Appendix E. Focused Traffic Impact Analysis

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TECHNICAL MEMORANDUM

2 Executive Circle
Suite 250
Irvine, CA 92614
949.825.6175 T
949.825.5939 F
www.llgengineers.com

Pasadena
Irvine
San Diego

To:	George Alvarez, P.E., Project Manager Izzak Mireles, Senior Planner City of San Juan Capistrano	Date:	November 19, 2025
From:	Richard E. Barretto, P.E., Principal Angela Besa, P.E., Transportation Engineer III Linscott, Law & Greenspan, Engineers	LLG Ref:	2.22.4588.1
Cc:	Christy Kopulsky, Transportation Engineer I File		
Subject:	***Focused Traffic Impact Analysis for The French Hotel San Juan Capistrano***		

This Focused Traffic Impact Analysis evaluates the potential traffic impacts associated with the proposed French Hotel project (hereinafter referred to as Project) in the City of San Juan Capistrano, California. The Project site, known as the "Carmen Oyharzabal" property, is generally located on the west side of Camino Capistrano, north of Forster Street, and north of El Adobe Restaurant and addressed as 31841-31871 Camino Capistrano within the City's historic downtown. The Project site is a 1.68± acre and is currently developed with two (2) historic abodes. Access to the site is now provided by a single driveway on Camino Capistrano.

Pursuant to our coordination efforts and the approved Scope of Work, this traffic sensitivity analysis has been prepared determine if the proposed Project has a measurable impact based criteria and thresholds[1] documented in the *Amended San Juan Capistrano Administrative Policy 310, Preparation and Use of Traffic Reports, dated June 21, 2023* and *City of San Juan Capistrano Council Policy No. 111, Fair Share Methodology and Developer Reimbursements, dated March, 17, 1998*.

Further, an evaluation of the access and internal circulation layout of the Project's proposed site plan as well as an assessment of the Project's proposed valet operations has been prepared.

INTRODUCTION

This focused traffic analysis documents the findings and recommendations of an evaluation conducted by Linscott, Law & Greenspan, Engineers (LLG) to determine the potential impacts associated with the proposed Project.

[1] TRAFFIC ANALYSIS THRESHOLDS. Any project which generates a minimum of 200 daily traffic trips, or 20 or more trips during either the AM or PM peak hour will be required to prepare a traffic impact analysis in accordance with these guidelines. This requirement may be waived if a sensitivity study determines project does not have a measurable impact as determined by the City Traffic Engineer (Source: *San Juan Capistrano Administrative Policy 310, Preparation and Use of Traffic Studies, June 21, 2021)*

Study Area / Project Limits

The traffic sensitivity analysis evaluated the operating conditions of the following three (3) key study intersections located within the immediate vicinity of the Project site:

1. Camino Capistrano at Old Mission Road
2. Camino Capistrano at Forster Street
3. Camino Capistrano at Del Obispo Street *(Traffic Operation Hot Spot)*

Camino Capistrano from Del Obispo Street north along the Project frontage is a limited secondary arterial (two-land divided roadway) with a speed limit of 25 mph north of Del Obispo Street to Old Mission Road. Parking is permitted on both sides of the roadway from north of Forster Street, inclusive of the Project frontage to Old Mission Road. Access to the commercial properties, inclusive of the Project site, located along the section of Camino Capistrano between Verdugo Street and Forster Street is provided via a two-way left-turn lane.

Figure 1, which is located at the end of this letter, presents the vicinity map that depicts the Project site and the study locations. The Level of Service (LOS) investigations at these key locations were used to evaluate the potential traffic impacts associated with proposed Project.

PROJECT DESCRIPTION

The proposed Project includes the development of a 70-room luxury Boutique Hotel within six (6) buildings with a total floor area of 55,801 square-feet (SF) and a parking supply of 71 spaces.

Building 1, which is the Casa Manuel Garcia Adobe, totals 3,400 SF and will be rehabilitated through removal of non-historic additions and structural improvements to allow for the provision of restaurant dining on the first floor, with the upper floor converted into two (2) hotel rooms and a parlor space.

Building 4 is the Domingo Yorba Adobe, which will also be rehabilitated, with non-contributing additions removed and a rear addition constructed to provide restrooms and code-compliant facilities, allowing use as an ancillary hotel space with dining, leisure, event functions, and one (1) key within 1,493 SF of floor area, plus patio space.

New construction includes Building 1A, a 2,925-square-foot building containing kitchen, bar, and dining space with indoor-outdoor seating; Building 2, a 6,274-square-foot barn-style event building with an outdoor patio and supporting kitchen; and Building 3, a three-story, three-winged hotel containing 67 guest rooms and conference and meeting areas, arranged around a courtyard with pool, spa, and landscaped areas.

Parking will be valet-operated, with vehicles received at the valet stand located adjacent to the hotel lobby and stored in Building 5, a 2,450-square-foot mechanical parking structure located at railroad level, accommodating up to 66 cars. Valet parking will be available 24 hours per day, seven days a week throughout the year. If no valet operator is available (overnight for instance), then keys would be left at the front desk and a hotel employee, trained in valet procedures, would retrieve guest vehicles. Circulation improvements include a new 20-foot-wide driveway at the northern property line, removal of the existing central driveway to create a pedestrian plaza and public gathering area, and installation of ADA-compliant sidewalks along Camino Capistrano. Five (5) additional on-street parking spaces will be provided on the northern side of the property. ***Table 1*** provides a summary of the proposed Project components.

Proposed access will be provided by a single full access driveway on Camino Capistrano, which is located on the north side of Building 1. As a Project design feature to enhance guest access to the proposed hotel, the Project proposes two (2) on-street stalls located on Camino Capistrano for hotel guest drop-off/pick-up and/or temporary loading/unloading; no valet service will be provided on Camino Capistrano.

Figure 2 presents the existing site aerial of the Project site. ***Figure 3*** and ***Figure 4*** present the Proposed Street Level and Railroad Level Site Plans, respectively. for the Project, provided by the City and prepared by Bickel Group Architecture *prepared by Bickel Group Architecture dated July 2025*.

PROJECT TRIP GENERATION

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. The trip generation potential of the proposed Project will be estimated using trip rates contained in the 12th Edition of Trip Generation, published by the Institute of Transportation Engineers (ITE), [Washington, D.C., 2025].

Table 2 summarizes the trip generation rates used in forecasting the vehicular trips generated by the proposed Project, as well as the proposed Project's forecast weekday daily and peak hour traffic volumes. As shown in the upper half of *Table 2***,** and based on the Project description, ITE Land Use 310: Hotel trip rates have been used to forecast the trip generation potential of the proposed Project.

As shown in the lower portion of *Table 2*, the proposed Project is forecast to generate 409 daily trips, with 24 trips (13 inbound, 11 outbound) produced in the AM peak hour and 33 trips (17 inbound, 16 outbound) produced in the PM peak hour on a "typical" weekday. The potential traffic impacts of these Project trips has been evaluated in this report.

Project Distribution

Project traffic volumes both entering and exiting the site have been distributed and assigned to the adjacent street system based on the following considerations:

- the site's proximity to major traffic carriers (i.e. I-5 Freeway, Ortega Highway, etc.)
- expected localized traffic flow patterns based on adjacent street channelization and presence of traffic signals,
- existing traffic volumes,
- ingress/egress availability at the Project site, taking into consideration traffic flow along Camino Capistrano and at adjacent driveways, as well as full access movements at the proposed Project driveway, and
- input from City staff.

Figure 5 graphically presents the general, directional traffic distribution pattern for the proposed hotel. ***Table 3*** summarizes the Project's potential added peak hour traffic volumes at the three (3) study intersections based on the Project's trip generation in *Table 2* and the trip distribution pattern *in Figure 5*.

From a review of *Table 3*, the Project's added traffic volumes at one (1) of the three (3) study locations, plus the project driveway, meets the City's threshold of "20 or more peak hour trips" for evaluation per the City of San Juan Capistrano criteria.

TRAFFIC IMPACT ANALYSIS

Traffic Analysis Scenarios

The following scenarios are those for which LOS calculations have been performed for key intersections to assess the potential traffic impact of the proposed Project upon the circulation system, as it currently exists:

A. Existing Traffic Conditions,
B. Existing Plus Project Traffic Conditions,
C. Scenario (B) with Improvements, if necessary.

The AM peak hour and PM peak hour traffic volumes for which the level of service calculations have been prepared at the three (3) key intersections and the Project driveway are illustrated in ***Figure 6*** through ***Figure 11***.

Existing AM and PM peak hour traffic volumes for the three (3) key study intersections evaluated in this report were collected by *Counts Unlimited* in May 2025 and October 2025 during the AM peak period (7:00 AM – 9:00 AM) and PM peak period (4:00 PM – 6:00 PM) over a three (3) day period on a Tuesday, Wednesday and Thursday to establish baseline Year 2025 traffic conditions. ***Figures 6*** and ***7*** present the existing AM and PM peak hour traffic volumes, respectively. ***Appendix A*** contains the detailed peak hour traffic count sheets for the key intersections evaluated in this report.

The forecast AM peak hour and PM peak hour Project-generated traffic volumes at the key study intersections and Project driveway are presented in ***Figures 8*** and ***9***, respectively.

Figures 10 and ***11*** present the Existing Plus Project AM peak hour and PM peak hour traffic volumes at the three (3) key intersections and Project driveway, respectively.

Significance of Impacts and Thresholds

The significance of the potential impacts of the Project at each key intersection was evaluated using the City's LOS standards and significant transportation impact criteria, as summarized below.

ICU Method of Analysis (Intersections)

Per the City of San Juan Capistrano criteria, as presented in the City of San Juan Capistrano Administrative Policy 310, Preparation and Use of Traffic Studies, LOS "D" (ICU = 0.801 - 0.900) is the LOS goal that the City strives to maintain during the

AM and PM peak hour for all non "Hot Spot" intersections. With respect to "Hot Spot" intersections the goal is to maintain an LOS "E" (ICU = 0.901 - 1.000) as the minimum acceptable condition during the AM and PM peak hours.

Per the City's guidelines, a Project's impact ***(Direct Impact)*** on the existing street system is considered measurable if the Project's ICU increase is 0.010 or greater **and** the resulting Existing plus Project Traffic Conditions LOS is "E" or "F" (ICU > 0.900). For "Hot Spot" intersections, a Project's impact ***(Direct Impact)*** on the existing street system is considered "significant" if the Project's ICU increase is 0.005 or greater **and** the resulting Existing plus Project Traffic Conditions LOS is "F" (ICU > 1.000).

HCM Method of Analysis (Intersections)

Per the City of San Juan Capistrano criteria, as presented in the City of San Juan Capistrano Administrative Policy 310, Preparation and Use of Traffic Studies, LOS "D" (Delay "> 25.0 s/v and ≤ 35.0 s/v" or "> 35.0 s/v and ≤ 55.0 s/v" for unsignalized and signalized intersections, respectively) is the LOS goal that the City strives to maintain during the AM and PM peak hour for all non "Hot Spot" intersections. With respect to "Hot Spot" intersections, the City's goal is to maintain an LOS "E" (Delay "> 35.0 s/v and ≤ 50.0 s/v" or "> 55.0 s/v and ≤ 80.0 s/v") during the AM and PM peak hours.

Per the City's guidelines, a Project's impact ***(Direct Impact)*** on the existing street system is considered measurable if the Project's delay increase is 2.0 second or greater **and** the resulting Existing plus Project Traffic Conditions LOS is "E" or "F" (Delay "> 35.0 s/v" or "> 55.0 s/v"). For "Hot Spot" intersections, a Project's impact ***(Direct Impact)*** on the existing street system is considered measurable if the Project's HCM increase is 1.0 second or greater **and** the resulting Existing plus Project Traffic Conditions LOS is "F" (Delay "> 50.0 s/v" or "> 80.0 s/v").

EXISTING PLUS PROJECT INTERSECTION CAPACITY ANALYSIS

ICU Method of Analysis (Intersections)

Table 4 summarizes the peak hour Level of Service results at the key study intersections based on the ICU Method of Analysis for Existing Plus Project traffic conditions. The first column (1) in *Table 4* states the intersections' "Hot Spot" classification, followed by column (2) which shows the LOS goal based on the intersections' "Hot Spot" classification, if any. The third column (3) presents the time period. The ICU values of column (4) in *Table 4* presents a summary of Existing AM and PM peak hour traffic conditions. The fifth column (5) lists Existing plus Project traffic conditions based on existing intersection geometry. The sixth column (6) shows the increase in ICU value due to the added peak hour Project trips and indicates whether the traffic associated with the Project will have a Project impact based on the LOS standards and the significance impact criteria defined in this report. The seventh column (7) of *Table 4* presents the anticipated operating conditions with implementation of recommended improvements to mitigate the Project impact *(Direct Impact)* and/or achieve an acceptable Level of Service, if any are required.

Existing Peak Hour Traffic Conditions

Review of column (4) of *Table 4* indicates that all the signalized intersections under Existing traffic conditions are currently operating at acceptable LOS based on the City's LOS criteria.

Existing Plus Project Traffic Conditions

Review of column (5) of *Table 4* shows that with the addition of Project traffic, all the key study intersections are expected to continue to operate at the acceptable LOS based on the City's LOS criteria for the Existing Plus Project traffic conditions. Further, column (6) of *Table 4* indicates that the proposed Project will not have any direct project impacts at any of the intersections based on the ICU method of analysis.

Appendix B contains the ICU/LOS calculation worksheets.

HCM Method of Analysis (Intersections)

Table 5, which is similar in structure to that of *Table 4*, summarizes the peak hour Level of Service results at the key study intersections based on the HCM Method of Analysis for Existing Plus Project Traffic Conditions.

Existing Peak Hour Traffic Conditions

Review of column (4) of *Table 5* indicates that all the intersections under Existing traffic conditions are currently operating at acceptable LOS based on the City's LOS criteria.

Existing Plus Project Traffic Conditions

Review of column (5) of *Table 5* shows that with the addition of Project traffic, all the key study intersections are expected to continue to operate at the acceptable LOS based on the City's LOS criteria for the Existing Plus Project traffic conditions. Further, column (6) of *Table 5* indicates that the proposed Project will not have any direct project impacts at any of the intersections based on the HCM method of analysis.

Appendix C contains the HCM/LOS calculation worksheets.

SITE ACCESS AND INTERNAL CIRCULATION

Site Access Evaluation

As previously discussed, the proposed access to the Project will be provided by full access driveway on Camino Capistrano. The Project's driveway will allow for both left-turn in/out and right-turn in/out movements.

Existing Plus Project Traffic Conditions

Table 6, which is similar in structure to that of *Table 5*, summarizes the peak hour Level of Service results at the Project driveway based on the HCM Method of Analysis for Existing Plus Project Traffic Conditions. Review of column (5) of *Table 6* shows that the Project driveway is forecast to operate at the acceptable LOS based on the City's LOS criteria for the Existing Plus Project traffic conditions.

Appendix D contains the HCM/LOS calculation worksheets for the Project driveways.

Recommended Project Access Improvements

Figure 12 presents a concept improvement plan for Camino Capistrano along the project frontage to facilitate access to the Project site. As shown, it is recommended that the following improvements be implemented:

- Restripe Camino Capistrano to provide a 50-foot southbound left-turn pocket with a 50-foot opening at Forster Street to allow the provision of a two-way left-turn lane to facilitate left-turn access at the Project's driveway. The recommended left-turn storage capacity noted above would accommodate the forecast vehicle queues at Forester Street and the Project driveway.

The following improvements are recommended in conjunction with the development of the proposed Project to ensure that adequate ingress and egress to the project site is provided:

- *Project Driveway No. 1:* Install a "STOP" sign and stop bar at Project's driveway on Camino Capistrano.
- Due to the grade/slope of driveway, install "Watch for Pedestrians" sign at the Project Driveway to alert motorists of potential pedestrian conflicts as they exit the site.
- Install "Time Restricted/Loading/Unloading Only (R30B(CA)(MOD)" sign, and paint "white curb" as required at the Project's proposed guest drop-off/pick-up area on Camino Capistrano. This area may also serve as a loading/unloading area for small delivery trucks as may be necessary.

Internal Circulation

The internal circulation was evaluated in terms of vehicle-pedestrian conflicts. Based on our review of the Project's proposed site plan, the overall layout does not create significant vehicle-pedestrian conflict points and the design of project driveways are sufficient such that access to parking spaces is not impacted by internal vehicle queuing/stacking. Our evaluation of the on-site circulation shown on the Project site plan was performed using the *Turning Vehicle Templates*, developed by Jack E. Leisch & Associates and *AutoTURN for AutoCAD* computer software that simulates turning maneuvers for various types of vehicles. Curb return radii within the Project site have been confirmed and are adequate for passenger cars, a fire truck, small service vehicles (SU-30), and a trash/refuse truck. Project traffic is not anticipated to cause significant queuing/stacking on the Project driveways. The on-site circulation is acceptable based on our review of the proposed site plan.

Figures 13, 14, and ***15*** illustrate the turning movements required of a fire truck, small delivery truck (SU-30), and trash truck, respectively, as it circulates throughout the Project site. Overall, the turning maneuvers for fire truck, SU-30, and trash truck are considered adequate, although a small delivery truck (SU-30) may have to swing wide to access the Project driveway if traveling southbound on Camino Capistrano. As noted previously, the guest drop-off/pick-up area on Camino Capistrano may also serve as a loading/unloading area for small delivery trucks as may be necessary.

Sight Distance Evaluation

At intersections and/or project driveways, a substantially clear line of sight should be maintained between the driver of a vehicle waiting at the crossroad and the driver of an approaching vehicle. Adequate time must be provided for the waiting vehicle to either cross all lanes of through traffic, cross the near lanes and turn left, or turn right, without requiring traffic to radically alter their speed. A sight distance evaluation has been performed for the Project driveway.

The Sight Distance Evaluation prepared for the project driveway is based on the criteria and procedures set forth by the California Department of Transportation (Caltrans) in the State's *Highway Design Manual (HDM)*. Stopping sight distance was utilized for the evaluation. Stopping sight distance is defined in the Caltrans HDM to be the distance required by the driver of a vehicle, traveling at a given speed, to bring the vehicle to a stop after an object ½ foot high on the road becomes visible. Stopping sight distance is measured from the driver's eyes, which is assumed to be 3 ½ feet above the pavement surface, to an object ½ foot high on the road.

Based on the criteria set forth in Table 201.1 of the Caltrans HDM, and a posted speed limit of 25 mph along Camino Capistrano, a stopping sight distance of 150 feet is required.

Figure 16 presents the results of the sight distance evaluation at the Project driveway based on the application of the stopping sight distance criteria. The figure illustrates the limited use area. As shown, the sight lines at the proposed Project driveway is expected to be adequate given obstructions within the sight triangle are not permanent and are only temporary due to the on-street parking available to the north of the driveway. It is expected that exiting vehicles would ease out of the driveway without obstructing southbound traffic on Camino Capistrano to improve their visibility.

Valet Operation

As indicated previously, the proposed Project will provide a 100% valet service for all 71 on-site parking spaces which consists of a 66-space parking puzzle and 5 surface stalls. All hotel guests will receive valet services.

The French Hotel's valet parking services will be staffed appropriately to provide quality service to ensure guest satisfaction. Valet parking will be available 24 hours per day, seven days a week (24/7) throughout the year. If no valet operator is available (overnight for instance), then keys would be left at the front desk and a hotel employee, trained in valet procedures, would retrieve guest vehicles.

The drop-off and pick-up of guest vehicles will occur in the designated valet area in front of the hotel entrance at Building Number 3, adjacent to the lobby. Once a valet receives a vehicle, it is taken to the 66-space parking puzzle, which is near the valet stand to allow for an efficient quick drop and retrieval of a vehicle. From a review of the location of the valet stand, it is located far enough into the project site such that vehicular queues associated with guest drop off would not impact traffic flow on Camino Capistrano. ***Figure 17*** presents the location of the Valet Stand in relation to Camino Capistrano and the Project's 66-space Parking Puzzle.

CONCLUSIONS AND RECOMMENDATIONS

The purpose of this traffic study was to assess the potential traffic impact of the proposed Camino Capistrano Project on the existing circulation system in the immediate vicinity of the Project site in downtown San Juan Capistrano.

Briefly, based on the results of the LOS analyses, the proposed Project will not have a measurable impact (direct impact) at either of the three study intersections listed below based the City's LOS standards and significant impact criteria. As such, no intersection improvements are recommended or required of the Project.

1. Camino Capistrano at Old Mission Road
2. Camino Capistrano at Forster Street
3. Camino Capistrano at Del Obispo Street *(Traffic Operation Hot Spot)*

Further, site access and internal circulation was also evaluated and determined to be adequate. However, the following improvements are recommended in conjunction with the development of the proposed Project to ensure that adequate ingress and egress to the project site is provided:

- Restripe Camino Capistrano to provide a 50-foot southbound left-turn pocket with a 50-foot opening at Forster Street to allow of the provision of a two-way left-turn lane to facilitate left-turn access at the Project's northerly driveway. The recommended left-turn storage capacity noted above would accommodate the forecast vehicle queues at Forester Street and the project driveway.
- Install a "STOP" sign and stop bar at Project's driveway on Camino Capistrano.
- Due to the grade/slope of driveway, install "Watch for Pedestrians" sign at the Project Northerly Driveway to alert motorists of potential pedestrian conflicts as they exit the site.
- Install "Time Restricted/Loading/Unloading Only (R30B(CA)(MOD)" sign, and paint "white curb" as required at the Project's proposed guest drop-off/pick-up area on Camino Capistrano. This area may also serve as a loading/unloading area for small delivery trucks as may be necessary.

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



Attachments

Table 1: Project Development Summary
Table 2: Project Trip Generation Forecast
Table 3: Added Project-Related Traffic Volumes at Study Intersections
Table 4: Existing Plus Project Peak Hour LOS – ICU Method of Analysis
Table 5: Existing Plus Project Peak Hour LOS – HCM Method of Analysis
Table 6: Existing Plus Project Peak Hour Driveway LOS – HCM Method of Analysis

Figure 1: Vicinity Map
Figure 2: Existing Aerial Photograph
Figure 3: Proposed Site Plan – Street Level
Figure 4: Proposed Site Plan – Railroad Level
Figure 5: Project Trip Distribution Pattern
Figure 6: Existing AM Peak Hour Volumes
Figure 7: Existing PM Peak Hour Volumes
Figure 8: AM Peak Hour Project Traffic Volumes
Figure 9: PM Peak Hour Project Traffic Volumes
Figure 10: Existing Plus Project AM Peak Hour Traffic Volumes
Figure 11: Existing Plus Project PM Peak Hour Traffic Volumes
Figure 12: Conceptual Improvement Plan
Figure 13: Fire Truck Turning Analysis
Figure 14: SU-30 Truck Turning Analysis
Figure 15: Trash Truck Turning Analysis
Figure 16: Sight Distance Analysis
Figure 17: Valet Stand and Parking Puzzle

TABLE 1

PROJECT DEVELOPMENT SUMMARY / MIX OF USES[2]

THE FRENCH HOTEL, SAN JUAN CAPISTRANO

Land Use / Project Description	Project Development Totals
1841-31871 Camino Capistrano Hotel Project	
❑ Building 1 (2-Story) o Rehabilitated Casa de Garcia Adobe ▪ Boutique Hotel (2 keys/rooms) ▪ Ancillary Use/Retail	3,400 SF
❑ Building 1A (1-Story) ▪ Ancillary Use (kitchen/bar/dining area)	2,925 SF
❑ Building 2 (1-Story Barn) ▪ Ancillary Use (hotel dining and kitchen)	6,274 SF
❑ Building 3 (3-Story) ▪ Boutique Hotel (67 Keys/Rooms) ▪ Ancillary Uses (conference/meeting rooms)	39,249 SF
❑ Building 4 (1-Story) ▪ Rehabilitated Domingo Yorba (1 key) ▪ Ancillary Use (hotel amenity space)	1,493 SF
❑ Building 5 (1-Story) o Parking Lifts	2,460 SF
Total Project Development	***55,801 SF (70 keys/rooms)***
Project Parking Supply ❑ Parking Lift and Surface Parking	***71 spaces***

[2] Source: Proposed site plan for the Project, prepared by Bickel Group Architecture dated July 2025, with clarifications provided by City staff.

TABLE 2
PROJECT TRIP GENERATION FORECAST[5]
THE FRENCH HOTEL, SAN JUAN CAPISTRANO

Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
Trip Generation Rates:							
▪ 310: Hotel (TE/Rooms)	5.84	52%	48%	0.34	51%	49%	0.47
Proposed Trip Generation:							
▪ 310: Hotel (70 Rooms)	409	13	11	24	17	16	33
Total Proposed Project Trip Generation	**409**	**13**	**11**	**24**	**17**	**16**	**33**

Notes:

- TE/Room = Trip end per Room

[5] Source: *Trip Generation*, 12th Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2025).

TABLE 3

ADDED PROJECT-RELATED PEAK HOUR VOLUMES AT STUDY INTERSECTIONS PLUS PROJECT DRIVEWAY

THE FRENCH HOTEL, SAN JUAN CAPISTRANO

Key Intersection	"Hot Spot" Designation[7]	Minimum Acceptable LOS[8]	Control Type	Time Period	Added Peak Hour Project Trips	Exceeds "20-trip" Threshold (Yes/No)[10]
1. Camino Capistrano at Old Mission Road	--	D	Traffic Signal	AM	18	No
				PM	24	Yes
2. Camino Capistrano at Forster Street	--	D	Stop Control	AM	6	No
				PM	9	No
3. Camino Capistano at Del Obispo Street	Traffic Operation	E	Traffic Signal	AM	6	No
				PM	9	No
A. Camino Capistrano at Project Driveway No. 1	--	D	Stop Control	AM	24	Yes
				PM	33	Yes

[7] Source: *San Juan Capistrano General Plan Circulation Element, December 14, 1999.*

[8] Source: *San Juan Capistrano Administrative Policy 310, Preparation and Use of Traffic Studies, May 20, 2020.*

TABLE 4

EXISTING PLUS PROJECT PEAK HOUR LEVEL OF SERVICE – ICU METHOD OF ANALYSIS[9]

THE FRENCH HOTEL, SAN JUAN CAPISTRANO

Key Intersection	(1) "Hot Spot" Designation[10]	(2) Minimum Acceptable LOS[11]	(3) Time Period	(4) Existing Traffic Conditions		(5) Existing Plus Project Traffic Conditions		(6) Significant Impact		(7) With Project Recommended Improvements	
				ICU	LOS	ICU	LOS	ICU Increase[12]	Project Impact[13,14]	ICU	LOS
1. Camino Capistrano at Old Mission Road	--	D	AM	0.519	A	0.519	A	0.000	No	--	--
			PM	0.424	A	0.433	A	0.009	No	--	--
2. Camino Capistrano at Forster Street[15]	--	D	AM	--	--	--	--	--	--	--	--
			PM	--	--	--	--	--	--	--	--
3. Camino Capistrano at Del Obispo Street	Traffic Operation	E	AM	0.849	D	0.851	D	0.002	No	--	--
			PM	0.829	D	0.833	D	0.004	No	--	--

Notes:

- ICU = Intersection Capacity Utilization.
- LOS = Level of Service.
- **Bold ICU/LOS values** indicate adverse service levels based on City of San Juan Capistrano LOS standards.

[9] *Appendix B* contains the ICU/LOS calculation worksheets for all signalized study intersections.
[10] Source: *San Juan Capistrano General Plan Circulation Element, December 14, 1999.*
[11] Source: *San Juan Capistrano Administrative Policy 310, Preparation and Use of Traffic Studies, July 21, 2023.*
[12] ICU Increase = Column (5) minus Column (4).
[13] Project Impact considered "significant" if Column (5) minus Column (4) is 0.010 or greater and "LOS" Column (5) is "E" or "F".
[14] "Hot Spot" Project Impact considered "significant" if Column (5) minus Column (4) is 0.005 or greater and "LOS" Column (5) is "F".
[15] Unsignalized Intersection. ICU Method of Analysis does not apply.

TABLE 5
EXISTING PLUS PROJECT PEAK HOUR LEVEL OF SERVICE – HCM METHOD OF ANALYSIS[16]
THE FRENCH HOTEL, SAN JUAN CAPISTRANO

Key Intersection	(1) "Hot Spot" Designation[17]	(2) Minimum Acceptable LOS[18]	(3) Time Period	(4) Existing Traffic Conditions		(5) Existing Plus Project Traffic Conditions		(6) Significant Impact		(7) With Project Recommended Improvements	
				Delay (s/v)	LOS	Delay (s/v)	LOS	Delay Increase[19]	Project Impact[20,21]	Delay (s/v)	LOS
1. Camino Capistrano at Old Mission Road	--	D	AM	21.5	C	21.5	C	0.0	No	--	--
			PM	18.5	B	18.7	B	0.2	No	--	--
2. Camino Capistrano at Forster Street	--	D	AM	24.6	C	24.8	C	0.2	No	--	--
			PM	28.5	D	29.0	D	0.5	No	--	--
3. Camino Capistrano at Del Obispo Street	Traffic Operation	E	AM	50.2	D	50.5	D	0.3	No	--	--
			PM	46.1	D	47.2	D	1.1	No	--	--

Notes:

- s/v = seconds per vehicle (delay).
- LOS = Level of Service.

[16] *Appendix C* contains the HCM/LOS calculation worksheets for all signalized study intersections.
[17] Source: *San Juan Capistrano General Plan Circulation Element, December 14, 1999.*
[18] Source: *San Juan Capistrano Administrative Policy 310, Preparation and Use of Traffic Studies, July 21, 2023.*
[19] Delay Increase = Column (5) minus Column (4).
[20] Project Impact considered "significant" if Column (5) minus Column (4) is 2.0 seconds/vehicle or greater and "LOS" Column (5) is "E" or "F".
[21] "Hot Spot" Project Impact considered "significant" if Column (5) minus Column (4) is 1.0 seconds/vehicle or greater and "LOS" Column (5) is "F".

TABLE 6

EXISTING PLUS PROJECT PEAK HOUR DRIVEWAY LEVEL OF SERVICE – HCM METHOD OF ANALYSIS[22]

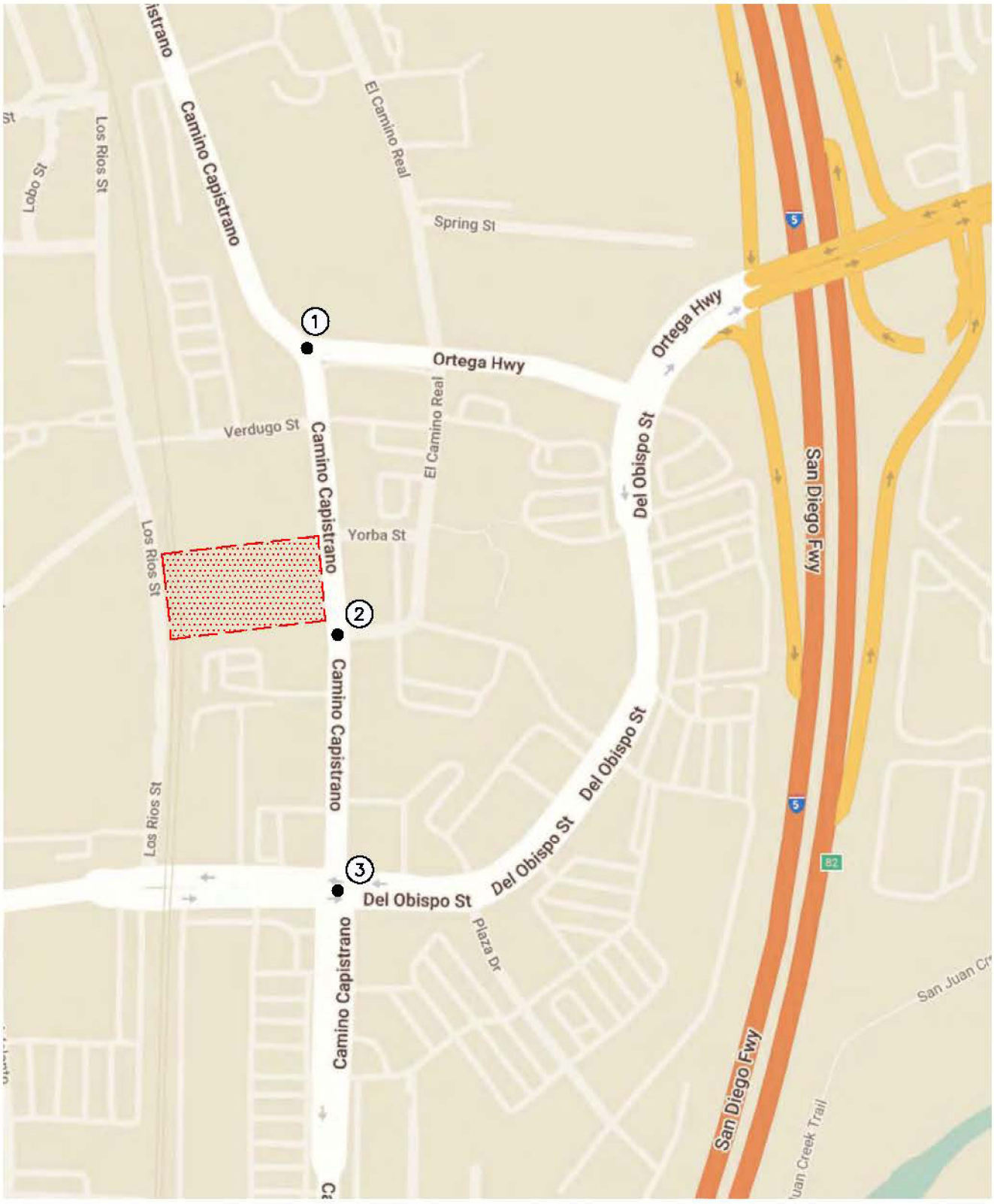
THE FRENCH HOTEL, SAN JUAN CAPISTRANO

Key Intersection	(1) "Hot Spot" Designation[23]	(2) Minimum Acceptable LOS[24]	(3) Time Period	(4) Existing Traffic Conditions		(5) Existing Plus Project Traffic Conditions		(6) Significant Impact		(7) With Project Recommended Improvements	
				Delay (s/v)	LOS	Delay (s/v)	LOS	Delay Increase[25]	Project Impact[26,27]	Delay (s/v)	LOS
A. Camino Capistrano at Project Driveway No. 1	--	D	AM	--	--	17.1	C	--	No	--	--
			PM	--	--	17.1	C	--	No	--	--

Notes:

- s/v = seconds per vehicle (delay).
- LOS = Level of Service.
- **Bold Delay/LOS values** indicate adverse service levels based on City of San Juan Capistrano LOS standards.

[22] *Appendix C* contains the HCM/LOS calculation worksheets for all signalized study intersections.
[23] Source: *San Juan Capistrano General Plan Circulation Element, December 14, 1999.*
[24] Source: *San Juan Capistrano Administrative Policy 310, Preparation and Use of Traffic Studies, July 21, 2023.*
[25] Delay Increase = Column (5) minus Column (4).
[26] Project Impact considered "significant" if Column (5) minus Column (4) is 2.0 seconds/vehicle or greater and "LOS" Column (5) is "E" or "F".
[27] "Hot Spot" Project Impact considered "significant" if Column (5) minus Column (4) is 1.0 seconds/vehicle or greater and "LOS" Column (5) is "F".



n:\4500\2224588 - 31841-31871 camino capistrano mixed use, san juan capistrano\dwg\4588 f-1.dwg LDP 07:01:20 11-13-2025 aguilar

LLG

NO SCALE

KEY

(#) = STUDY INTERSECTION

= PROJECT SITE

FIGURE 1

VICINITY MAP

THE FRENCH HOTEL, SAN JUAN CAPISTRANO



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KEY

= PROJECT SITE

LLG

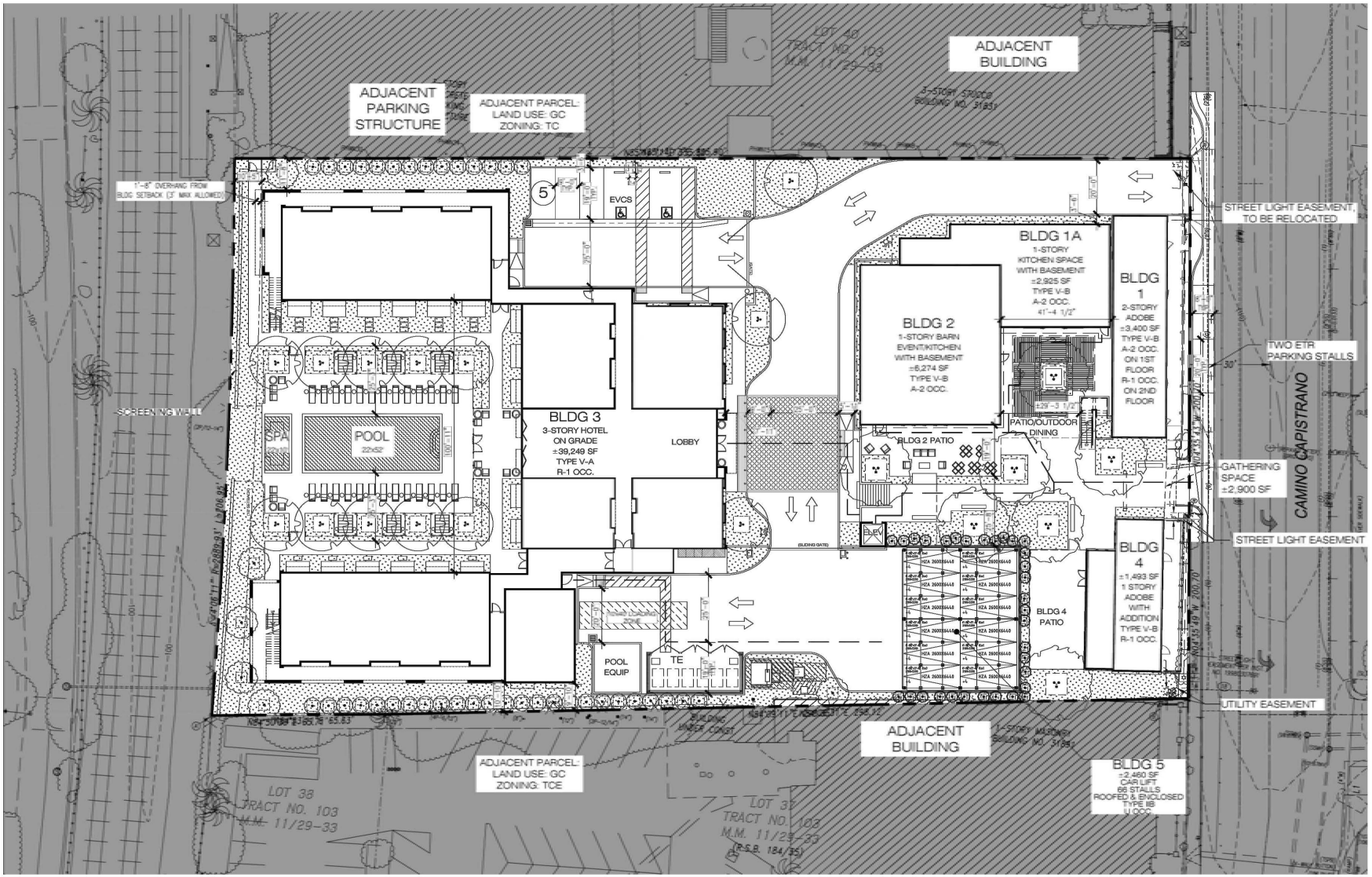
N

NO SCALE

FIGURE 2

EXISTING SITE AERIAL

THE FRENCH HOTEL, SAN JUAN CAPISTRANO



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SOURCE: BICKEL GROUP ARCHITECTURE

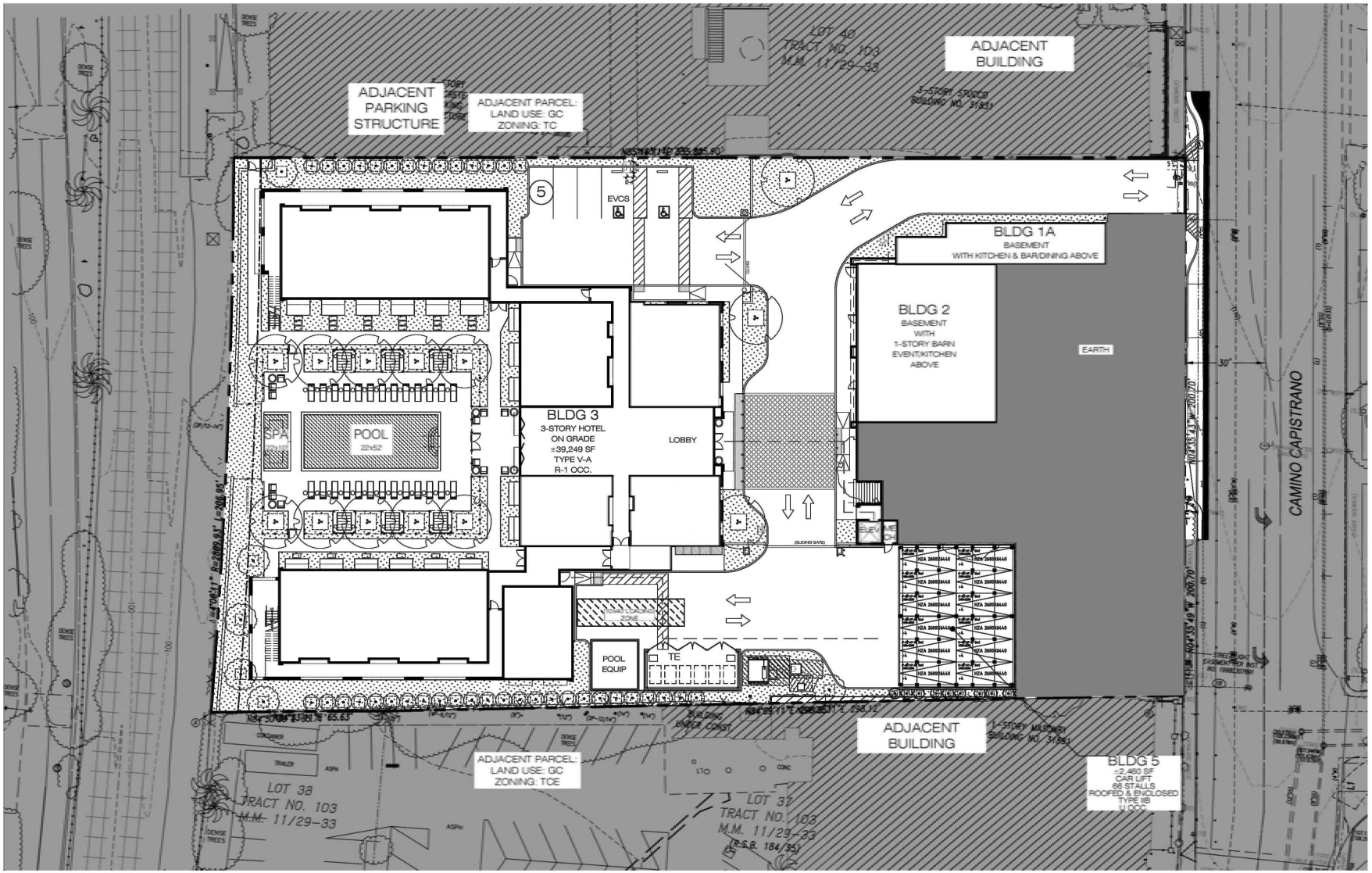
FIGURE 3

LLG

N NO SCALE

PROPOSED SITE PLAN – STREET LEVEL

THE FRENCH HOTEL, SAN JUAN CAPISTRANO



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SOURCE: BICKEL GROUP ARCHITECTURE

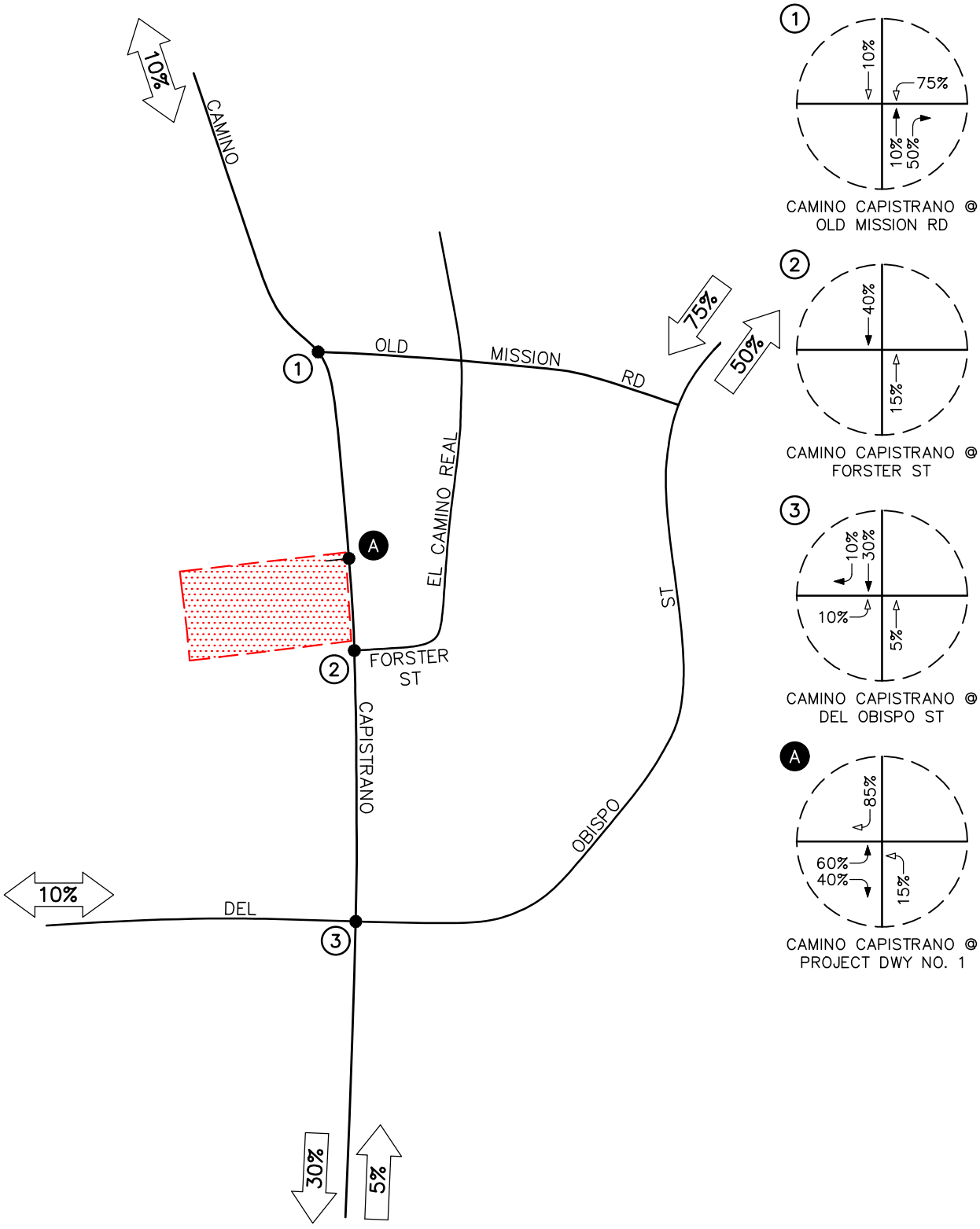
FIGURE 4

LLG

N NO SCALE

PROPOSED SITE PLAN – RAILROAD LEVEL

THE FRENCH HOTEL, SAN JUAN CAPISTRANO



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KEY

= PROJECT SITE

LLG

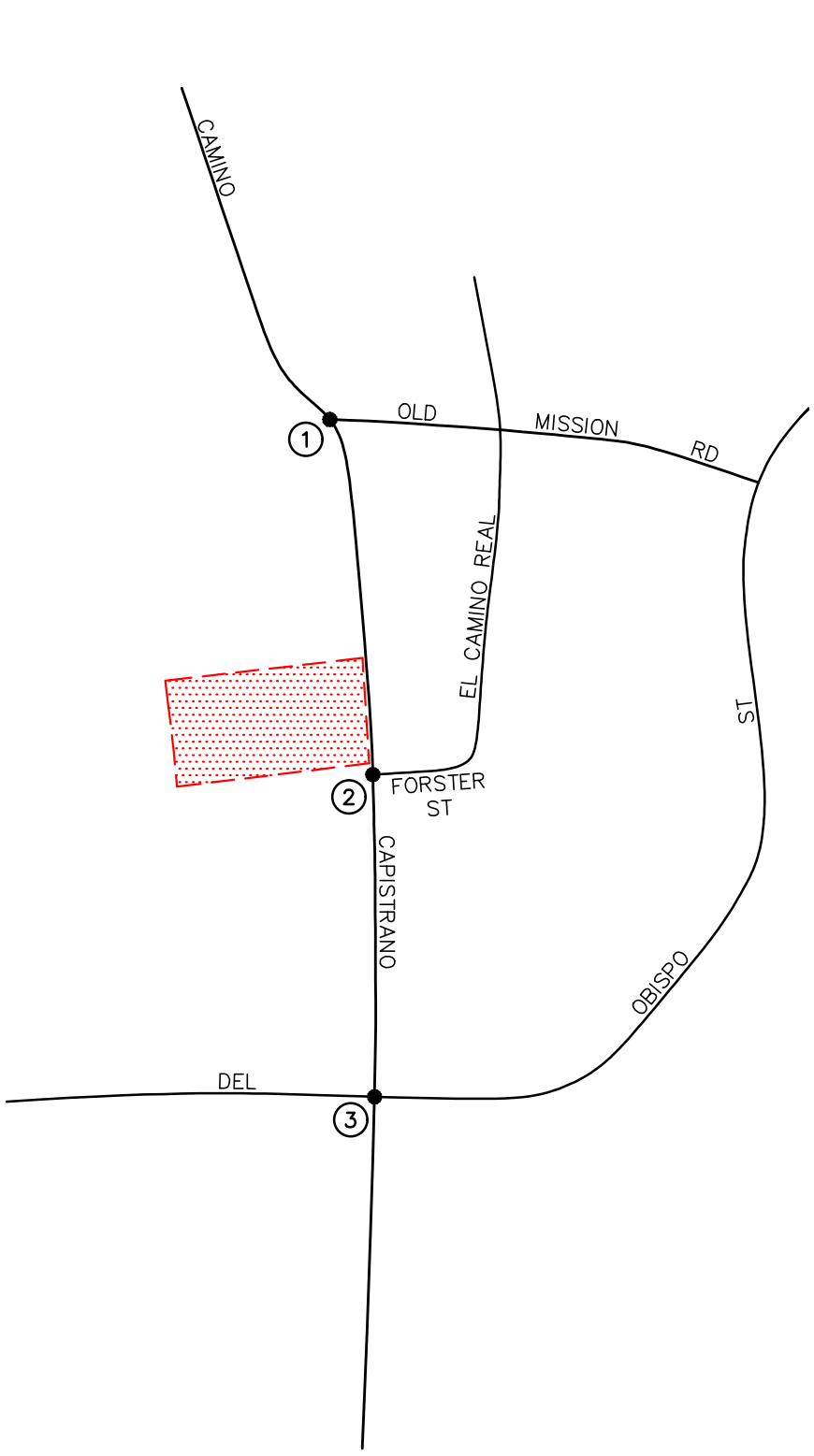
N

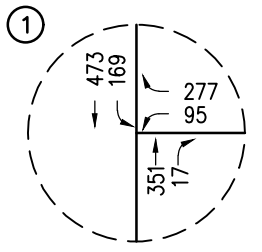
NO SCALE

FIGURE 5

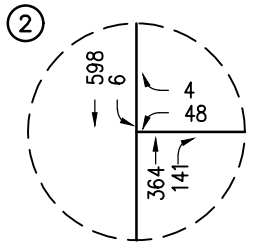
PROJECT TRIP DISTRIBUTION PATTERN

THE FRENCH HOTEL, SAN JUAN CAPISTRANO

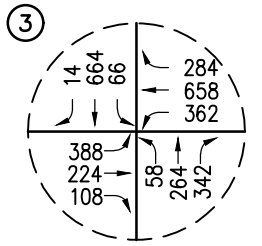




CAMINO CAPISTRANO @
ORTEGA HWY



CAMINO CAPISTRANO @
FORSTER ST



CAMINO CAPISTRANO @
DEL OBISPO ST

n:\4500\2224588 - 31841-31871 camino capistrano mixed use, san juan capistrano\dwg\4588 f-6.dwg LDP 10:38:05 11-18-2025 aguilar

KEY

= PROJECT SITE

LLG

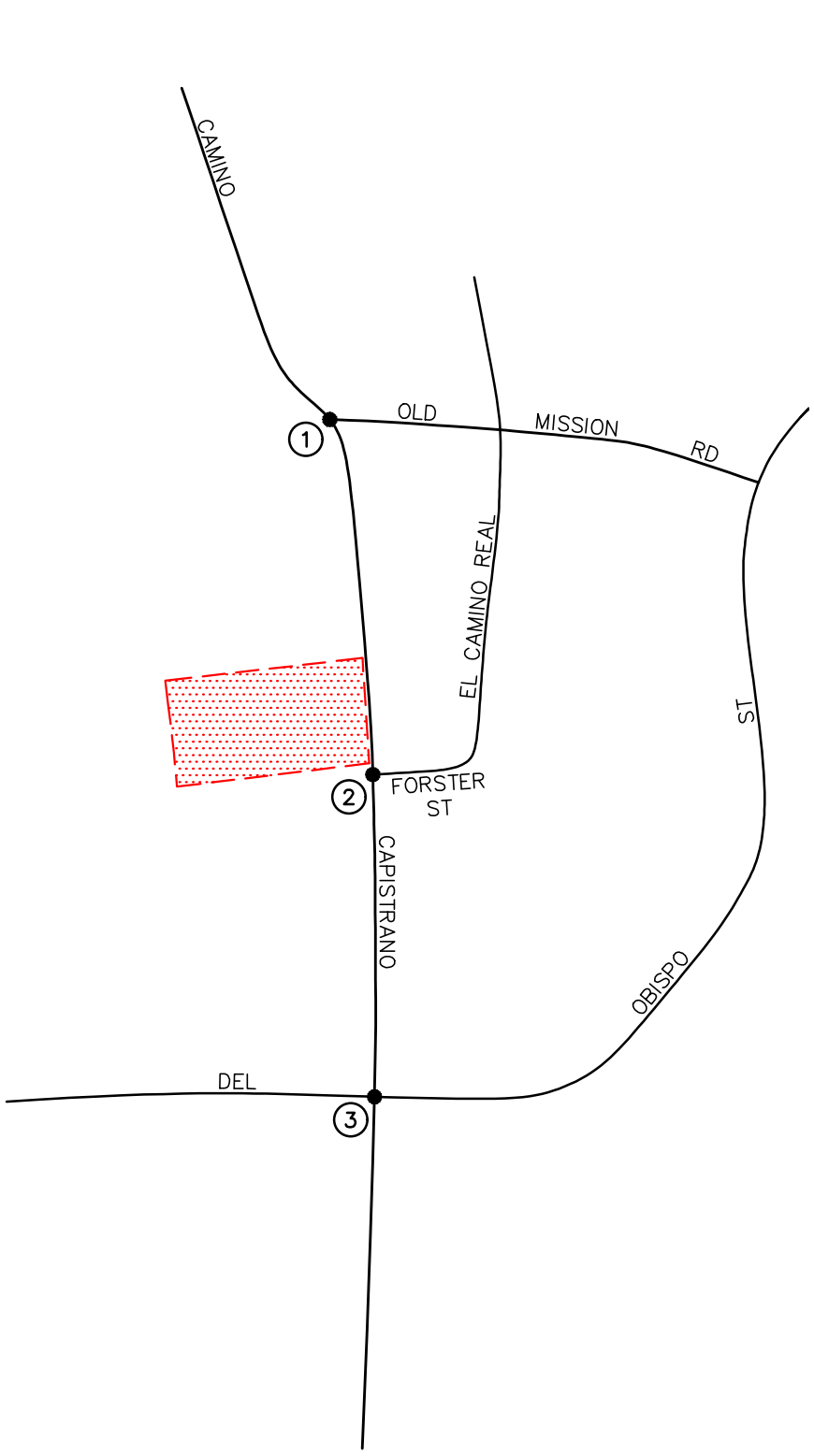
N

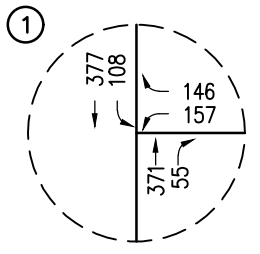
NO SCALE

FIGURE 6

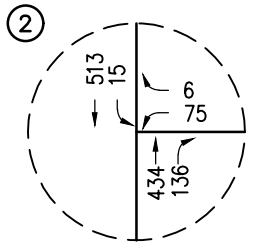
EXISTING AM PEAK HOUR TRAFFIC VOLUMES

THE FRENCH HOTEL, SAN JUAN CAPISTRANO

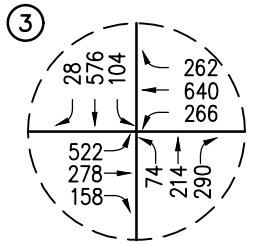




CAMINO CAPISTRANO @
ORTEGA HWY



CAMINO CAPISTRANO @
FORSTER ST



CAMINO CAPISTRANO @
DEL OBISPO ST

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KEY

= PROJECT SITE

LLG

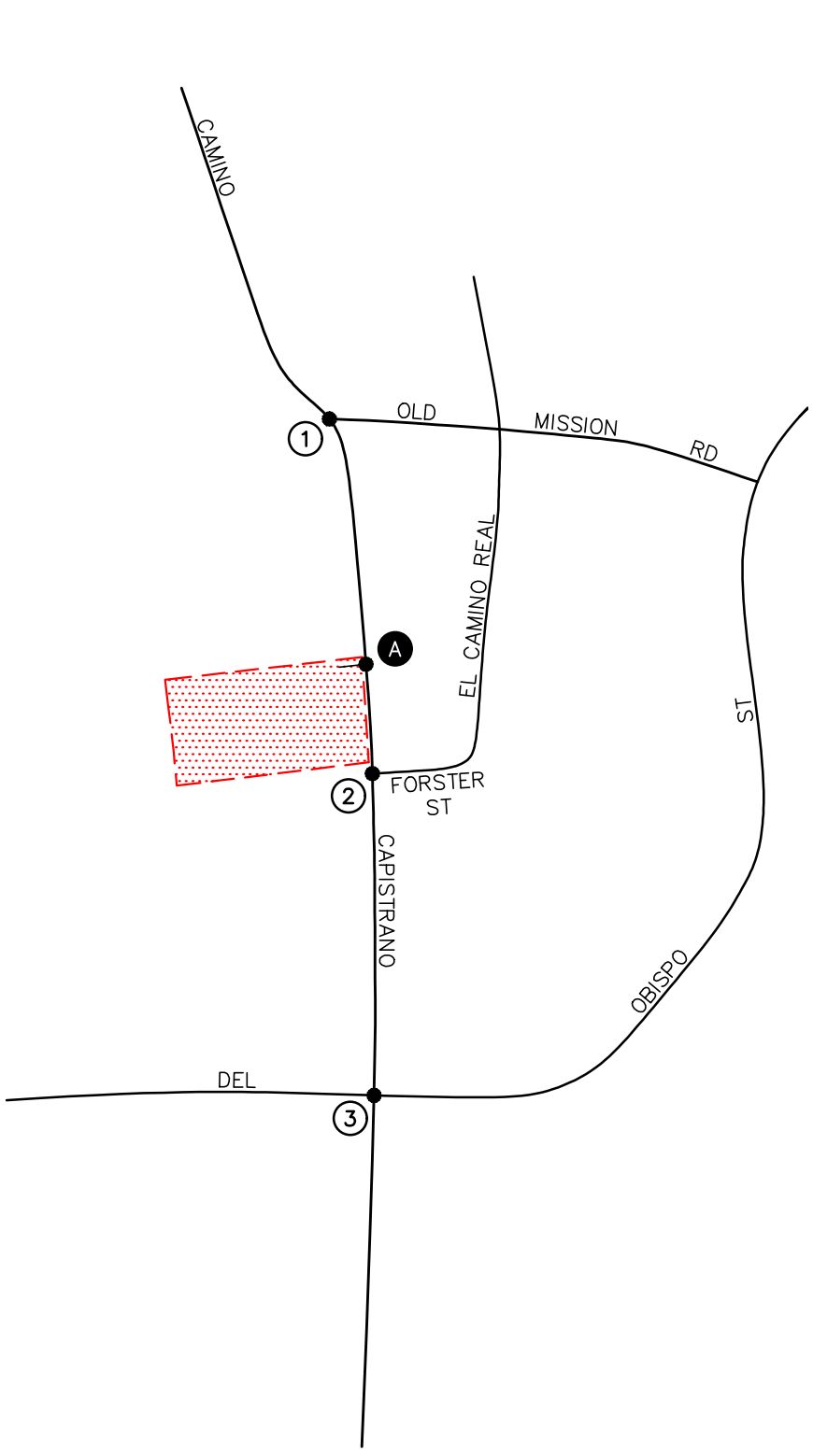
N

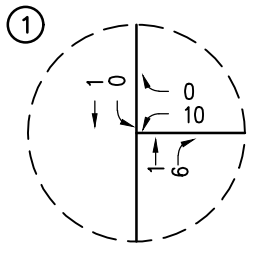
NO SCALE

FIGURE 7

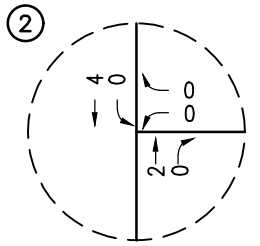
EXISTING PM PEAK HOUR TRAFFIC VOLUMES

THE FRENCH HOTEL, SAN JUAN CAPISTRANO





CAMINO CAPISTRANO @
ORTEGA HWY



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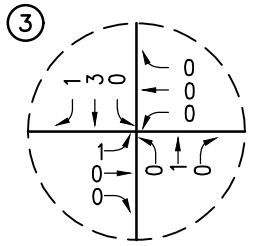
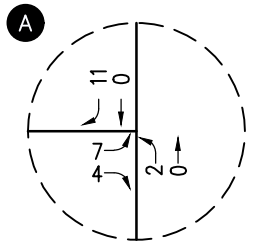


CAMINO CAPISTRANO @
DEL OBISPO ST



CAMINO CAPISTRANO @
PROJECT DWY NO. 1

n:\4500\2224588 - 31841-31871 camino capistrano mixed use, san juan capistrano\dwg\4588 f-8.dwg LDP 10:40:54 11-18-2025 aguilar

KEY

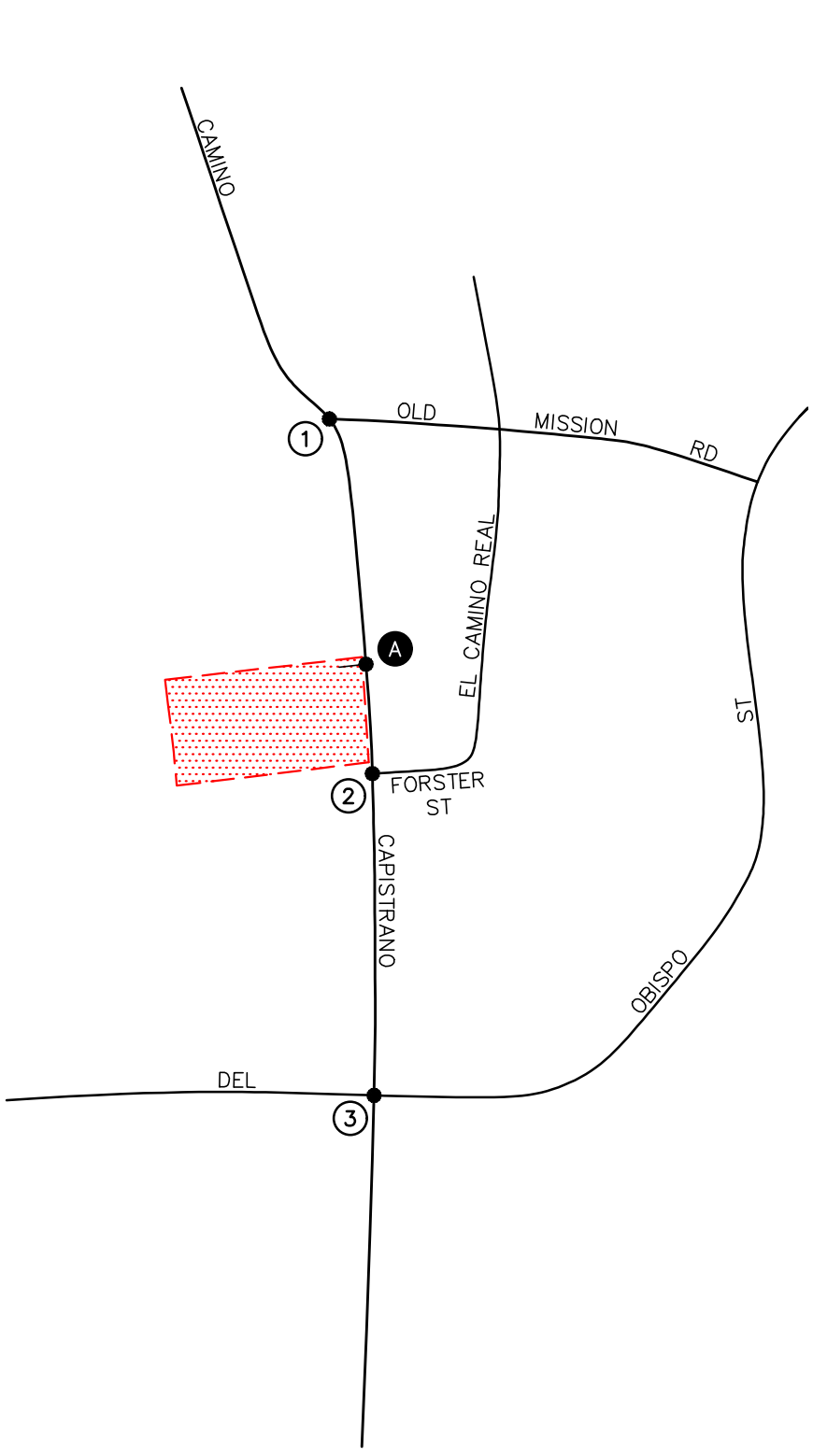
= PROJECT SITE

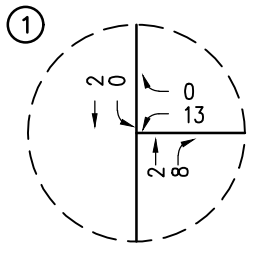
NO SCALE

FIGURE 8

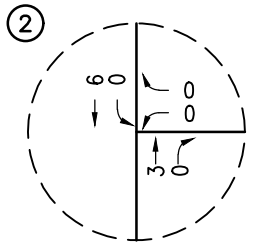
AM PEAK HOUR PROJECT TRAFFIC VOLUMES

THE FRENCH HOTEL, SAN JUAN CAPISTRANO





CAMINO CAPISTRANO @
ORTEGA HWY



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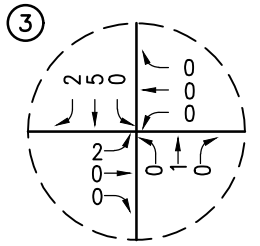
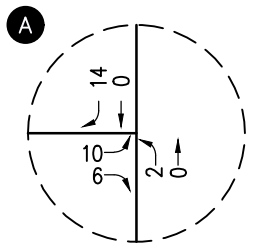
FORSTER ST



CAMINO CAPISTRANO @
DEL OBISPO ST



CAMINO CAPISTRANO @
PROJECT DWY NO. 1

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KEY

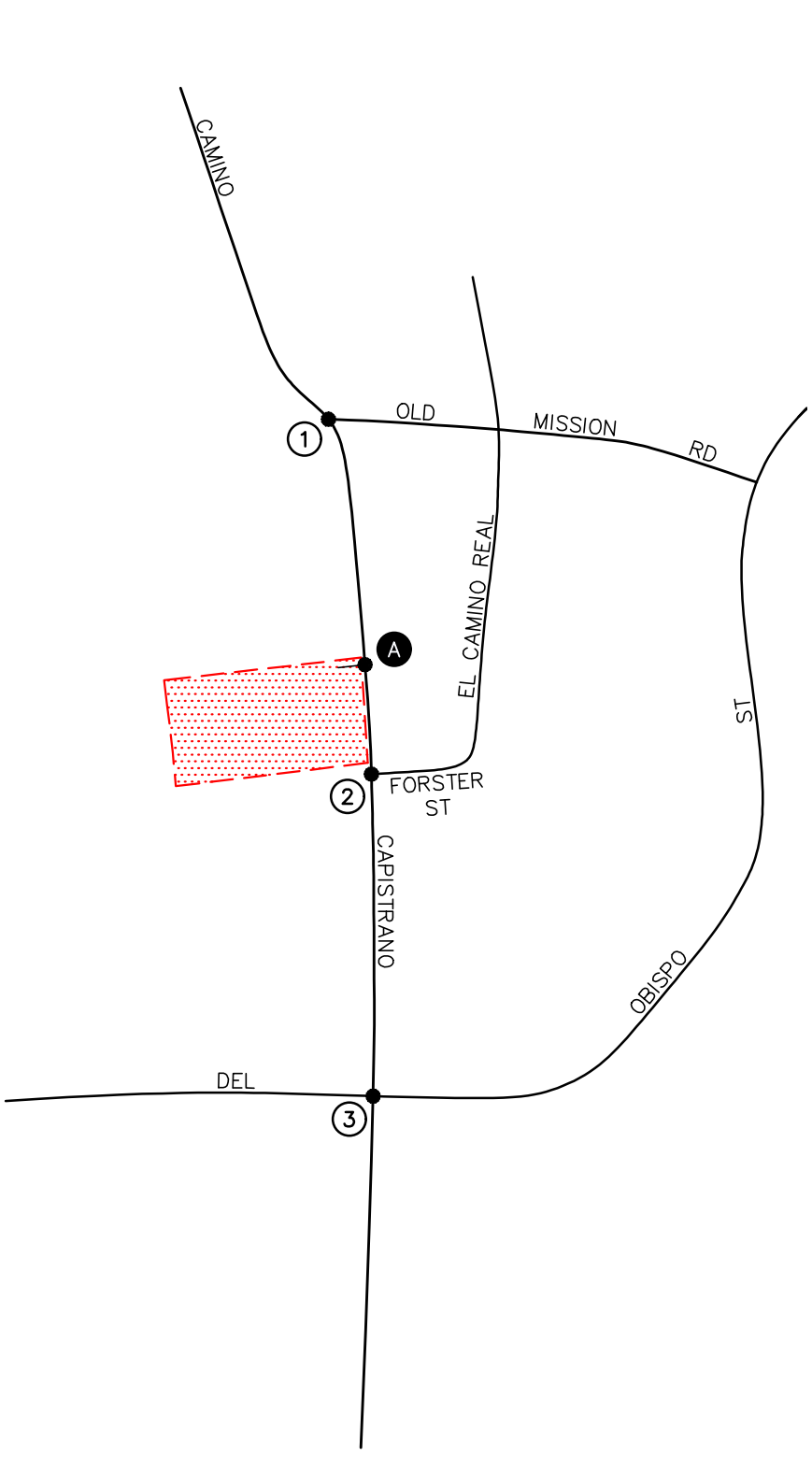
= PROJECT SITE

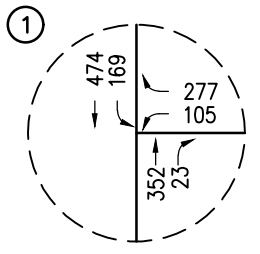
NO SCALE

FIGURE 9

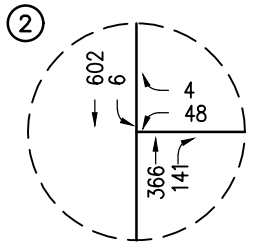
PM PEAK HOUR PROJECT TRAFFIC VOLUMES

THE FRENCH HOTEL, SAN JUAN CAPISTRANO

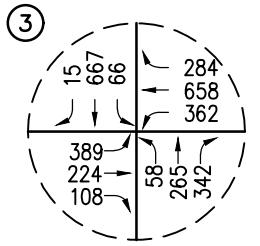




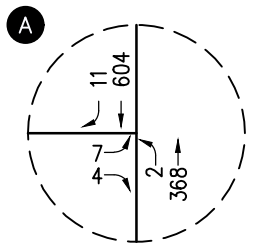
CAMINO CAPISTRANO @
ORTEGA HWY



CAMINO CAPISTRANO @
FORSTER ST



CAMINO CAPISTRANO @
DEL OBISPO ST



CAMINO CAPISTRANO @
PROJECT DWY NO. 1

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KEY

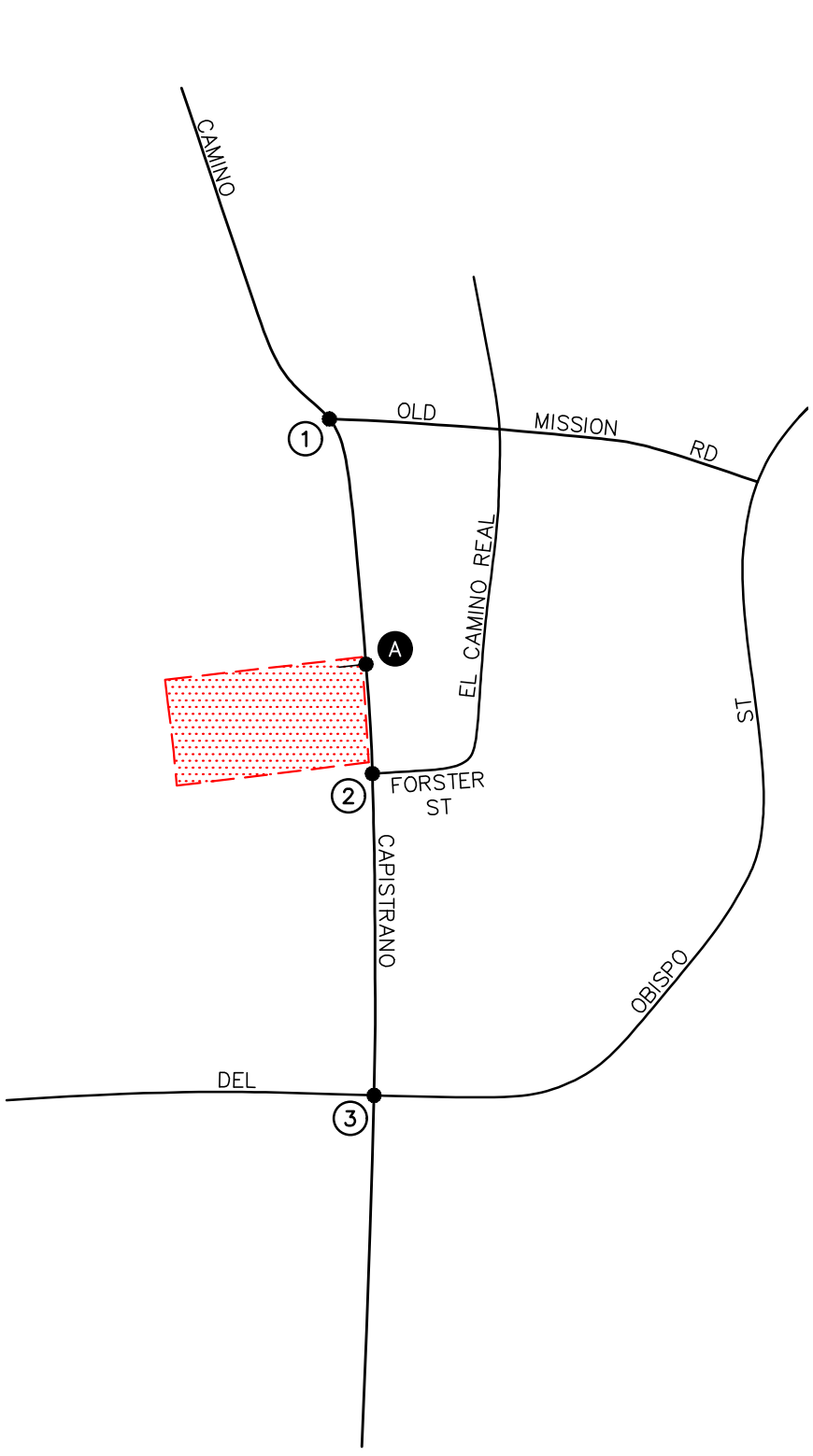
= PROJECT SITE

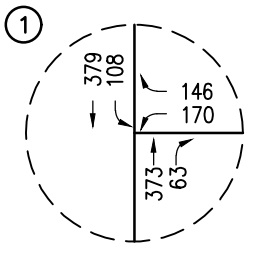
NO SCALE

FIGURE 10

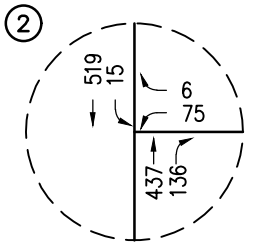
EXISTING PLUS PROJECT AM PEAK HOUR TRAFFIC VOLUMES

THE FRENCH HOTEL, SAN JUAN CAPISTRANO





CAMINO CAPISTRANO @
ORTEGA HWY



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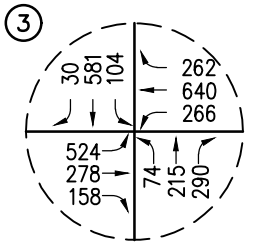
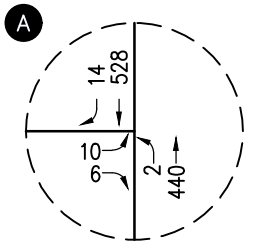


CAMINO CAPISTRANO @
DEL OBISPO ST



CAMINO CAPISTRANO @
PROJECT DWY NO. 1

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KEY

= PROJECT SITE

NO SCALE

FIGURE 11

EXISTING PLUS PROJECT PM PEAK HOUR TRAFFIC VOLUMES

THE FRENCH HOTEL, SAN JUAN CAPISTRANO

NEW SIGNS ON THIS SHEET

R1-1



R1(MOD 2)



R30B(CA)(MOD)



n:\4500\2224588 - 31841-31871 camino capistrano mixed use, san juan capistrano\dwg\4588 f-12.dwg LDP 15:03:32 11-18-2025 aguilar

SOURCE: BICKEL GROUP ARCHITECTURE

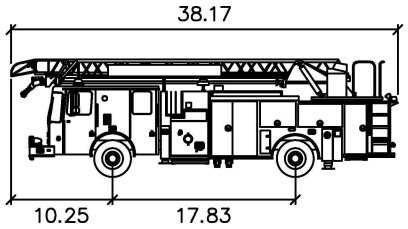
LLG

N NO SCALE

FIGURE 12

CONCEPTUAL IMPROVEMENT PLAN

THE FRENCH HOTEL, SAN JUAN CAPISTRANO



Smeal Aerial RM 75ft

	feet
Width	: 8.33
Track	: 7.92
Lock to Lock Time	: 6.0
Steering Angle	: 45.0

n:\4500\2224588 - 31841-31871 camino capistrano mixed use, san juan capistrano\dwg\4588 f-13.dwg LDP 08:29:34 11-13-2025 aguilar

SOURCE: BICKEL GROUP ARCHITECTURE

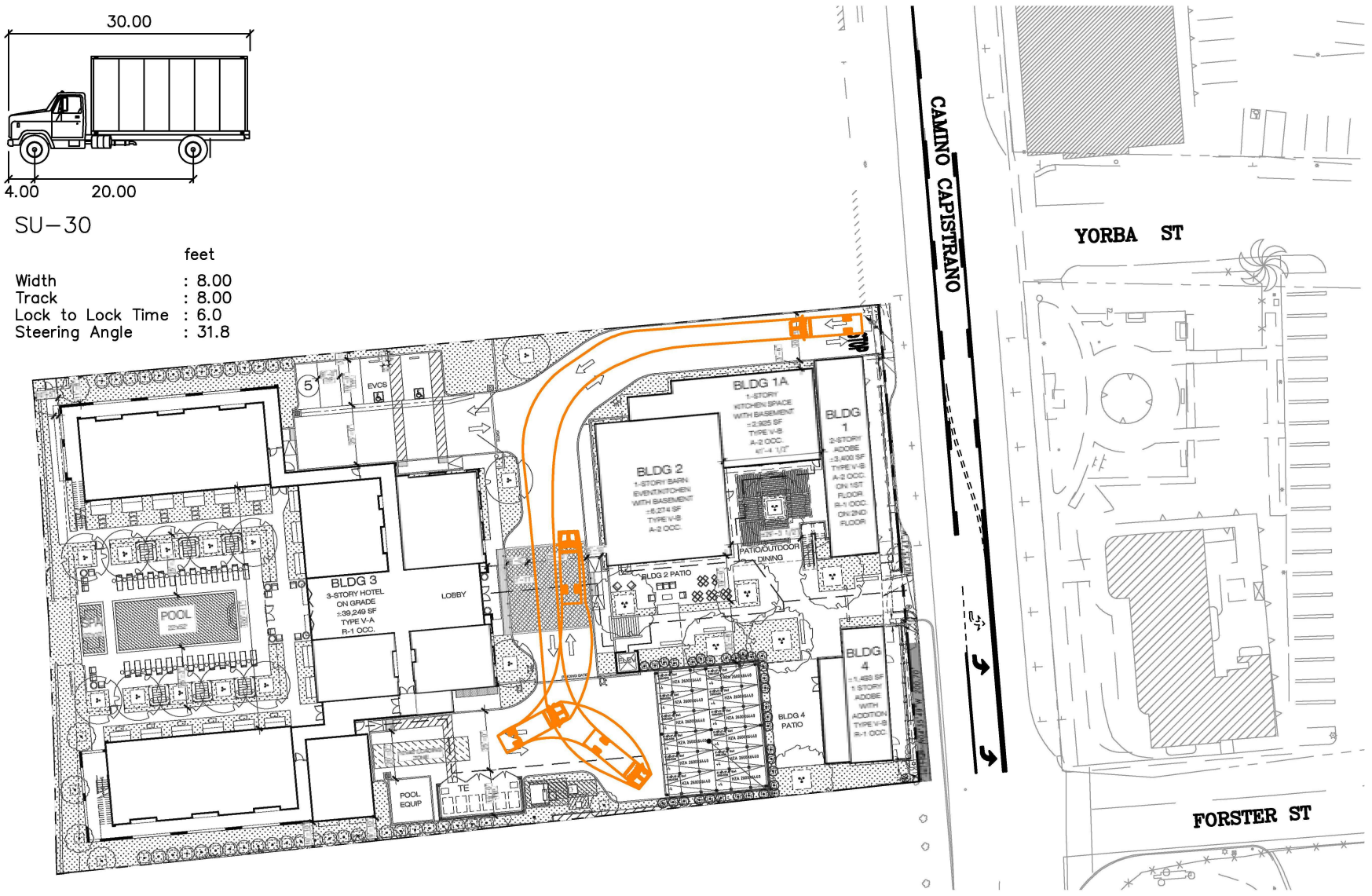
LLG

N NO SCALE

FIGURE 13

INBOUND FIRE TRUCK TURNING ANALYSIS

THE FRENCH HOTEL, SAN JUAN CAPISTRANO



SOURCE: BICKEL GROUP ARCHITECTURE

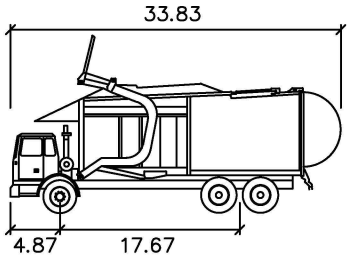
LLG

N NO SCALE

FIGURE 14

SU-30 TRUCK TURNING ANALYSIS

THE FRENCH HOTEL, SAN JUAN CAPISTRANO



Wayne Titan

	feet
Width	: 8.46
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 45.0

n:\4500\2224588 - 31841-31871 camino capistrano mixed use, san juan capistrano\dwg\4588 f-15.dwg LDP 08:41:59 11-13-2025 aguilar

SOURCE: BICKEL GROUP ARCHITECTURE

LLG

N NO SCALE

FIGURE 15

TRASH TRUCK TURNING ANALYSIS

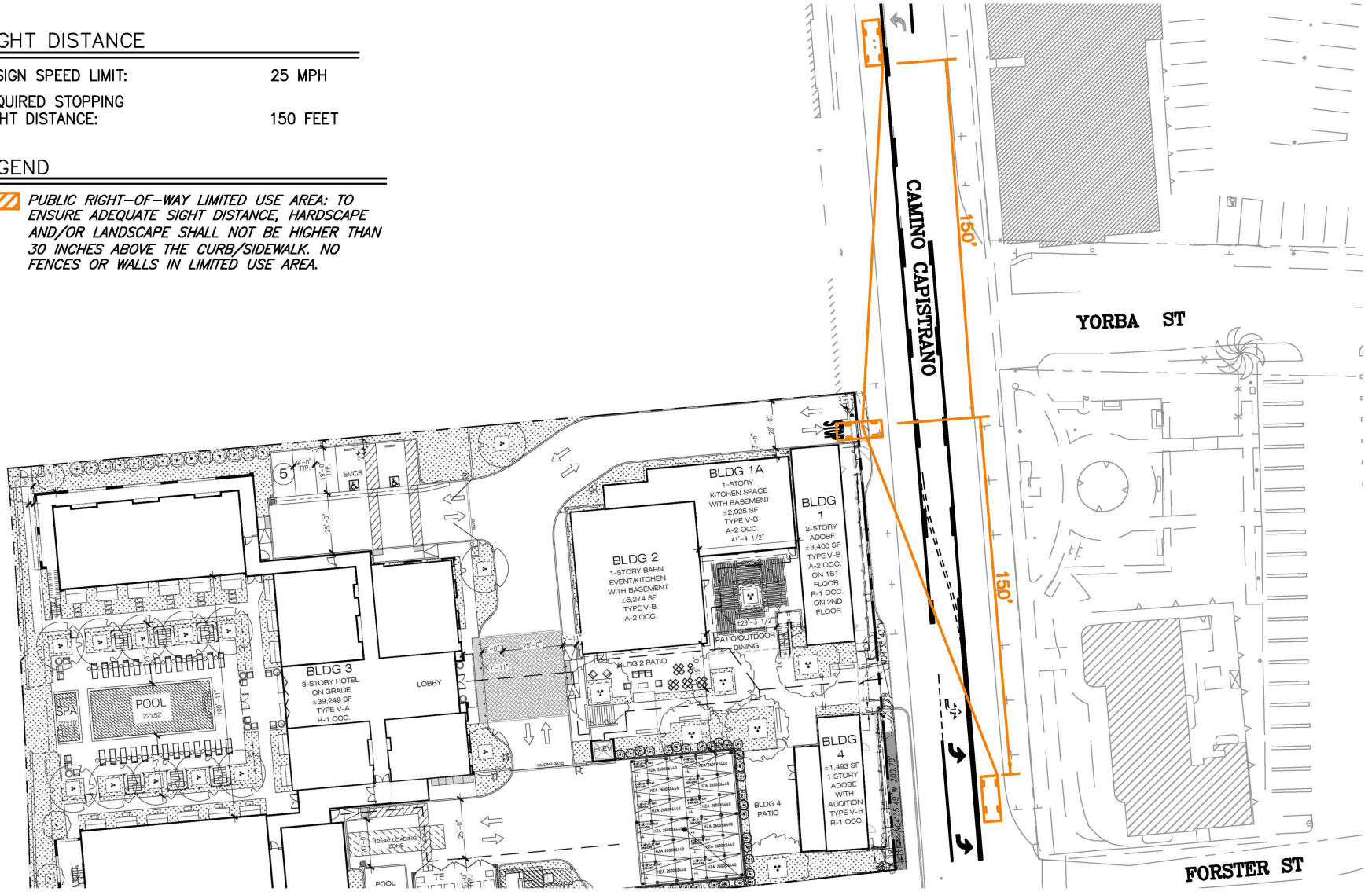
THE FRENCH HOTEL, SAN JUAN CAPISTRANO

SIGHT DISTANCE

DESIGN SPEED LIMIT:	25 MPH
REQUIRED STOPPING SIGHT DISTANCE:	150 FEET

LEGEND

PUBLIC RIGHT-OF-WAY LIMITED USE AREA: TO ENSURE ADEQUATE SIGHT DISTANCE, HARDSCAPE AND/OR LANDSCAPE SHALL NOT BE HIGHER THAN 30 INCHES ABOVE THE CURB/SIDEWALK. NO FENCES OR WALLS IN LIMITED USE AREA.



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SOURCE: BICKEL GROUP ARCHITECTURE

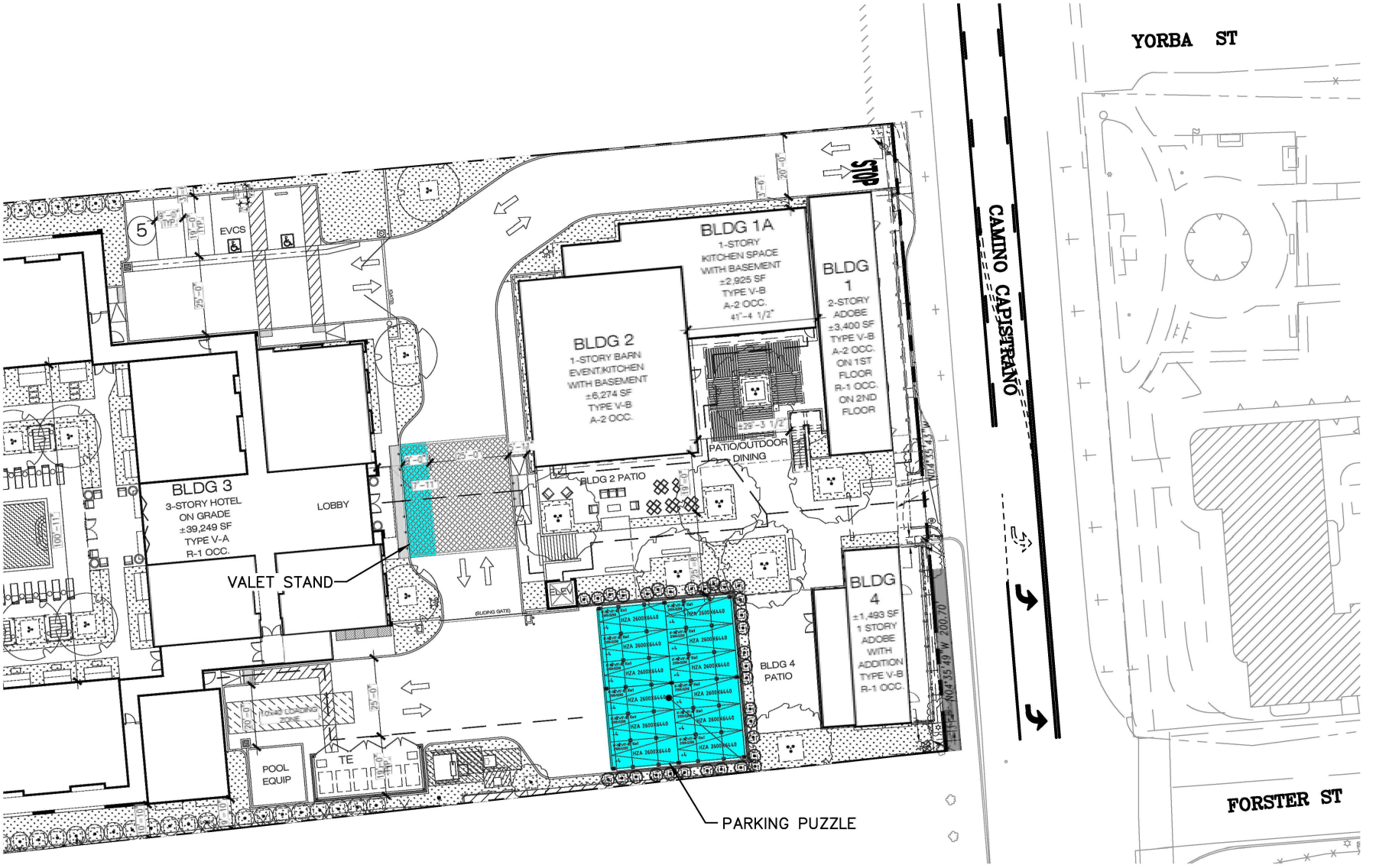
LLG

N NO SCALE

FIGURE 16

SIGHT DISTANCE ANALYSIS

THE FRENCH HOTEL, SAN JUAN CAPISTRANO



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SOURCE: BICKEL GROUP ARCHITECTURE

LLG

N NO SCALE

FIGURE 17

VALET STAND AND PARKING PUZZLE

THE FRENCH HOTEL, SAN JUAN CAPISTRANO