

Appendix H
VMT Memo

TECHNICAL MEMORANDUM

To: Avalon Bay Communities, Inc.

Date: December 4, 2023

From: Mr. Zawwar Saiyed, P.E., Associate Principal
Ms. Trissa Allen, P.E., Senior Transportation Engineer
Ms. Yi Li, Transportation Engineer I
LLG Ref: 2.22.4604.1
Linscott, Law and Greenspan, Engineers

Subject: ***Revised Vehicle Miles Traveled (VMT) Analysis for the proposed 26501 Aliso Creek Road Project, Aliso Viejo***

As requested, Linscott, Law & Greenspan, Engineers (LLG) is pleased to submit this Vehicle Miles Traveled (VMT) Analysis Technical Memorandum for the proposed 26501 Aliso Creek Road project (herein after referred to as “Project”) in the City of Aliso Viejo, Orange County, California. This Technical Memorandum updates the prior one dated July 20, 2023 based on a revised Project description.

This evaluation presents the VMT screening criteria, analysis methodology, significance thresholds, VMT analysis and mitigation measures. It should be noted that the approach and methodology outlined in this Technical Memorandum is consistent with the *Aliso Viejo Transportation Impact Guidelines for CEQA and General Plan Consistency (dated May 2020)*, which provides additional detail on the language and analysis procedures described in this Technical Memorandum.

The following sections of this Technical Memorandum present the Project description, City of Aliso Viejo’s VMT screening criteria, analysis methodology, thresholds, VMT analysis, results and mitigation.

PROJECT DESCRIPTION

The Project consists of developing 343 apartment units, 3,371 square feet (SF) of leasing office space (comprised of 1,000 SF of office space, and 2,271 SF of ancillary uses/mail/storage space), 17,273 SF of ground-floor retail uses (to include fast casual-type dining tenants), and a 590-space parking structure on the southwestern portion of the existing parking lot for The Commons at Aliso Viejo commercial center.

The Project site is bound by Aliso Creek Road on the east, Enterprise on the south, and the Property Limits on the west and north.

Figure 1 presents a vicinity map that illustrates the general location of the Project site and the surrounding street system. **Figure 2** displays the existing site aerial of the current site layout. **Figure 3** presents the proposed site plan for the Project, prepared by *TCA Architects*.

For reference, the Project’s trip generation estimates are summarized in **Table 1**.



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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 *Aliso Viejo Transportation Impact Guidelines for CEQA and General Plan Consistency (dated May 2020)*, and outlines whether the Project will screen-out, either in its entirety, or partially based on individual land uses.

Step 1: Transit Priority Area (TPA) Screening

The *Aliso Viejo Transportation Impact Guidelines for CEQA and General Plan Consistency (dated May 2020)* states that:

“Projects located within a TPA may be presumed to have a less than significant impact absent substantial evidence to the contrary. This presumption may NOT be appropriate if the project:

- 1. Has a Floor Area Ratio (FAR) of less than 0.75;*
- 2. Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking);*
- 3. Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization); or*
- 4. Replaces affordable residential units with a smaller number of moderate- or high-income residential units.*

A TPA is defined as a half mile area around an existing major transit stop or an existing stop along a high-quality transit corridor per the definitions below.

“Major transit stop” means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. “A high-quality transit corridor” means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

Based on the above and review of the transit and bus routes, there are no TPAs within Aliso Viejo, hence the proposed Project will not screen-out.

Step 2: Low VMT Area Screening

The *Aliso Viejo Transportation Impact Guidelines for CEQA and General Plan Consistency (dated May 2020)* states:

“Residential and office projects located within a low VMT-generating area may be presumed to have a less than significant impact absent substantial evidence to the contrary. In addition, other employment-related and mixed-use land use projects may qualify for the use of screening if the project can reasonably be expected to generate VMT per resident, per worker, or per service population that is similar to the existing land uses in the low VMT area.

*To identify if the project is in a low VMT-generating area, the analyst may review **Appendix A** which provides a map of low VMT-generating zones in Aliso Viejo as compared to the County. Additionally, as noted above, the analyst must identify if the project is consistent with the existing land use within that TAZ and use professional judgment that there is nothing unique about the project that would otherwise be misrepresented by using the data from the travel demand model.”*

Based on review of **Appendix A** and as shown in **Figure 4**, the proposed Project is not within a low VMT-generating area; hence the proposed Project will not screen-out.

Step 3: Project Type Screening

The *Aliso Viejo Transportation Impact Guidelines for CEQA and General Plan Consistency* (dated May 2020) states that:

“Local serving retail projects less than 50,000 square feet may be presumed to have a less than significant impact absent substantial evidence to the contrary. The following uses can be presumed to have a less than significant impact absent substantial evidence to the contrary as their uses are local serving in nature:

- *Local-serving K-12 schools*
- *Local parks*
- *Day care centers*
- *Local-serving retail uses less than 50,000 square feet, including:*
 - *Gas stations*
 - *Banks*
 - *Restaurants*
 - *Shopping Center*
- *Local-serving hotels (e.g., non-destination hotels)*
- *Student housing projects on or adjacent to college campuses*

- *Local-serving assembly uses (places of worship, community organizations)*
- *Community institutions (public libraries, fire stations, local government)*
- *Local-serving community colleges that are consistent with the assumptions noted in RTP/SCS*
- *Affordable or supportive housing*
- *Assisted living facilities*
- *Senior housing (as defined by HUD)*
- *Projects generating less than 110 daily vehicle trips¹*
 - *This generally corresponds to the following “typical” development potentials:*
 - *11 single family housing units*
 - *16 multi-family, condominiums, or townhouse housing units*
 - *10,000 sq.ft. of office*
 - *15,000 sq.ft. of light industrial²*
 - *63,000 sq.ft. of warehousing²*
 - *79,000 sq.ft. of high cube transload and short-term storage warehouse.²*
- *Other local-serving projects as approved by the Planning Manager and Director of Community Development.*

Based on the above, the retail land use of the proposed Project will screen out since it is a local-serving retail land use less than 50,000 square feet. The residential component will not screen-out since it is not listed in any of the above categories, and will therefore be further evaluated by applying the City’s required methodology for VMT impact analysis (as described in the next section of this report).

VEHICLE MILES TRAVELED (VMT) ANALYSIS METHODOLOGY

As required by the *Aliso Viejo Transportation Impact Guidelines for CEQA and General Plan Consistency (dated May 2020)*, projects that do not screen-out through

¹ The threshold ties directly to the OPR technical advisory and notes that CEQA provides a categorical exemption for existing facilities, including additions to existing structures of up to 10,000 square feet, so long as the project is in an area where public infrastructure is available to allow for maximum planned development and the project is not in an environmentally sensitive area. (CEQA Guidelines, § 15301, subd. (e)(2).) Typical project types for which trip generation increases relatively linearly with building footprint (e.g., general office building, single tenant office building, office park, and business park) generate or attract an additional 110-240 trips per 10,000 square feet. Therefore, absent substantial evidence otherwise, it is reasonable to conclude that the addition of 110 or fewer trips could be considered not to lead to a significant impact.

² Threshold may be higher depending on the tenant and the use of the site. This number was estimated using rates from ITE’s Trip Generation Manual.

the steps above shall complete a full VMT analysis and forecasting through the Orange County Transportation Analysis Model (OCTAM) to determine if it will have a significant VMT impact. This analysis shall include both “Project-generated VMT” and “Project’s effect on VMT” estimates under the four scenarios listed below:

- Baseline Conditions
- Baseline Plus Project
- Cumulative No Project
- Cumulative Plus Project

Both “plus Project” scenarios noted above will summarize two types of VMT:

- 1) Project-generated VMT per service population and comparing it back to the appropriate benchmark noted in the next section, and
- 2) The Project’s effect on VMT, comparing how the Project changes VMT on the network looking at Citywide VMT per service population comparing it to the no Project condition.

As required by the *Aliso Viejo Transportation Impact Guidelines for CEQA and General Plan Consistency (dated May 2020)*, the Project-generated VMT for the residential component of the Project shall be extracted from the travel demand forecasting model using the origin-destination trip matrix and shall multiply that matrix by the final assessment skims. The Project’s effect on VMT shall be estimated using the City boundary and extracting the total link-level VMT for both the no Project and with Project condition. The complete model output files and calculations will be provided to the City. It should be noted that all VMT calculations were done within the TransCAD software using OCTAM.

VEHICLE MILES TRAVELED (VMT) IMPACT THRESHOLDS

As previously discussed, a project that does not meet the screening criteria will require the preparation of a detailed transportation analysis. The project VMT will be evaluated in order to determine if the project is expected to cause a significant transportation impact. The VMT significance criteria as stated in the *Aliso Viejo Transportation Impact Guidelines for CEQA and General Plan Consistency (dated May 2020)* are detailed below:

- A project would result in a significant project generated VMT impact if either of the following conditions exists:
 - The baseline or cumulative project generated VMT per service population exceeds the City of Aliso Viejo General Plan Buildout VMT per service population.

- The project's effect on VMT would be considered significant if it resulted in either of the following:
 - The baseline or cumulative link-level boundary Citywide VMT per service population increases under the plus project condition compared to the no project condition.

Based on the above, a VMT analysis for the residential component of the Project was conducted utilizing OCTAM to determine the Project's residential VMT, the City of Aliso Viejo VMT, and the following:

- Project-generated residential VMT per Service Population
- Link-level Boundary Citywide VMT per Service Population

It should be noted that the *Aliso Viejo Transportation Impact Guidelines for CEQA and General Plan Consistency (dated May 2020)* further states:

- "Baseline plus project -If this scenario results in a less-than-significant impact, then additional cumulative scenario analysis may not be required....."
- "Please note that the cumulative no project shall reflect the adopted Regional Transportation Plan/Sustainable Community Strategy (RTP/SCS); as such, if a project is consistent with the RTP/SCS, then the cumulative impacts shall be considered less than significant subject to consideration of other substantial evidence."

The 2020-2045 SCAG RTP/SCS document entitled *Connect SoCal*, was adopted by SCAG in September 2020. *Connect SoCal* prioritizes growth near destinations and mobility options that facilitate multimodal access to work, education, and other destinations. The proposed Project is close to California State Route 73, and it is within one mile of OCTA Route 87, which provides bus service at around 70- minute intervals. Further, the proposed Project is near a shopping center, which provides more job opportunities and life convenience for its residents. Within 5 minutes of driving, residents can get to Woodfield Park and Aliso Viejo Community Park. As such, the Project is consistent with the Region's mobility goals.

Further, it should be noted that even though the Project is consistent with the RTP/SCS, a cumulative analysis for the Project's residential component has been conducted to provide a more conservative and defensible analysis of VMT impacts.

VEHICLE MILES TRAVELED (VMT) ANALYSIS

Summarized in the section below are the average VMT per Service Population values utilizing OCTAM for the City of Aliso Viejo and the proposed Project. It should be noted that the Project is located in Traffic Analysis Zone (TAZ) 1478 and the Project

development totals were converted into Socio-Economic Data (SED) and inputted into OCTAM. **Figure 5** presents the OCTAM TAZ Map.

Project-Generated VMT Impacts

Based on the application of VMT significance criteria described in this report, the proposed Project will have a significant Project-generated VMT impact for both the Baseline and Cumulative scenarios (i.e., baseline or cumulative project-generated VMT exceeds the City's VMT), as outlined below:

- Baseline Project-Generated VMT– The Project's residential VMT (baseline) will need to be reduced by **8.23%** to meet the City's VMT significance threshold, based on the following:
 - Baseline Project-Generated VMT/SP (residential only) = 29.51
 - City's VMT Significance Threshold = 27.08
 - **$(29.51 - 27.08) / 29.51 = 8.23\%$ VMT Reduction Needed (to mitigate Project's residential VMT significant impact)**
- Cumulative Project-Generated VMT– The Project's residential VMT (cumulative) will need to be reduced by **6.10%** to meet the City's VMT significance threshold, based on the following:
 - Cumulative Project-Generated VMT/SP (residential only) = 28.84
 - City's VMT Significance Threshold = 27.08
 - **$(28.84 - 27.08) / 28.84 = 6.10\%$ VMT Reduction Needed (to mitigate Project's residential VMT significant impact)**

It should be noted that the Baseline Project-Generated VMT/SP (29.51), Cumulative Project-Generated VMT/SP (28.84) and the City's VMT Significance Threshold (27.08) were calculated using the OCTA Dashboard VMT tool within the TransCAD software (GIS Developers Kit). The complete model output files and calculations will be provided to the City.

Project's Effect on VMT Impacts

Based on the application of VMT significance criteria described in this report, the proposed Project will not have a significant effect on VMT for both the Baseline and Cumulative scenarios (i.e., baseline or cumulative link-level boundary Citywide VMT does not increase under the plus project condition compared to the no project condition), as outlined below:

- Baseline Project's Effect on VMT – As shown below, the plus Project link-level boundary Citywide VMT per Service Population does not represent any increase to, and is **0.06** less than, the no Project link-level boundary Citywide VMT per Service Population threshold:
 - Plus Project link-level Citywide VMT/SP (residential) = 6.27
 - No Project link-level Citywide VMT/SP (baseline) = 6.33
 - **6.27 – 6.33 = -0.06 (no Project increase, therefore Project's effect on VMT is not significant)**

- Cumulative Project's Effect on VMT – As shown below, the plus Project link-level boundary Citywide VMT per Service Population is **0.17** less than the no Project link-level boundary Citywide VMT per Service Population threshold:
 - Plus Project link-level Citywide VMT/SP (residential) = 6.26
 - No Project link-level boundary Citywide VMT/SP (cumulative) = 6.43
 - **6.26 – 6.43 = -0.17 (no Project increase, therefore Project's effect on VMT is not significant)**

It should be noted that the No Project and Plus Project link-level Citywide VMT/SP values for Baseline and Cumulative scenarios were calculated within matrices in the TransCAD software using the Boundary VMT method that considers all VMT that occurs within an area, regardless of origin and destination, which in this case is the sum of all VMT on a roadway network within the City of Aliso Viejo. The complete model output files and calculations will be provided to the City.

VMT MITIGATION MEASURES

If a significant VMT impact is identified, measures to reduce the Project's VMT impact should be identified to reduce the VMT levels to a level at or below the City's thresholds. To mitigate VMT impacts, the following choices are available to the applicant:

1. Modify the project's built environment characteristics to reduce VMT generated by the project.
2. Implement Transportation Demand Management (TDM) measures to reduce VMT generated by the project.
3. Participate in a VMT fee program and/or VMT mitigation exchange/banking program (if they exist) to reduce VMT from the project or other land uses to achieve acceptable levels.

Evaluation of VMT reductions should be done using the latest industry accepted methodologies recognizing that many of the TDM strategies are dependent on building tenant performance over time. Strategies that reduce single occupant automobile trips or reduce travel distance are called TDM strategies. There are several resources for determining the reduction in VMT due to TDM measures such as the CAPCOA Quantifying Greenhouse Gas Mitigation Measures.

As referenced in the *OPR Technical Advisory*, the California Air Pollution Control Officers Association's *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity, Designed for Local Government, Communities, and Project Developers* Report, Chapters 3 - Transportation, December 2021, (CAPCOA Report) quantifies the reduction in VMT associated with a particular mitigation measure. The CAPCOA VMT reduction strategies include built environment changes and TDM actions.

The TDM strategies are sub-categorized into the following:

- 1) Land Use
- 2) Trip Reduction Program
- 3) Parking or Road Pricing/Management
- 4) Neighborhood Design
- 5) Transit
- 6) Clean Vehicles and Fuels

It may be noted that there are rules and combined maximums for calculating the VMT reduction when applying multiple mitigation measures. To safeguard the accuracy and reliability of the methods while maintaining their case of use, the following rules should be followed when considering reductions achieved by transportation measures.

Combining Measures Across Scales

According to the CAPCOA, there are sixteen (16) quantified measures at the Project/Site scale that can be combined with each other and seventeen (17) quantified measures at the Plan/Community scale that can be combined with each other. *The GHG reductions of transportation measures from different scales of application should never be combined.*

Combining Measures Within a Subsector

Effectiveness levels for multiple measures within a subsector may be multiplied to determine a combined effectiveness level. The CAPCOA recommends that measures reductions within a subsector be multiplied. This will take the following form:

$$Reduction_{subsector} = 1 - [(1 - A) * (1 - B) * (1 - C)]$$

Where A, B, and C are the individual measures reduction percentages for the measures to be combined in each subsector. In addition, each subsector has a maximum allowable reduction.

Combining Measures Across Subsectors

The CAPCOA report adopts 70 percent as a maximum for the combined VMT impact from the following four subsectors: Land Use, Neighborhood Design, Parking or Road Pricing/Management, and Transit:

$$Reduction_{multi-subsector} = 1 - [(1 - Land) * (1 - Design) * (1 - Parking) * (1 - Transit)] \leq 70\%$$

Please note that this multi-subsector maximum purposefully excludes the Trip Reduction Program subsector.

CAPCOA identifies TDM strategies and quantify potential VMT reductions by implementing each approach. It should be noted that not all TDM strategies will be applicable to the Project. One or a combination of these mitigation measures could be utilized to offset the impact, fully or partially.

Recommended Mitigation Measures

The recommended mitigation measures for the Project focus on the "Project/Site" scale categories in CAPCOA, and consist of the following:

- T-1 (Increase Residential Density): up to 30% maximum VMT reduction
- T-4 (Integrate Affordable and Below-Market Housing): up to 28.6% maximum VMT reduction
- T-10 (Provide End-of-Trip Bicycle Facilities): up to 4.4% maximum VMT reduction
- As referenced in older versions of the CAPCOA document: SDT-7 (Providing Bike Parking): potential reduction not quantified

T-1. Increase Residential Density

This measure accounts for the potential VMT reduction that could be achieved by a development project that is designed with a higher density of dwelling units (DU) compared to the average residential density in the U.S. Increased densities affect the distance people travel and provide greater options for the mode of travel they choose. Increasing residential density results in shorter and fewer trips by single-occupancy vehicles and thus a reduction in GHG emissions. This measure is best quantified

when applied to larger developments and developments where the density is somewhat similar to the surrounding area due to the underlying research being found in data from the neighborhood level.

The TAZ area is 244 acres. The plus Project scenario will have 1,375 DU, while the no Project scenario will have 1,032 DU. The CAPCOA T-1 formula was applied accordingly, as shown below:

$$VMT\ Reduction = \frac{\frac{1375\ DU}{244\ Acre} - \frac{1032\ DU}{244\ Acre}}{\frac{1032\ DU}{244\ Acre}} * 0.22 = 7.3\%$$

Based on the above, after considering that the Project would support and contribute to a greater residential density in the TAZ where the Project is located, the Project's VMT could reasonably be reduced by **7.3%** (less than CAPCOA's maximum VMT reduction of 30%).

T-4. Integrate Affordable and Below-Market Housing

This VMT reduction strategy involves provision of affordable and below-market housing in location-efficient residential projects because these types of units are considered to typically have lower vehicle ownership and a greater propensity for using Active Transportation (i.e., bicycles, walking) compared to market-rate housing. The Project plans to designate approximately 10% of its total number of units as affordable housing (34 units). In addition, the Project is in a location-efficient setting given its close proximity and high levels of accessibility to jobs and services in the local area (i.e., Aliso Viejo Town Center), which would result in both lower-income and higher-income households to drive less and take shorter trips (i.e., making more efficient use of land space). Based on these aspects of the Project, the provision of affordable housing units is likely to shift trips to bicycling and walking, reduce and/or shorten driving trips, and could potentially reduce the Project's VMT by approximately **2.86%** (less than CAPCOA's maximum VMT reduction of 28.6%).

T-10. Provide End-of-Trip Bicycle Facilities and SDT-7. Providing Bike Parking

These two VMT reduction strategies relate to the provision of bicycle facilities and bike parking to enhance active transportation for a development. The Project will be providing bicycle amenities and parking. Older versions of the CAPCOA document refer to SDT-7 (Providing Bike Parking), but the potential VMT reduction was not quantified. Based on this, CAPCOA's maximum VMT reduction for T-10 (Provide End-of-Trip Bicycle Facilities) was applied, and the Project's VMT could be reduced by approximately **0.7%** (less than CAPCOA's maximum VMT reduction of 4.4%).

VMT Mitigation Effectiveness

Based on the combined implementation of the recommended VMT impact mitigation measures described above, the Project's VMT could be reduced by the following overall percentage, and which would mitigate the Project's VMT impact to a level of insignificance:

$$\begin{aligned} \text{Total VMT Reduction} &= 1 - [(1-T1) * (1-T4) * (1-T10 \& \text{SDT7})] \\ &= 1 - [(1-0.073) * (1-0.0286) * (1-0.007)] \\ &= 1 - [0.894] \\ &= 0.106 \\ &= \mathbf{10.6\% \text{ VMT Reduction with Implementation of}} \\ &\quad \mathbf{Mitigation Strategies} \text{ (fully mitigates Project's VMT} \\ &\quad \text{impact because the Total VMT Reduction estimated is} \\ &\quad \text{greater than the 8.23\% and 6.10\% VMT reduction required} \\ &\quad \text{under Baseline and Cumulative conditions, respectively)} \end{aligned}$$

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

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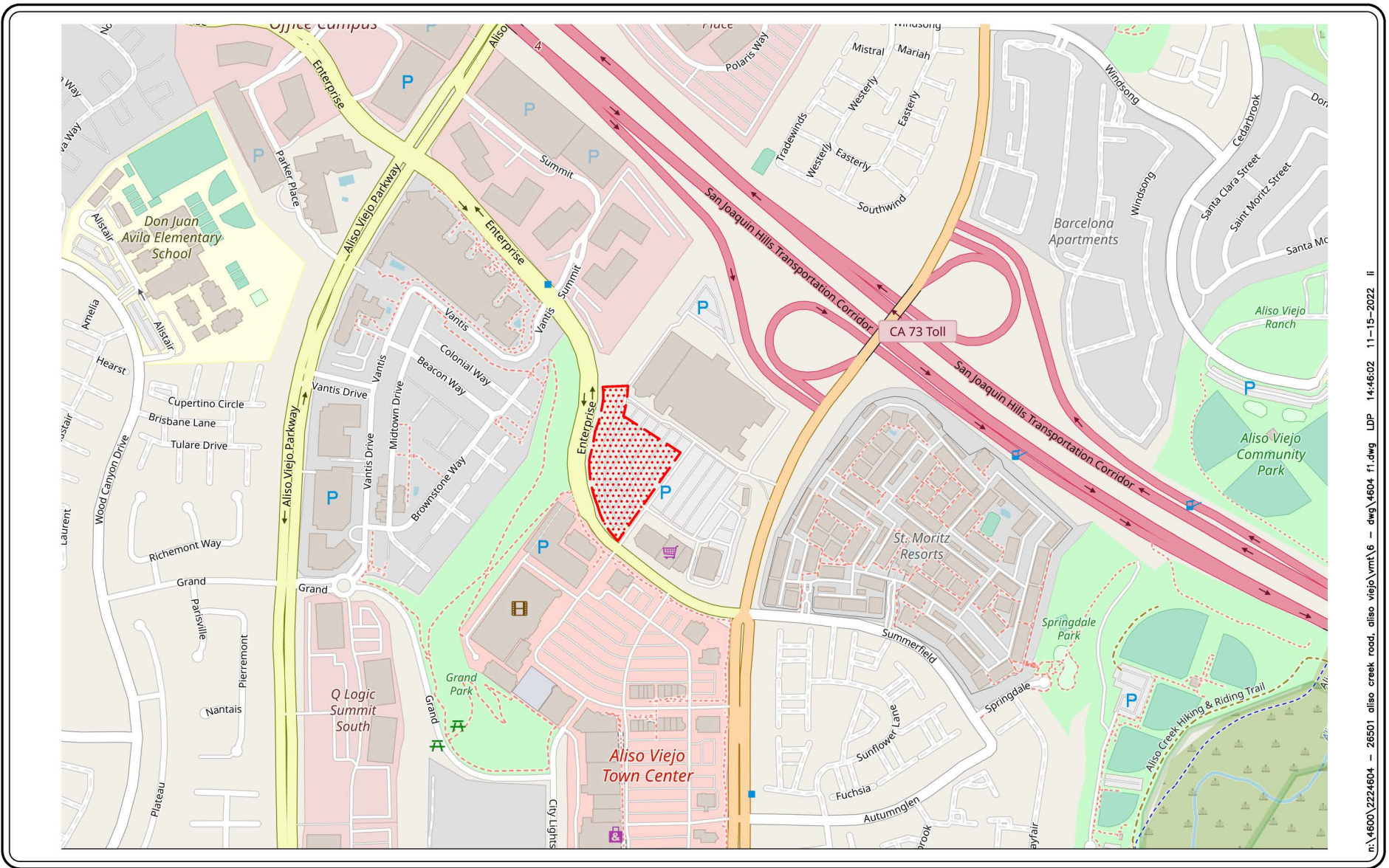


**TABLE 1
 PROJECT TRIP GENERATION RATES AND FORECAST**

LAND USE	Unit / Size	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
<u>ITE TRIP RATES [a]</u>								
ITE LU 221: Multifamily Housing (Mid-Rise)	(trips/DU)	4.54	23%	77%	0.37	61%	39%	0.39
ITE LU 720: General Office Building	(trips/KSF)	10.84	88%	12%	1.52	17%	83%	1.44
ITE LU 822: Strip Retail Plaza (Less than 40k)	(trips/KSF)	54.45	60%	40%	2.36	50%	50%	6.59
<u>PROPOSED PROJECT</u>								
Multifamily Housing (Mid-Rise)	343 DU	1,557	29	98	127	82	52	134
Internal Capture Trip Reduction [b]		(180)	0	(1)	(1)	(15)	(6)	(21)
Multifamily Housing (Mid-Rise) Total		1,377	29	97	126	67	46	113
Residential Leasing Office	3,371 SF	37	4	1	5	1	4	5
Internal Capture Trip Reduction [b]		(19)	0	0	0	0	(1)	(1)
High Turnover Sit-Down Restaurant Total		18	4	1	5	1	3	4
Retail	17,273 SF	941	25	16	41	57	57	114
Internal Capture Trip Reduction [b]		(179)	0	(1)	(1)	(6)	(14)	(20)
	Subtotal	762	25	15	40	51	43	94
Pass-By Trip Reduction [c]		(76)	(3)	(2)	(5)	(20)	(17)	(37)
Retail Total		686	22	13	35	31	26	57
TOTAL PROJECT TRIP GENERATION:		2,081	55	111	166	99	75	174

Notes:

- [a] Source: *Trip Generation Manual, 11th Edition*, Institute of Transportation Engineers, (ITE) [Washington, D.C. (2021)]
- [b] Internal capture trip reduction is consistent with the *Trip Generation Handbook*, 3rd Edition, published by ITE (September 2017). The internal capture trip reduction is equivalent to the following percentages of the gross total trips: 15% weekday daily, 1% weekday AM, 17% weekday PM.
- [c] ITE's *Trip Generation Manual, 11th Edition* does not identify a pass-by rate for ITE Land Use 822: Strip Retail Plaza (Less than 40K). Therefore, pass-by reductions consist of the following: 10% weekday daily (estimated), 10% weekday AM (estimated), 40% weekday PM (consistent with ITE Land Use 822: Shopping Plaza (40-150k))



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SOURCE: Open Street Map

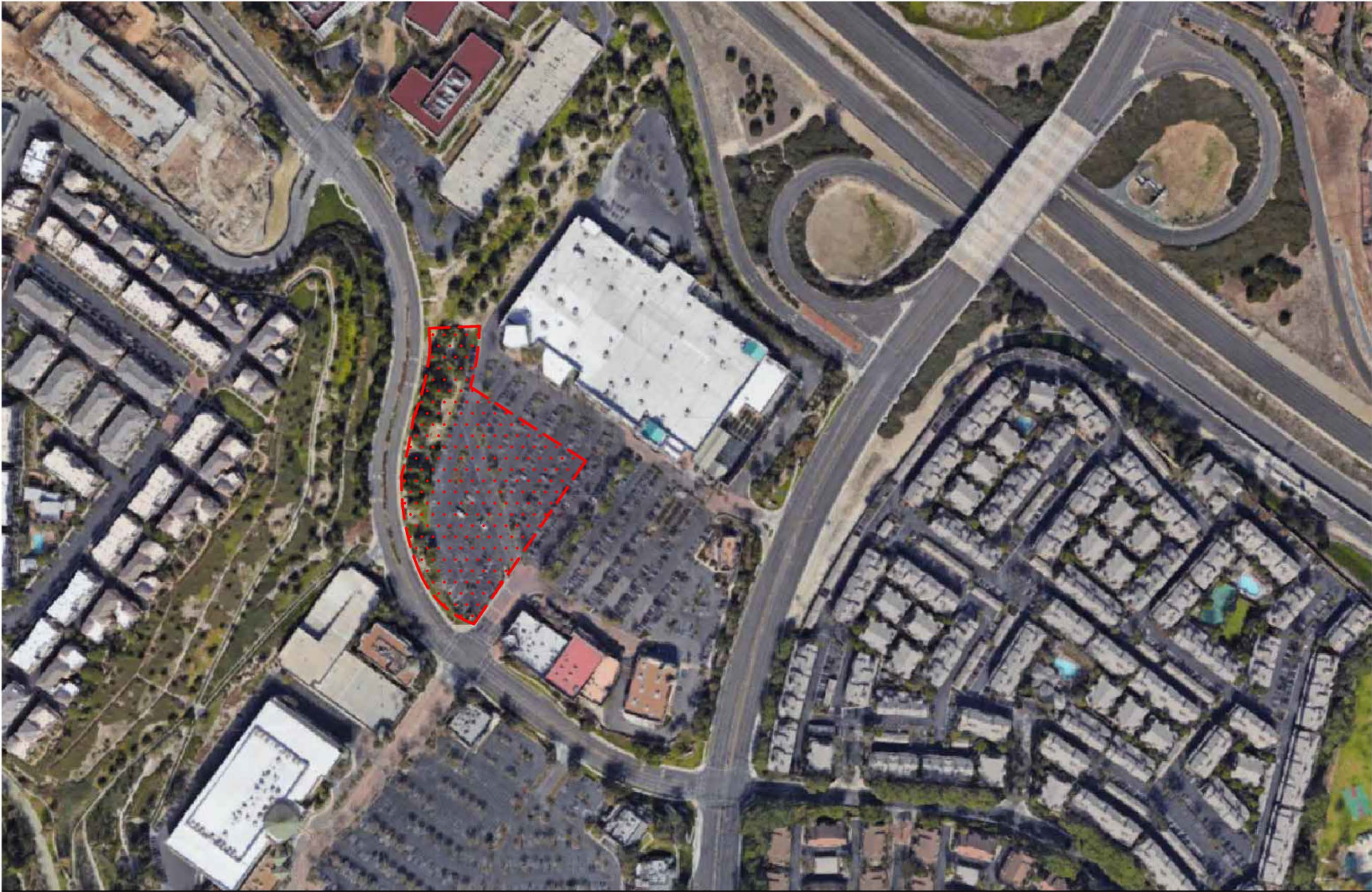
KEY

= PROJECT SITE

FIGURE 1

VICINITY MAP

26501 ALISO CREEK ROAD, ALISO VIEJO



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LINSCOTT
LAW &
GREENSPAN

engineers



NO SCALE

SOURCE: GOOGLE

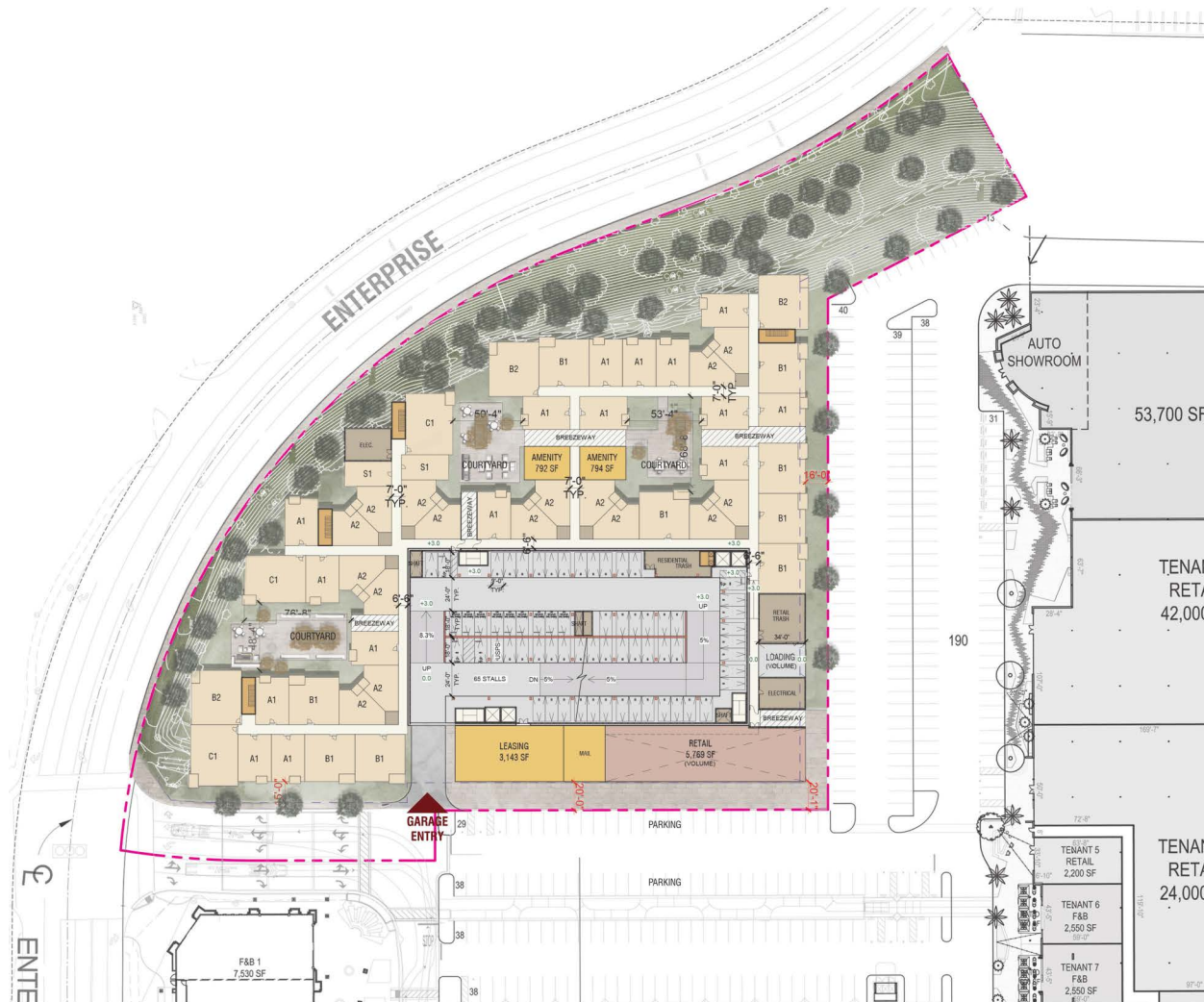
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FIGURE 2

EXISTING AERIAL



26501 ALISO CREEK ROAD, ALISO VIEJO



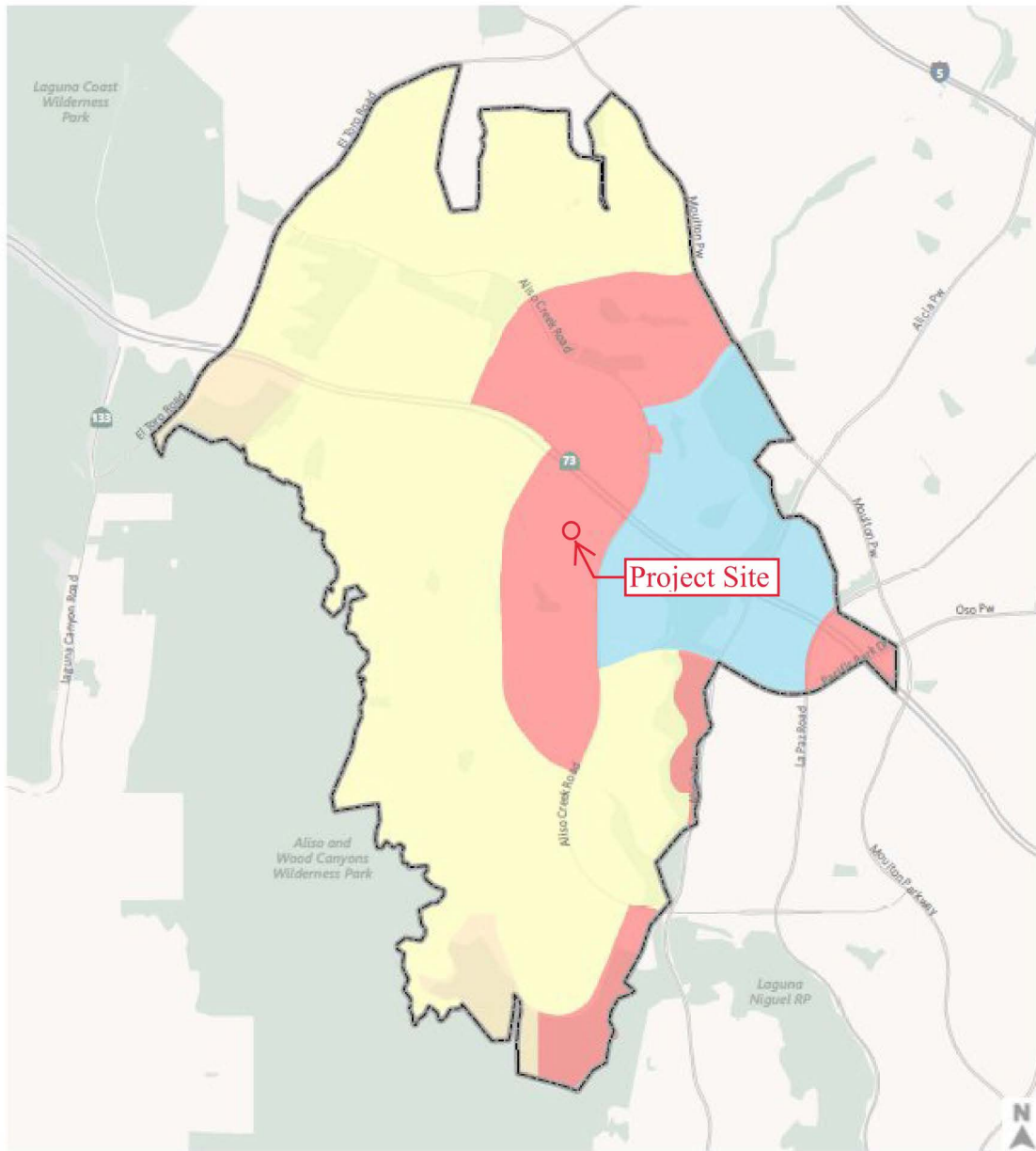
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SOURCE: TCA ARCHITECTS

FIGURE 3



 NO SCALE

PROJECT SITE PLAN
 26501 ALISO CREEK ROAD, ALISO VIEJO



- Aliso Viejo
- Higher than City Average
- <-15% below City Average
- No Service Population
- 0 to -15% below City Average

Source: OCTAM Version 5
Future Year (2045), April, 2020



Daily VMT per Service Population
Compared to City Average (2045)

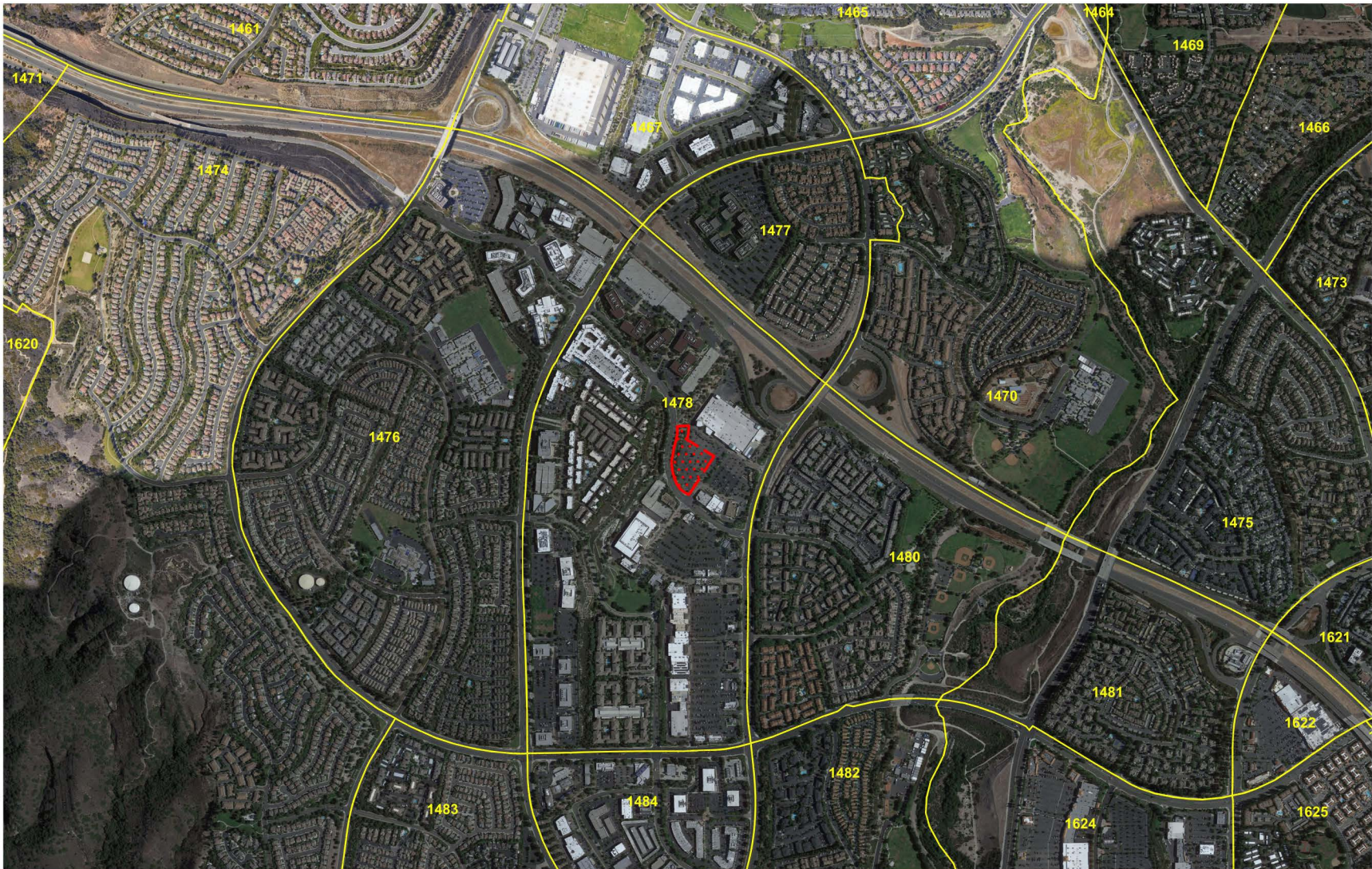
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SOURCE: Aliso Viejo Transportation Impact Guidelines for CEQA and General Plan Consistency (Dated on May 2020)

FIGURE 4

LOW VMT-GENERATING AREAS IN ALISO VIEJO
26501 ALISO CREEK ROAD, ALISO VIEJO



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SOURCE: OCTAM

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FIGURE 5

TAZ MAP

26501 ALISO CREEK ROAD, ALISO VIEJO