

# SCREENING MEMORANDUM

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To: Ed McCoy, Senior Vice President-Development      Date: June 27, 2023  
Fairfield Residential/FRH Realty, LLC  
Dave Rand, Partner  
Rand Paster Nelson, LLP

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From: Richard E. Barretto, P.E., Principal      LLG Ref: 2.22.4531.1  
Shane Green, P.E., Senior Transportation Engineer  
Linscott, Law and Greenspan, Engineers

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Subject: ***Vehicle Miles Traveled (VMT) Screening Assessment for the  
Proposed Cabrillo Town Center Mixed-Use Project  
1901 E. 4th Street, Santa Ana, CA***

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As requested, Linscott, Law & Greenspan, Engineers (LLG) is pleased to submit this volunteered Vehicle Miles Traveled (VMT) Screening Assessment Memorandum submitted for informational purposes only and not for the purposes of evaluating transportation impacts under CEQA for the Cabrillo Town Center Mixed-Use Project (hereinafter referred to as Project) in the City of Santa Ana, Orange County, California. This Screening Memorandum presents the VMT screening criteria, analysis methodology and the conclusion. It should be noted that the approach and methodology outlined in this Screening Memorandum is consistent with the *City of Santa Ana Traffic Impact Study Guidelines (dated September 2019)*, which provides additional detail on the language and analysis procedures described in this Screening Memorandum.

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

## **PROJECT DESCRIPTION**

### **Existing Project**

The Project site is a 8.97±-acre rectangular-shaped parcel of land within the Metro East Mixed Use (MEMU) Overlay Zone that is generally located north of Fourth Street and east of Cabrillo Park Drive in the City of Santa Ana, California. The Project site has an existing zoning of Professional (P) and is identified with a "Village Center District" designation in the MEMU Overlay Zone.

The subject property is currently developed with four (4) three-story office buildings with a total floor area of 173,025 square-feet (SF) of floor area and approximately 617 surface parking spaces. The northern half of the Project site, addressed at 515 – 525 Cabrillo Park Drive, is developed with two (2) three-story office buildings with a total floor area of 92,115 SF, whereas the southern half, addressed at 1907 – 1971 E.

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Fourth Street, is developed with two (2) three-story office buildings with a total floor area of 80,910 SF.

Vehicular access to the Project site is currently provided via two (2) right-turn only driveways on Fourth Street, one (1) right-turn only driveway on Cabrillo Park Drive, and a full access driveway located opposite Park Court Place at Cabrillo Park Drive; No cross vehicular access is now provided with the adjacent commercial property to the east. See **Figure 1**, a Vicinity Map that illustrates the general location of the Project and surrounding street system. **Figure 2** is an existing aerial photograph of the Project site.

### Proposed Project

The proposed Project will include the development of up to 507 residential apartment/townhomes units with a total of 1,025 parking spaces. Site “A” is proposed as five-story apartment podium with up 449 apartment homes consisting of 23 studio units, 264 one-bedroom units, 148 two-bedroom units, and 14 two-bedroom/live-work units, and 5,800 square-feet (SF) of ground floor retail space and 11,400 SF of live/work commercial/office space (estimated at 814 SF per live-work unit) “wrapped” around a six-level parking structure with a total of roughly 898 parking spaces. On-site facilities/amenities for residents of Site “A” include 6,100 SF of commercial space that would be dedicated to the leasing office, mailroom and co-work space and business center, lobby/lounge, pool/spa, and a fitness center for residents, and courtyards. Site “B” is proposed as residential townhome community consisting of three-story townhomes with a total of 58 units and parking supply of 127 spaces consisting of garage spaces and surface parking. On-site facilities/amenities of the Site “B” includes open space/courtyards. Although not counted as a part of the Project’s parking supply, an additional 23 on-street parking spaces will be provided on Park Court Place. The Project is expected to be constructed and completed by Year 2026.

**Table 1** provides a summary of the proposed Project components. **Figure 3** presents the proposed Site Plan, prepared by AO Architects. It should be noted that the northeast curb at Cabrillo Park Drive and Fourth Street has been modified to allow for southbound U-turn movements. Further, the proposed Site Plan illustrates the implications of the construction of a westbound right-turn lane on Fourth Street at Cabrillo Park Drive, which is identified as a recommended improvements in the *Traffic Impact Study for the Metro East Overlay Zone in the City of Santa Ana*.

Vehicular access to Site A’s parking structures will be provided from a proposed “right-turn in/right-turn out” driveway on Cabrillo Park Drive (Driveway 1) and a proposed “right-turn in/right-turn out” driveway on Fourth Street (Driveway 2),

whereas access to Site B will be provided via a “full access” driveway located opposite Park Court Place at Cabrillo Park; No cross vehicular access is proposed between the two Project sites or with the adjacent commercial property to the east. It is noted that an easterly driveway on Fourth Street, identified as a “Paseo/Service Lane”, is also planned to be provided and will be used as access for “move-ins” and service/trash trucks as well as emergency vehicles.

Pedestrian circulation for the proposed Project would be provided via existing public sidewalks along Park Court Place, Cabrillo Park Drive, and 4<sup>th</sup> Street within the vicinity of the Project. The existing sidewalk system within the Project vicinity provides direct connectivity to the existing development located along major thoroughfares.

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

Public transit bus service for the Project site is adequate and is provided in the Project area by the Orange County Transportation Authority (OCTA). OCTA is the leading transit provider in Orange County and offers a wide range of fixed-route bus services. OCTA has developed an extensive network of transit routes to connect residents and commuters of Santa Ana to key destinations. Four (4) OCTA bus routes operate within the vicinity of the project site on First Street, 4<sup>th</sup> Street, 17<sup>th</sup> Street, and Tustin Avenue, which consists of the following:

- OCTA Route 60: The major routes of travel include 17<sup>th</sup> Street and Tustin Avenue. Nearest to the project site are bus stops located on 17<sup>th</sup> Street at Cabrillo Park Drive in the northwest and southwest corners. Route 60 operates on approximate 20-minute headways during weekdays and 15-minute headways on weekends.
- OCTA Route 64: The major route of travel is First Street. Nearest to the project site are bus stops located on First Street at Cabrillo Park Drive in the southeast and northwest corners. Route 64 operates on approximate 15-minute headways on the weekdays and 20-minutes on the weekends. There are 8 stops located along Route 64 that are within ½ mile of the site.
- OCTA Route 71: The major route of travel is Tustin Avenue. Nearest to the project site are bus stops located on Tustin Avenue at 4<sup>th</sup> Street in the northeast and southwest corners. Route 71 operates on approximate 50-minute headways on the weekdays and 45-minute headways on the weekends.

- OCTA Route 463: The major route of travel is 4<sup>th</sup> Street. Nearest to the project site are bus stops located on 4<sup>th</sup> Street at Cabrillo Park Drive in the northeast and southeast corners. Route 463 operates on approximate 25-minute headways on the weekdays and no bus service on the weekends.

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

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

## **PROJECT SCREENING CRITERIA**

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

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

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

Based on the above, the Project's retail component will screen out since it has local-serving retail of less than 50,000 SF.

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

Based on the above and as presented in **Table 2**, the Project will not screen out since it will generate more than 110 net daily trips.

- *Projects located within TPA. Appendix A of the City of Santa Ana Traffic Impact Study Guidelines (dated September 2019) presents the transit priority areas in the City of Santa Ana. Due to the many high quality transit routes in the City, much of the City is a transit priority area.*
  - *TPA are defined as a ½ mile radius around an existing or planned major transit stop (e.g., Metrolink Station, Streetcar Station, etc.) or an existing stop along a high quality transit corridor.*
  - *High Quality Transit Areas (HQTAs) are defined as a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. A map of HQTAs can be reviewed on SCAG's website<sup>1</sup>.*
  - *Please note that projects that are in TPAs will also be required to complete a secondary screening step to verify the proposed project's consistency with the assumptions from the RTP/SCS. This consistency can be a land use review (e.g., are the proposed land uses already included in the RTP/SCS) or can be reviewed from a VMT/SP perspective (e.g., does the resulting land use increase or decrease the VMT/SP in the Traffic Analysis Zone (TAZ) compared to the RTP/SCS assumptions).*

SCAG has identified High Quality Transit Areas in the SCAG region. According to the SCAG GIS data, the Project is located within an existing High-Quality Transit Area (HQTA) in 2016 as shown in **Figure 6**, and hence it can be concluded that the Project is located within a TPA. It should be noted that the Project site is located within a ½ mile of a HQTA (i.e. a stop located on a single corridor with 15 minute peak hour service or better). As mentioned previously OCTA Route 64 has 8 stops located within a ½ mile of the Project.

Further, the land use is consistent with the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) as contained in Southern California Association of Governments' (SCAG) adopted Connect SoCal (2024 Regional Transportation Plan/Sustainable Communities Strategy; Draft May 2022)). **Figure 7** and **Figure 8** are the SCAG Data/Map Book land use designations.

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

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

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

- *Policy 1.1: Coordinate transportation improvements in a manner which minimizes disruptions to the community.*
- *Policy 1.3: Utilize advance technology to improve traffic flow and minimize the need for land acquisition.*
- *Policy 1.4: Maintain at least a level of service “D” on arterial street intersections, except in major development areas.*
- *Policy 1.6: Improve intersection capacity on major arterials to accommodate increased traffic demands.*
- *Policy 2.7: Continue design practices which facilitate the safe use of circulation systems.*
- *Policy 3.1: Support the efforts of regional, state, and federal agencies to enhance local and express bus services.*
- *Policy 3.2: Support programs which complement bus and rail services for specialized transit needs.*
- *Policy 3.3: Support the expansion of commuter rail services.*

- *Policy 3.4: Encourage the development of multi-modal transit opportunities within major development areas.*
- *Policy 3.5: Enhance sidewalks and pedestrian systems to promote their use as a means of travel.*

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

- *RTP/SCS G1: Encourage regional economic prosperity and global competitiveness.*
- *RTP/SCS G2: Improve mobility, accessibility, reliability, and travel safety for people and goods.*
- *RTP/SCS G3: Enhance the preservation, security, and resilience of the regional transportation system.*
- *RTP/SCS G4: Increase person and good movement and travel choices within the transportation system.*
- *RTP/SCS G5: Reduce greenhouse gas emissions and improve air quality.*
- *RTP/SCS G6: Support healthy and equitable communities.*
- *RTP/SCS G7: Adapt to a changing climate and support an integrated regional development pattern and transportation network.*
- *RTP/SCS G8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel.*

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



Hence, given the above, the Project will screen out since it is within a TPA (HQTa), as illustrated in *Figure 6*, where existing transit service provided by OCTA currently provides service intervals no longer than 15 minutes during the peak commute hours. The Project's proximity to public transit is discussed in detail in the preceding section.

## **CONCLUSION**

Consistent with the *City of Santa Ana Traffic Impact Study Guidelines (dated September 2019)* and based on the VMT screening methodology and findings outlined in this Screening Memorandum, the proposed Project is located within a TPA (HQTa), based on the sites location within ½ mile of the 8 bus stop along OCTA Route 64 that has a 15 minute peak hour service or better as shown in *Figure 6* and the land use is consistent with the RTP/SCS as contained in Southern California Association of Governments' (SCAG) adopted Connect SoCal (2020–2045 Regional Transportation Plan/Sustainable Communities Strategy). Therefore, in accordance with the City of Santa Ana's guidelines, the proposed Project is exempt from the preparation of any further VMT analysis and may be presumed to have a less than significant CEQA-related transportation impact.

\* \* \* \* \*

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

cc: File



TABLE 1  
PROJECT DEVELOPMENT SUMMARY

Land Use / Project Description	Project Development Totals
<b><u>Cabrillo Town Center Mixed Use</u></b>	
<input type="checkbox"/> Site A: 5-Story Wrap <ul style="list-style-type: none"> <li>○ Studio Units (600 SF)</li> <li>○ 1 Bedroom Units (750 SF)</li> <li>○ 2 Bedroom Units (1,070 SF)</li> <li>○ Live-Work / 2 Bedroom Units (1,200 SF)</li> </ul> <p style="text-align: right;">Total Apartment Units:</p>	<p>23 Units (5.1%)</p> <p>264 Units (58.8%)</p> <p>148 Units (33.0%)</p> <p><u>14 Units (3.1%)</u></p> <p>449 Units</p>
<input type="checkbox"/> Site A: Commercial <ul style="list-style-type: none"> <li>○ Retail</li> <li>○ Live/Work Commercial</li> </ul> <p style="text-align: right;"><b>Total Commercial Space:</b></p>	<p>5,800 SF</p> <p><u>11,400 SF</u></p> <p><b>17,200 SF</b></p>
<input type="checkbox"/> Site B: 3-Story Townhomes <ul style="list-style-type: none"> <li>○ <b>Total Residential Units:</b></li> </ul>	<p>58 units</p> <p><b>507 Units</b></p>
<b><u>Parking Supply</u></b>	
<input type="checkbox"/> Site A – Parking Structure <ul style="list-style-type: none"> <li>○ Resident Parking</li> <li>○ Retail/Commercial/Guest Parking</li> </ul> <p style="text-align: right;">Site A Parking Supply:</p>	<p>808 spaces</p> <p><u>90 spaces</u></p> <p>898 spaces</p>
<input type="checkbox"/> Site B <ul style="list-style-type: none"> <li>○ Resident - two-car Garage per unit</li> <li>○ Resident/Guest – Open Parking</li> </ul> <p style="text-align: right;">Site B Parking Supply:</p>	<p>116 spaces</p> <p><u>11 spaces</u></p> <p>127 spaces</p>
<b>Total Parking Supply:</b>	<b>1,025 spaces</b>

**TABLE 2**  
**PROJECT TRAFFIC GENERATION RATES AND FORECAST<sup>3</sup>**

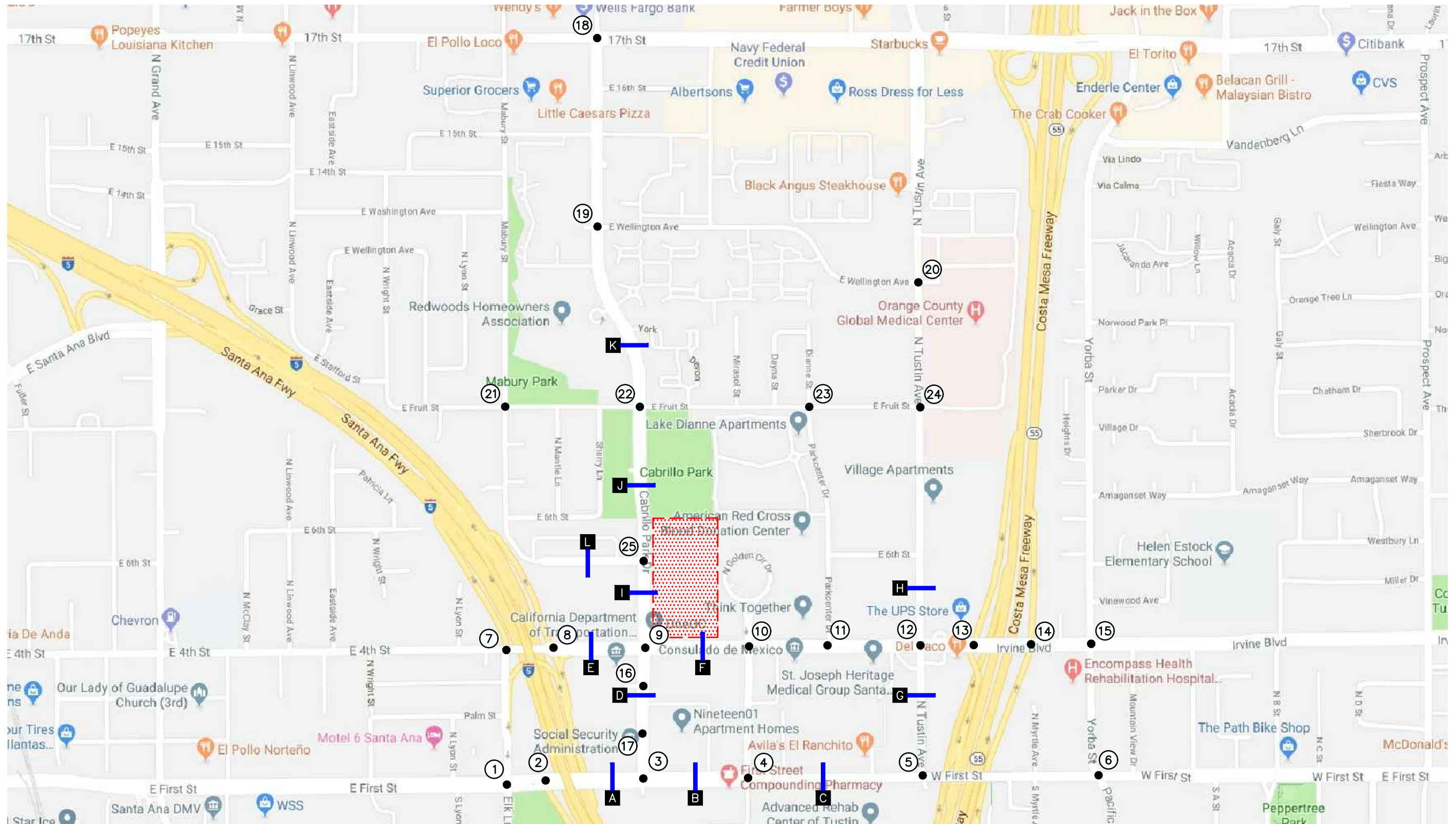
Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
<b><u>Trip Rates:</u></b>							
▪ 215: Single Family Attached Housing (TE/DU)	7.20	31%	69%	0.48	57%	43%	0.57
▪ 221: Multifamily Housing – Mid-Rise (TE/DU)	4.54	23%	77%	0.37	61%	39%	0.39
▪ 710: General Office Building (TE/1000 SF)	10.84	88%	12%	1.52	17%	83%	1.44
▪ 822: Strip Retail Plaza (< 40k) (TE/1000 SF)	54.45	60%	40%	2.36	50%	50%	6.59
<b><u>Existing Land Use Trip Generation:</u></b>							
▪ Cabrillo Park Drive and E. Fourth Office Buildings (173,025 SF)	1,876	231	32	263	42	207	249
<b><u>Project Trip Generation:</u></b>							
▪ Cabrillo Town Center Apartments (449 DU)	2,038	38	128	166	107	68	175
▪ Cabrillo Town Center Retail (5,800 SF)	316	8	6	14	19	19	38
▪ Cabrillo Town Center L/W Commercial (11,400 SF)	124	15	2	17	3	13	16
▪ Cabrillo Town Center Townhomes (58 DU)	418	9	19	28	19	14	33
<b>Total Project Trip Generation:</b>	<b>2,896</b>	<b>70</b>	<b>155</b>	<b>225</b>	<b>148</b>	<b>114</b>	<b>262</b>
<b>Internal Trip Capture (5%)</b>	<b>-145</b>	<b>-4</b>	<b>-8</b>	<b>-12</b>	<b>-7</b>	<b>-6</b>	<b>-13</b>
<b>Adjusted Project Trip Generation</b>	<b>2,751</b>	<b>66</b>	<b>147</b>	<b>213</b>	<b>141</b>	<b>108</b>	<b>249</b>
<b>Proposed Project vs. Existing Land Use Trip Generation Comparison</b>	<b>+875</b>	<b>-165</b>	<b>+115</b>	<b>-50</b>	<b>+99</b>	<b>-99</b>	<b>0</b>

**Notes:**

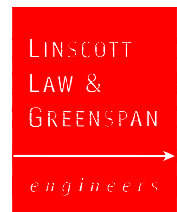
TE/1000 SF = Trip End per 1,000 Square Feet of Gross Floor Area

TE/DU = Trip End per Dwelling Unit

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



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SOURCE: GOOGLE

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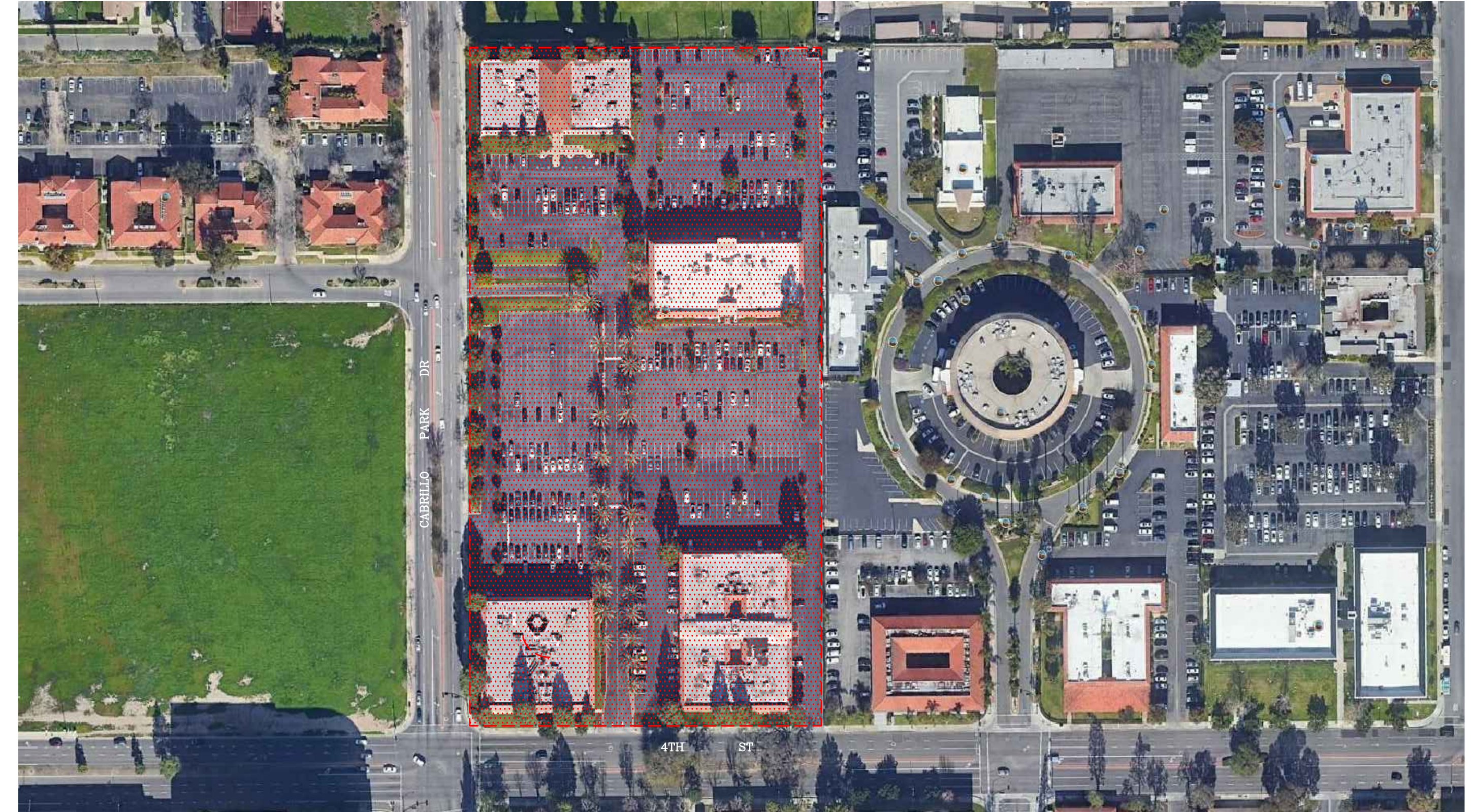
- = STUDY INTERSECTION
- = ROADWAY SEGMENT
- = PROJECT SITE

# FIGURE 1

## VICINITY MAP

CABRILLO TOWN CENTER MIXED-USED PROJECT, SANTA ANA





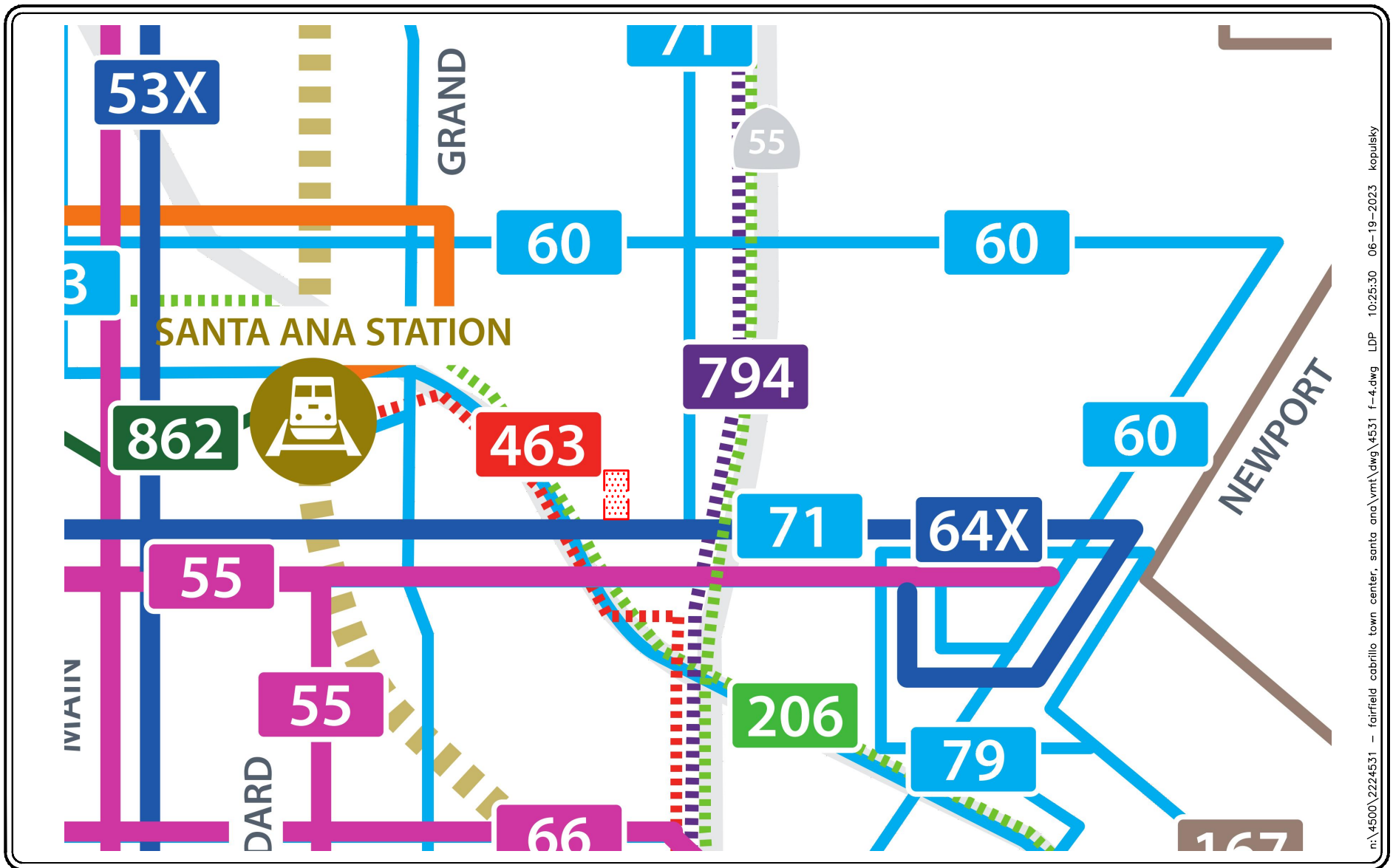
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NO SCALE

SOURCE: OCTA

KEY

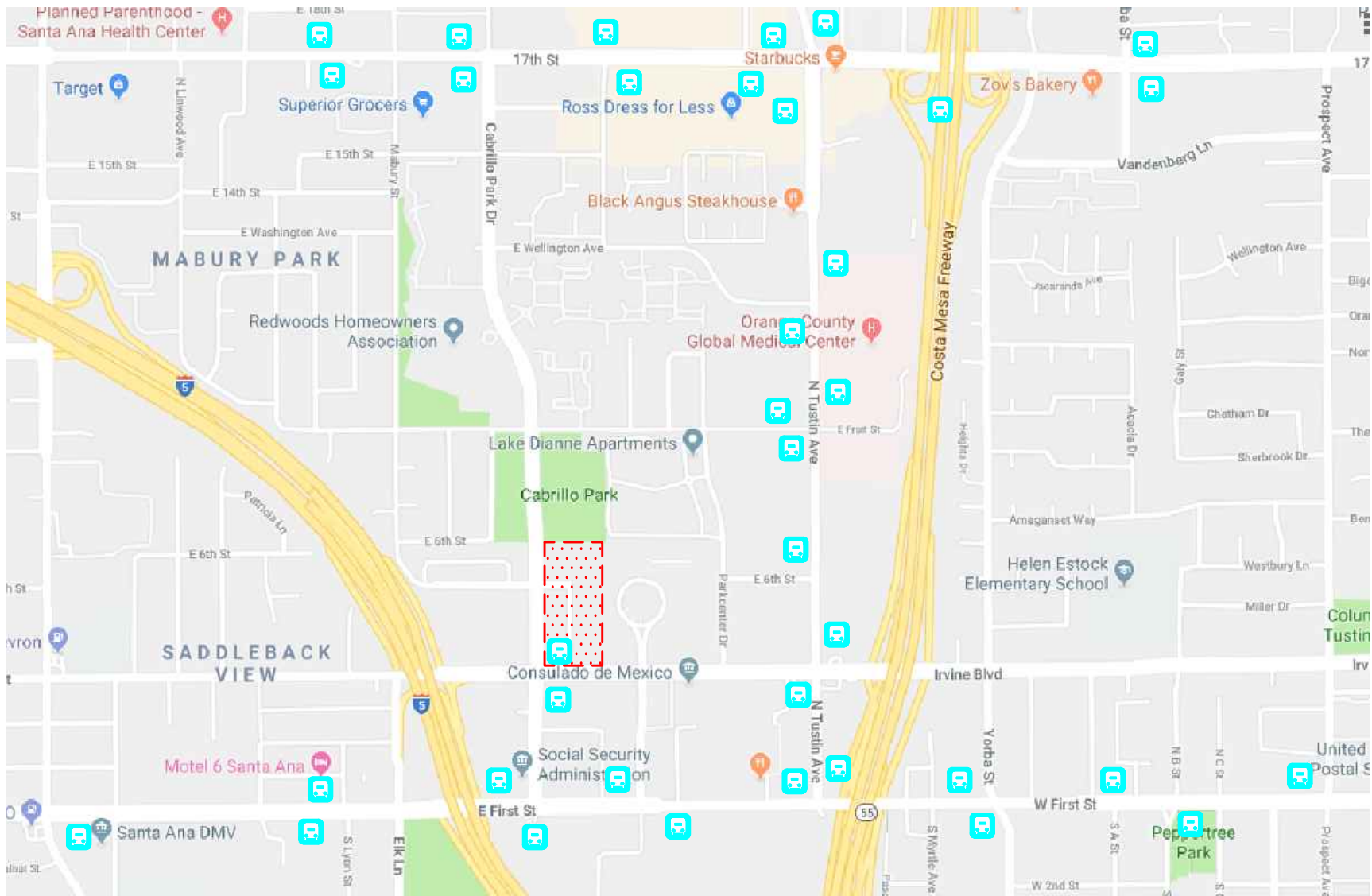


= PROJECT SITE

FIGURE 4

OCTA TRANSIT MAP

CABRILLO TOWN CENTER MIXED-USE PROJECT, SANTA ANA





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SOURCE: GOOGLE

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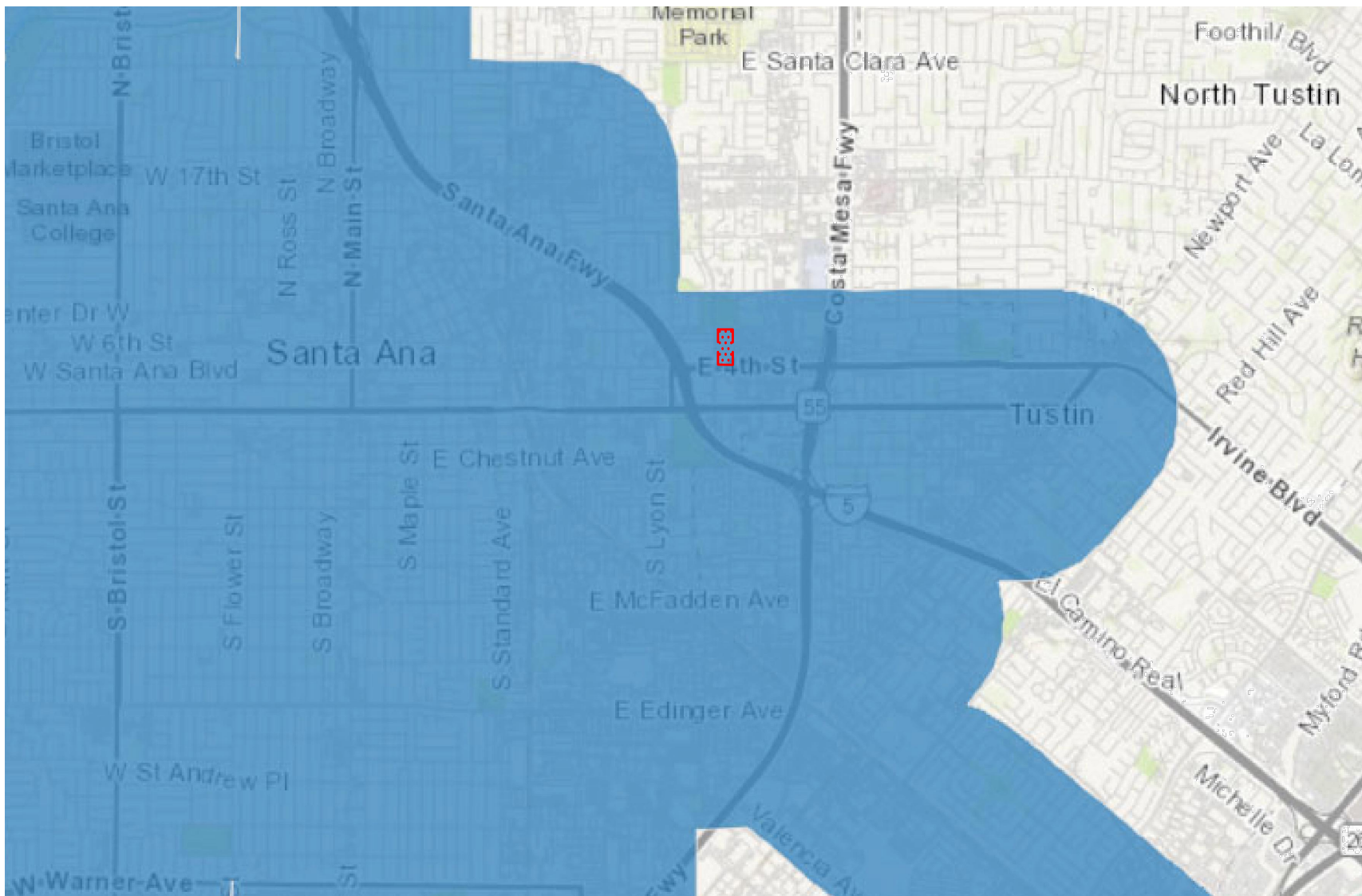
-  = PROJECT SITE
-  = TRANSIT STOP

## FIGURE 5

### TRANSIT STOP LOCATIONS

CABRILLO TOWN CENTER MIXED-USE PROJECT, SANTA ANA





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SOURCE: SCAG

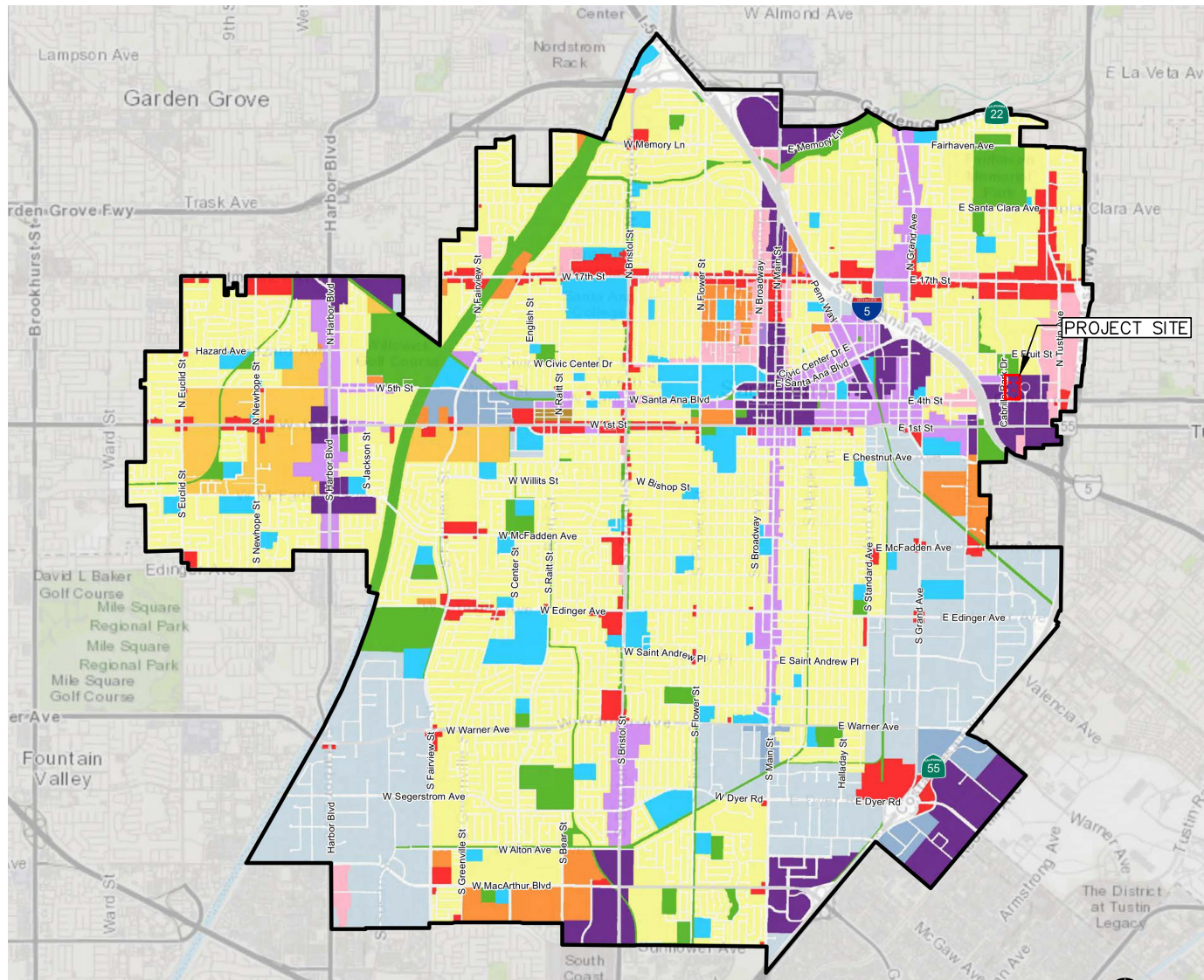
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 = PROJECT SITE

## FIGURE 6

HIGH QUALITY TRANSIT AREAS  
2016 – SCAG REGION

FAIRFIELD CABRILLO TOWN CENTER, SANTA ANA



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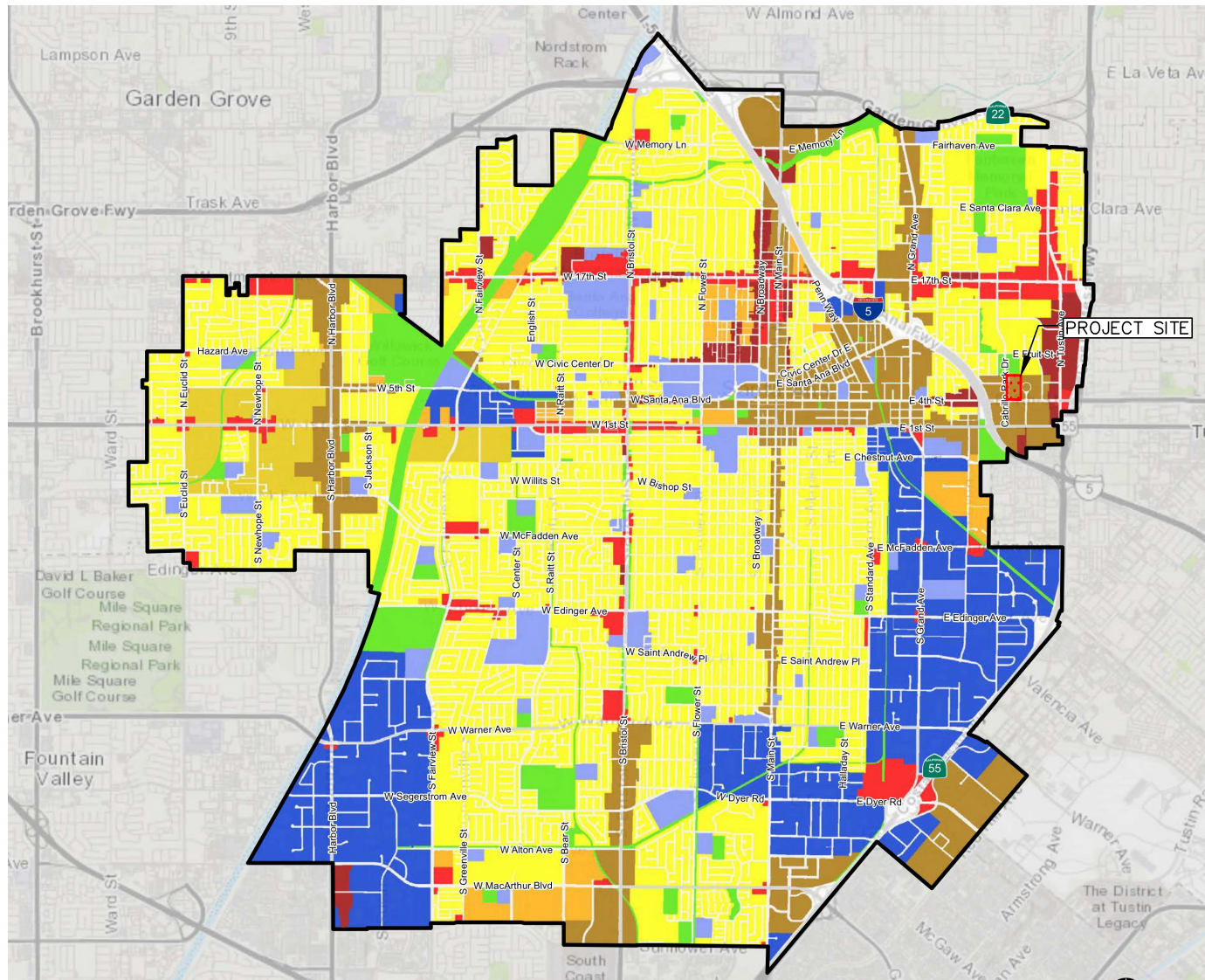
SOURCE: SCAG  
KEY

- LR-7 (Low Density Residential)
- LMR-11 (Low-Medium Density Residential)
- MR-15 (Medium Density Residential)
- CR-30 (Corridor Residential)
- INS (Institutional)
- OS (Open Space)
- PAO (Professional & Administrative Office); PAO (Professional & Administrative Office); PAO (Professional & Administrative Office); PAO (Professional & Administrative Office)
- GC (General Commercial); GC (General Commercial); GC (General Commercial)
- IND (Industrial)
- FLEX (Industrial/Flex); FLEX (Industrial/Flex)
- UN (Urban Neighborhood); UN (Urban Neighborhood); UN (Urban Neighborhood)
- OBPOC (One Broadway Plaza District Center)
- DC (District Center); DC (District Center); DC (District Center); DC (District Center)

FIGURE 7

GENERAL PLAN LAND USE LOCAL  
JURISDICTION'S LAND USE DESIGNATIONS  
FAIRFIELD CABRILLO TOWN CENTER, SANTA ANA





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NO SCALE

SOURCE: SCAG  
KEY

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

FIGURE 8

GENERAL PLAN LAND USE  
2019 SCAG LAND USE CODES

FAIRFIELD CABRILLO TOWN CENTER, SANTA ANA