal			5,221	236	212	448	160	170	330
Fast-Food Pass-By Trip Reduction³			1,413	60	58	118	51	47	98
Total			3,808	176	154	330	109	123	232
Net Trip Generation (Project - Existing)			3,486	168	144	312	103	116	219

Note: Proposed building includes 16,311 TSF of overhang areas.

¹ Trip rates referenced from the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 10th Edition (2017), Land Use Code 934 - Fast-Food Restaurant with Drive-Through Window.

² Trip rates and trip generation are based on count data collected at the existing site.

³ Pass-by percentages are based on the ITE Trip Generation Handbook (Daily 50%, AM 49%, and PM 50%).

⁴ Trips were based on the average trip generation for the existing Ganahl Lumber facilities in Costa Mesa, Anaheim, and Los Alamitos.

ADT = average daily trips

TSF = thousand square feet

In order to determine impacts at roadway intersections associated with implementation of the project (i.e., the Existing Plus Project condition), the results of the trip generation analysis for the proposed project were added to existing baseline traffic volumes at the study area intersections. Tables 4.12.E and 4.12.F summarize the results of the Existing Plus Project peak-hour LOS analysis using the ICU and HCM methodologies, respectively. As shown in Table 4.12.E, all study area intersections, including the hot-spot intersections, are anticipated to operate at satisfactory LOS based on the ICU methodology. As shown in Table 4.12.F, all study area intersections, including the hot-spot intersections, are anticipated to operate at satisfactory LOS based on the HCM methodology. Therefore, a significant impact would not occur at any study area intersection based on the ICU and HCM methodologies. No mitigation would be required.

Table 4.12.E: Existing Plus Project Intersection Level of Service Summary (ICU)

Intersection	Control	Peak Hour	1		2		3	
			Existing		Existing Plus Project		Project Impact ²	
			ICU	LOS	ICU	LOS	ICU	Yes/No
1 Camino Capistrano/San Juan Creek Rd ¹	Signal	AM	0.375	A	0.374	A	-0.001	No
		PM	0.495	A	0.496	A	0.001	No
2 Camino Capistrano/I-5 SB Ramps ¹	Signal	AM	0.477	A	0.483	A	0.006	No
		PM	0.611	B	0.620	B	0.009	No
3 Camino Capistrano/Avenida Aeropuerto	Signal	AM	0.489	A	0.504	A	0.015	No
		PM	0.721	C	0.732	C	0.011	No
4 Camino Capistrano/Stonehill Dr - I-5 NB On-Ramp	Signal	AM	0.619	B	0.636	B	0.017	No
		PM	0.695	B	0.713	C	0.018	No
5 Camino Capistrano/Costco - AAMCO Driveways	Signal	AM	0.239	A	0.237	A	-0.002	No
		PM	0.424	A	0.426	A	0.002	No
6 Doheny Park Rd/Victoria Blvd ³	Signal	AM	0.359	A	0.339	A	-0.020	No
		PM	0.460	A	0.433	A	-0.027	No
7 Doheny Park Rd/Las Vegas Ave - SR-1 NB Ramps ³	Signal	AM	0.465	A	0.476	A	0.011	No
		PM	0.660	B	0.667	B	0.007	No
8 Doheny Park Rd/SR-1 SB Off-Ramp ³	Signal	AM	0.319	A	0.319	A	0.000	No
		PM	0.427	A	0.427	A	0.000	No
9 Del Obispo St/Stonehill Dr ³	Signal	AM	0.758	C	0.770	C	0.012	No
		PM	0.694	B	0.703	C	0.009	No
10 Valle Rd/San Juan Creek Rd	Signal	AM	0.489	A	0.489	A	0.000	No
		PM	0.614	B	0.614	B	0.000	No
11 Valle Rd/I-5 NB Ramps - La Novia Ave	Roundabout	AM	N/A	N/A	N/A	N/A	N/A	N/A
		PM	N/A	N/A	N/A	N/A	N/A	N/A
12 Project Driveway/Stonehill Dr ⁴	Signal	AM	N/A	N/A	0.668	B	-	No
		PM	N/A	N/A	0.564	A	-	No

¹ Intersection is considered a "Hot Spot" location (LOS E is acceptable).

² A significant project impact occurs when the ICU in (2) minus the ICU in (1) is 0.01 or greater, and the LOS in (2) is E or F.

³ Intersection is located in Dana Point (the City of Dana Point considers LOS C acceptable).

⁴ The intersection is currently two-way stop controlled. A signal is proposed as part of the project.

I-5 = Interstate 5

ICU = intersection capacity utilization

LOS = level of service

N/A = not applicable (evaluated using the *Highway Capacity Manual* methodology)

NB = northbound

SB = southbound

SR-1 = State Route 1

Table 4.12.F: Existing Plus Project Intersection Level of Service Summary (HCM)

	Intersection	Control	Peak Hour	1		2		3	
				Existing		Existing Plus Project		Project Impact ²	
				Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	Yes/No
1	Camino Capistrano/San Juan Creek Rd ¹	Signal	AM	13.1	B	13.1	B	0.0	No
			PM	15.2	B	15.2	B	0.0	No
2	Camino Capistrano/I-5 SB Ramps ¹	Signal	AM	18.4	B	18.6	B	0.2	No
			PM	24.5	C	24.7	C	0.2	No
3	Camino Capistrano/Avenida Aeropuerto	Signal	AM	23.3	C	23.4	C	0.1	No
			PM	27.7	C	28.3	C	0.6	No
4	Camino Capistrano/Stonehill Dr - I-5 NB On-Ramp	Signal	AM	27.6	C	28.4	C	0.8	No
			PM	31.2	C	33.9	C	2.7	No
5	Camino Capistrano/Costco - AAMCO Driveways	Signal	AM	15.5	B	15.5	B	0.0	No
			PM	29.4	C	29.4	C	0.0	No
6	Doheny Park Rd/Victoria Blvd ³	Signal	AM	N/A	N/A	N/A	N/A	N/A	N/A
			PM	N/A	N/A	N/A	N/A	N/A	N/A
7	Doheny Park Rd/Las Vegas Ave - SR-1 NB Ramps ³	Signal	AM	N/A	N/A	N/A	N/A	N/A	N/A
			PM	N/A	N/A	N/A	N/A	N/A	N/A
8	Doheny Park Rd/SR-1 SB Off-Ramp ³	Signal	AM	N/A	N/A	N/A	N/A	N/A	N/A
			PM	N/A	N/A	N/A	N/A	N/A	N/A
9	Del Obispo St/Stonehill Dr ³	Signal	AM	N/A	N/A	N/A	N/A	N/A	N/A
			PM	N/A	N/A	N/A	N/A	N/A	N/A
10	Valle Rd/San Juan Creek Rd	Signal	AM	12.2	B	12.2	B	0.0	No
			PM	19.9	B	19.9	B	0.0	No
11	Valle Rd/I-5 NB Ramps - La Novia Ave	Roundabout	AM	7.7	A	7.7	A	0.0	No
			PM	9.7	A	9.7	A	0.0	No
12	Project Driveway/Stonehill Dr ⁴	Signal	AM	>50.0	F	20.5	C	-	No
			PM	>50.0	F	19.0	B	-	No

Note: ■ = exceeds the City of San Juan Capistrano's level of service (LOS) criteria

¹ Intersection is considered a "Hot Spot" location (LOS E is acceptable).

² A significant project impact occurs when the delay in (2) minus the delay in (1) is 1.0 seconds or greater, and the LOS in (2) is E or F.

³ Intersection is located in Dana Point (the City of Dana Point uses ICU not HCM for impact thresholds).

⁴ The intersection is currently two-way stop controlled. A signal is proposed as part of the project, which would provide an improvement to delay and LOS.

HCM = Highway Capacity Manual

I-5 = Interstate 5

ICU = intersection capacity utilization

LOS = level of service

N/A = not applicable

NB = northbound

SB = southbound

sec = seconds

SR-1 = State Route 1

In addition to assessing project impacts on roadway intersections, project-related impacts to roadway segments were also evaluated for conformance with City Administrative Policy No. 310. As part of this assessment, the trip generation results for the proposed project were added to existing baseline traffic volumes at study area roadway segments. Existing Plus Project roadway segment ADT volumes, v/c ratios, and LOS are presented in Table 4.12.G. As Table 4.12.G indicates, all study area roadway segments, including the hot-spot roadways, are anticipated to operate at satisfactory LOS with the project, with the exception of Stonehill Drive between Camino Capistrano and the Project Driveway (LOS E), Stonehill Drive between the Project Driveway and Del Obispo Street (LOS D), and Valle Road between San Juan Creek Road and the I-5 northbound ramps (LOS F). The v/c ratios for Stonehill Drive between Camino

Table 4.12.G: Existing Plus Project Roadway Segment Level of Service Summary

Roadway	Segment	No. of Lanes ¹	LOS E Capacity	1			Project ADT	2			3	
				Existing				Existing Plus Project			Project Impact ²	
				ADT	V/C	LOS		ADT	V/C	LOS	Δ V/C	Yes/No
Camino Capistrano	I-5 SB Ramps to Avenida Aeropuerto ³	4D	37,500	23,755	0.633	B	287	24,042	0.641	B	0.008	No
	Avenida Aeropuerto to Stonehill - I-5 NB On-Ramp	4D	37,500	24,165	0.644	B	430	24,595	0.656	B	0.012	No
	Stonehill - I-5 NB On-Ramp to Costco-AAMCO Driveways	4D	37,500	24,407	0.651	B	232	24,639	0.657	B	0.006	No
	Costco-AAMCO Driveways to Las Vegas - SR-1 NB Ramp ⁴	4D	37,500	19,681	0.525	A	98	19,779	0.527	A	0.002	No
San Juan Creek Rd	Valle to Camino Capistrano	4U	25,000	19,470	0.779	C	-5	19,465	0.779	C	0.000	No
Stonehill Dr	Camino Capistrano to Project Driveway	4D	37,500	32,399	0.864	D	2,584	34,983	0.933	E	0.069	Yes
	<i>AM Peak Hour – eastbound</i>	2	3,200	1,672	0.523	A	102	1,774	0.554	A	0.031	No
	<i>westbound</i>	2	3,200	904	0.283	A	126	1,030	0.322	A	0.039	No
	<i>PM Peak Hour – eastbound</i>	2	3,200	1,300	0.406	A	85	1,385	0.433	A	0.027	No
	<i>westbound</i>	2	3,200	1,417	0.443	A	76	1,493	0.467	A	0.024	No
	Project Driveway to Del Obispo ²	4D	37,500	32,399	0.864	D	632	33,031	0.881	D	0.017	Yes
	<i>AM Peak Hour – eastbound</i>	2	3,200	1,612	0.504	A	31	1,643	0.513	A	0.009	No
	<i>westbound</i>	2	3,200	898	0.281	A	26	924	0.289	A	0.008	No
	<i>PM Peak Hour – eastbound</i>	2	3,200	1,262	0.394	A	19	1,281	0.400	A	0.006	No
<i>westbound</i>	2	3,200	1,406	0.439	A	22	1,428	0.446	A	0.007	No	
Valle Rd	San Juan Creek to I-5 NB Ramps - La Novia	2U	12,500	12,701	1.016	F	17	12,718	1.017	F	0.001	No

Note: **█** = exceeds the City of San Juan Capistrano's LOS criteria

Italics = peak-hour link analysis

¹ D = divided, and U = undivided

² A significant project impact occurs when the V/C in (2) minus the V/C in (1) is 0.01 or greater, and the LOS in (2) is E or F.

³ Segment is considered a "Hot Spot" location (LOS E is acceptable).

⁴ Segment is located in Dana Point (the City of Dana Point considers LOS C acceptable).

ADT = average daily trips

I-5 = Interstate 5

LOS = level of service

NB = northbound

SB = southbound

SR-1 = State Route 1

V/C = volume-to-capacity ratio

Capistrano and the Project Driveway and between the Project Driveway and Del Obispo Street would increase by 0.069 and 0.017, respectively, in the Existing Plus Project condition. These are considered *significant unavoidable impacts* because there is no available right-of-way as a feasible improvement to widen Stonehill Drive to provide additional roadway capacity. However, the v/c ratio does not increase by 0.01 or greater for Valle Road between San Juan Creek Road and the I-5 northbound ramps in the Existing Plus Project condition. Although a significant project impact would occur at two study area roadway segments (Stonehill Drive between Camino Capistrano and the Project Driveway and between the Project Driveway and Del Obispo Street), a peak-hour link analysis shows that each segment would operate at satisfactory LOS in both directions during the peak hours.

In summary, the project would result in conflicts with City Administrative Policy No. 310 due to project-related significant unavoidable impacts to roadway segments in the Existing Plus Project Condition. No mitigation is available to reduce this impact to a less than significant level. Therefore, impacts to roadway segments would remain significant and unavoidable following implementation of the proposed project.

Conformance with the Orange County CMP – Less than Significant Impact. As previously noted, a TIA is required for CMP purposes for any proposed development generating 2,400 or more daily trips, with the exception of developments that will directly access a CMP Highway System roadway segment, for which the threshold for requiring a TIA is reduced to 1,600 or more trips per day. Because the proposed project is estimated to generate 3,486 daily trips, a TIA was prepared for the proposed project in compliance with CMP standards.

Based on CMP requirements, the study area for a project must extend far enough to cover any CMP roadway segment on which the project traffic would represent 3 percent or more of the roadway segment's LOS E capacity. Within San Juan Capistrano, the CMP Highway System includes one arterial – Ortega Highway. The Ortega Highway/Interstate 5 (I-5) ramp intersection is the only CMP intersection in the City. Due to the distance of this intersection to the project site, project-related traffic would not represent 3 percent or more of this intersection's capacity. As such, no further analysis of project-related impacts on CMP roadway segments and/or intersections is required. Therefore, the proposed project would not result in conflicts with the Orange County CMP, and no mitigation would be required.

Threshold 4.12.2: Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3 or will 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?

Less than Significant Impact. According to *State CEQA Guidelines* Section 15064.3(a), project-related transportation impacts are generally best measured by evaluating the project's vehicle miles traveled (VMT). VMT refers to the amount and distance of automobile travel attributable to a project.

State CEQA Guidelines Section 15064.3(b) sets forth criteria for analyzing transportation impacts, breaking down the methodology based on project type and specifying other criteria for conducting VMT analysis.

For land use projects, VMT exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects located within 0.5 mi of an existing high-quality transit corridor should be considered to have a less than significant impact. *State CEQA Guidelines* Section 15064.3(b)(2) addresses VMT associated with transportation projects and states that projects that reduce VMT, such as pedestrian, bicycle, and transit projects, should be presumed to have a less than significant impact. Subdivision (b)(3) of the *State CEQA Guidelines*, Section 15064.3, acknowledges that Lead Agencies may not be able to quantitatively estimate VMT for every project type; in these cases, a qualitative analysis may be used. The regulation goes on to state that Lead Agencies have the discretion to formulate a methodology that would appropriately analyze a project's VMT. (*State CEQA Guidelines* Section 15064.3(b)(4)). It is important to note that *State CEQA Guidelines* Section 15064.3(c) states that while an agency may elect to be governed by the provisions of this section immediately, it is not required until July 1, 2020.

The *Technical Advisory on Evaluating Transportation Impacts in CEQA* (OPR 2018) includes recommended thresholds for determining VMT impacts for land use development project. According to the technical advisory, a net increase in total VMT may indicate a significant transportation impact for retail projects because retail development projects typically redistribute shopping trips rather than creating new trips. According to the *Ganahl Lumber Development Project Traffic Impact Analysis*, the proposed project would replace an existing Ganahl Lumber hardware store located at 34162 Doheny Park Road in Capistrano Beach (approximately 0.50 mile south of the project site). In addition, the proposed project would include a fast-food restaurant use, which is intended for nearby residents of the surrounding community and users already driving along Stonehill Drive. The project also includes a vehicle storage lot for 399 vehicles, which will replace the existing vehicle storage lot located on the project site. Because the proposed project would replace an existing Ganahl Lumber hardware store within close proximity to the project site, provide local-serving retail/restaurant uses, and replace the existing vehicle storage spaces, there would be no net increase in VMT within the project area as a result of project implementation.

At this time, the City has not adopted a methodology to analyze VMT impacts within its jurisdiction. In addition, the City does not currently have thresholds or standards in place for assessing potential VMT impacts. Therefore, this information is provided for disclosure purposes only, and traffic impacts in this Draft EIR for CEQA purposes are based on the City's LOS thresholds.

CMP Facilities. As stated above, the Ortega Highway/Interstate 5 (I-5) ramp intersection is the only CMP intersection in the City. Due to the distance of this intersection to the project site, project-related traffic would not represent 3 percent or more of this intersection's capacity. As such, no further analysis of project-related impacts on CMP roadway segments and/or intersections is required. Therefore, the proposed project would not result in conflicts with the Orange County CMP, and no mitigation would be required.

4.12.7 Level of Significance Prior to Mitigation

Impacts have been identified related to conflicts with City Administrative Policy No. 310, which was adopted by the City for the purpose of establishing thresholds for determining traffic impacts. Specifically, the following roadway segments were determined to operate at unsatisfactory levels of service in the Existing Plus Project Condition: Stonehill Drive between Camino Capistrano and the Project Driveway (LOS E), Stonehill Drive between the Project Driveway and Del Obispo Street (LOS D), and Valle Road between San Juan Creek Road and the I-5 northbound ramps (LOS F). These are considered significant unavoidable impacts because there is no available right-of-way as a feasible improvement on these roadway segments to provide additional roadway capacity. However, the v/c ratio does not increase by 0.01 or greater for Valle Road between San Juan Creek Road and the I-5 northbound ramps in the Existing Plus Project condition. Although a significant project impact would occur at two study area roadway segments (Stonehill Drive between Camino Capistrano and the Project Driveway and between the Project Driveway and Del Obispo Street), a peak-hour link analysis shows that each segment would operate at satisfactory LOS in both directions during the peak hours.

4.12.8 Regulatory Compliance Measures and Mitigation Measures

4.12.8.1 Regulatory Compliance Measures (RCMs)

No regulatory compliance measures are required for the proposed project.

4.12.8.2 Mitigation Measures (MMs)

No mitigation is required for the proposed project.

4.12.9 Level of Significance after Mitigation

As previously stated, a significant project impact would occur at two study area roadway segments (Stonehill Drive between Camino Capistrano and the Project Driveway and between the Project Driveway and Del Obispo Street). These are considered significant unavoidable impacts because there is no available right-of-way as a feasible improvement to provide additional roadway capacity.

4.12.10 Cumulative Impacts

As defined in the *State CEQA Guidelines*, cumulative impacts are the incremental effects of an individual project when viewed in connection with the effects of past, current, and probable future projects. The cumulative impact area for traffic/transportation is the City of San Juan Capistrano. A list of approved/pending projects provided by the City was reviewed to determine whether projects in the vicinity of the project site (if any) should be included in the cumulative condition. With concurrence from the City, the approved/pending projects listed in Table 4.12.H were identified as cumulative projects.

Table 4.12.H: Cumulative Projects Summary

Project Name ¹		Location ²	Description
1	San Juan Hills High School	West of La Pata Avenue	2,200-student public high school (92 percent occupied - 2,021 students)
2	J. Serra Catholic High School	North and South of J. Serra Road and West of I-5	2,000-student private high school (52 percent occupied - 1,050 students)
3	Oliva TTM 16146 (Belladonna Estates)	West side of Del Obispo Street and South of Calle Aspero	Development of 31 single-family detached units (fully occupied)
4	T16634 Whispering Hills	West of La Pata Avenue and North of Prima Deshecha Canada Landfill	Development of 155 single-family detached units (140 units occupied)
5	Pacifica San Juan	East of I-5 extending from McCracken Hill south to Camino Las Ramblas	Development of 23 single-family estate units, 311 single-family detached units, and 82 multi-family units (123 units occupied)
6	24-Hour Fitness	South side of Calle Arroyo and West of Rancho Viejo Road	Development of a 38,000 sf health club (open)
7	Plaza Banderas	Northeast corner of El Camino Real and SR-74 (Ortega Highway)	Development of a 124-room hotel and a 14,500 sf restaurant
8	The Oaks	South side of Ortega Highway and West of Reata Park	Development of 32 single-family detached units (16 units occupied)
9	Kimpton Hotel	Southeast corner of Camino Capistrano and Forster	Development of a 102-room hotel and a 3,500 sf restaurant
10	Distrito La Novia-San Juan Meadows	North and South sides of La Novia Avenue, East of Valle Road	Development of 90 single-family attached units, 50 multi-family attached units, and 93 single-family detached units; and 75,100 gross sf of commercial, 16,000 gross sf of office uses, and an equestrian center
11	Church of Latter Day Saints	North side of Vista Montana and West of La Pata Avenue	Development of a 16,558 sf church (under construction)
12	Oliva TTM 17655 (Belladonna Estates)	West side of Del Obispo Street and South of Calle Aspero	Development of 9 single-family dwelling units (8 units occupied)
13	The River Street Project	North of Del Obispo on Paseo Adelanto through to Los Rios	Development of 57,600 sf of commercial use
14	The Farm on Del Obispo	32382 Del Obispo	Development of 180 single-family dwelling units
15	Chick-fil-a Restaurant	31872 Del Obispo	Development of 2,905 sf of retail use
16	Starbucks Café with a drive-through	32291 Camino Capistrano	Development of a 2,200 sf coffee shop with drive-through
17	Mountain View Church	32382 Del Obispo Street	Development of a 17,000 sf church (under construction)
18	Tirador Residential Development Project	Southwest corner of Paseo Tirador and Calle Arroyo	Development of 132 dwelling units
19	Downtown Playhouse	Southeast corner of Ortega Highway and El Camino Real	Development of 3,300 sf of office, 31,500 sf of retail and 7,700 sf of theatre
20	Mission Grill	31721 Camino Capistrano	Development of 7,500 sf of office, 4,700 sf of retail and 3,700 sf of restaurant

¹ Cumulative projects provided/confirmed by City staff in November 2018.

² Cumulative project locations are shown on Figure 7.

sf = square foot/feet

4.12.10.1 Project Plus Cumulative (Opening Year 2024) Condition

Significant Unavoidable Impact. According to the project Applicant, the project will open in 2024. To develop a Year 2024 condition, an ambient growth rate of 0.5 percent per year (i.e., 3 percent total growth) was applied to the existing 2018 traffic counts. This condition also included the proposed project trips and manually assigned trips generated by approved and/or pending projects. Application of a 0.5 percent per year growth rate to the existing traffic volumes is considered conservative and would account for any additional future development in the project vicinity.

Table 4.12.H summarizes the list of approved/pending projects provided by City staff. This list was reviewed to identify projects in the vicinity of the project site that would contribute traffic in the study area beyond the ambient growth already assumed.

Tables 4.12.I and 4.12.J summarize the results of the Existing Plus Project Plus Cumulative peak hour LOS analysis for the study area intersections using the ICU and HCM methodologies, respectively. As shown in Table 4.12.I, all study area intersections, including the hot-spot intersections, are forecast to operate at satisfactory LOS based on the ICU methodology, with the exception of Del Obispo Street/Stonehill Drive (LOS D in the a.m. peak hour). The proposed project would add more than 0.01 to the v/c ratio at this intersection (0.012). This is considered a significant unavoidable impact because there is no available right-of-way as a feasible improvement to widen Del Obispo Street or Stonehill Drive. In addition, this intersection is located within the City of Dana Point and mitigation cannot be enforced within another jurisdiction outside the City of San Juan Capistrano. Therefore, a significant project impact would occur at one study area intersection based on the ICU methodology.

As shown in Table 4.12.J, all study area intersections, including the hot-spot intersections, are forecast to operate at satisfactory LOS based on the HCM methodology. Therefore, a significant project impact would not occur at any study area intersection based on the HCM methodology.

Existing Plus Project Plus Cumulative roadway segment ADT volumes, v/c ratios, and LOS are presented in Table 4.12.K. As Table 4.12.K indicates, all study area roadway segments, including the hotspot roadways, are forecast to operate at satisfactory LOS, with the exception of San Juan Creek Road between Valle Road and Camino Capistrano (LOS E), Stonehill Drive between Camino Capistrano and the Project Driveway (LOS E), Stonehill Drive between the Project Driveway and Del Obispo Street (LOS E), and Valle Road between San Juan Creek Road and the I-5 northbound ramps (LOS F). The v/c ratios for Stonehill Drive between Camino Capistrano and the Project Driveway and between the Project Driveway and Del Obispo Street would increase by 0.069 and 0.017, respectively. These are considered significant unavoidable impacts because there is no available right-of-way as a feasible improvement to widen Stonehill Drive to provide additional roadway capacity. However, the v/c ratios do not increase by 0.01 or greater for San Juan Creek Road between Valle Road and Camino Capistrano and for Valle Road between San Juan Creek Road and the I-5 northbound ramps and therefore impacts at these locations are not considered significant. Although a significant project impact would occur at two study area roadway segments (Stonehill Drive between Camino Capistrano and the Project Driveway and between the Project Driveway and Del Obispo Street), a peak-hour link analysis shows that each segment would operate at satisfactory LOS in both directions during the peak hours.

Table 4.12.I: Existing Plus Project Plus Cumulative Intersection Level of Service Summary (ICU)

Intersection	Control	Peak Hour	1		2		3		4	
			Existing		Existing Plus Project		Existing Plus Project Plus Cumulative		Cumulative Impact ¹	
			ICU	LOS	ICU	LOS	ICU	LOS	Δ ICU	Yes/No
1 Camino Capistrano/San Juan Creek Rd ²	Signal	AM	0.375	A	0.374	A	0.427	A	-0.001	No
		PM	0.495	A	0.496	A	0.566	A	0.001	No
2 Camino Capistrano/I-5 SB Ramps ²	Signal	AM	0.477	A	0.483	A	0.532	A	0.006	No
		PM	0.615	B	0.620	B	0.673	B	0.009	No
3 Camino Capistrano/Avenida Aeropuerto	Signal	AM	0.489	A	0.504	A	0.538	A	0.015	No
		PM	0.721	C	0.732	C	0.774	C	0.011	No
4 Camino Capistrano/Stonehill Dr - I-5 NB On-Ramp	Signal	AM	0.619	B	0.636	B	0.698	A	0.017	No
		PM	0.695	B	0.713	C	0.772	C	0.018	No
5 Camino Capistrano/Costco - AAMCO Driveways	Signal	AM	0.239	A	0.237	A	0.264	A	-0.002	No
		PM	0.424	A	0.426	A	0.459	A	0.002	No
6 Doheny Park Rd/Victoria Blvd ³	Signal	AM	0.359	A	0.339	A	0.372	A	-0.020	No
		PM	0.460	A	0.433	A	0.464	A	-0.027	No
7 Doheny Park Rd/Las Vegas Ave - SR-1 NB Ramps ³	Signal	AM	0.465	A	0.476	A	0.509	A	0.011	No
		PM	0.660	B	0.667	B	0.706	C	0.007	No
8 Doheny Park Rd/SR-1 SB Off-Ramp ³	Signal	AM	0.319	A	0.319	A	0.352	A	0.000	No
		PM	0.427	A	0.427	A	0.481	A	0.000	No
9 Del Obispo St/Stonehill Dr ^{3,4}	Signal	AM	0.758	C	0.770	C	0.815	D	0.012	Yes
		PM	0.694	B	0.703	C	0.745	C	0.008	No
10 Valle Rd/San Juan Creek Rd	Signal	AM	0.489	A	0.489	A	0.571	A	0.000	No
		PM	0.614	B	0.614	B	0.732	C	0.000	No
11 Valle Rd/I-5 NB Ramps - La Novia Avenue	Roundabout	AM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
		PM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
12 Project Driveway/Stonehill Dr ⁵	Signal	AM	N/A	N/A	0.668	B	0.682	B	-	No
		PM	N/A	N/A	0.564	A	0.577	A	-	No

Note: **D** = exceeds the City of San Juan Capistrano's LOS criteria

¹ A cumulative impact occurs when the ICU in (2) minus the ICU in (1) is 0.01 or greater, and the LOS in (3) is E or F.

² Intersection is considered a "Hot Spot" location (LOS E is acceptable).

³ Intersection is located in Dana Point (the City of Dana Point considers LOS C acceptable).

⁴ Δ ICU is the difference between (3) and Existing plus Cumulative no Project (ICU= 0.803 AM, 0.737 PM).

⁵ The intersection is currently two-way stop controlled. A signal is proposed as part of the project.

I-5 = Interstate 5

N/A = not applicable (evaluated using the

SB = southbound

ICU = intersection capacity utilization

Highway Capacity Manual methodology)

SR-1 = State Route 1

LOS = level of service

NB = northbound

Table 4.12.J: Existing Plus Project Plus Cumulative Intersection Level of Service Summary (HCM)

Intersection	Control	Peak Hour	1		2		3		4	
			Existing		Existing Plus Project		Existing Plus Project Plus Cumulative		Cumulative Impact ²	
			Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Δ Delay (sec)	Yes/No
1 Camino Capistrano/San Juan Creek Rd ¹	Signal	AM	13.1	B	13.1	B	14.1	B	0.0	No
		PM	15.2	B	15.2	B	17.8	B	0.0	No
2 Camino Capistrano/I-5 SB Ramps ¹	Signal	AM	18.4	B	18.6	B	19.1	B	0.2	No
		PM	24.5	C	24.7	C	26.1	C	0.2	No
3 Camino Capistrano/Avenida Aeropuerto	Signal	AM	23.3	C	23.4	C	24.0	C	0.1	No
		PM	27.7	C	28.3	C	32.1	C	0.6	No
4 Camino Capistrano/Stonehill Dr - I-5 NB On-Ramp	Signal	AM	27.6	C	28.4	C	30.4	C	0.8	No
		PM	31.2	C	33.9	C	37.4	D	2.7	No
5 Camino Capistrano/Costco - AAMCO Driveways	Signal	AM	15.5	B	15.5	B	14.7	B	0.0	No
		PM	29.4	C	29.4	C	29.9	C	0.0	No
6 Doheny Park Rd/Victoria Blvd ³	Signal	AM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
		PM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
7 Doheny Park Rd/Las Vegas Ave - SR-1 NB Ramps ³	Signal	AM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
		PM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
8 Doheny Park Rd/SR-1 SB Off-Ramp ³	Signal	AM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
		PM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
9 Del Obispo St/Stonehill Dr ³	Signal	AM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
		PM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
10 Valle Rd/San Juan Creek Rd	Signal	AM	12.2	B	12.2	B	12.0	B	0.0	No
		PM	19.9	B	19.9	B	18.2	B	0.0	No
11 Valle Rd/I-5 NB Ramps - La Novia Avenue	Roundabout	AM	7.7	A	7.7	A	11.4	B	0.0	No
		PM	9.7	A	9.7	A	20.6	C	0.0	No
12 Project Driveway/Stonehill Dr ⁴	Signal	AM	>50.0	F	20.5	C	21.1	C	-	No
		PM	>50.0	F	19.0	B	19.2	B	-	No

Note: **F** = exceeds the City of San Juan Capistrano's LOS criteria

¹ Intersection is considered a "Hot Spot" location (LOS E is acceptable).

² A cumulative impact occurs when the delay in (2) minus the delay in (1) is 1.0 seconds or greater, and the LOS in (3) is E or F.

³ Intersection is located in Dana Point (the City of Dana Point uses ICU not HCM for impact threshold).

⁴ The intersection is currently two-way stop controlled. A signal is proposed as part of the project, which would provide an improvement to delay and LOS.

HCM = Highway Capacity Manual

I-5 = Interstate 5

LOS = level of service

N/A = not applicable

NB = northbound

SB = southbound

sec = seconds

SR-1 = State Route 1

Table 4.12.K: Existing Plus Project Plus Cumulative Roadway Segment Level of Service Summary

Roadway	Segment	No. of Lanes ¹	LOS E Capacity	1			Project ADT	2			3			4	
				Existing				Existing Plus Project			Existing Plus Project Plus Cumulative			Project Impact ²	
				ADT	V/C	LOS		ADT	V/C	LOS	ADT	V/C	LOS	Δ V/C	Yes/No
Camino Capistrano	I-5 SB Ramps to Avenida Aeropuerto ³	4D	37,500	23,755	0.633	B	287	24,042	0.641	B	26,514	0.707	C	0.008	No
	Avenida Aeropuerto to Stonehill - I-5 NB On-Ramp	4D	37,500	24,165	0.644	B	430	24,595	0.656	B	26,971	0.719	C	0.012	No
	Stonehill - I-5 NB On-Ramp to Costco-AAMCO Driveways	4D	37,500	24,407	0.651	B	232	24,639	0.657	B	27,018	0.720	C	0.006	No
	Costco-AAMCO Driveways to Las Vegas - SR-1 NB Ramp ⁴	4D	37,500	19,681	0.525	A	98	19,779	0.527	A	22,016	0.587	A	0.002	No
San Juan Creek Rd	Valle to Camino Capistrano	4U	25,000	19,470	0.779	C	-5	19,465	0.779	C	23,611	0.944	E	0.000	No
Stonehill Dr	Camino Capistrano to Project Driveway	4D	37,500	32,399	0.864	D	2,584	34,983	0.933	E	35,963	0.959	E	0.069	Yes
	<i>AM Peak Hour – eastbound</i>	2	3,200	1,672	<i>0.523</i>	A	102	1,774	<i>0.554</i>	A	1,823	<i>0.570</i>	A	<i>0.031</i>	<i>No</i>
	<i>westbound</i>	2	3,200	904	<i>0.283</i>	A	126	1,030	<i>0.322</i>	A	1,056	<i>0.330</i>	A	<i>0.039</i>	<i>No</i>
	<i>PM Peak Hour – eastbound</i>	2	3,200	1,300	<i>0.406</i>	A	85	1,385	<i>0.433</i>	A	1,425	<i>0.445</i>	A	<i>0.027</i>	<i>No</i>
	<i>westbound</i>	2	3,200	1,417	<i>0.443</i>	A	76	1,493	<i>0.467</i>	A	1,536	<i>0.480</i>	A	<i>0.024</i>	<i>No</i>
	Project Driveway to Del Obispo ⁴	4D	37,500	32,399	0.864	D	632	33,031	0.881	D	34,011	0.907	E	0.017	Yes
	<i>AM Peak Hour – eastbound</i>	2	3,200	1,612	<i>0.504</i>	A	31	1,643	<i>0.513</i>	A	1,691	<i>0.528</i>	A	<i>0.009</i>	<i>No</i>
	<i>westbound</i>	2	3,200	898	<i>0.281</i>	A	26	924	<i>0.289</i>	A	950	<i>0.297</i>	A	<i>0.008</i>	<i>No</i>
	<i>PM Peak Hour – eastbound</i>	2	3,200	1,262	<i>0.394</i>	A	19	1,281	<i>0.400</i>	A	1,320	<i>0.413</i>	A	<i>0.006</i>	<i>No</i>
	<i>westbound</i>	2	3,200	1,406	<i>0.439</i>	A	22	1,428	<i>0.446</i>	A	1,470	<i>0.459</i>	A	<i>0.007</i>	<i>No</i>
Valle Rd	San Juan Creek to I-5 NB Ramps - La Novia	2U	12,500	12,701	1.016	F	17	12,718	1.017	F	16,944	1.356	F	0.001	No

Note: **█** = exceeds the City of San Juan Capistrano's LOS criteria
Italics = peak-hour link analysis

¹ D = divided, and U = undivided

² A cumulative impact occurs when the V/C in (2) minus the V/C in (1) is 0.01 or greater, and the LOS in (3) is E or F.

³ Segment is considered a "Hot Spot" location (LOS E is acceptable).

⁴ Segment is located in Dana Point (the City of Dana Point considers LOS C acceptable).

ADT = average daily trips

SB = southbound

I-5 = Interstate 5

SR-1 = State Route 1

LOS = level of service

V/C = volume-to-capacity ratio

NB = northbound

4.12.10.2 General Plan Buildout (Year 2040) Condition

Significant Unavoidable Impact. The General Plan Buildout (2040) condition includes all planned circulation improvements consistent with the City's General Plan and all known cumulative projects in the project vicinity.

Tables 4.12.L and 4.12.M summarize the results of the General Plan Buildout (2040) peak-hour LOS analysis for the study area intersections using the ICU and HCM methodologies, respectively. As shown in Table 4.12.L, all study area intersections, including the hot-spot intersections, are forecast to operate at satisfactory LOS based on the ICU methodology, with the exception of Del Obispo Street/Stonehill Drive (LOS D in the a.m. peak hour). The project would add more than 0.01 to the v/c ratio at this intersection (0.012). This is considered a significant unavoidable impact because there is no available right-of-way as a feasible improvement to widen Del Obispo Street or Stonehill Drive. In addition, this intersection is located within the City of Dana Point and mitigation cannot be enforced within another jurisdiction outside the City of San Juan Capistrano. Therefore, a significant impact would occur at one study area intersection based on the ICU methodology. As shown in Table M, all study area intersections, including the hot-spot intersections, are forecast to operate at satisfactory LOS based on the HCM methodology. Therefore, a significant project or buildout impact would not occur at any study area intersection based on the HCM methodology.

Buildout roadway segment ADT volumes, v/c ratios, and LOS are presented in Table 4.12.N. As Table 4.12.N indicates, all study area roadway segments, including the hot-spot roadways, are forecast to operate at satisfactory LOS with the exception of San Juan Creek Road between Valle Road and Camino Capistrano (LOS E), Stonehill Drive between Camino Capistrano and the Project Driveway (LOS E), Stonehill Drive between the Project Driveway and Del Obispo Street (LOS E), and Valle Road between San Juan Creek Road and the I-5 northbound ramps (LOS F). The v/c ratios for Stonehill Drive between Camino Capistrano and the Project Driveway and between the Project Driveway and Del Obispo Street would increase by 0.069 and 0.017, respectively.

These are considered significant unavoidable impacts because there is no available right-of-way as a feasible improvement to widen Stonehill Drive to provide additional roadway capacity. However, the v/c ratios do not increase by 0.01 or greater for San Juan Creek Road between Valle Road and Camino Capistrano and for Valle Road between San Juan Creek Road and the I-5 northbound ramps and therefore impacts at these locations are not considered significant. Although a significant impact would occur at two study area roadway segments (Stonehill Drive between Camino Capistrano and the Project Driveway and between the Project Driveway and Del Obispo Street), a peak-hour link analysis shows that each segment would operate at satisfactory LOS in both directions during the peak hours.

Table 4.12.L: Buildout (Project) Intersection Level of Service Summary (ICU)

Intersection	Control	Peak Hour	1		2		3		4	
			Existing		Existing Plus Project		Buildout		Buildout Impact ²	
			ICU	LOS	ICU	LOS	ICU	LOS	Δ ICU	Yes/No
1 Camino Capistrano/San Juan Creek Rd ¹	Signal	AM	0.375	A	0.374	A	0.447	A	-0.001	No
		PM	0.495	A	0.496	A	0.599	A	0.001	No
2 Camino Capistrano/I-5 SB Ramps ¹	Signal	AM	0.477	A	0.483	A	0.572	A	0.006	No
		PM	0.615	B	0.620	B	0.757	C	0.009	No
3 Camino Capistrano/Avenida Aeropuerto	Signal	AM	0.489	A	0.504	A	0.566	A	0.015	No
		PM	0.721	C	0.732	C	0.842	D	0.011	No
4 Camino Capistrano/Stonehill Dr - I-5 NB On-Ramp	Signal	AM	0.619	B	0.636	B	0.726	C	0.017	No
		PM	0.695	B	0.713	C	0.803	D	0.018	No
5 Camino Capistrano/Costco - AAMCO Driveways	Signal	AM	0.239	A	0.237	A	0.274	A	-0.002	No
		PM	0.424	A	0.426	A	0.474	A	0.002	No
6 Doheny Park Rd/Victoria Blvd ³	Signal	AM	0.359	A	0.339	A	0.387	A	-0.020	No
		PM	0.460	A	0.433	A	0.496	A	-0.027	No
7 Doheny Park Rd/Las Vegas Ave - SR-1 NB Ramps ³	Signal	AM	0.465	A	0.476	A	0.535	A	0.011	No
		PM	0.660	B	0.667	B	0.739	C	0.007	No
8 Doheny Park Rd/SR-1 SB Off-Ramp ³	Signal	AM	0.319	A	0.319	A	0.368	A	0.000	No
		PM	0.427	A	0.427	A	0.502	A	0.000	No
9 Del Obispo St/Stonehill Dr ^{3,4}	Signal	AM	0.758	C	0.770	C	0.855	D	0.012	Yes
		PM	0.694	B	0.703	C	0.801	D	0.007	No
10 Valle Rd/San Juan Creek Rd	Signal	AM	0.489	A	0.489	A	0.645	B	0.000	No
		PM	0.614	B	0.614	B	0.810	D	0.000	No
11 Valle Rd/I-5 NB Ramps - La Novia Avenue	Roundabout	AM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
		PM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
12 Project Driveway/Stonehill Dr ⁵	Signal	AM	N/A	N/A	0.668	B	0.707	C	-	N/A
		PM	N/A	N/A	0.564	A	0.635	B	-	N/A

Note: **D** = exceeds the City of San Juan Capistrano's LOS criteria

¹ Intersection is considered a "Hot Spot" location (LOS E is acceptable).

² A buildout impact occurs when the ICU in (2) minus the ICU in (1) is 0.01 or greater, and the LOS in (3) is E or F.

³ Intersection is located in Dana Point (the City of Dana Point considers LOS C acceptable).

⁴ Δ ICU is the difference between (3) and Buildout no Project (ICU= 0.843 AM, 0.794 PM).

⁵ The intersection is currently two-way stop controlled. A signal is proposed as part of the project.

I-5 = Interstate 5

ICU = intersection capacity utilization

LOS = level of service

N/A = not applicable (evaluated using the Highway Capacity Manual methodology)

NB = northbound

SB = southbound

SR-1 = State Route 1

Table 4.12.M: Buildout (Project) Intersection Level of Service Summary (HCM)

Intersection	Control	Peak Hour	1		2		3		4	
			Existing		Existing Plus Project		Buildout		Buildout Impact ²	
			Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Δ Delay (sec)	Yes/No
1 Camino Capistrano/San Juan Creek Rd ¹	Signal	AM	13.1	B	13.1	B	14.6	B	0.0	No
		PM	15.2	B	15.2	B	18.9	B	0.0	No
2 Camino Capistrano/I-5 SB Ramps ¹	Signal	AM	18.4	B	18.6	B	20.5	C	0.2	No
		PM	24.5	C	24.7	C	31.5	C	0.2	No
3 Camino Capistrano/Avenida Aeropuerto	Signal	AM	23.3	C	23.4	C	24.9	C	0.1	No
		PM	27.7	C	28.3	C	49.1	D	0.6	No
4 Camino Capistrano/Stonehill Dr - I-5 NB On-Ramp	Signal	AM	27.6	C	28.4	C	32.4	C	0.8	No
		PM	31.2	C	33.9	C	40.9	D	2.7	No
5 Camino Capistrano/Costco - AAMCO Driveways	Signal	AM	15.5	B	15.5	B	14.8	B	0.0	No
		PM	29.4	C	29.4	C	32.3	C	0.0	No
6 Doheny Park Rd/Victoria Blvd ³	Signal	AM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
		PM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
7 Doheny Park Rd/Las Vegas Ave - SR-1 NB Ramps ³	Signal	AM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
		PM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
8 Doheny Park Rd/SR-1 SB Off-Ramp ³	Signal	AM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
		PM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
9 Del Obispo St/Stonehill Dr ³	Signal	AM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
		PM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
10 Valle Rd/San Juan Creek Rd	Signal	AM	12.2	B	12.2	B	13.1	B	0.0	No
		PM	19.9	B	19.9	B	19.8	B	0.0	No
11 Valle Rd/I-5 NB Ramps - La Novia Avenue	Roundabout	AM	7.7	A	7.7	A	14.0	B	0.0	No
		PM	9.7	A	9.7	A	31.9	D	0.0	No
12 Project Driveway/Stonehill Dr ⁴	Signal	AM	>50.0	F	20.5	C	23.0	C	-	No
		PM	>50.0	F	19.0	B	21.2	C	-	No

Note: ■ = exceeds the City of San Juan Capistrano's LOS criteria

¹ Intersection is considered a "Hot Spot" location (LOS E is acceptable).

² A buildout impact occurs when the delay in (2) minus the delay in (1) is 1.0 seconds or greater, and the LOS in (3) is E or F.

³ Intersection is located in Dana Point (the City of Dana Point uses ICU not HCM for impact threshold).

⁴ The intersection is currently two-way stop controlled. A signal is proposed as part of the project, which would provide an improvement to delay and LOS.

HCM = Highway Capacity Manual

I-5 = Interstate 5

ICU = intersection capacity utilization

LOS = level of service

N/A = not applicable

NB = northbound

SB = southbound

sec = seconds

SR-1 = State Route 1

Table 4.12.N: Buildout (Project) Roadway Segment Level of Service Summary

Roadway	Segment	No. of Lanes ¹	LOS E Capacity	1			Project ADT	2			3			4	
				Existing				Existing Plus Project			Buildout			Project Impact ²	
				ADT	V/C	LOS		ADT	V/C	LOS	ADT	V/C	LOS	Δ V/C	Yes/No
Camino Capistrano	I-5 SB Ramps to Avenida Aeropuerto ³	4D	37,500	23,755	0.633	B	287	24,042	0.641	B	26,591	0.709	C	0.008	No
	Avenida Aeropuerto to Stonehill - I-5 NB On-Ramp	4D	37,500	24,165	0.644	B	430	24,595	0.656	B	28,298	0.755	C	0.012	No
	Stonehill - I-5 NB On-Ramp to Costco-AAMCO Driveways	4D	37,500	24,407	0.651	B	232	24,639	0.657	B	28,358	0.756	C	0.006	No
	Costco-AAMCO Driveways to Las Vegas - SR-1 NB Ramp ⁴	4D	37,500	19,681	0.525	A	98	19,779	0.527	A	23,112	0.616	B	0.002	No
San Juan Creek Rd	Valle to Camino Capistrano	4U	25,000	19,470	0.779	C	-5	19,465	0.779	C	24,790	0.992	E	0.000	No
Stonehill Dr	Camino Capistrano to Project Driveway	4D	37,500	32,399	0.864	D	2,584	34,983	0.933	E	36,737	0.980	E	0.069	Yes
	<i>AM Peak Hour – eastbound</i>	2	3,200	1,672	<i>0.523</i>	A	102	1,774	<i>0.554</i>	A	1,919	<i>0.600</i>	A	<i>0.031</i>	<i>No</i>
	<i>westbound</i>	2	3,200	904	<i>0.283</i>	A	126	1,030	<i>0.322</i>	A	1,111	<i>0.347</i>	A	<i>0.039</i>	<i>No</i>
	<i>PM Peak Hour – eastbound</i>	2	3,200	1,300	<i>0.406</i>	A	85	1,385	<i>0.433</i>	A	1,457	<i>0.455</i>	A	<i>0.027</i>	<i>No</i>
	<i>westbound</i>	2	3,200	1,417	<i>0.443</i>	A	76	1,493	<i>0.467</i>	A	1,747	<i>0.546</i>	A	<i>0.024</i>	<i>No</i>
	Project Driveway to Del Obispo ⁴	4D	37,500	32,399	0.864	D	632	33,031	0.881	D	34,728	0.926	E	0.017	Yes
	<i>AM Peak Hour – eastbound</i>	2	3,200	1,612	<i>0.504</i>	A	31	1,643	<i>0.513</i>	A	1,778	<i>0.556</i>	A	<i>0.009</i>	<i>No</i>
	<i>westbound</i>	2	3,200	898	<i>0.281</i>	A	26	924	<i>0.289</i>	A	1,015	<i>0.317</i>	A	<i>0.008</i>	<i>No</i>
	<i>PM Peak Hour – eastbound</i>	2	3,200	1,262	<i>0.394</i>	A	19	1,281	<i>0.400</i>	A	1,352	<i>0.423</i>	A	<i>0.006</i>	<i>No</i>
<i>westbound</i>	2	3,200	1,406	<i>0.439</i>	A	22	1,428	<i>0.446</i>	A	1,667	<i>0.521</i>	A	<i>0.007</i>	<i>No</i>	
Valle Rd	San Juan Creek to I-5 NB Ramps - La Novia	2U	12,500	12,701	1.016	F	17	12,718	1.017	F	17,788	1.423	F	0.001	No

Note: **█** = exceeds the City of San Juan Capistrano's LOS criteria
Italics = peak-hour link analysis

¹ D = divided, and U = undivided

² A buildout impact occurs when the V/C in (2) minus the V/C in (1) is 0.01 or greater, and the LOS in (3) is E or F.

³ Segment is considered a "Hot Spot" location (LOS E is acceptable).

⁴ Segment is located in Dana Point (the City of Dana Point considers LOS C acceptable).

ADT = average daily trips

I-5 = Interstate 5

LOS = level of service

NB = northbound

SB = southbound

SR-1 = State Route 1

V/C = volume-to-capacity ratio

4.12.11 Project Alternatives

4.12.11.1 Alternative 1 – No Restaurant Uses

Alternative 1 would allow for the future construction of a 161,385-square-foot (sf) Ganahl Lumber hardware store and lumber yard and a 399-space vehicle storage facility, but would not include any restaurant uses. Based on the same trip generation rates used for the proposed project, Project Alternative 1 is anticipated to generate approximately 2,073 ADT, including 189 trips (105 inbound and 84 outbound) in the a.m. peak hour and 121 trips (52 inbound and 69 outbound) in the p.m. peak hour.

Alternative 1 Existing Plus Project – Significant and Unavoidable Impact. Based on results of the Alternative 1 Existing Plus Project peak-hour LOS analysis for the study area intersections included in the TIA, all study area intersections, including the hot-spot intersections, are anticipated to operate at satisfactory LOS based on the ICU and the HCM methodology. Therefore, a significant Alternative 1 impact would not occur at any study area intersection based on either the ICU or HCM methodologies.

In addition to evaluating project-related study area intersections, the Existing Plus Project analysis for Alternative 1 also evaluated impacts with respect to roadway segment ADT volumes, v/c ratios, and LOS. Results of this analysis indicate that all study area roadway segments, including the hot-spot roadways, are anticipated to operate at satisfactory LOS with Alternative 1, with the exception of Stonehill Drive between Camino Capistrano and the Project Driveway (LOS E), Stonehill Drive between the Project Driveway and Del Obispo Street (LOS D), and Valle Road between San Juan Creek Road and the I-5 northbound ramps (LOS F). The v/c ratio for Stonehill Drive between Camino Capistrano and the Project Driveway would increase by 0.040 in the Existing Plus Alternative 1 condition. This is considered a significant unavoidable impact because there is no available right-of-way as a feasible improvement to widen Stonehill Drive to provide additional roadway capacity. However, the v/c ratios do not increase by 0.01 or greater for Stonehill Drive between the Project Driveway and Del Obispo Street and Valle Road between San Juan Creek Road and the I-5 northbound ramps in the Existing Plus Alternative 1 condition and therefore impacts at these locations are not considered significant. Although a significant project impact would occur at one study area roadway segment (Stonehill Drive between Camino Capistrano and the Project Driveway), a peak-hour link analysis shows that this segment would operate at satisfactory LOS in both directions during the peak hours.

Alternative 1 Existing Plus Project Plus Cumulative (Year 2024) - Significant and Unavoidable Impact. Based on the results of the Alternative 1 Existing Plus Project Plus Cumulative peak-hour LOS analysis included in the TIA, all study area intersections, including the hot-spot intersections, are forecast to operate at satisfactory LOS based on the ICU methodology, with the exception of Del Obispo Street/Stonehill Drive (LOS D in the a.m. peak hour). However, Alternative 1 would not add 0.01 or greater to the v/c ratio at this intersection (0.006). Therefore, a significant Alternative 1 cumulative impact would not occur at any study area intersection based on the ICU methodology. In addition, all study area intersections, including the hot-spot intersections, are forecast to operate at satisfactory LOS based on the HCM methodology. Therefore, a significant Alternative 1 cumulative impact would not occur at any study area intersection based on the HCM methodology.

Alternative 1 Existing Plus Project Plus Cumulative roadway segment ADT volumes, v/c ratios, and LOS were also evaluated in the TIA. Results of this analysis indicate that all study area roadway segments, including the hot-spot roadways, are forecast to operate at satisfactory LOS, with the exception of San Juan Creek Road between Valle Road and Camino Capistrano (LOS E), Stonehill Drive between Camino Capistrano and the Project Driveway (LOS E), Stonehill Drive between the Project Driveway and Del Obispo Street (LOS D), and Valle Road between San Juan Creek Road and the I-5 northbound ramps (LOS F). The v/c ratio for Stonehill Drive between Camino Capistrano and the Project Driveway would increase by 0.040. This is considered a significant unavoidable impact because there is no available right-of-way as a feasible improvement to widen Stonehill Drive to provide additional roadway capacity. However, the v/c ratios do not increase by 0.01 or greater for San Juan Creek Road between Valle Road and Camino Capistrano, Stonehill Drive between the Project Driveway and Del Obispo Street, and Valle Road between San Juan Creek Road and the I-5 northbound ramps and therefore impacts at these locations are not considered significant. Although a significant Alternative 1 impact would occur at one study area roadway segment (Stonehill Drive between Camino Capistrano and the Project Driveway), a peak-hour link analysis shows that this segment would operate at satisfactory LOS in both directions during the peak hours.

Alternative 1 Buildout (Year 2040) - Significant and Unavoidable Impact. Based on the results of the Buildout (2040) peak-hour LOS analysis for the study area intersections, all study area intersections, including the hot-spot intersections, are forecast to operate at satisfactory LOS based on the ICU methodology, with the exception of Del Obispo Street/Stonehill Drive (LOS D in the a.m. peak hour). However, Alternative 1 would not add 0.01 or greater to the v/c ratio at this intersection (0.007). Therefore, a significant Alternative 1 buildout impact would not occur at any study area intersection based on the ICU methodology. All study area intersections, including the hot-spot intersections, are forecast to operate at satisfactory LOS based on the HCM methodology. Therefore, a significant Alternative 1 buildout impact would not occur at any study area intersection based on the HCM methodology.

Impacts to roadway segment ADT volumes, v/c ratios, and LOS were also evaluated as part of the Alternative 1 Buildout (Year 2040) analysis. Results of this analysis indicate that all study area roadway segments, including the hot-spot roadways, are forecast to operate at satisfactory LOS with the exception of San Juan Creek Road between Valle Road and Camino Capistrano (LOS E), Stonehill Drive between Camino Capistrano and the Project Driveway (LOS E), Stonehill Drive between the Project Driveway and Del Obispo Street (LOS E), and Valle Road between San Juan Creek Road and the I-5 northbound ramps (LOS F). The v/c ratio for Stonehill Drive between Camino Capistrano and the Project Driveway would increase by 0.040. This is considered a significant unavoidable impact because there is no available right-of-way as a feasible improvement to widen Stonehill Drive to provide additional roadway capacity. However, the v/c ratios do not increase by 0.01 or greater for San Juan Creek Road between Valle Road and Camino Capistrano, Stonehill Drive between the Project Driveway and Del Obispo Street, and Valle Road between San Juan Creek Road and the I-5 northbound ramps and therefore impacts at these locations are not considered significant. Although a significant Alternative 1 impact would occur at one study area roadway segment (Stonehill Drive between Camino Capistrano and the Project Driveway), a peak-hour link analysis shows that this segment would operate at satisfactory LOS in both directions during the peak hours.

Signal Warrant Analysis. The TIA also included a signal warrant analysis for Alternative 1. Results of this analysis indicate that installation of a traffic signal would not be warranted under any of the existing and forecasted scenarios. Although a traffic signal is not warranted based on the forecast peak-hour traffic volumes at this intersection, a traffic signal is recommended to ensure safe inbound and outbound access to/from the project site along Stonehill Drive.

Summary. Overall, transportation impacts with respect to Alternative 1 would be slightly reduced as compared to the proposed project. Unlike the proposed project, Alternative 1 would not result in significant unavoidable impacts to the intersection of Del Obispo/Stonehill Drive (in the AM peak hour) under the Alternative 1 Existing Plus Project Plus Cumulative, or the Alternative 1 Buildout scenarios. Therefore, although Alternative 1 impacts would be significant and unavoidable, they would be less than those associated with implementation of the proposed project.

Although impacts related to transportation for Alternative 1 would be less than those associated with the proposed project, cumulative impacts associated with Alternative 1 would be cumulatively significant and would be considered significant unavoidable impacts.

4.12.11.2 Alternative 2 – 2,000 Sf of Restaurant Uses

Alternative 2 would allow for the future construction of a 161,385 sf Ganahl Lumber hardware store and lumber yard, a 399-space vehicle storage facility, and 2,000 sf of fast-food restaurant uses. Based on the same trip generation rates used for the proposed project, Alternative 2 is anticipated to generate approximately 2,544 ADT, including 230 trips (126 inbound and 104 outbound) in the a.m. peak hour and 153 trips (69 inbound and 84 outbound) in the p.m. peak hour.

Alternative 2 Existing Plus Project –Significant and Unavoidable Impact. Based on the analysis of the Alternative 2 Existing Plus Project peak-hour LOS analysis, all study area intersections, including the hot-spot intersections, are anticipated to operate at satisfactory LOS based on the ICU and the HCM methodology. Therefore, a significant Alternative 2 impact would not occur at any study area intersection based on either the ICU or HCM methodologies.

An analysis of impacts to roadway segment ADT volumes, v/c ratios, and LOS was also conducted for the Alternative 2 Existing Plus Project scenario. Based on this analysis, all study area roadway segments, including the hot-spot roadways, are anticipated to operate at satisfactory LOS with Alternative 2, with the exception of Stonehill Drive between Camino Capistrano and the Project Driveway (LOS E), Stonehill Drive between the Project Driveway and Del Obispo Street (LOS D), and Valle Road between San Juan Creek Road and the I-5 northbound ramps (LOS F). The v/c ratios for Stonehill Drive between Camino Capistrano and the Project Driveway and between the Project Driveway and Del Obispo Street would increase by 0.049 and 0.011, respectively, in the Alternative 2 Existing Plus Project condition. These are considered significant unavoidable impacts because there is no available right-of-way as a feasible improvement to widen Stonehill Drive to provide additional roadway capacity. However, the v/c ratio does not increase by 0.01 or greater for Valle Road between San Juan Creek Road and the I-5 northbound ramps in the Alternative 2 Existing Plus Project condition and therefore impacts at these locations are not considered significant. Although a significant project impact would occur at two study area roadway segments (Stonehill Drive between Camino Capistrano and the Project Driveway and between the Project Driveway and Del

Obispo Street), a peak-hour link analysis shows that each segment would operate at satisfactory LOS in both directions during the peak hours.

Alternative 2 Existing Plus Project Plus Cumulative (Year 2024) – Significant and Unavoidable Impact. Based on the results of the Alternative 2 Existing Plus Project Plus Cumulative peak-hour LOS analysis, all study area intersections, including the hot-spot intersections, are forecast to operate at satisfactory LOS based on the ICU methodology, with the exception of Del Obispo Street/Stonehill Drive (LOS D in the a.m. peak hour). However, Project Alternative 2 would not add 0.01 or greater to the v/c ratio at this intersection (0.008). Therefore, a significant Project Alternative 2 or cumulative impact would not occur at any study area intersection based on the ICU methodology.

Based on the HCM methodology, all study area intersections, including the hot-spot intersections, are forecast to operate at satisfactory LOS based on the HCM methodology. Therefore, a significant Project Alternative 2 or cumulative impact would not occur at any study area intersection based on the HCM methodology.

An analysis of traffic impacts with respect to roadway segment ADT volumes, v/c ratios, and LOS was evaluated under the Alternative 2 Existing Plus Project Plus Cumulative scenario. Based on the results of the analysis, all study area roadway segments, including the hot-spot roadways, are forecast to operate at satisfactory LOS, with the exception of San Juan Creek Road between Valle Road and Camino Capistrano (LOS E), Stonehill Drive between Camino Capistrano and the Project Driveway (LOS E), Stonehill Drive between the Project Driveway and Del Obispo Street (LOS E), and Valle Road between San Juan Creek Road and the I-5 northbound ramps (LOS F). The v/c ratios for Stonehill Drive between Camino Capistrano and the Project Driveway and between the Project Driveway and Del Obispo Street would increase by 0.049 and 0.011, respectively. These are considered significant unavoidable impacts because there is no available right-of-way as a feasible improvement to widen Stonehill Drive to provide additional roadway capacity. However, the v/c ratios do not increase by 0.01 or greater for San Juan Creek Road between Valle Road and Camino Capistrano and for Valle Road between San Juan Creek Road and the I-5 northbound ramps and therefore impacts at these locations are not considered significant. Although a significant Project Alternative 2 impact would occur at two study area roadway segments (Stonehill Drive between Camino Capistrano and the Project Driveway and between the Project Driveway and Del Obispo Street), a peak-hour link analysis shows that each segment would operate at satisfactory LOS in both directions during the peak hours.

Alternative 2 Buildout (Year 2040) Condition – Significant and Unavoidable. Based on the results of the Buildout (2040) peak-hour LOS analysis, all study area intersections, including the hot-spot intersections, are forecast to operate at satisfactory LOS based on the ICU methodology, with the exception of Del Obispo Street/Stonehill Drive (LOS D in the a.m. peak hour). However, Alternative 2 would not add 0.01 or greater to the v/c ratio at this intersection (0.008). Therefore, a significant Alternative 2 impact would not occur at any study area intersection based on the ICU methodology. All study area intersections, including the hot-spot intersections, are forecast to operate at satisfactory LOS based on the HCM methodology. Therefore, a significant Alternative 2 or buildout impact would not occur at any study area intersection based on the HCM methodology.

An analysis of traffic impacts with respect to buildout roadway segment ADT volumes, v/c ratios, and LOS was also conducted for the Alternative 2 Buildout scenario. Based on the results of this analysis, all study area roadway segments, including the hot-spot roadways, are forecast to operate at satisfactory LOS with the exception of San Juan Creek Road between Valle Road and Camino Capistrano (LOS E), Stonehill Drive between Camino Capistrano and the Project Driveway (LOS E), Stonehill Drive between the Project Driveway and Del Obispo Street (LOS E), and Valle Road between San Juan Creek Road and the I-5 northbound ramps (LOS F). The v/c ratios for Stonehill Drive between Camino Capistrano and the Project Driveway and between the Project Driveway and Del Obispo Street would increase by 0.049 and 0.011, respectively. These are considered significant unavoidable impacts because there is no available right-of-way as a feasible improvement to widen Stonehill Drive to provide additional roadway capacity. However, the v/c ratios do not increase by 0.01 or greater for San Juan Creek Road between Valle Road and Camino Capistrano and for Valle Road between San Juan Creek Road and the I-5 northbound ramps and therefore impacts at these locations are not considered significant. Although a significant Alternative 2 impact would occur at two study area roadway segments (Stonehill Drive between Camino Capistrano and the Project Driveway and between the Project Driveway and Del Obispo Street), a peak-hour link analysis shows that each segment would operate at satisfactory LOS in both directions during the peak hours.

Signal Warrant Analysis. The TIA also included a signal warrant analysis for Alternative 2.

Based on the results of this analysis, installation of a traffic signal would be warranted under all scenarios. A traffic signal would be installed at the Project Driveway/Stonehill Drive as an Alternative 2 project design feature.

Summary. Overall, transportation impacts with respect to Alternative 2 would be slightly reduced as compared to the proposed project. Unlike the proposed project, Project Alternative 2 would not result in significant unavoidable impacts to the intersection of Del Obispo Street/Stonehill Drive (in the AM peak hour) under the Alternative 2 Existing Plus Project Plus Cumulative, or the Alternative 2 Buildout scenarios. Therefore, although Alternative 2 impacts would be significant and unavoidable they would be less than those associated with implementation of the proposed project.

Although impacts related to transportation for Alternative 2 would be less than those associated with the proposed project, cumulative impacts associated with Alternative 2 would be cumulatively significant and would be considered significant unavoidable impacts.

4.12.11.3 Alternative 3 - 4,000 SF of Restaurant Uses

Alternative 3 would allow for the future construction of a 161,385 sf Ganahl Lumber hardware store and lumber yard, a 399-space vehicle storage facility, and 4,000 sf of fast-food restaurant uses. Based on the same trip generation rates used for the proposed project, Alternative 3 is anticipated to generate approximately 3,015 ADT, including 271 trips (147 inbound and 124 outbound) in the a.m. peak hour and 186 trips (86 inbound and 100 outbound) in the p.m. peak hour.

Alternative 3 Existing Plus Project – Significant and Unavoidable Impact. Based on the results of the Alternative 3 Existing Plus Project peak-hour LOS analysis, all study area intersections, including the hot-spot intersections, are anticipated to operate at satisfactory LOS based on the ICU

methodology and the HCM methodology. Therefore, a significant Alternative 3 impact would not occur at any study area intersection based on either the ICU or the HCM methodologies.

Traffic impacts with respect to roadway segment ADT volumes, v/c ratios, and LOS were also evaluated as part of the Alternative 3 Existing Plus Project scenario. Based on the results of this analysis, all study area roadway segments, including the hot-spot roadways, are anticipated to operate at satisfactory LOS with Alternative 3, with the exception of Stonehill Drive between Camino Capistrano and the Project Driveway (LOS E), Stonehill Drive between the Project Driveway and Del Obispo Street (LOS D), and Valle Road between San Juan Creek Road and the I-5 northbound ramps (LOS F). The v/c ratios for Stonehill Drive between Camino Capistrano and the Project Driveway and between the Project Driveway and Del Obispo Street would increase by 0.059 and 0.014, respectively, in the Alternative 3 Existing Plus Project condition. These are considered significant unavoidable impacts because there is no available right-of-way as a feasible improvement to widen Stonehill Drive to provide additional roadway capacity. However, the v/c ratio does not increase by 0.01 or greater for Valle Road between San Juan Creek Road and the I-5 northbound ramps in the Alternative 3 Existing Plus Project condition. Although a significant project impact would occur at two study area roadway segments (Stonehill Drive between Camino Capistrano and the Project Driveway and between the Project Driveway and Del Obispo Street), a peak-hour link analysis shows that each segment would operate at satisfactory LOS in both directions during the peak hours.

Alternative 3 Existing Plus Project Plus Cumulative (Year 2024) – Significant and Unavoidable Impact. Based on the results of the Alternative 3 Existing Plus Project Plus Cumulative peak-hour LOS analysis for the study area intersections, all study area intersections, including the hot-spot intersections, are forecast to operate at satisfactory LOS based on the ICU methodology, with the exception of Del Obispo Street/Stonehill Drive (LOS D in the a.m. peak hour). Alternative 3 would add 0.01 to the v/c ratio at this intersection (0.010). This is considered a significant unavoidable impact because there is no available right-of-way as a feasible improvement to widen Del Obispo Street or Stonehill Drive. Therefore, a significant Alternative 3 impact would occur at one study area intersection based on the ICU methodology.

In addition, all study area intersections, including the hot-spot intersections, are forecast to operate at satisfactory LOS based on the HCM methodology. Therefore, a significant Alternative 3 cumulative impact would not occur at any study area intersection based on the HCM methodology.

Traffic impacts with respect to roadway segments were also evaluated as part of the Alternative 3 Existing Plus Project Plus Cumulative analysis. Based on the results of this analysis, all study area roadway segments, including the hot-spot roadways, are forecast to operate at satisfactory LOS, with the exception of San Juan Creek Road between Valle Road and Camino Capistrano (LOS E), Stonehill Drive between Camino Capistrano and the Project Driveway (LOS E), Stonehill Drive between the Project Driveway and Del Obispo Street (LOS E), and Valle Road between San Juan Creek Road and the I-5 northbound ramps (LOS F). The v/c ratios for Stonehill Drive between Camino Capistrano and the Project Driveway and between the Project Driveway and Del Obispo Street would increase by 0.059 and 0.014, respectively. These are considered significant unavoidable impacts because there is no available right-of-way as a feasible improvement to widen Stonehill Drive to provide additional roadway capacity. However, the v/c ratios do not increase by 0.01 or greater for San Juan Creek Road between Valle Road and Camino Capistrano and for Valle Road

between San Juan Creek Road and the I-5 northbound ramps and therefore impacts at these locations are not considered significant. Although a significant Alternative 3 impact would occur at two study area roadway segments (Stonehill Drive between Camino Capistrano and the Project Driveway and between the Project Driveway and Del Obispo Street), a peak-hour link analysis shows that each segment would operate at satisfactory LOS in both directions during the peak hours.

Alternative 3 Buildout (Year 2040) Condition– Significant and Unavoidable Impact. Based on the results of the Buildout (2040) peak-hour LOS analysis, all study area intersections, including the hot-spot intersections, are forecast to operate at satisfactory LOS based on the ICU methodology, with the exception of Del Obispo Street/Stonehill Drive (LOS D in the a.m. peak hour). Alternative 3 would add 0.01 to the v/c ratio at this intersection (0.010). This is considered a significant unavoidable impact because there is no available right-of-way as a feasible improvement to widen Del Obispo Street or Stonehill Drive. Therefore, a significant Alternative 3 impact would occur at one study area intersection based on the ICU methodology.

In addition, all study area intersections, including the hot-spot intersections, are forecast to operate at satisfactory LOS based on the HCM methodology. Therefore, a significant Alternative 3 buildout impact would not occur at any study area intersection based on the HCM methodology.

The Alternative 3 Buildout (2040) peak-hour LOS analysis also included an analysis of project impacts on roadway segments. Based on this analysis, all study area roadway segments, including the hot-spot roadways, are forecast to operate at satisfactory LOS with the exception of San Juan Creek Road between Valle Road and Camino Capistrano (LOS E), Stonehill Drive between Camino Capistrano and the Project Driveway (LOS E), Stonehill Drive between the Project Driveway and Del Obispo Street (LOS E), and Valle Road between San Juan Creek Road and the I-5 northbound ramps (LOS F). The v/c ratios for Stonehill Drive between Camino Capistrano and the Project Driveway and between the Project Driveway and Del Obispo Street would increase by 0.059 and 0.014, respectively. These are considered significant unavoidable impacts because there is no available right-of-way as a feasible improvement to widen Stonehill Drive to provide additional roadway capacity. However, the v/c ratios do not increase by 0.01 or greater for San Juan Creek Road between Valle Road and Camino Capistrano and for Valle Road between San Juan Creek Road and the I-5 northbound ramps and therefore impacts at these locations are not considered significant.

Although a significant Alternative 3 impact would occur at two study area roadway segments (Stonehill Drive between Camino Capistrano and the Project Driveway and between the Project Driveway and Del Obispo Street), a peak-hour link analysis shows that each segment would operate at satisfactory LOS in both directions during the peak hours.

Signal Warrant Analysis. The TIA also included a signal warrant analysis for Project Alternative 3.

Based on the results of this analysis, installation of a traffic signal would be warranted under all scenarios for Alternative 3. Therefore, a traffic signal would be installed at the Project Driveway/Stonehill Drive as an Alternative 3 project design feature.

Summary. Overall, transportation impacts with respect to Alternative 3 would be similar to the proposed project. As with the proposed project, Project Alternative 3 would result in significant

unavoidable impacts to roadway segments at Stonehill Drive between Camino Capistrano and the Project Driveway, and Stonehill Drive between the Project Driveway and Del Obispo Street in the Existing Plus Project, Existing Plus Project Plus Cumulative, and Alternative 3 Buildout scenarios. Similar to the proposed project, Alternative 3 would also result in significant unavoidable impacts in the AM peak hour to the intersection of Del Obispo Street/Stonehill Drive under the Existing Plus Project Plus Cumulative and Alternative 3 Buildout scenarios. Therefore, Alternative 3 impacts would have similar impacts as those associated with implementation of the proposed project.

Although impacts related to transportation for Alternative 3 would be less than those associated with the proposed project, cumulative impacts associated with Alternative 3 would be cumulatively significant and would be considered significant unavoidable impacts.