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Appendix I:

Transportation Supporting Information

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TECHNICAL MEMORANDUM

DATE: July 20, 2026
TO: Cecilia So, First Carbon
FROM: Charlene So, Urban Crossroads, Inc.
JOB NO: 17012-02 TG_VMT Memo

SUBJECT: PRESIDIO RESIDENTIAL TRIP GENERATION & VMT ASSESSMENT

Urban Crossroads, Inc. has prepared the following Trip Generation & VMT Assessment for the Presidio Residential (Project), which is located at 15 Argonaut on the southeastern corner of Aliso Creek Road and Glenwood Drive in the City of Aliso Viejo. This letter describes the proposed Project trip generation and VMT screening methodologies and compares the projected trips and VMT to the existing uses in order to determine whether any traffic operations analysis or VMT analysis is required based on the City's Transportation Impact Guidelines for CEQA and General Plan Consistency (City Guidelines) dated May 2020.

PROJECT DESCRIPTION

The existing site is currently developed with a vacant 47,096 square foot office building. It is our understanding that the Project would redevelop the site with 55 three-story market-rate multifamily residential units and 3 very-low affordable units for a total of 58 dwelling units. The Project is proposing one point of access at the westerly end of Argonaut. The preliminary site plan is provided in Exhibit 1.

EXHIBIT 1: PRELIMINARY SITE PLAN

TRIP GENERATION

Trip generation represents the amount of traffic which is both attracted to and produced by a development. Determining traffic generation for a specific project is therefore based upon forecasting the amount of traffic that is expected to be both attracted to and produced by the specific land uses being proposed for a given development.

EXISTING USE

As noted previously, the site is currently developed with a vacant 47,096 square foot office building. Since the existing use is vacant, trip generation for the existing office use have been developed using data from the Institute of Transportation Engineers (ITE) Trip Generation Manual (12th Edition, 2025) based on the General Office (ITE Land Use Code 710) land use category. Table 1 below summarizes the trip generation rates and resulting trip generation associated with the existing office building. The existing General Office use generates an average of 500 two-way trips per day, with 73 trips during the AM peak hour and 77 trips during the PM peak hour.

TABLE 1-A: EXISTING OFFICE TRIP GENERATION SUMMARY

Land Use	ITE LU Code	Units	AM In	AM Out	AM Total	PM In	PM Out	PM Total	Daily
Rates: General Office	710	TSF	1.36	0.19	1.55	0.26	1.39	1.65	10.60

Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 12th Edition (2025).
TSF = Thousand Square Feet

TABLE 1-B: EXISTING OFFICE TRIP GENERATION SUMMARY CONTINUED

Trip Generation	Quantity	Units	AM In	AM Out	AM Total	PM In	PM Out	PM Total	Daily
General Office	47.096	TSF	64	9	73	12	65	77	500

TSF = Thousand Square Feet

PROPOSED PROJECT

The proposed Project includes the redevelopment of the site to accommodate 58 three-story townhomes (55 market rate units and 3 below-market rate units). Trip generation estimates for the proposed Project have been developed using data from the ITE Trip Generation Manual (12th Edition, 2025) for Multifamily (Low-Rise) Housing (ITE Land Use Code 220) and Affordable Housing (ITE Land Use Code 223). Table 2 summarizes the ITE trip generation rates and the resulting Project trip generation. The proposed Project is anticipated to generate 418 two-way trips per day with 25 AM peak hour trips and 32 PM peak hour trips.

TABLE 2-A: PROPOSED PROJECT TRIP GENERATION SUMMARY

Land Use	ITE LU Code	Units	AM In	AM Out	AM Total	PM In	PM Out	PM Total	Daily
Rates: Multifamily (Low-Rise) Housing	220	DU	0.10	0.31	0.41	0.32	0.20	0.52	6.21
Rates: Affordable Housing	223	DU	0.10	0.26	0.36	0.27	0.19	0.46	4.81

Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 12th Edition (2025).
TSF = Thousand Square Feet

TABLE 2-B: PROPOSED PROJECT TRIP GENERATION SUMMARY CONTINUED

Trip Generation	Quantity	Units	AM In	AM Out	AM Total	PM In	PM Out	PM Total	Daily
Multifamily (Low-Rise) Housing	55	DU	5	17	22	18	11	29	342
Affordable Housing	3	DU	0	1	1	1	1	2	14
Project Total	**58**	**DU**	**5**	**18**	**23**	**19**	**12**	**31**	**356**

Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 12th Edition (2025).

TRIP GENERATION COMPARISON

The trip generation for the proposed Project and the net change in trips as compared to the existing office use are summarized in Table 3. As shown in Table 3, the proposed Project is anticipated to result in a net reduction of 144 two-way trips per day with a net reduction of 50 AM peak hour trips and a net reduction of 46 PM peak hour trips as compared to the existing office use.

TABLE 3: TRIP GENERATION COMPARISON

Trip Generation Comparison	AM In	AM Out	AM Total	PM In	PM Out	PM Total	Daily
Existing: General Office	64	9	73	12	65	77	500
Proposed: Multifamily Residential	5	18	23	19	12	31	356
Net Change in Trips	**-59**	**9**	**-50**	**7**	**-53**	**-46**	**-144**

VEHICLE MILES TRAVELED (VMT) SCREENING

City Guidelines outline appropriate VMT screening criteria for identifying when a proposed land use project is expected to have a less-than-significant impact, thus avoiding the need for a more detailed analysis.

PROJECT TYPE SCREENING CRITERIA

The City Guidelines state that local serving uses such as; day care centers, non-destination hotels, affordable housing, places of worship, municipal services, and other local essential services may also be presumed to have a less than significant impact as local serving in nature and would tend to shorten vehicle trips. The Project does not include any local serving uses.

The City Guidelines also consider small projects that generate fewer than 110 net new daily vehicle trips to have a less than significant VMT impact. Based on the Trip Generation estimates in Table 3 the Project to generate a net decrease of 144 daily vehicle trips, which is below the 110 daily vehicle trip threshold.

FINDINGS

The City Guidelines indicate that a development project may require additional level of service (LOS) traffic operations analysis when any of the following apply:

- When either the AM or PM peak hour trip generation is expected to exceed 100 vehicle trips from the proposed development.
- Projects on the Arterial System which generate 1,600 Average Daily Trips (ADT). Projects that will add 51 or more trips during either the AM or PM peak hours to any intersection.
- Any project where variations from the standards and guidelines provided in this manual are being proposed.

In addition, the City's VMT screening criteria consider whether a project would result in a net increase in daily trips or daily VMT relative to existing conditions. As shown in Table 3, the Project is anticipated to result in a net reduction in daily trips compared to the existing use and a net reduction in daily VMT. The Project is also anticipated to generate fewer than 1,600 net new daily trips and fewer than 50 net new peak hour trips, resulting in a net reduction from the existing office use. Accordingly, additional traffic operations analysis and VMT analysis are not required for this Project based on the City Guidelines.

The City reserves the right to require additional analysis in the event there are safety concerns, the Project is located in a sensitive area, access or operational issues are identified, nearby substandard intersections or roadway segments are present, and/or an affected agency requests further review.

If you have any questions, please contact me directly at cso@urbanxroads.com.

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