



# City of Mission Viejo

**Date:** October 24, 2023  
**To:** City Council  
**From:** Keith Rattay, Assistant City Manager  
**For:** City Council Meeting  
**Subject:** Summary of the Public Input Process and Consolidated Public Comments

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## **EXECUTIVE SUMMARY**

The City of Mission Viejo has been implementing a Community Communication Plan for LOS OSOS since April 2023. At the City Council meeting on April 25, City staff provided details about the public input meetings that would be held and reviewed the updates to the ENVISIONMV.com website. The updates to the website included a “Resource” page where the presentations and public input would be stored. Additionally, City staff participated in several public special events and posted over ten articles on various social media sites in an effort to spread the word about the LOS OSOS project. (A summary of the outreach has been included in this memo.)

### **Public Input Process**

The City of Mission Viejo conducted an extensive Community Communication Campaign in an effort to seek comprehensive public input for the LOS OSOS project. The City held seven public input meetings (summarized below). At each meeting, the City provided a presentation and offered a forum for community input and feedback. Additionally, the City posted over ten articles on various social media platforms leading up to these input meetings. Local news outlets also republished the articles on their sites. Finally, the City attended over eight community-based markets and provided presentations for local community groups in an effort to publicize the project and to encourage community members to participate in the process.

The City sent three communication pieces to the businesses located in the Village Center and most recently published a “Flipping Book” that demonstrates visually what is being proposed in the LOS OSOS project. The City has received very positive and supportive input from the business owners.

### **Meetings Summary**

April 25, 2023 – City Council

May 8, 2023 – Planning and Transportation Commission

May 16, 2023 – Community Services Commission

May 23, 2023 – City Council

July 10, 2023 – Planning and Transportation Commission

July 11, 2023 – City Council

August 15, 2023 – Community Services Commission

October 11, 2023 – Walking Tour and Public Input Meeting

October 24, 2023 – City Council

Additionally, City staff was present at numerous community outreach events, including the following:

**Summary of Community Markets and Events**

May 20, 2023 – Night Market

June 17, 2023 – Night Market

July 15, 2023 – Night Market

August 19, 2023 – Night Market

September 16, 2023 – Night Market

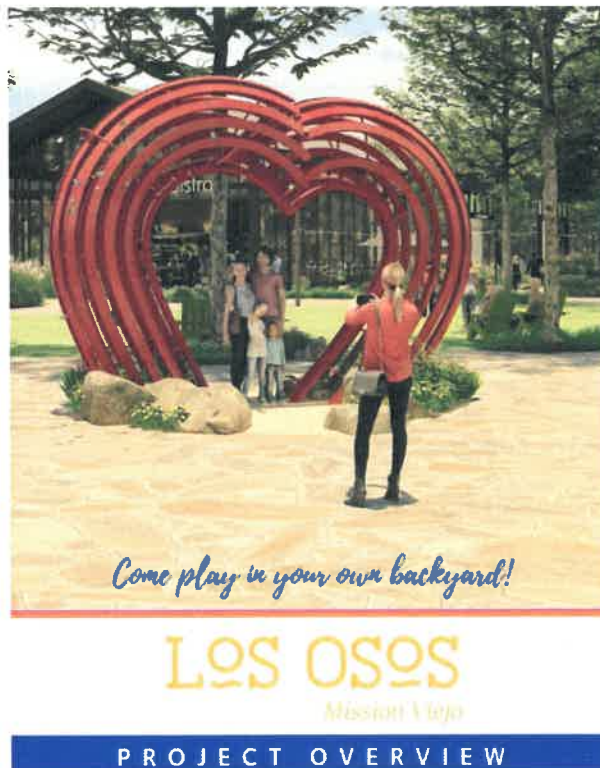
October 21, 2023 – Night Market

August 5, 2023 – Prelude in the Park Pacific Symphony Event

Each market was attended by well over 1,000 people and the Prelude in the Park event was attended by approximately 5,000 people.

**Marketing Literature**

Additionally, the City produced meeting reminder cards, contacted each of the tenants in the Village Center (three times) and provided them a “Flipping Book” graphic,” created and distributed the “Flower Power” QR code button and produced three mobile information columns that have been used at various events.



Note: All presentations and a summary of public comments are currently available for public review in the "Resources" section of the EnvisionMV.com website.

### **Summary of Public Comments**

The City of Mission Viejo developed a summary of public comments from each of the seven public input meetings. We have attached a summary of comments from each meeting and have included them as part of this memo. The public input comments varied from meeting to meeting but topics can generally be grouped into the following categories/concerns:

- Parking
- Continue to allow vehicular traffic through the Urban Alley
- Bike parking and access through the Paseo
- The bridge over Marguerite Parkway connecting to the Civic Center
- The Veterans memorial or recognition within the LOS OSOS development
- CC&R's

### **Summary of City Responses**

The following is a response to each of these public input comments:

#### **CITY RESPONSE**

##### Traffic Impact Study

The City of Mission Viejo contracted with KOA Traffic Engineers to produce a Traffic Impact Study for the LOS OSOS Project. This comprehensive study is thorough and detailed and includes an Executive Summary and a full traffic study that outlines the findings from various elements that were evaluated. The study includes analysis of the following areas:

1. Parking
2. Internal Circulation
3. External Circulation
4. Intersection Movements and Capacity
5. Road Capacity
6. Truck Turning Movements
7. Bicycle Traffic

The study addresses three basic concerns expressed by the public

## **Parking**

**Question:** Will there be sufficient parking available for the LOS OSOS project given that the project will remove 47 parking spaces to implement the North Paseo?

### **City Response: Parking Analysis**

A parking analysis was conducted using two methods of evaluation in relationship to the proposed site and building improvements at the Village Center. The initial analysis evaluates the parking in relation to the City-code requirements as outlined in the Mission Viejo Municipal Code, Chapter 9-25, Off-Street Parking Standards. Furthermore, given the mix of center tenancies, a secondary analysis referred to as a "Shared Parking Analysis" was prepared per the City's parking guidelines. The shared parking analysis evaluates the actual conditions by using observed "in the field" parking demand at the site in combination with the forecast parking demand for the Project and any on-site vacancies. Forecast parking demand is based on the Urban Land Institute (ULI) Shared Parking Model, an industry standard methodology. Shared parking analyses are typically conducted at most commercial centers in the City of Mission Viejo, as existing parking requirements are typically not met utilizing the City-Code parking rates.

#### **City Code Parking Requirements - Existing Conditions**

. The existing City-owned parcel has a total parking supply of 155 spaces. Per existing conditions and direct application of the above-referenced parking code as defined in the Municipal Code, the Stein Mart building (retail) and the adjoining tenants (restaurants and nail salon) require 192 spaces, a deficiency of 37 spaces within the City-owned parcel.

· Since parking is shared globally amongst all parcels, parking was also evaluated for the entire commercial center. The direct application of the above-referenced parking code as defined in the Municipal Code, the existing Village Center development results in a City-code parking requirement of 1,222 spaces. With an existing parking supply of 1,147 number of spaces, the commercial center currently has a parking deficiency of 75 spaces per City Code.

#### **City Code Parking Requirements - With Proposed Project**

· The creation of the paseo would result in loss of 47 spaces within the City-owned parcel, reducing the parking supply to 108 spaces. Per proposed conditions and direct application of the above-referenced parking code as defined in the Municipal Code, the Los Osos building (restaurant and retail) and the adjoining tenants (restaurants and nail salon) require 139 spaces, a deficiency of 31 spaces within the City-owned parcel.

· With direct application of the above-referenced parking code as defined in the Municipal Code, the future Village Center conditions result in a City-code parking requirement of 1,169 spaces. With a parking supply of 1,100 spaces after completion of the proposed Project (loss of 47 existing parking spaces), a theoretical parking deficiency of 69 spaces is forecast per City Code.

· The Proposed Project reduces the theoretical City Code parking requirement deficiency by 6 spaces.

### Shared Parking Analysis (Proposed Project)

A shared parking analysis evaluated the existing observed parking demand at the Village Center in combination with the proposed Project and the re-occupancy of any on-site vacancies. As a conservative approach, a 10% contingency factor was applied to the forecast parking demands in order to account for daily variations. The overall projected peak parking demand during a Thursday, Friday, and Saturday totals 919 spaces, 989 spaces, and 952 spaces, respectively. Based on the proposed parking supply of 1,100, a minimum surplus of 181 spaces, 111 spaces, and 148 spaces would result during the Thursday, Friday, and Saturday peak hours, respectively. Given these results, there is adequate parking on-site to accommodate the future conditions.

### Parking Management Plan (Proposed Project)

The commercial center is projected to provide adequate parking for the proposed project conditions. However, the City understands the benefits of limiting the parking impacts since the parking is shared globally amongst all commercial center tenants. To mitigate any potential parking shortage at the Project site, the City plans to incorporate a parking management plan. These plans are commonly implemented locally at the Marguerite Aquatics Complex, Mission Viejo High School, The Shops at Mission Viejo, and the Norman P. Murray Community Center during peak uses. These Plans are comprised of several project features and potential parking strategies, such as on-site bicycle parking facilities, off-site parking facilities (i.e., Civic Center) with shuttle operations, and potential valet operations. The "Special Event Barn" will be parked using 43 onsite parking space for small group gatherings under 100 participants. When permits are issued for larger events, a parking management plan will be implemented using a shuttle service and remote parking at the adjacent City facilities. It should be noted there are 900-1,000 City owned parking spaces located within a reasonable walking distance or short shuttle service of the Project site.

**Question:** Will the Urban Alley allow vehicular traffic through the Urban Alley?

**City Response:** The Urban Alley is designed as a vehicular and pedestrian route. The minimum distance is 24' wide which can accommodate most delivery trucks. It should be noted that there are areas behind other parcels along the Oso Creek that are less than 24' but within the LOS OSOS parcel there is adequate width to accommodate two-way traffic.

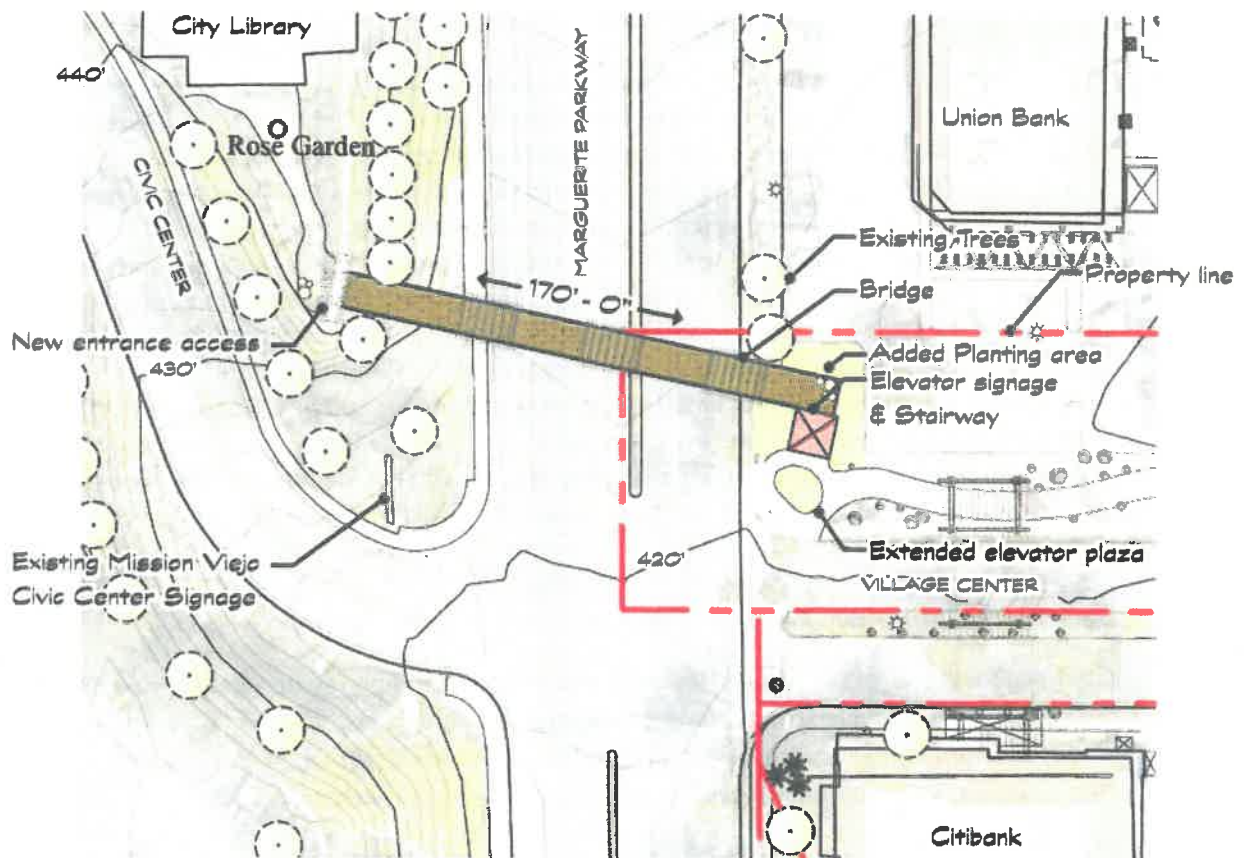
**Question:** Will there be adequate bike parking, will bicyclists be allowed to ride through the Paseo, and how will the development deal with the speed of bikes within the PASEO?

**City Response:** Given its relationship to Oso Creek Trail, the proposed design for LOS OSOS recognizes that this project is bicycle-oriented. The design also recognizes that there is a need for bicycle parking both in the front and back of the project and at the lower level along the creek and the upper areas of the North Paseo and the Entertainment Plaza. Currently, there are six bike parking locations identified in the proposed master plan that provide a total of 60-100 bike parking spaces. While bike parking is not an exact science, it is anticipated that access to LOS OSOS from the Oso Creek Trail will be a popular and preferred method of transportation to and from the site and sufficient bike parking will need to be readily available.

Bike access will be controlled through a series of “narrowing” check points at various entrances to the PASEO area. For safety, certain areas of the Paseo will prohibit bike riding and will only allow for walking. This will be accomplished through proper logistical design.

**Question:** Can a pedestrian bridge be installed over Marguerite Parkway from the Civic Center to the LOS OSOS project?

**City Response:** The City has developed a sketch (see below) that identifies the potential for a bridge alignment near the intersection of Civic Center Drive and the North Paseo alignment. If recommended, the bridge would be included in a future phase as pedestrian traffic increases in the Core Area. However, it is physically possible.



**Question:** Can a Veterans recognition display be installed within the LOS OSOS development?

**City Response:** The LOS OSOS project will be a central gathering place for cultural enrichment. The Veterans display is being considered as one of several displays at the LOS OSOS site.

**Question:** Can the Current CC &R's be modified to allow the project to move forward?

**City Response:** The City is currently working with the attorney for the HOA in an effort to update the BYLAWS and Articles of Incorporation to set up a more defined business structure. Once this is completed, this updated business structure will allow the City, as a public entity, to pay the outstanding CAM charges to the HOA and, in turn, the HOA will credit the City for the monthly

electrical costs that have been paid by the City for the entire center via a “True-Up” statement. Once this is completed, the City hopes to work collaboratively with the property owners to update the CC&R’s. A few of the owners have indicated they are not willing to change the CC&R’s to allow the LOS OSOS development to proceed. However, the City believes the language in the CC&R’s do allow for such a development.

### **Summary of Project**

#### **Executive Summary for Commission Presentations**

City Staff provided presentations and conducted public input meetings at various Planning and Transportation Commission meetings and Community Services Commission meetings. At each meeting, City staff provided an in-depth presentation that included a historical summary of the project, the various aspects of the site plan elements, the architectural and landscape architecture components of the project and a detailed presentation and discussion of the Traffic Impact Study

At that time, City Staff communicated the public input schedule and that we would return to the City Council on October 24, 2023 with a summary of public input and to seek direction to “Go Forward” with the next steps of the LOS OSOS project.

Additionally, City staff met with the Village Center property owners on June 14, 2023 to discuss the Traffic Impact Study in detail.

### **Brief Historical Summary**

The Core Area Vision Plan was developed as a result of a one year visioning process by the City of Mission Viejo. In 2017, City Council adopted the “Embracing the Creek” Vision Plan. The goal of the plan was to look at opportunities to increase access to and views of the Oso Valley and Creek behind the Village Center and to ultimately turn the focus of the retail center to the creek and the trail.

In April 2021, the City of Mission Viejo was presented with the opportunity to purchase the former Stein Mart building from the Kinstler Family Trust. The purchase was completed in December 2021. In April 2022, City staff presented the field reconnaissance and site analysis to the Community Services Commission, the Planning & Transportation Commission and the City Council.

City staff received the following direction:

1. Close off the circulation in front of the MART building so the Paseo linkage is more pedestrian oriented
2. Allow the pedestrian zone to run through the MART building to align with the southern portion of the building
3. Allow vehicular traffic circulation to continue to flow behind the buildings in the Urban Alley area

The Collaborative Design Team then took the information and developed the Core Area Vision Plan that was presented on May 8, 2023.

## **Site Plan**

The current project consists of 33,000 SF of retail building and 5,266 SF of the existing four retail establishments. Currently, there are 155 parking spaces located on the property. The proposed design eliminates 15,530 SF of building, leaving 17,470 SF of building, which includes the four remote retail kiosks. In the proposed site plan, 108 parking stalls remain.

The drive aisle to the north of the Village Center entrance is shifted and rerouted in front of the current CVS building. The rerouted drive aisle is designed to be closed off during large events and provides space to accommodate booths for the weekly farmers market and other community-based events. The closure of this road does not impact the traffic circulation or reduce the parking required for the LOS OSOS project.

The rear 39 ft. of the building is removed and redesigned to increase the space behind the building to accommodate the Urban Alley and Urban Alley Plaza. The new structures are glass and provide open views of the creek.

The project presented includes the following site plan components:

### **1. North Paseo**





2. Entertainment Plaza



3. Urban Alley



**4. Urban Alley Plaza**



**5. Creekside Entertainment Plaza**



6. Lower Entertainment Plaza



7. North Paseo Bridge



**8. Special Event Barn and Plaza**



**9. Marguerite Parkway Overlook**



**10. Oso Creek Trail**

## Traffic Impact Study

The City of Mission Viejo contracted with KOA Traffic Engineers to produce a Traffic Impact Study for the LOS OSOS Project. This comprehensive study includes an Executive Summary (included in this memo). The full traffic study is available in the "Resources" section of the EnvisionMV.com website. The study includes the follow areas:

1. Parking
2. Internal Circulation
3. External Circulation
4. Intersection Movements and Capacity
5. Road Capacity
6. Truck Turning Movements
7. Bicycle Traffic

### Background

- The Mission Viejo Village Center is located on the southeast corner of La Paz Road and Marguerite Parkway. Access to the shopping center is provided via three driveways on La Paz Road and five driveways on Marguerite Parkway. The Oso Creek Trail, located adjacent to the shopping center along the east edge of the site, can be accessed within the site near the eastern-most driveway on La Paz Road and at approximately 170 feet south of the intersection of Marguerite Parkway and Estanciero Drive, on the east side of the roadway.
- The City of Mission Viejo approved the Civic Core Area Master Plan in March of 2017, which identified the Village Center as the "heart" of the Civic Core Area. In December 2021, the City purchased a vacant site from the Kinstler Family Trust, previously occupied by Stein Mart, within the Village Center. The Vision Plan's chief aim is to redevelop the Mission Viejo Civic Core Area into a more walkable destination, with new recreational open space, community gathering places, supportive retail and new restaurants. This new recreational open space is to provide an attractive car-free zone connecting the redeveloped project site to the Oso Creek Trail, the Civic Center and Marguerite Parkway.
- The proposed project will transition the vacant 33,000 square feet Stein Mart building and land into the North Paseo recreational zone with community gathering spaces for various sized groups, weekly open-air markets, and 17,470 square feet of retail and restaurant uses including outdoor dining kiosks, as well as the Urban Alley. The Urban Alley is located along the western banks of the Oso Creek behind the current center. The Urban Alley will continue to provide a vehicular link, as well as an enhanced pedestrian link that will overlook the Oso Creek Trail and offer trail users new access points to the shopping center. Specifically, a new freight-sized elevator for both pedestrians and bicyclists will provide direct access between the Urban Alley and Oso Creek Trail. A new North Paseo pedestrian bridge will

cross the Oso Creek to an event plaza with connection to the expanded Oso Creek Trail on the east side of the Creek.

· In addition, the project will include a “Special Event Barn” space as part of a future phase. This space will include accommodations for a variety of events along the Oso Creek Trail. The barn will be accessible via the Oso Creek Trail and the North Paseo pedestrian bridge, providing direct connectivity to the core area project buildings, the Oso Creek Trail on the western bank of the creek, the North Paseo, and parking. Some parking will be available on the east side of Oso Creek for Special Event space parking. Maintained and operated by the City and shared with Santa Margarita Water District, the barn would have the capability to host small-scale concerts, art exhibits, corporate meetings and other community-based gatherings. The City expects this facility to be for permitted use only, which would occur on a limited and scheduled basis.

· The buildout year for the purpose of the traffic analysis for the first phase of the project is anticipated to be 2025.

**Project Study Area**

· This traffic report includes the analysis of eight (8) study intersections and four (4) study roadway segments that are located near the project site. The study locations are listed below.

No.	Intersection	Control
1	La Paz Road & Marguerite Parkway	Signalized
2	La Paz Road & Village Center (West Driveway)	Unsignalized
3	La Paz Road & Village Center (East Driveway)	Signalized
4	Marguerite Parkway & Village Center Driveway (near Union	Unsignalized
5	Marguerite Parkway & Civic Center/Village Center N	Signalized
6	Marguerite Parkway & Village Center Driveway (near Tikka Indian Kitchen)	Unsignalized
7	Marguerite Parkway & Village Center S	Signalized
8	Marguerite Parkway & Estanciero Drive/Village Center Driveway	Signalized

No	Roadway Segment
1	Marguerite Parkway between Jeronimo Road and La Paz Road
2	La Paz Road between Marguerite Parkway and Spadra Lane
3	La Paz Road between Marguerite Parkway and Pacific Hills Drive
4	Marguerite Parkway between La Paz Road and Estanciero Drive

### Study Periods

- Due to the proximity of schools to the center, a comparison of traffic counts in the project area during the afternoon school peak and the AM and PM peak hours of the study showed that traffic volumes were highest during the PM peak hour of the study. Since the traffic volumes during the afternoon school peaks were lower than the traffic volumes during the PM peak hour, no additional traffic analysis was conducted during the afternoon school peak period. In addition, historical weekend traffic volumes were reviewed, which were also lower than weekday AM and PM peak hour volumes. Therefore, traffic impacts associated with the proposed project were analyzed at the study intersections for the weekday AM (7AM-9AM) and PM (4PM-6PM) peak-hour periods and at the study roadway segments for the weekday daily period.
- The traffic analysis was conducted for the following scenarios:
  - Existing Conditions
  - Existing with Proposed Project
  - Opening Year (2025) Conditions (Existing + ambient growth + vacant land use traffic growth)
  - Opening Year (2025) With Proposed Project

### Traffic Impact Analysis

#### Proposed Project Trip Generation

- The proposed project would generate approximately 1,761 daily (2-way) trips, including 124 trips (69 inbound and 55 outbound) during the AM peak hour and 156 trips (95 inbound and 61 outbound) during the PM peak hour.
- Pass-by trip discounts are applicable when deriving the trip generation for the proposed project. These are trips that result in an interim stop at the project site during an existing or previously planned trip. When considering pass-by trip discount, the proposed project would generate approximately 1,377 daily (2-way) trips including 124 trips (69 inbound and 55 outbound) during the AM peak hour and 89 trips (53 inbound and 36 outbound) during the PM peak hour.

#### Traffic Impact Thresholds

- The City of Mission Viejo, for planning purposes, generally considers level-of-service (LOS) D to be the minimum acceptable conditions that should be maintained during the AM and PM peak hours for all intersections.

- For roadway segments, LOS D is the minimum performance standard that has been adopted for the study area circulation system by the City Mission Viejo, which adheres to the Orange County Highway Design Manual.

#### Existing (Present Day) Operational Traffic Conditions

- All of the study intersections operate at an acceptable level-of-service (i.e., LOS C or better) during the weekday AM and PM peak hours. In addition, all of the study roadway segments operate at an acceptable level-of-service (i.e., LOS D or better) under Existing conditions.

#### Existing (Present Day) Operational Traffic Conditions with Proposed Project

- The proposed Project will not significantly impact any of the study intersections or study roadway segments under this scenario when compared to the City's LOS standards and significant impact criteria. All of the study intersections are expected to operate at an acceptable level-of-service (i.e., LOS C or better) during the weekday AM and PM peak hours. In addition, all of the study roadway segments are forecast to operate an acceptable level-of-service (i.e., LOS D or better). To summarize, the proposed project does not adversely impact the LOS of the study intersections or study roadway segments during AM and PM peak hours.

#### Year 2025 Operational Traffic Conditions (Existing Conditions, Without Project)

- This scenario analyzes the projected ambient traffic growth to Year 2025 and traffic related to the reoccupancy of any onsite vacancies.
- For year 2025 conditions, all study intersections are forecast to operate at an acceptable level-of-service (i.e., LOS D or better) during the weekday AM and PM peak hours.

#### Year 2025 Operational Traffic Conditions (With Proposed Project)

- The proposed Project **will not** significantly impact any of the study intersections under this scenario when compared to the City's LOS standards and significant impact criteria. All of the study intersections are expected to operate at an acceptable level-of-service (i.e., LOS D or better) during the weekday AM and PM peak hours.

#### Roadway Segment Planning-Level Analysis

- A planning level analysis was performed of the study roadway segments to provide a high-level overview of the roadway operations utilizing broad assumptions. This analysis differs from the operational traffic analysis which analyzes the peak hour traffic and as such is considered much more accurate than the planning level analysis. The planning level analysis studies traffic over a 24 hour period and is considered less accurate and is typically used only as a general planning tool to assess long term general trends. Per OCTA's Master Plan of Arterial Highway Guidelines, "the level of precision inherent in planning analyses is typically lower than for operational analyses" and may not reflect actual roadway conditions. For example, the roadway analysis assumes a 4-



lane facility for 24-hour traffic; however, the actual conditions have a higher capacity and reflect 4 through lanes, dual left-turn lanes, and dedicated right-turns at most of the signalized intersections along Marguerite Parkway. As shown in this report, all study area intersections operate at an acceptable LOS during both the AM and PM peak periods (both with and without the proposed project) – the most critical traffic periods of the day.

#### Year 2025 Planning Level Analysis, Existing Conditions (No Project)

- All roadway segments are forecast to operate at an acceptable level-of-service (i.e., LOS D or better), with the exception of Roadway Segments #1 (Marguerite Parkway between Jeronimo Road and La Paz Road) and #4 (Marguerite Parkway between La Paz Road and Estanciero Drive). These roadway segments are forecast to operate at LOS E over a 24-hour period.

#### Year 2025 Planning Level Analysis, With Proposed Project

- All roadway segments are forecast to operate at an acceptable level-of-service (i.e., LOS D or better), with the exception of Roadway Segments #1 (Marguerite Parkway between Jeronimo Road and La Paz Road) and #4 (Marguerite Parkway between La Paz Road and Estanciero Drive). These roadway segments are forecast to operate at LOS E over a 24-hour period.

To summarize, both Roadway Segments #1 (Marguerite Parkway between Jeronimo Road and La Paz Road) and #4 (Marguerite Parkway between La Paz Road and Estanciero Drive) are forecast to operate at LOS E over a 24-hour period in Year 2025 under both scenarios “Existing Conditions, (No Project)”, and “With Proposed Project”.

The City of Mission Viejo guidelines indicate various transportation strategies should be considered to mitigate traffic impacts. As the traffic impacts are minimal, it is expected that a traffic management approach will ease the flow of traffic along these segments, addressing any capacity issues.

To mitigate traffic impacts to these roadway segments of Marguerite Parkway “(Segment #1 (Marguerite Parkway between Jeronimo Road and La Paz Road) and Segment #4 (Marguerite Parkway between La Paz Road and Estanciero Drive)”, the City can implement the following:

- Monitor and update traffic signal timing along the Marguerite Parkway corridor. With the City’s recent awarded Marguerite Parkway Traffic Signal Synchronization Plan, the signal timing will be closely monitored and adjusted in conjunction with the Project’s completion.
- Develop Transportation Demand Management (TDM) strategies, including bus programs (such as the MV Shuttle) and active transportation programs (additional pedestrian/bicyclist infrastructure) with the intent of reducing single-occupancy vehicles on the roadway.

- The Project location provides direct access to the Oso Creek Trail, which can assist with reducing the number of vehicle trips impacting the surrounding roadways (particularly Marguerite Parkway), therefore, providing additional wayfinding signage for pedestrians and bicyclists within the shopping center area can encourage the use of alternative transportation modes to and from the Project.

### **Site Access & On-Site Circulation**

#### **Queueing**

- A vehicle queuing analysis was also conducted at the site access points that are expected to be used by traffic associated with the proposed project. The key site access points serving the proposed project are not anticipated to adversely impact the site-adjacent roadways including Marguerite Parkway and La Paz Road. Within the site, the main access point for the proposed project will be the Village Center N driveway just east of the Marguerite Parkway and Civic Center intersection. In order to prevent vehicle blockage within the site, it is recommended to install “Keep Clear” road markings at the internal intersection located immediately east of the Marguerite Parkway and Civic Center intersection.

#### **Internal Circulation**

- A site circulation analysis at 10 key internal intersections was conducted to determine if the proposed project including reconfiguration of the parking layout and drive aisles, due to the proposed paseo, would result in any traffic operational deficiencies within the site. It should be noted that due to the new paseo, the existing north-south drive aisle located immediately west (along the frontage of the former MART building) would be closed and a new drive aisle would be provided that would divert traffic within the site’s parking area to align with the store frontage of CVS. The analysis showed that all of the key internal intersections would operate at an acceptable level-of-service and that the storage capacities at each approach of the 10 internal intersections would be adequate. Motorists entering and exiting the site would be able to do so without undue congestion.

#### **Truck Turning Analysis**

- In addition, based on the proposed site improvements and observed delivery truck circulation, a truck turning template analysis was conducted. The purpose of the analysis was to determine if adequate clearance will be provided for large trucks accessing the internal businesses at the Village Center, such as Big Lots, CVS, Trader Joe’s, and the former Michael’s building. The analysis findings show that SU-40 (39.5’ length) and WB-40 (45.5’ length) trucks can be accommodated within the internal circulation area with the proposed project.

### **Parking Analysis**

A parking analysis was conducted using two methods of evaluation in relationship to the proposed site and building improvements at the Village Center. The initial analysis evaluates the parking in relation to the City-code requirements as outlined in the Mission Viejo Municipal Code, Chapter 9-25, *Off-Street Parking Standards*. Furthermore, given the mix of center tenancies, a secondary analysis referred to as a "Shared Parking Analysis" was prepared per the City's parking guidelines. The shared parking analysis evaluates the actual conditions by using observed "in the field" parking demand at the site in combination with the forecast parking demand for the Project and any on-site vacancies. Forecast parking demand is based on the Urban Land Institute (ULI) *Shared Parking Model*, an industry standard methodology. Shared parking analyses are typically conducted at most commercial centers in the City of Mission Viejo, as existing parking requirements are typically not met utilizing the City-Code parking rates.

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- The Proposed Project reduces the theoretical City Code parking requirement deficiency by 6 spaces.

#### Shared Parking Analysis (Proposed Project)

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conservative approach, a 10% contingency factor was applied to the forecast parking demands in order to account for daily variations. The overall projected peak parking demand during a Thursday, Friday, and Saturday totals 919 spaces, 989 spaces, and 952 spaces, respectively. **Based on the proposed parking supply of 1,100, a minimum surplus of 181 spaces, 111 spaces, and 148 spaces would result during the Thursday, Friday, and Saturday peak hours, respectively. Given these results, there is adequate parking on-site to accommodate the future conditions.**

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- The commercial center is projected to provide adequate parking for the proposed project conditions. However, the City understands the benefits of limiting the parking impacts since the parking is shared globally amongst all commercial center tenants. To mitigate any potential parking shortage at the Project site, the City plans to incorporate a parking management plan. These plans are commonly implemented locally at the Marguerite Aquatics Complex, Mission Viejo High School, The Shops at Mission Viejo, and the Norman P. Murray Community Center during peak uses. These Plans are comprised of several project features and potential parking strategies, such as on-site bicycle parking facilities, off-site parking facilities (i.e., Civic Center) with shuttle operations, and potential valet operations. The “Special Event Barn” will be parked using 43 onsite parking space for small group gatherings under 100 participants. When permits are issued for larger events, a parking management plan will be implemented using a shuttle service and remote parking at the adjacent City facilities. It should be noted there are 900-1,000 City owned parking spaces located within a reasonable walking distance or short shuttle service of the Project site.

#### Proposed Project Improvements:

- The proposed project intends to close existing gaps that separate the site amenities from Marguerite Parkway and Oso Creek Trail, as well as to help minimize the traffic impacts. Specifically, adaptable public space will be added as a part of the proposed project to provide a seamless, cohesive connection through the site that will link to active transportation travel corridors on both sides. The intent of these improvements is to encourage and increase pedestrian and bicyclist traffic, and to reduce the number of vehicle trips generated by the project. These proposed improvements are consistent with Transportation Demand Management (TDM) strategies provided by SCAG in its *Transportation Demand Management Strategic Plan*. The proposed project improvements include:
  - **West Side of Project Site:** A new paseo will provide a direct linkage for pedestrians and bicyclists to and from the Class II bike lanes and walkways on Marguerite Parkway, and to and from the City Hall and Library as well as nearby residential communities and schools. This paseo will allow pedestrians and bicyclists to access the site amenities without the need to navigate through the existing parking lot. The west link portion of the paseo will

be improved with a walkway and Class I bike path. The east link portion of the paseo will be a pedestrianized zone; bicyclists would be dismounted in this area. A new elevator will be located in the outdoor plaza that directly connects to the Oso Creek Trail. This elevator will be accessible by both pedestrians and bicyclists.

- **East Side of Project Site:** The proposed outdoor plaza and new East Bank Oso Creek Trail Link will be accessible for both pedestrians and bicyclists.
  
- **Bicycle Parking:** As currently planned, the proposed project will also include between 60-100 bicycle parking spaces at the locations below. The exact numbers and locations of these facilities will be confirmed during the detailed design stage of the project.
  - 20 bicycle parking facilities at the paseo
  - 20 bicycle parking facilities at the Urban Alley
  - 20 bicycle parking facilities on the Oso Creek Trail near the proposed project
  
- **Pedestrian Bridge Across Oso Creek:** A proposed future pedestrian bridge will extend from the urban alley across the Oso Creek to a new event plaza, which will also be a part of the proposed project. The bridge will link to the new Oso Creek Trail extension located on the east side of the Creek that spans to the southern trailhead at Marguerite Parkway.
  
- The benefits of this project include increased safety for active transportation users, reduced vehicle trips and vehicle miles travelled, reduced emissions, improved accessibility and connections to surrounding locations, and a more vibrant and inviting atmosphere that will benefit business activity. The above project improvements will enhance active transportation accessibility for the Village Center site, and thereby make active transportation a more attractive option for visitors.

#### **With-Project Improvement Measures:**

- With the above proposed project improvements, there will be seamless connectivity through the Project site between Marguerite Parkway and the Oso Creek Trail for both pedestrians and bicyclists. It is envisioned that these project improvements would make active transportation especially via bicycle to and from the proposed project, as well as the rest of the Village Center, an attractive alternative to traveling by car.
  
- The project improvement measures are expected to decrease vehicle trips due to an increase in bicycle trips to and from the Project site. An analysis was conducted to determine the reduction in the number of daily vehicle trips at the two roadway segments on Marguerite Parkway that would be required to reduce the traffic impacts at these locations to a less-than-significant level.

It is determined that a reduction of approximately 144 daily vehicle trips would be required at Marguerite Parkway north of the Civic Center driveway. Assuming an average of 1.25 persons per vehicle, there would need to be an increase of approximately 180 daily bicycle trips. This magnitude of daily bicycle trips is estimated to be about 15 bicycle trips per hour (8 bicyclists traveling two-way per hour) on Marguerite Parkway north of the Civic Center driveway, based on bicycle ridership period from 7:00 AM to 7:00 PM.

- As the project improvements provide site accessibility enhancement at Marguerite Parkway and Oso Creek Trail that both extend in the north-south direction, it is anticipated that the increase in bicycle trips, and therefore a decrease in vehicle trips, would also occur to the north and south of the site. In addition, it should be noted that the hourly bicycle users (i.e., 8 bicyclists traveling two-way to/from the north and 4 bicyclists traveling two-way to/from the south) are considered reasonable given that Marguerite Parkway provides Class II bike lanes, the Oso Creek Trail is classified as a Class I bike path, and that the proposed project will provide seamless connectivity between the bike lanes and path via the Project site. **Taking into consideration the above, the project improvements are expected to reduce any potential traffic impacts to Roadway Segments #1 and #4 to a less-than-significant level.**

### Environmental

The Core Area Vision Plan will require that a few areas of the project be reviewed for potential environment impacts. The Traffic Impact Study, which is part of this report, is the most important and significant area in which to study. The other areas for consideration will be the impacts of the North Paseo Bridge and bridge abutment on the east bank of the creek. The improvements along Oso Creek on the west bank are designed to minimally impact the slope. A CEQA document will need to be prepared with an in-depth environmental review. Once the City Council authorizes moving forward with a first phase, environmental documents will be prepared.

### Summary of Attachments

1. Summary of the Communication Plan
2. Planning and Transportation Commission Meeting Report 7-10-2023
3. Community Services Commission Report 8-15-2023
4. Traffic Impact Executive Summary (full study available on Resources page of EnvisionMV.com website)
5. Consolidated Public Input Comments from All Public Input Meetings



# City of Mission Viejo

## Memorandum

**Date:** October 24, 2023

**To:** City Council – City of Mission Viejo

**From:** Keith Rattay, Assistant City Manager

**Subject:** EnvisionMV.com

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### Summary Statement

At the April 25, 2023 City Council Meeting, the City outlined a strategic Community Communication Campaign for the LOS OSOS project. That campaign identified the specifics of the public input process that included the dates of scheduled meetings and events, as well as the social media strategy for the project.

The City used various social media outlets to launch the campaign for [EnvisionMV.com](https://www.envisionmv.com). The stats are as follows:

EnvisionMV Pageviews (between March 1, 2023 and September 11, 2023) - 1,281

EnvisionMV eNewsletter Subscribers– 986

EnvisionMV Instagram Followers – 997

EnvisionMV Facebook Followers – 317

Additionally, in 2023, the City posted nine news articles pertaining to the LOS OSOS project. The articles highlighted the roll out of the Community Communication Campaign, “Come Play in Your Own Backyard,” discussed the detailed traffic studies and architectural elevations, sought community input via attendance at City Council and Commission meetings and advertised the City’s Request for Qualifications for a Commercial/Retail Business Development Partner for the project. The articles are provided as part of this memo.

HOME &gt; NEWS &gt; 'COME PLAY IN YOUR OWN BACKYARD'

Text  

# 'COME PLAY IN YOUR OWN BACKYARD'

 News Category [Announcements](#) [Public Notices](#) Date: April 20, 2023


Mission Viejo has rolled out a new community communication campaign – [“COME PLAY IN YOUR OWN BACKYARD”](#) – to connect the community to exciting information, events, and current and future details about the heart of Mission Viejo.

This campaign features the updated [Envisionmv.com](#) website, which boasts all imagery and studies that have been produced and will be created for the Core Area Vision Plan. These plans and studies continue to support and reinforce a more connected Mission Viejo.

[Envisionmv.com](#) showcases the Core Area Vision Project video “LOS OSOS” that features the concept for this critical central gathering place at the former Stein Mart property. The video highlights the North Paseo, Entertainment Plaza, Urban Alley, North Paseo Bridge and Plaza, Lower Entertainment Plaza, Marguerite Parkway Overlook and Special Event Glass Barn.

The website includes an updated [Civic Core](#) tab for the proposed design that provides community members with detailed information about the vision plan. This section of the website also features a proposed schedule highlighting the many planned opportunities the public can access and provide input.

A [“Resource”](#) tab features past studies and will include all future studies. Check back often as this section is updated. The EnvisionMV “Button” has also been added to the [MV Life App](#) to improve access to all the amazing things happening along the Oso Creek and in the North Paseo.

The realization of the Vision Plan is a long-term process and plan to implement the desires of the community. The central theme continues to be connectivity to the more than 200 acres of open space located in the heart of Mission Viejo.



# New community communication campaign, CIP budget and more on Council's April 25 agenda

News Category [Public Notices](#) Date: April 20, 2023

## Council Meeting Update



The City Council on Tuesday, April 25 will receive a presentation about an exciting new [community communication campaign](#) as well as consider a report regarding the Capital Improvement Project budget, among other business.

The business portion of the meeting starts at 6 pm in the Council Chamber at 200 Civic Center.

Assistant City Manager Keith Rattay will talk about a [dynamic updated website](#) and new communication campaign – “COME PLAY IN YOUR OWN BACKYARD” – to connect the community to exciting information, events, and current and future details about the heart of Mission Viejo. The campaign features the updated [Envisionmv.com](#) website with current imagery and studies and those that will be created for the Core Area Vision Plan. These plans and studies continue to support and reinforce a more connected Mission Viejo. [Envisionmv.com](#) showcases the Core Area Vision Project video “LOS OSOS” that features the concept for this critical central gathering place at the former Stein Mart property. The website also provides detailed information about the Vision Plan as well as a proposed schedule highlighting the many planned opportunities residents can access and provide input. The Vision Plan is a long-term process and plan to implement the desires of the community.

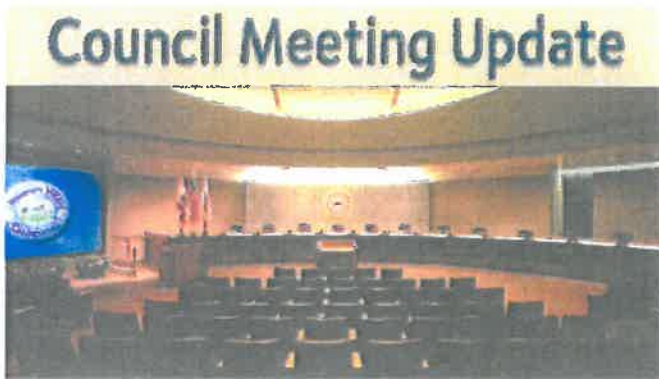
As part of the City's [process](#) for developing the FY 2023-25 City budget, the Council will also receive and consider a report regarding the Capital Improvement Project budget.

In other Council news, Orange County Supervisor Orange County Supervisor Donald Wagner will give a presentation to commend Mission Viejo for once again being ranked as one of the safest cities in California.

City Council meetings are streamed live on the [City's website](#) and air on Cox Channel 30 and AT&T U-Verse Channel 99. Residents are encouraged to attend the meeting, sign up for the City's [eNewsletter](#) and follow the City's official social media sites for the most accurate, up-to-date information.

[HOME](#) > [NEWS](#) > [CITY COUNCIL DISCUSSED NEW CORE AREA COMMUNITY COMMUNICATION CAMPAIGN, E-BIKES AND MORE](#)Text 

# City Council discussed new Core Area community communication campaign, e-bikes and more

News Category [Public Notices](#) Date: April 27, 2023

The City Council on Tuesday received a [presentation](#) of a new community communication campaign showcasing the Core Area Vision Plan concept, reviewed a report regarding the Capital Improvement Project budget, and heard an update about e-bikes, among other business.

Council Members considered a [vibrant presentation](#) about the newly-updated [EnvisionMV.com](#) website created for the Core Area Vision Plan and the communication campaign – “COME PLAY IN YOUR OWN BACKYARD” – to connect the community to exciting information, events, and current and future details about the heart of Mission Viejo. Following the item, numerous residents expressed their excitement about the new concepts and hopes of enjoying a new community gathering spot for recreation, shopping and dining in Mission Viejo. Assistant City Manager Keith Rattay spoke of the critical need for such a location, as five projects in adjacent communities are aimed at drawing visitors and tax dollars away from Mission Viejo. Folks are encouraged to participate in [a series of upcoming presentations](#) of the concept at the Planning and Transportation Commission, Community Services Commission and City Council Meetings, beginning on May 8.

As another part of the City's [process](#) for developing the FY 2023-25 City budget, the Council studied a [report](#) regarding the Capital Improvement Project budget.

Council Members also discussed a detailed presentation by Chief Chris McDonald about [e-bikes](#), Orange County Sheriff's Department efforts and what they are seeing in the community. The OCSO will host a [Bicycle Safety Rodeo](#) on May 12 and the [Bike-X23 special event](#) about bike safety on May 19.

In other Council news, Orange County Supervisor Orange County Supervisor Donald Wagner gave a [presentation](#) to appreciate the work by the Council and residents to see Mission Viejo once again ranked as one of the safest cities in California.

The City Council normally meets at 6 pm on the second and fourth Tuesday of the month. Meetings are streamed live on the [City's website](#) and air on Cox Channel 30 and AT&T U-Verse Channel 99. Residents are encouraged to sign up for the City's [eNewsletter](#) and follow the City's official social media sites for the most accurate, up-to-date information.

[Home](#)[Events](#)[Services & Guides](#)[Document Center](#)[Departments](#)[Government](#)[HOME](#) > [NEWS](#) > [PROVIDE INPUT ON THE 'LOS OSOS' CORE AREA CONCEPT MAY 8](#)Text  

# Provide input on the 'LOS OSOS' Core Area concept May 8

News Category [Public Notices](#) Date: May 4, 2023

On the heels of the recent City Council [presentation](#) about a new community communication campaign showcasing the Core Area Vision Plan concept, public input will be sought at the Planning and Transportation Commission's May 8 meeting.

During the [presentation](#) about the newly updated [EnvisionMV.com](#) website for the Core Area Vision Plan and "COME PLAY IN YOUR OWN BACKYARD" community campaign, Assistant City Manager Keith Rattay noted that detailed traffic studies and architectural elevations will be discussed and public input sought at [a series of upcoming presentations](#) at the Planning and Transportation Commission, Community Services Commission and City Council meetings.

The public is encouraged to attend and provide input.

The Planning and Transportation Commission meeting is at 6:30 pm in the Council Chamber at 200 Civic Center.

For more information, contact the Community Development Department at 949-470-3053 or [cd@cityofmissionviejo.org](mailto:cd@cityofmissionviejo.org).

HOME &gt; NEWS &gt; ANOTHER OPPORTUNITY TO PROVIDE INPUT ON THE 'LOS OSOS' CORE AREA CONCEPT MAY 16

Text  

# Another opportunity to provide input on the 'LOS OSOS' Core Area concept May 16

News Category [Public Notices](#) Date: May 11, 2023

Public input is sought at the Community Services Commission's May 16 meeting about a new community communication campaign showcasing the Core Area Vision Plan concept. The community opportunity follows recent [presentations](#) at the City Council and Planning and Transportation Commission meetings.

During Monday's Planning and Transportation Commission Meeting, Assistant City Manager Keith Rattay discussed the newly updated [EnvisionMV.com](#) website for the Core Area Vision Plan and "COME PLAY IN YOUR OWN BACKYARD" community campaign, detailed the [Traffic Impact Study](#) featuring analysis of the traffic and parking elements of the potential project and presented [LOS OSOS concept specifics](#) on architectural elements, imagery and more. As part of [a series of upcoming presentations](#), the Community Services Commission on May 16 will review the recreational and programming opportunities available at the site.

The public is encouraged to attend and provide input.

The Community Services Commission meeting is at 6 pm in the Council Chamber at 200 Civic Center.

For more information, contact the Recreation and Community Services Department at 949-470-3061.

HOME > NEWS > COUNCIL TO REVIEW 'LOS OSOS' CORE AREA CONCEPTS AND AGREEMENT FOR LAW ENFORCEMENT SERVICES MAY 23 Text  

# Council to review 'LOS OSOS' Core Area concepts and agreement for law enforcement services May 23

News Category [Public Notices](#) Date: May 18, 2023

The City Council on Tuesday, May 23 will receive a presentation about Core Area Vision Plan [LOS OSOS concepts](#), review a 2023-24 agreement for law enforcement services, as well as consider General Fund target and minimum reserve levels, among other business.

The business portion of the meeting starts at 6 pm in the Council Chamber at 200 Civic Center.

At the last Planning and Transportation Commission and Community Services Commission meetings, Assistant City Manager Keith Rattay discussed the [Core Area Vision Plan and community campaign](#); detailed the [Traffic Impact Study](#) featuring analysis of the traffic and parking elements of the potential project; presented [LOS OSOS concept specifics](#) on architectural elements; and highlighted the [recreational and programming opportunities available](#) at the site. As part of [a series of past and future presentations](#), the City Council will receive an overview of the concepts and summary of the public input provided to date.

Part of the City's [process](#) for developing the FY 2023-25 City budget, the Council will receive and consider the establishment of General Fund target and minimum reserve levels for the next budget cycle.

The Council will also consider a Fiscal Year 2023-24 agreement for law enforcement services provided by the Orange County Sheriff's Department.

In other news, the Council will proclaim the first Friday in June as National Gun Violence Awareness Day. Commemorated nationally, this is a day inspired by friends of Hadiya Pendleton (who was tragically shot and killed at age 15) to wear orange and raise awareness of the lives impacted by gun violence. This proclamation is meant to honor and remember all victims and survivors of gun violence and to declare that we as a country must do more to end this public health crisis.

City Council meetings are streamed live on the [City's website](#) and air on Cox Channel 30 and AT&T U-Verse Channel 99. Residents are encouraged to attend the meeting, sign up for the City's [eNewsletter](#) and follow the City's official social media sites for the most accurate, up-to-date information.

[HOME](#) > [NEWS](#) >

TUESDAY'S CITY COUNCIL MEETING SPOTLIGHTED 'LOS OSOS' CORE AREA CONCEPTS, A NEW AGREEMENT FOR LAW ENFORCEMENT SERVICES, AND MORE

Text  

# Tuesday's City Council meeting spotlighted 'LOS OSOS' Core Area concepts, a new agreement for law enforcement services, and more

News Category [Public Notices](#) Date: May 25, 2023

The City Council on Tuesday discussed ["LOS OSOS" Core Area concepts](#), set General Fund target and minimum reserve levels, and awarded a 2023-24 agreement for law enforcement services, among other business.

Following detailed presentations at the last [Planning and Transportation Commission](#) and [Community Services Commission](#) meetings about the LOS OSOS potential project for the Civic Core, Assistant City Manager Keith Rattay [presented an overview](#) of the [concepts, Traffic Impact Study and summary of the public input](#) provided to date.

Part of the City's [process](#) for developing the FY 2023-25 City budget, the Council reviewed the methodology for setting General Fund target and minimum reserve levels and [established these for the next budget cycle](#).

The Council also considered a Fiscal Year 2023-24 [agreement for law enforcement services](#) and awarded a contract to the Orange County Sheriff's Department.

To help bring increased awareness of the lives impacted by gun violence, the Council proclaimed June 2 to be [National Gun Violence Awareness Day](#). In presenting a proclamation to Bitu Karabian of OC Moms Demand Action, Mayor Brian Goodell noted the toll this crisis has taken on our society and that we must do more to address it.

The City Council normally meets at 6 pm on the second and fourth Tuesday of the month. Meetings are streamed live on the [City's website](#) and air on Cox Channel 30 and AT&T U-Verse Channel 99. Residents are encouraged to sign up for the City's [eNewsletter](#) and follow the City's official social media sites for the most accurate, up-to-date information.



Text + -

# Provide public input July 10 regarding LOS OSOS Core Area concepts

News Category [Public Notices](#) Date: July 6, 2023



Community members will have another chance to provide input on the LOS OSOS Core Area concepts during the Planning and Transportation Commission's July 10 meeting.

On the heels of other presentations detailing the LOS OSOS Core Area concepts during City Council, Community Services Commission and Planning and Transportation Commission meetings, Assistant City Manager Keith Rattay will discuss the newly updated [EnvisionMV.com](#) website for the Core Area Vision Plan and "COME PLAY IN YOUR OWN BACKYARD" community campaign.

Part of a [series of upcoming presentations](#), the July 10 presentation will once again give folks the chance to learn about the concepts and weigh in.

The Planning and Transportation Commission meets at 6:30 pm in the Council Chamber at 200 Civic Center.

[Home](#)[Events](#)[Services & Guides](#)[Document Center](#)[Departments](#)[Government](#)[HOME](#) > [NEWS](#) > [CITY SEEKING REQUEST FOR QUALIFICATIONS FOR LOS OSOS PROJECT](#)Text  

# City seeking Request for Qualifications for LOS OSOS project

News Category [Business Public Notices](#) Date: August 28, 2023

Mission Viejo embarked on the redevelopment of the former Stein Mart building and parcel, which was purchased in December 2021. The City has been working on the conceptual development and preliminary design for the [LOS OSOS](#) project for the past 18 months. To obtain viable and valuable public input from our community, the City hosted five public input meetings and numerous public events. The City Council will receive the final public comments and detailed studies this fall to determine the next steps.

As part of that effort, the City is seeking a talented, creative, and collaborative commercial/retail business development partner that will construct and manage the commercial side of the LOS OSOS project. The City issued a Request for Qualifications (RFQ), which is the first phase of a two-phase selection process that will be used to make a recommendation to the City Council on the most suitable partner.

The Request for Qualifications is available at [this link](#). All supporting documents are listed on the [RESOURCES](#) page of [EnvisionMV.com](#). This website is dedicated to enhancing the vision of Mission Viejo.

The response and first step of the process (RFQ) is due September 15.



## Mission Viejo seeks community input on Los Osos project



Blue skies and green hills provide a tranquil walk along Oso Creek Trail in Mission Viejo July 11, 2023. The city has plans to develop around the trail to be part of the Los Osos Core Area project. (Photo by Mindy Schauer, Orange County Register/SCNG)

As the first phase of the Los Osos Core Area project comes to an end, [Mission Viejo](#) is inviting residents to catch up on the project and provide input.

At the Oct. 11 open house, community members can view the various Los Osos exhibits, embark on a walking tour given by city staff and provide feedback on the project.

The first phase of the project has been focused on North Paseo, a community gathering space for events, weekly markets and outdoor dining options. Improvements have also been made to "Urban Alley," adding public access to the Oso Creek trail that runs beside the project. In the coming phases, Urban Alley will be further developed as a multi-purpose entertainment area.

Since 2017, [Mission Viejo has been working at Oso Creek to expand the area](#) to include a shopping, entertainment and event plaza called the Los Osos Core Area. Located at the Village Center off of Marguerite Parkway and La Paz Road, the 22,736 square-foot plan takes over the older shopping center and connects to the greater project on Oso Creek.

The area has been extending and adjusting since the initial proposal in 2017, which included [the purchase of the Oso Creek Golf Club, previously called Casta del Sol Golf Course](#), in 2019 as well as the installation of the North Paseo area in 2022.

The open house will take place on Wednesday, Oct. 11 from 4:30 p.m. to 6 p.m. in the North Paseo portion of Los Osos, located at 25282 Marguerite Parkway.

Before, community members are invited to participate in a pumpkin painting with the Mission Viejo Cultural Arts Committee and local artist Jack Knight at 3 p.m. at the same address.

The City Council plans to summarize the community input received from the event as well as recap previous meetings on the project on Oct. 24. City staff will present the first phase's overall cost estimate and make a recommendation to the City Council to move the Los Osos project forward to the next phase.

After the first phase of the project is complete, the city will begin creating entertainment plazas across the creek as well as a special events barn that the city and residents will be able to rent.

The Oct. 24 council meeting begins at 6 p.m. in the City Hall Council Chamber at 200 Civic Center.

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## Mission Viejo offers a look at the Los Osos Core Area project



Tom Fracisco reads about the planned Los Osos Core Area during a community meeting in Mission Viejo, CA, on Wednesday, October 11, 2023.

FALL  
SALE

ONLY \$1 FOR 6  
MONTHS

Hurry this offer ends soon!

SAVE NOW

[Mission Viejo](#) conducted an in-field walking tour for the Los Osos Core Area project on Wednesday, Oct. 11, giving residents a chance to see the budding project and provide feedback.

After a short presentation about the project, approximately 150 people embarked on a 50-minute walking tour of the site.

The tour, led by Keith Rattay, assistant city manager of Mission Viejo, allowed community members to view the entire site, including the [areas where Mission Viejo will eventually expand later in the project](#). Mission Viejo has been working at Oso Creek to grow the area to include a shopping, entertainment and event plaza dubbed the Los Osos Core Area.

Taped on the ground were the project parameters, and with the help of 3D QR codes, attendees were presented with a virtual recreation of the area to envision the Los Osos Core Area.

The City Council plans to summarize the [community input received from the event](#) as well as recap previous meetings on the project on Oct. 24. City staff will present the first phase's overall cost estimate and make a recommendation to the City Council to move the Los Osos project forward to the next phase.

Located at the Village Center off of Marguerite Parkway and La Paz Road, the 22,736 square-foot Los Osos Core Area project takes over the older shopping center and connects to the greater project on Oso Creek.

Before the open house began, attendees participated in a pumpkin painting session with the Mission Viejo Cultural Arts Committee alongside local artist Jack Knight.

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# City of Mission Viejo

## Planning and Transportation Commission Staff Report

**Date:** July 10, 2023

**To:** Planning and Transportation Commission

**From:** Keith Rattay, Assistant City Manager/Director of Public Services through Elaine Lister, Director of Community Development

**For:** Planning and Transportation Commission Meeting

**Subject:** LOS OSOS Second Public Input Meeting

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### Executive Summary

City Staff provided a presentation and conducted a public input meeting for the Los Osos Core Area Project at the May 8<sup>th</sup> Planning and Transportation Commission Meeting (Exhibit A – Staff Report and Exhibit B – Presentation). During that meeting, City staff provided an in-depth presentation that included a historical summary of the project, the various aspects of the site plan elements, the architectural and landscape architecture components of the project and a detailed presentation and discussion of the Traffic Impact Study(Exhibit C)

At that time, City Staff communicated to the public that we would return to the Commission for a second opportunity for the public to provide further input and comments. Attached are the round one public input comments (Exhibit D).

This second public input meeting includes a shortened presentation and a discussion of a few key elements from the public comments.

Additionally, City staff met with the Village Center property owners on June 14<sup>th</sup> to discuss the Traffic Impact Study in detail.

### Brief Historical Summary

The Core Area Vision Plan was developed as a result of a one year visioning process by the City of Mission Viejo. In 2017, City Council adopted the "Embracing the Creek" Vision Plan. The goal of the plan was to look at opportunities to increase access to and views of the Oso Valley and Creek behind the Village Shopping Center and to ultimately turn the focus of the retail center to the creek and the trail.

In April 2021, the City of Mission Viejo was presented with the opportunity to purchase the former Stein Mart building from the Kinstler Family Trust. The purchase was completed in December 2021. In April 2022, City staff presented the field reconnaissance and site analysis to the Community Services Commission, the Planning & Transportation Commission and the City Council.

City staff received the following direction:

1. Close off the circulation in front of the MART building so the Paseo linkage is more pedestrian oriented
2. Allow the pedestrian zone to run through the MART building to align with the southern portion of the building
3. Allow vehicular traffic circulation to continue to flow behind the buildings in the Urban Alley area

The Collaborative Design Team then took the information and developed the Core Area Vision Plan that was presented on May 8, 2023.

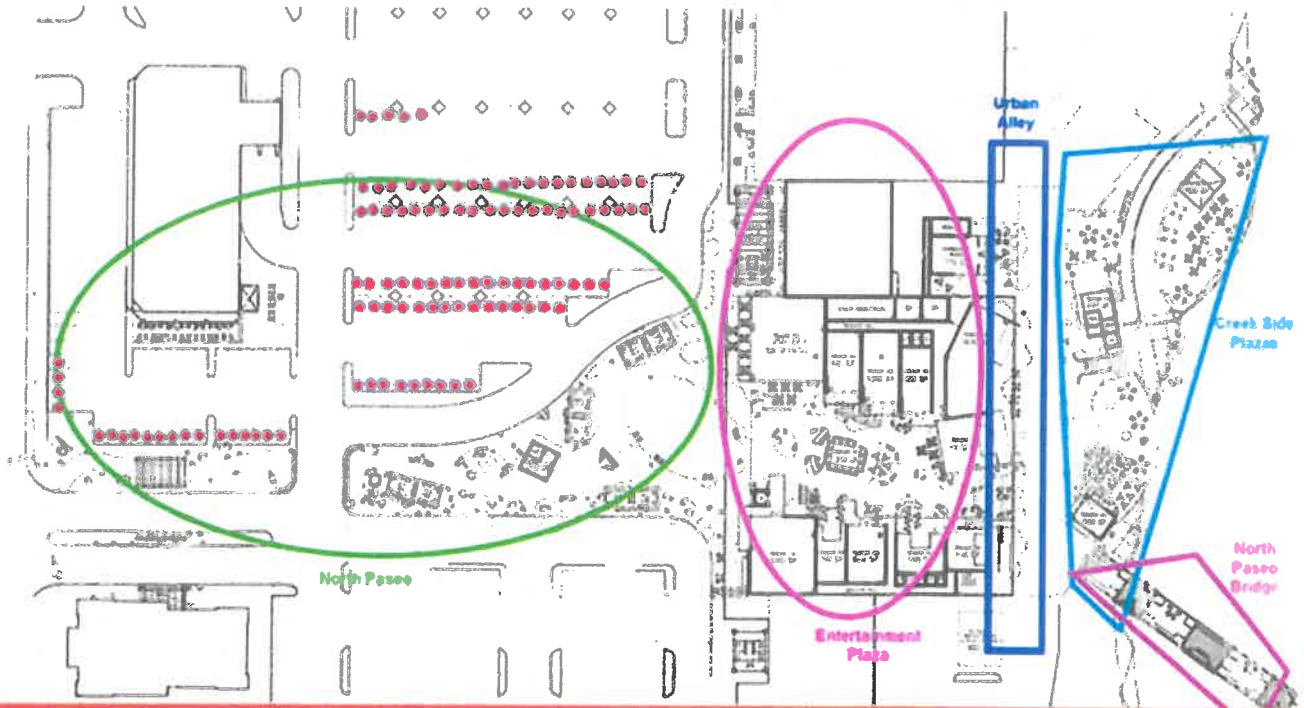
### **Site Plan**

The current project consists of 33,000 SF of retail building and 5,266 SF of the existing four retail establishments. Currently, there are 155 parking spaces located on the property. The proposed design eliminates 15,530 SF of building leaving 17,470 SF of building which includes the four remote retail kiosks. In the proposed site plan, 108 parking stalls remain.

The drive aisle to the north of the Village Center entrance is shifted and rerouted in front of the current CVS building. The rerouted drive aisle is designed to be closed off during large events and provides space to accommodate booths for the weekly farmers market and other community-based events. The closure of this road does not impact the traffic circulation or reduce the parking required for the LOS OSOS project.

The rear 39 ft. of the building is removed and redesigned to increase the space behind the building to accommodate the Urban Alley and Urban Alley Plaza. The new structures are glass and provide open views of the creek.

The project presented includes the following site plan components:



1. **North Paseo**



2. **Entertainment Plaza**



3. **Urban Alley**





4. **Urban Alley Plaza**



5. **Creekside Entertainment Plaza**



6. Lower Entertainment Plaza



7. North Paseo Bridge



8. **Special Event Barn and Plaza**



9. **Marguerite Parkway Overlook**



10. **Oso Creek trail**

### **Traffic Impact Study**

The City of Mission Viejo contracted with KOA Traffic Engineers to produce a Traffic Impact Study for the LOS OSOS Project. This comprehensive study includes an Executive Summary (below) and a full traffic study (Attachment C) that outlines the findings from the various elements that were evaluated. The study includes the follow areas:

1. Parking
2. Internal Circulation
3. External Circulation
4. Intersection Movements and Capacity
5. Road Capacity
6. Truck Turning Movements
7. Bicycle Traffic

The Executive Summary is below:

### **Background**

- The Mission Viejo Village Center is located on the southeast corner of La Paz Road and Marguerite Parkway. Access to the shopping center is provided via three driveways on La Paz Road and five driveways on Marguerite Parkway. The Oso Creek Trail, located adjacent to the shopping center along the east edge of the site, can be accessed within the site near the eastern-most driveway on La Paz Road and at approximately 170 feet south of the intersection of Marguerite Parkway and Estanciero Drive, on the east side of the roadway.
- The City of Mission Viejo approved the Civic Core Area Master Plan in March of 2017, which identified the Village Center as the "heart" of the Civic Core Area. In December 2021, the City purchased a vacant site from the Kinstler Family Trust, previously occupied by Stein Mart, within the Village Center. The Vision Plan's chief aim is to redevelop the Mission Viejo Civic Core Area into a more walkable destination, with new recreational open space, community gathering places, supportive retail and new restaurants. This new recreational open space is to provide an attractive car-free zone connecting the redeveloped project site to the Oso Creek Trail, the Civic Center and Marguerite Parkway.
- The proposed project will transition the vacant 33,000 square feet Stein Mart building and land into the North Paseo recreational zone with community gathering spaces for various sized groups, weekly open-air markets, and 17,470 square feet of retail and restaurant uses including outdoor dining kiosks, as well as the Urban Alley. The Urban Alley is located along the western banks of the Oso Creek behind the current center. The Urban Alley will continue to provide a vehicular link, as well as an enhanced pedestrian link that will overlook the Oso Creek Trail and offer trail users new access points to the shopping center. Specifically, a new freight-sized elevator for both pedestrians and bicyclists will provide direct access between

the Urban Alley and Oso Creek Trail. A new North Paseo pedestrian bridge will cross the Oso Creek to an event plaza with connection to the expanded Oso Creek Trail on the east side of the Creek.

- In addition, the project will include a "Special Event Barn" space as part of a future phase. This space will include accommodations for a variety of events along the Oso Creek Trail. The barn will be accessible via the Oso Creek Trail and the North Paseo pedestrian bridge, providing direct connectivity to the core area project buildings, the Oso Creek Trail on the western bank of the creek, the North Paseo, and parking. Some parking will be available on the east side of Oso Creek for Special Event space parking. Maintained and operated by the City and shared with Santa Margarita Water District, the barn would have the capability to host small-scale concerts, art exhibits, corporate meetings and other community-based gatherings. The City expects this facility to be for permitted use only, which would occur on a limited and scheduled basis.
- The buildout year for the purpose of the traffic analysis for the first phase of the project is anticipated to be 2025.

**Project Study Area**

- This traffic report includes the analysis of eight (8) study intersections and four (4) study roadway segments that are located near the project site. The study locations are listed below.

No.	Intersection	Control
1	La Paz Road & Marguerite Parkway	Signalized
2	La Paz Road & Village Center (West Driveway)	Unsignalized
3	La Paz Road & Village Center (East Driveway)	Signalized
4	Marguerite Parkway & Village Center Driveway (near Union	Unsignalized
5	Marguerite Parkway & Civic Center/Village Center N	Signalized
6	Marguerite Parkway & Village Center Driveway (near Tikka Indian Kitchen)	Unsignalized
7	Marguerite Parkway & Village Center S	Signalized
8	Marguerite Parkway & Estanciero Drive/Village Center Driveway	Signalized

No	Roadway Segment
1	Marguerite Parkway between Jeronimo Road and La Paz Road
2	La Paz Road between Marguerite Parkway and Spadra Lane
3	La Paz Road between Marguerite Parkway and Pacific Hills Drive
4	Marguerite Parkway between La Paz Road and Estanciero Drive

### **Study Periods**

- Due to the proximity of schools to the center, a comparison of traffic counts in the project area during the afternoon school peak and the AM and PM peak hours of the study showed that traffic volumes were highest during the PM peak hour of the study. Since the traffic volumes during the afternoon school peaks were lower than the traffic volumes during the PM peak hour, no additional traffic analysis was conducted during the afternoon school peak period. In addition, historical weekend traffic volumes were reviewed, which were also lower than weekday AM and PM peak hour volumes. Therefore, traffic impacts associated with the proposed project were analyzed at the study intersections for the weekday AM (7AM-9AM) and PM (4PM-6PM) peak-hour periods and at the study roadway segments for the weekday daily period.
- The traffic analysis was conducted for the following scenarios:
  - Existing Conditions
  - Existing with Proposed Project
  - Opening Year (2025) Conditions (Existing + ambient growth + vacant land use traffic growth)
  - Opening Year (2025) With Proposed Project

### **Traffic Impact Analysis**

#### Proposed Project Trip Generation

- The proposed project would generate approximately 1,761 daily (2-way) trips, including 124 trips (69 inbound and 55 outbound) during the AM peak hour and 156 trips (95 inbound and 61 outbound) during the PM peak hour.

- Pass-by trip discounts are applicable when deriving the trip generation for the proposed project. These are trips that result in an interim stop at the project site during an existing or previously planned trip. When considering pass-by trip discount, the proposed project would generate approximately 1,377 daily (2-way) trips including 124 trips (69 inbound and 55 outbound) during the AM peak hour and 89 trips (53 inbound and 36 outbound) during the PM peak hour.

#### Traffic Impact Thresholds

- The City of Mission Viejo, for planning purposes, generally considers level-of-service (LOS) D to be the minimum acceptable conditions that should be maintained during the AM and PM peak hours for all intersections.
- For roadway segments, LOS D is the minimum performance standard that has been adopted for the study area circulation system by the City Mission Viejo, which adheres to the Orange County Highway Design Manual.

#### Existing (Present Day) Operational Traffic Conditions

- All of the study intersections operate at an acceptable level-of-service (i.e., LOS C or better) during the weekday AM and PM peak hours. In addition, all of the study roadway segments operate at an acceptable level-of-service (i.e., LOS D or better) under Existing conditions.

#### Existing (Present Day) Operational Traffic Conditions with Proposed Project

- The proposed Project will not significantly impact any of the study intersections or study roadway segments under this scenario when compared to the City's LOS standards and significant impact criteria. All of the study intersections are expected to operate at an acceptable level-of-service (i.e., LOS C or better) during the weekday AM and PM peak hours. In addition, all of the study roadway segments are forecast to operate an acceptable level-of-service (i.e., LOS D or better). To summarize, the proposed project does not adversely impact the LOS of the study intersections or study roadway segments during AM and PM peak hours.

#### Year 2025 Operational Traffic Conditions (Existing Conditions, Without Project)

- This scenario analyzes the projected ambient traffic growth to Year 2025 and traffic related to the reoccupancy of any onsite vacancies.

- For year 2025 conditions, all study intersections are forecast to operate at an acceptable level-of-service (i.e., LOS D or better) during the weekday AM and PM peak hours.

#### Year 2025 Operational Traffic Conditions (With Proposed Project)

- The proposed Project **will not** significantly impact any of the study intersections under this scenario when compared to the City's LOS standards and significant impact criteria. All of the study intersections are expected to operate at an acceptable level-of-service (i.e., LOS D or better) during the weekday AM and PM peak hours.

### **Roadway Segment Planning-Level Analysis**

- A planning level analysis was performed of the study roadway segments to provide a high-level overview of the roadway operations utilizing broad assumptions. This analysis differs from the operational traffic analysis which analyzes the peak hour traffic and as such is considered much more accurate than the planning level analysis. The planning level analysis studies traffic over a 24 hour period and is considered less accurate and is typically used only as a general planning tool to assess long term general trends. Per OCTA's Master Plan of Arterial Highway Guidelines, "the level of precision inherent in planning analyses is typically lower than for operational analyses" and may not reflect actual roadway conditions. For example, the roadway analysis assumes a 4-lane facility for 24-hour traffic; however, the actual conditions have a higher capacity and reflect 4 through lanes, dual left-turn lanes, and dedicated right-turns at most of the signalized intersections along Marguerite Parkway. As shown in this report, all study area intersections operate at an acceptable LOS during both the AM and PM peak periods (both with and without the proposed project) – the most critical traffic periods of the day.

#### Year 2025 Planning Level Analysis, Existing Conditions (No Project)

- All roadway segments are forecast to operate at an acceptable level-of-service (i.e., LOS D or better), with the exception of Roadway Segments #1 (Marguerite Parkway between Jeronimo Road and La Paz Road) and #4 (Marguerite Parkway between La Paz Road and Estanciero Drive). These roadway segments are forecast to operate at LOS E over a 24-hour period.

#### Year 2025 Planning Level Analysis, With Proposed Project

- All roadway segments are forecast to operate at an acceptable level-of-service (i.e., LOS D or better), with the exception of Roadway Segments #1 (Marguerite Parkway between Jeronimo Road and La Paz Road) and #4 (Marguerite Parkway between La Paz Road and Estanciero Drive). These roadway segments are forecast to operate at LOS E over a 24-hour period.

To summarize, both Roadway Segments #1 (Marguerite Parkway between Jeronimo Road and La Paz Road) and #4 (Marguerite Parkway between La Paz Road and Estanciero Drive) are forecast to operate at LOS E over a 24-hour period in Year 2025 under both scenarios "Existing Conditions, (No Project)", and "With Proposed Project".



The City of Mission Viejo guidelines indicate various transportation strategies should be considered to mitigate traffic impacts. As the traffic impacts are minimal, it is expected that a traffic management approach will ease the flow of traffic along these segments, addressing any capacity issues.

To mitigate traffic impacts to these roadway segments of Marguerite Parkway "(Segment #1 (Marguerite Parkway between Jeronimo Road and La Paz Road) and Segment #4 (Marguerite Parkway between La Paz Road and Estanciero Drive)", the City can implement the following:

- Monitor and update traffic signal timing along the Marguerite Parkway corridor. With the City's recent awarded Marguerite Parkway Traffic Signal Synchronization Plan, the signal timing will be closely monitored and adjusted in conjunction with the Project's completion.
- Develop Transportation Demand Management (TDM) strategies, including bus programs (such as the MV Shuttle) and active transportation programs (additional pedestrian/bicyclist infrastructure) with the intent of reducing single-occupancy vehicles on the roadway.
- The Project location provides direct access to the Oso Creek Trail, which can assist with reducing the number of vehicle trips impacting the surrounding roadways (particularly Marguerite Parkway), therefore, providing additional wayfinding signage for pedestrians and bicyclists within the shopping center area can encourage the use of alternative transportation modes to and from the Project.

### **Site Access & On-Site Circulation**

#### *Queueing*

- A vehicle queuing analysis was also conducted at the site access points that are expected to be used by traffic associated with the proposed project. The key site access points serving the proposed project are not anticipated to adversely impact the site-adjacent roadways including Marguerite Parkway and La Paz Road. Within the site, the main access point for the proposed project will be the Village Center N driveway just east of the Marguerite Parkway and Civic Center intersection. In order to prevent vehicle blockage within the site, it is recommended to install "Keep Clear" road markings at the internal intersection located immediately east of the Marguerite Parkway and Civic Center intersection.

#### *Internal Circulation*

- A site circulation analysis at 10 key internal intersections was conducted to determine if the proposed project including reconfiguration of the parking layout and drive aisles, due to the proposed paseo,

would result in any traffic operational deficiencies within the site. It should be noted that due to the new paseo, the existing north-south drive aisle located immediately west (along the frontage of the former MART building) would be closed and a new drive aisle would be provided that would divert traffic within the site's parking area to align with the store frontage of CVS. The analysis showed that all of the key internal intersections would operate at an acceptable level-of-service and that the storage capacities at each approach of the 10 internal intersections would be adequate. Motorists entering and exiting the site would be able to do so without undue congestion.

### Truck Turning Analysis

- In addition, based on the proposed site improvements and observed delivery truck circulation, a truck turning template analysis was conducted. The purpose of the analysis was to determine if adequate clearance will be provided for large trucks accessing the internal businesses at the Village Center, such as Big Lots, CVS, Trader Joe's, and the former Michael's building. The analysis findings show that SU-40 (39.5' length) and WB-40 (45.5' length) trucks can be accommodated within the internal circulation area with the proposed project.

### Parking Analysis

A parking analysis was conducted using two methods of evaluation in relationship to the proposed site and building improvements at the Village Center. The initial analysis evaluates the parking in relation to the City-code requirements as outlined in the Mission Viejo Municipal Code, Chapter 9-25, *Off-Street Parking Standards*. Furthermore, given the mix of center tenancies, a secondary analysis referred to as a "Shared Parking Analysis" was prepared per the City's parking guidelines. The shared parking analysis evaluates the actual conditions by using observed "in the field" parking demand at the site in combination with the forecast parking demand for the Project and any on-site vacancies. Forecast parking demand is based on the Urban Land Institute (ULI) *Shared Parking Model*, an industry standard methodology. Shared parking analyses are typically conducted at most commercial centers in the City of Mission Viejo, as existing parking requirements are typically not met utilizing the City-Code parking rates.

### City Code Parking Requirements - Existing Conditions

- The existing City-owned parcel has a total parking supply of 155 spaces. Per existing conditions and direct application of the above-referenced parking code as defined in the Municipal Code, the Stein Mart building (retail) and the adjoining tenants (restaurants and nail salon) require 192 spaces, a deficiency of 37 spaces within the City-owned parcel.
- Since parking is shared globally amongst all parcels, parking was also evaluated for the entire commercial center. The direct application of the above-referenced parking code as defined in the Municipal Code, the existing Village Center development results in a City-code parking requirement of

1,222 spaces. **With an existing parking supply of 1,147 number of spaces, the commercial center currently has a parking deficiency of 75 spaces per City Code.**

City Code Parking Requirements - With Proposed Project

- The creation of the paseo would result in loss of 47 spaces within the City-owned parcel, reducing the parking supply to 108 spaces. Per proposed conditions and direct application of the above-referenced parking code as defined in the Municipal Code, the Los Osos building (restaurant and retail) and the adjoining tenants (restaurants and nail salon) require 139 spaces, a deficiency of 31 spaces within the City-owned parcel.
- With direct application of the above-referenced parking code as defined in the Municipal Code, the future Village Center conditions result in a City-code parking requirement of 1,169 spaces. **With a parking supply of 1,100 spaces after completion of the proposed Project (loss of 47 existing parking spaces), a theoretical parking deficiency of 69 spaces is forecast per City Code.**
- The Proposed Project reduces the theoretical City Code parking requirement deficiency by 6 spaces.

Shared Parking Analysis (Proposed Project)

- A shared parking analysis evaluated the existing observed parking demand at the Village Center in combination with the proposed Project and the re-occupancy of any on-site vacancies. As a conservative approach, a 10% contingency factor was applied to the forecast parking demands in order to account for daily variations. The overall projected peak parking demand during a Thursday, Friday, and Saturday totals 919 spaces, 989 spaces, and 952 spaces, respectively. **Based on the proposed parking supply of 1,100, a minimum surplus of 181 spaces, 111 spaces, and 148 spaces would result during the Thursday, Friday, and Saturday peak hours, respectively. Given these results, there is adequate parking on-site to accommodate the future conditions.**

Parking Management Plan (Proposed Project)

- The commercial center is projected to provide adequate parking for the proposed project conditions. However, the City understands the benefits of limiting the parking impacts since the parking is shared globally amongst all commercial center tenants. To mitigate any potential parking shortage at the Project site, the City plans to incorporate a parking management plan. These plans are commonly implemented locally at the Marguerite Aquatics Complex, Mission Viejo High School, The Shops at Mission Viejo, and the Norman P. Murray Community Center during peak uses. These Plans are comprised of several project features and potential parking strategies, such as on-site bicycle parking facilities, off-site parking facilities (i.e., Civic Center) with shuttle operations, and potential valet operations. The "Special Event Barn" will be parked using 43 onsite parking space for small group gatherings under 100 participants. When permits are issued for larger events, a parking management

plan will be implemented using a shuttle service and remote parking at the adjacent City facilities. It should be noted there are 900-1,000 City owned parking spaces located within a reasonable walking distance or short shuttle service of the Project site.

### **Proposed Project Improvements:**

- The proposed project intends to close existing gaps that separate the site amenities from Marguerite Parkway and Oso Creek Trail, as well as to help minimize the traffic impacts. Specifically, adaptable public space will be added as a part of the proposed project to provide a seamless, cohesive connection through the site that will link to active transportation travel corridors on both sides. The intent of these improvements is to encourage and increase pedestrian and bicyclist traffic, and to reduce the number of vehicle trips generated by the project. These proposed improvements are consistent with Transportation Demand Management (TDM) strategies provided by SCAG in its *Transportation Demand Management Strategic Plan*. The proposed project improvements include:
  - **West Side of Project Site:** A new paseo will provide a direct linkage for pedestrians and bicyclists to and from the Class II bike lanes and walkways on Marguerite Parkway, and to and from the City Hall and Library as well as nearby residential communities and schools. This paseo will allow pedestrians and bicyclists to access the site amenities without the need to navigate through the existing parking lot. The west link portion of the paseo will be improved with a walkway and Class I bike path. The east link portion of the paseo will be a pedestrianized zone; bicyclists would be dismounted in this area. A new elevator will be located in the outdoor plaza that directly connects to the Oso Creek Trail. This elevator will be accessible by both pedestrians and bicyclists.
  - **East Side of Project Site:** The proposed outdoor plaza and new East Bank Oso Creek Trail Link will be accessible for both pedestrians and bicyclists.
  - **Bicycle Parking:** As currently planned, the proposed project will also include between 60-100 bicycle parking spaces at the locations below. The exact numbers and locations of these facilities will be confirmed during the detailed design stage of the project.
    - 20 bicycle parking facilities at the paseo
    - 20 bicycle parking facilities at the Urban Alley
    - 20 bicycle parking facilities on the Oso Creek Trail near the proposed project
- **Pedestrian Bridge Across Oso Creek:** A proposed future pedestrian bridge will extend from the urban alley across the Oso Creek to a new event plaza, which will also be a part of the

proposed project. The bridge will link to the new Oso Creek Trail extension located on the east side of the Creek that spans to the southern trailhead at Marguerite Parkway.

- The benefits of this project include increased safety for active transportation users, reduced vehicle trips and vehicle miles travelled, reduced emissions, improved accessibility and connections to surrounding locations, and a more vibrant and inviting atmosphere that will benefit business activity. The above project improvements will enhance active transportation accessibility for the Village Center site, and thereby make active transportation a more attractive option for visitors.

#### **With-Project Improvement Measures:**

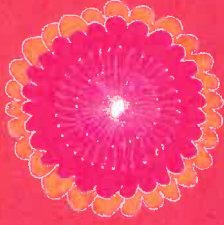
- With the above proposed project improvements, there will be seamless connectivity through the Project site between Marguerite Parkway and the Oso Creek Trail for both pedestrians and bicyclists. It is envisioned that these project improvements would make active transportation especially via bicycle to and from the proposed project, as well as the rest of the Village Center, an attractive alternative to traveling by car.
- The project improvement measures are expected to decrease vehicle trips due to an increase in bicycle trips to and from the Project site. An analysis was conducted to determine the reduction in the number of daily vehicle trips at the two roadway segments on Marguerite Parkway that would be required to reduce the traffic impacts at these locations to a less-than-significant level. It is determined that a reduction of approximately 144 daily vehicle trips would be required at Marguerite Parkway north of the Civic Center driveway. Assuming an average of 1.25 persons per vehicle, there would need to be an increase of approximately 180 daily bicycle trips. This magnitude of daily bicycle trips is estimated to be about 15 bicycle trips per hour (8 bicyclists traveling two-way per hour) on Marguerite Parkway north of the Civic Center driveway, based on bicycle ridership period from 7:00 AM to 7:00 PM.
- As the project improvements provide site accessibility enhancement at Marguerite Parkway and Oso Creek Trail that both extend in the north-south direction, it is anticipated that the increase in bicycle trips, and therefore a decrease in vehicle trips, would also occur to the north and south of the site. In addition, it should be noted that the hourly bicycle users (i.e., 8 bicyclists traveling two-way to/from the north and 4 bicyclists traveling two-way to/from the south) are considered reasonable given that Marguerite Parkway provides Class II bike lanes, the Oso Creek Trail is classified as a Class I bike path, and that the proposed project will provide seamless connectivity between the bike lanes and path via the Project site. **Taking into consideration the above, the project improvements are expected to reduce any potential traffic impacts to Roadway Segments #1 and #4 to a less-than-significant level.**

**Environmental**

The Core Area Vision Plan will require that a few areas of the project be reviewed for potential environment impacts. The Traffic Impact Study, which is part of this report, is the most important and significant area in which to study. The other areas for consideration will be the impacts of the North Paseo Bridge and bridge abutment on the east banks of the creek. The improvements along Oso Creek on the west bank are designed to minimally impact the slope. A CEQA document will need to be prepared with an in-depth environmental review. Once the City Council authorizes moving forward with a first phase, environmental documents will be prepared.

**Attachments**

- Exhibit A – Staff Report 05-08-2023
- Exhibit B – Presentation 05-08-2023
- Exhibit C – Traffic Impact Study
- Exhibit D – Public Comments 05-08-2023



July 10, 2023

Planning & Transportation Commission  
Second Public Input Meeting



*Come play in your own backyard!*



# The Vision Plan

Creating a more connected Mission Viejo



1 Lake Mission Viejo



2 Oso Creek Golf Course



3 Marguerite Tennis Pavilion



4 Marguerite Aquatic Center



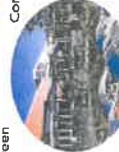
5 Marguerite Recreation Center / YMCA



6 Calico Canyon Open Space



7 Village Green



8 Norman P. Murray Community and Senior Center



9 Oso Viejo Community Park



10 Porocki Center for the Arts



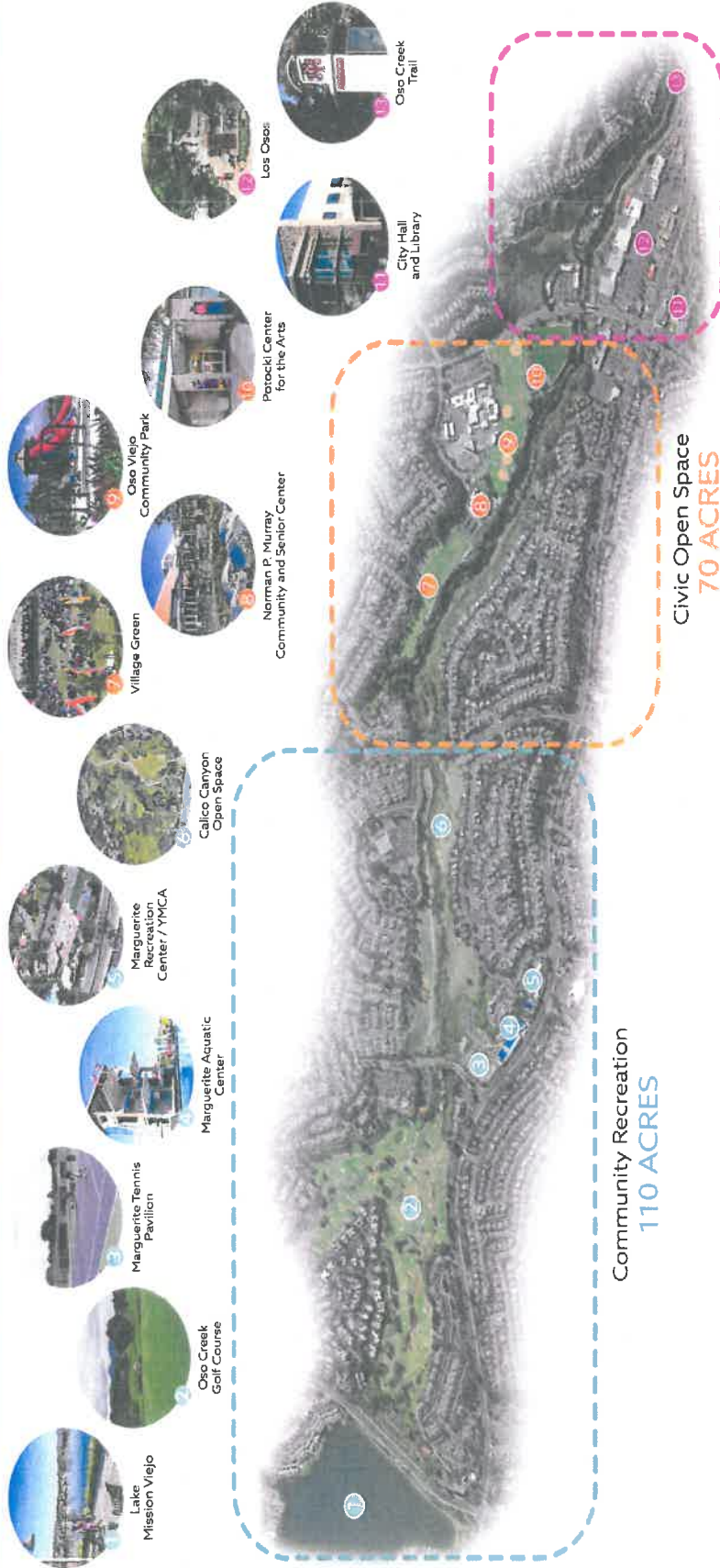
11 City Hall and Library



12 Los Osos



13 Oso Creek Trail



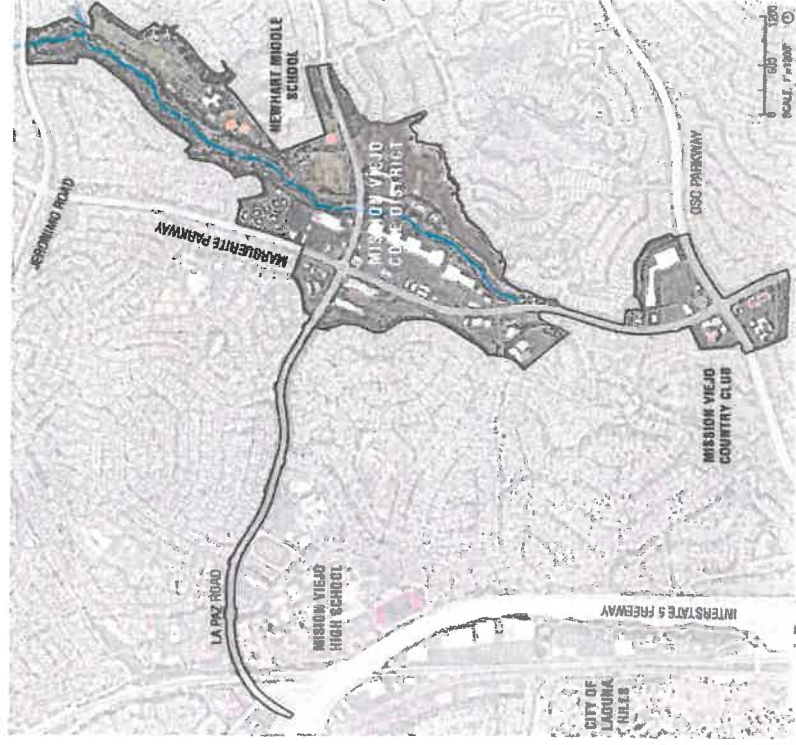
Access to over **200 Acres** of Community Recreation and Open Space





# The Core Area Vision Plan Boundary

Celebrate **C**ulture, **O**pen Space, **R**ecreation & **E**ntertainment in the Heart of Mission Viejo



The Need - Local Competition

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**Five local projects in adjacent communities aimed at drawing tax dollars away from Mission Viejo and into neighboring communities**

# Community Communication Campaign



- Home Page
- Connecting the Vision
- Civic Core
- Northern Recreation Core
- Timeline
- Events
- Resources

envision 

CONNECTING THE VISION CIVIC CORE NORTHERN RECREATION CORE TIMELINE EVENTS RESOURCES



## Schedule

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**The schedule is fluid and subject to change over time:**

Launch the "Come Play in Your Own Backyard" visual presentation for the CORE AREA VISION PLAN 4-19-2023

Introduce the CORE AREA VISION PLAN concept, "LOS OSOS," at City Council Meeting 4-25-2023

Present the concept to the Planning & Transportation Commission and review the traffic study and architectural elevations and seek public input 5-08-2023

Present the concept to the Community Services Commission with emphasis on recreational opportunities and seek public input 5-16-2023

## Schedule

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Present the project details, including traffic study and impacts, to City Council and seek public input 5-23-2023

Present updated information to the Planning & Transportation Commission. **7-10-2023**

Present updated information to the Community Services Commission 8-16-2023

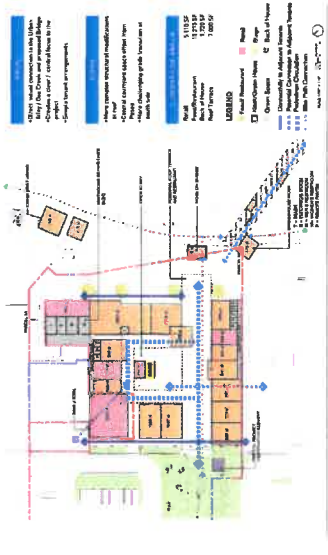
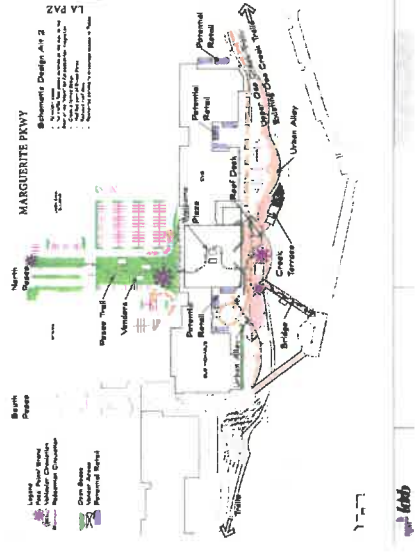
Present the final input, cost and recommendations for the first phase of construction to City Council for approval and direction and move forward with environmental work and construction documents FALL 2023

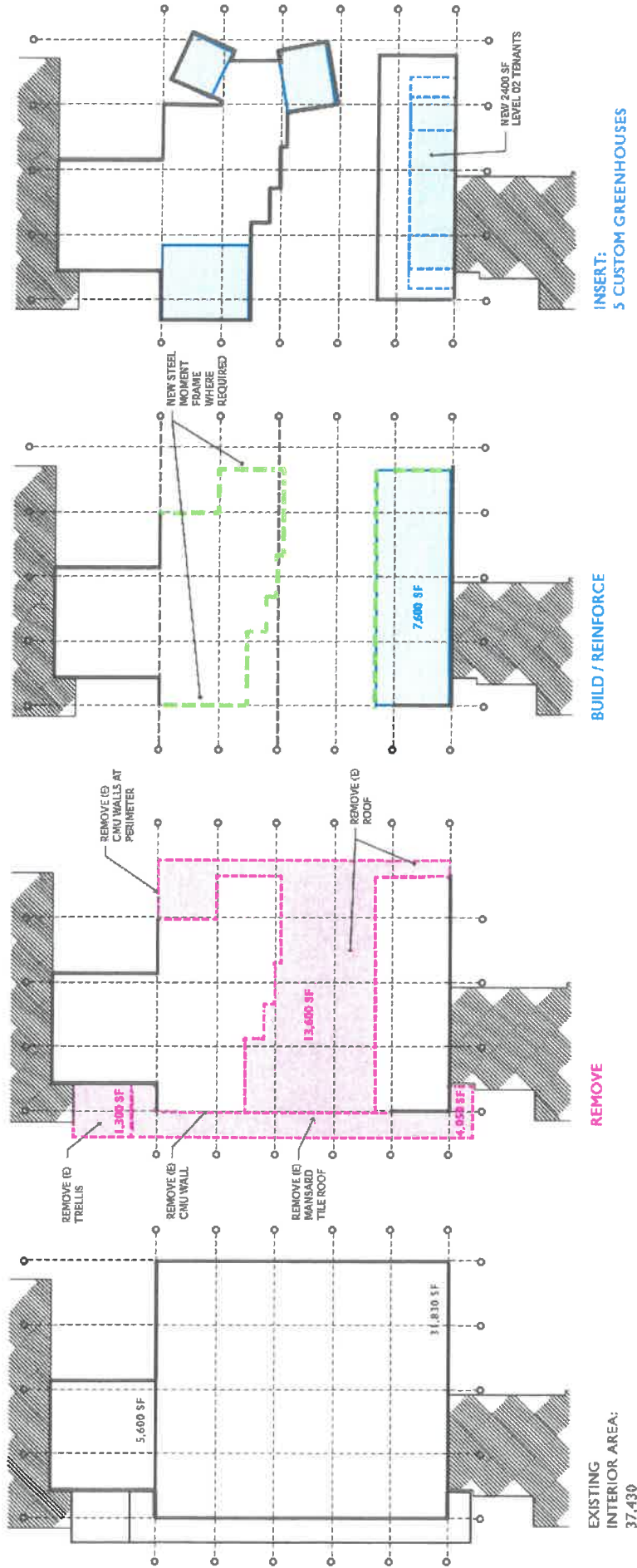
# Council Direction

5 March and April 2022 - City completed the site analysis and field reconnaissance and sought input from the Commissions and City Council.

Input included:

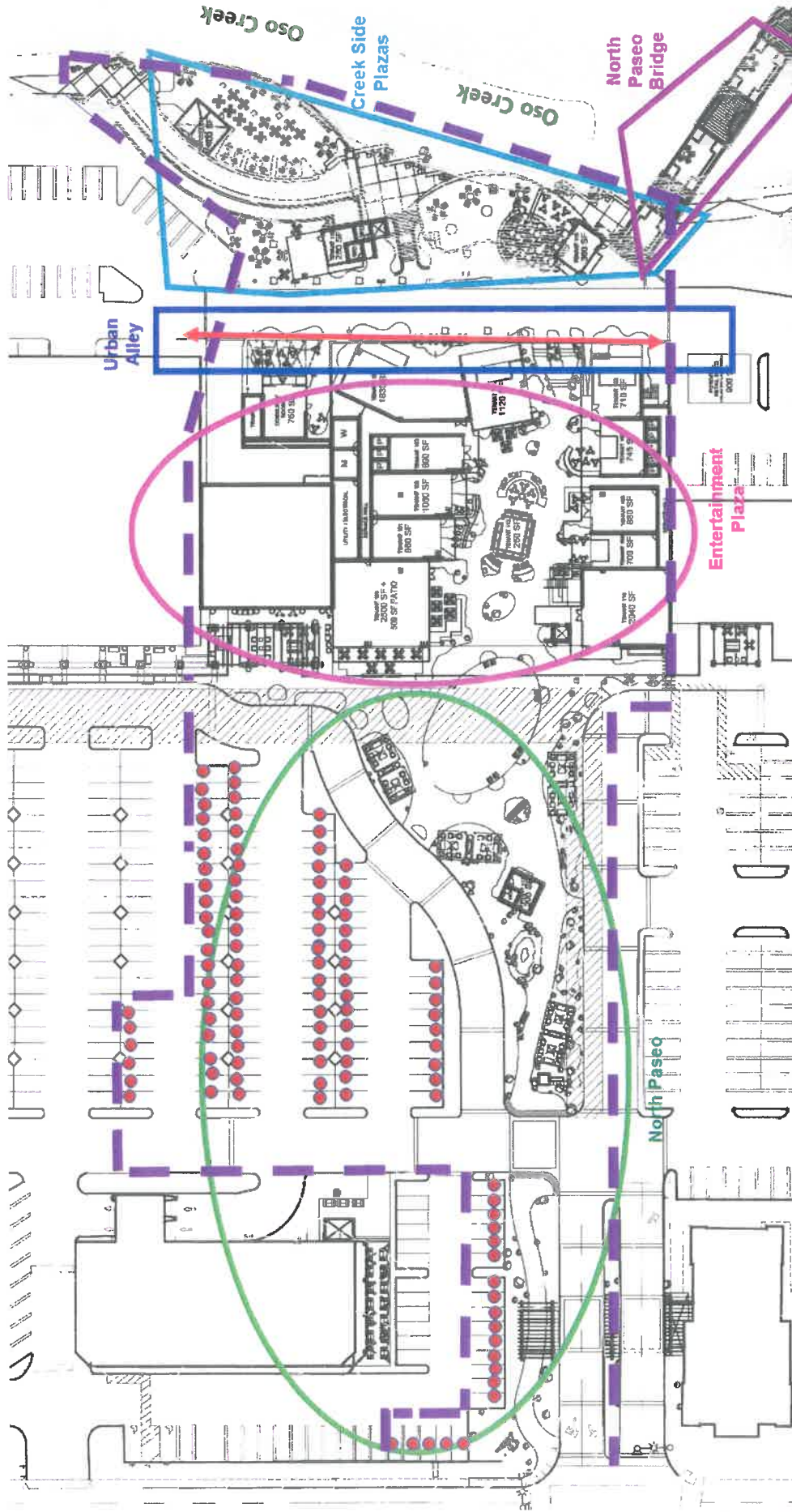
- Close off circulation in front of the MART building so the Paseo is more pedestrian oriented.
- Allow the pedestrian zone to run through the MART building to align with the southern portion of the building.
- Allow vehicular circulation to continue to flow behind the buildings in the Urban Alley.





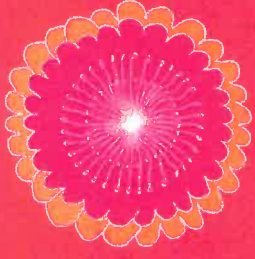
NOTE: AREA CALCULATIONS ARE APPROXIMATE AND DO NOT REFLECT AREA OF PROPOSED ROOF DECK & BAR.

## Building Reformatting



# Site Plan





# Los Osos A Family of Bears





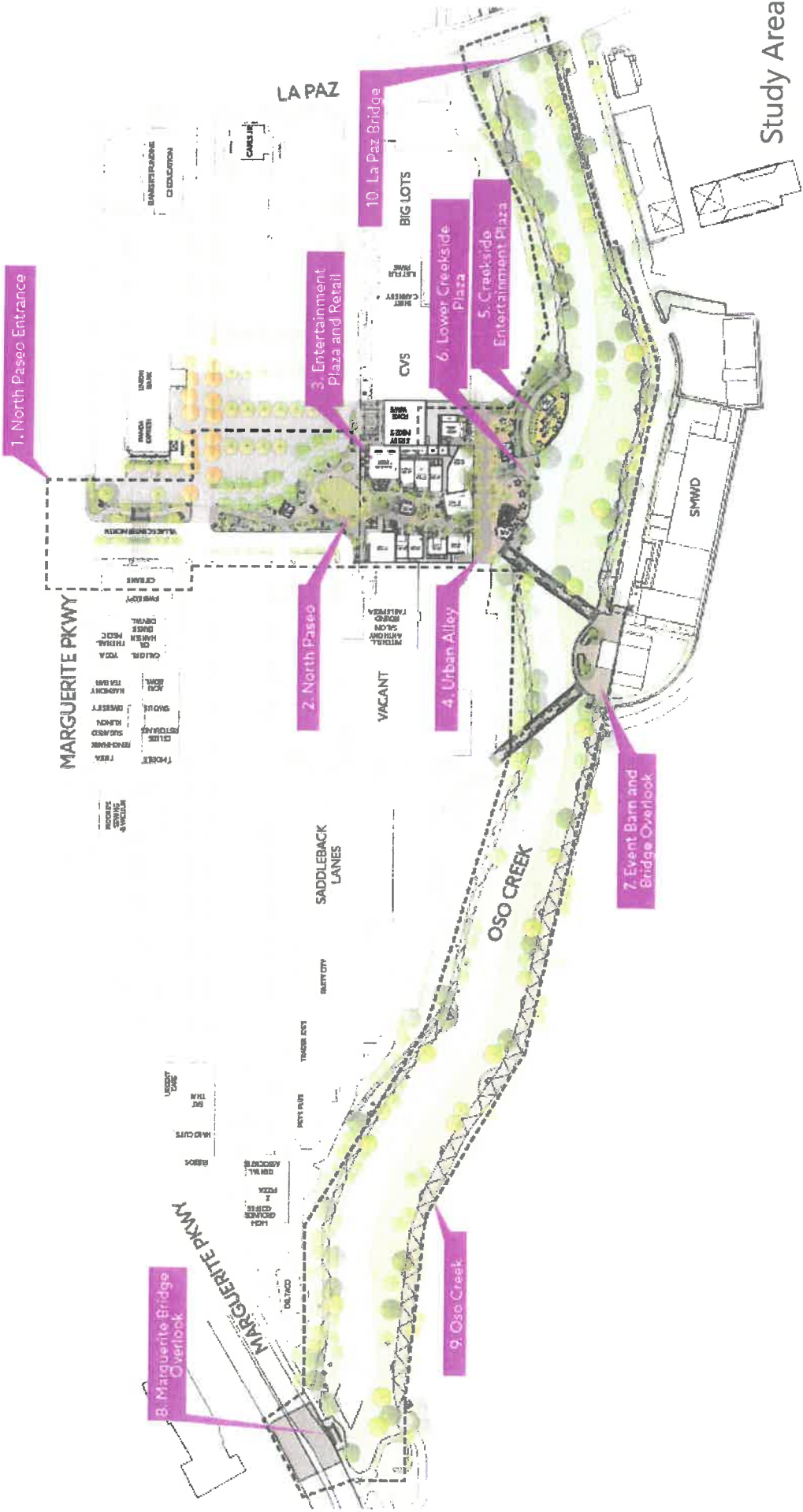
# Los Osos – Site Plan

## **Existing Site Plan**

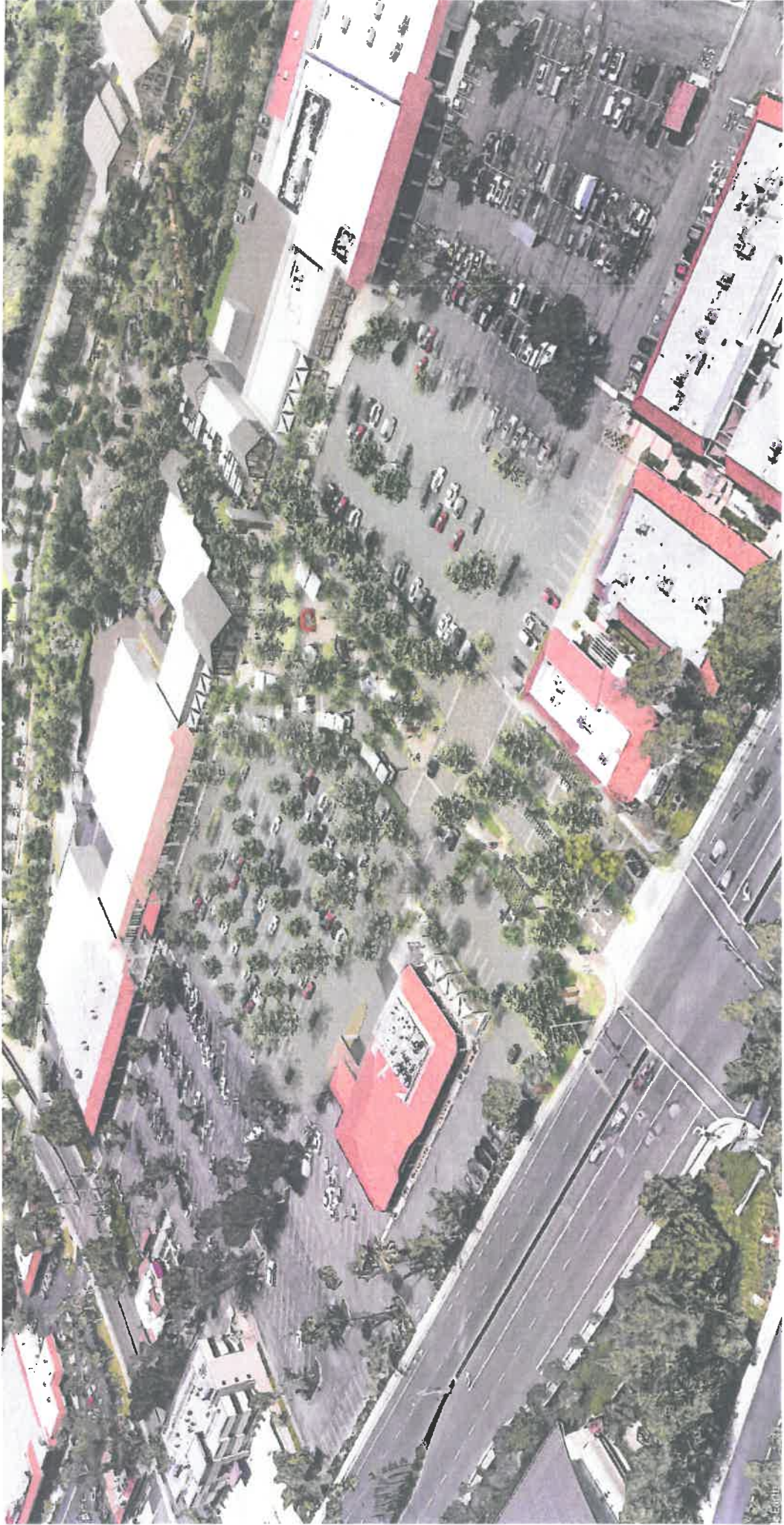
Existing Stein Mart – 33,000 SF  
Existing Inline – 5,266 SF  
Total – 38,266 SF  
Existing Parking - 155

## **Proposed Site Plan**

Proposed Los Osos – 17,470 SF  
Proposed Inline – 5,266 SF  
Total – 22,736 SF  
Proposed Parking - 108



Study Area



Artist Rendering - Aerial



Los Osos

Imagery for Each Site Plan Area



Los Osos – North Paseo

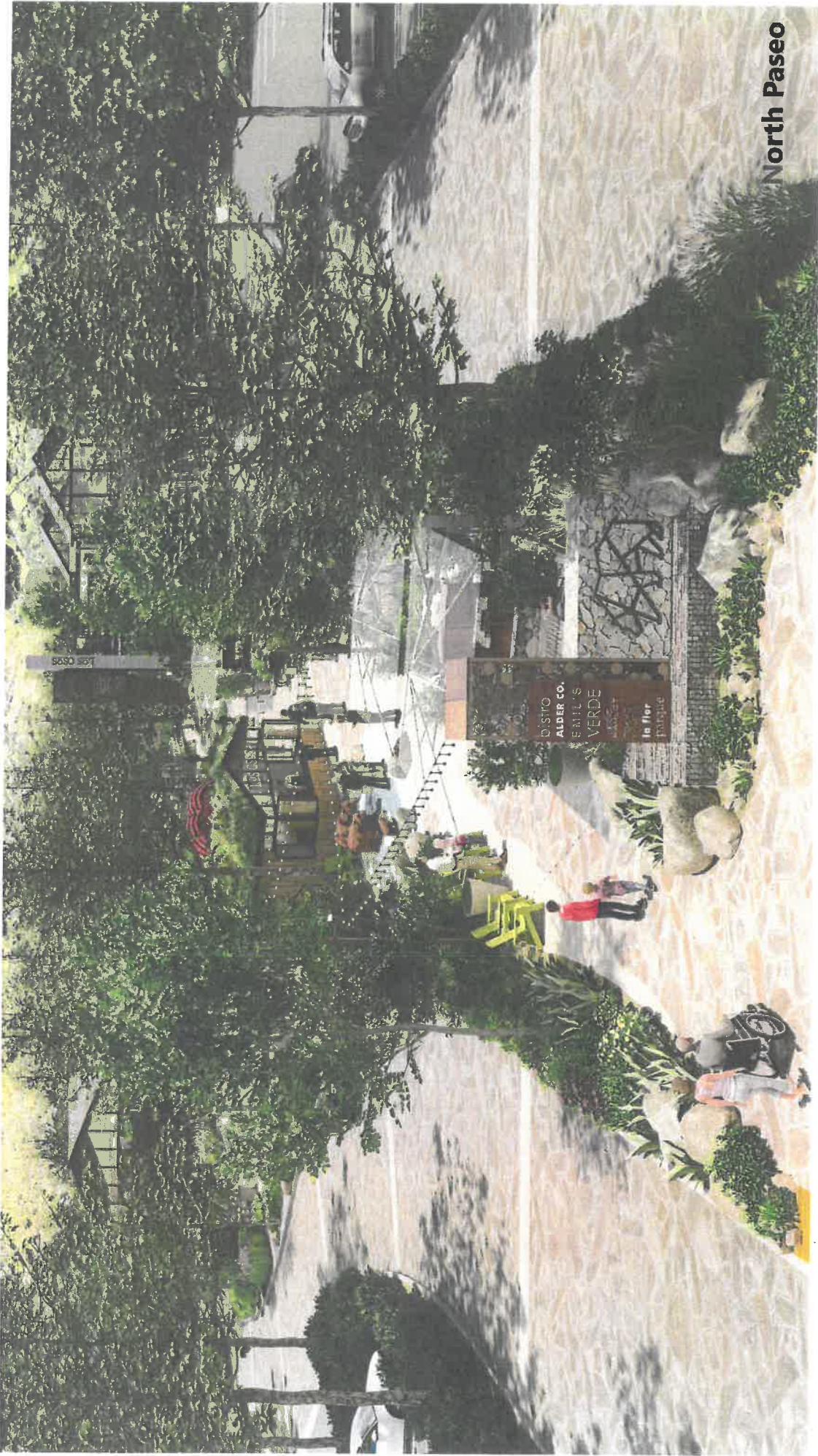


North Paseo



North Paseo





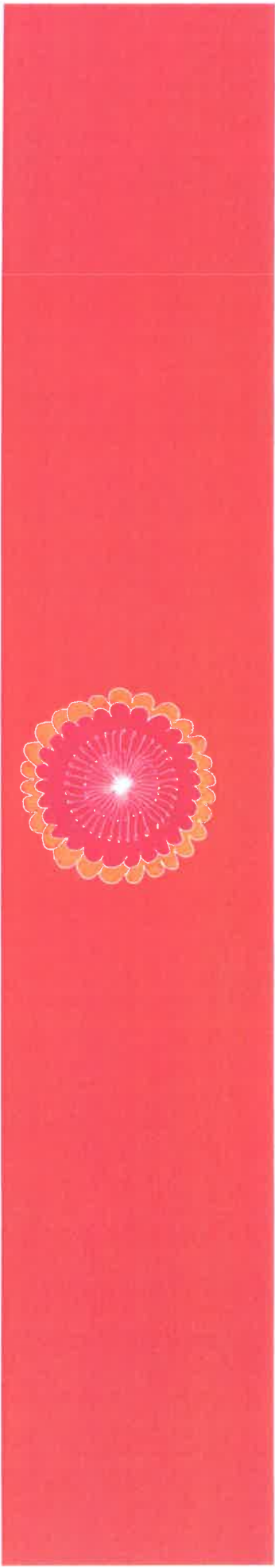
North Paseo



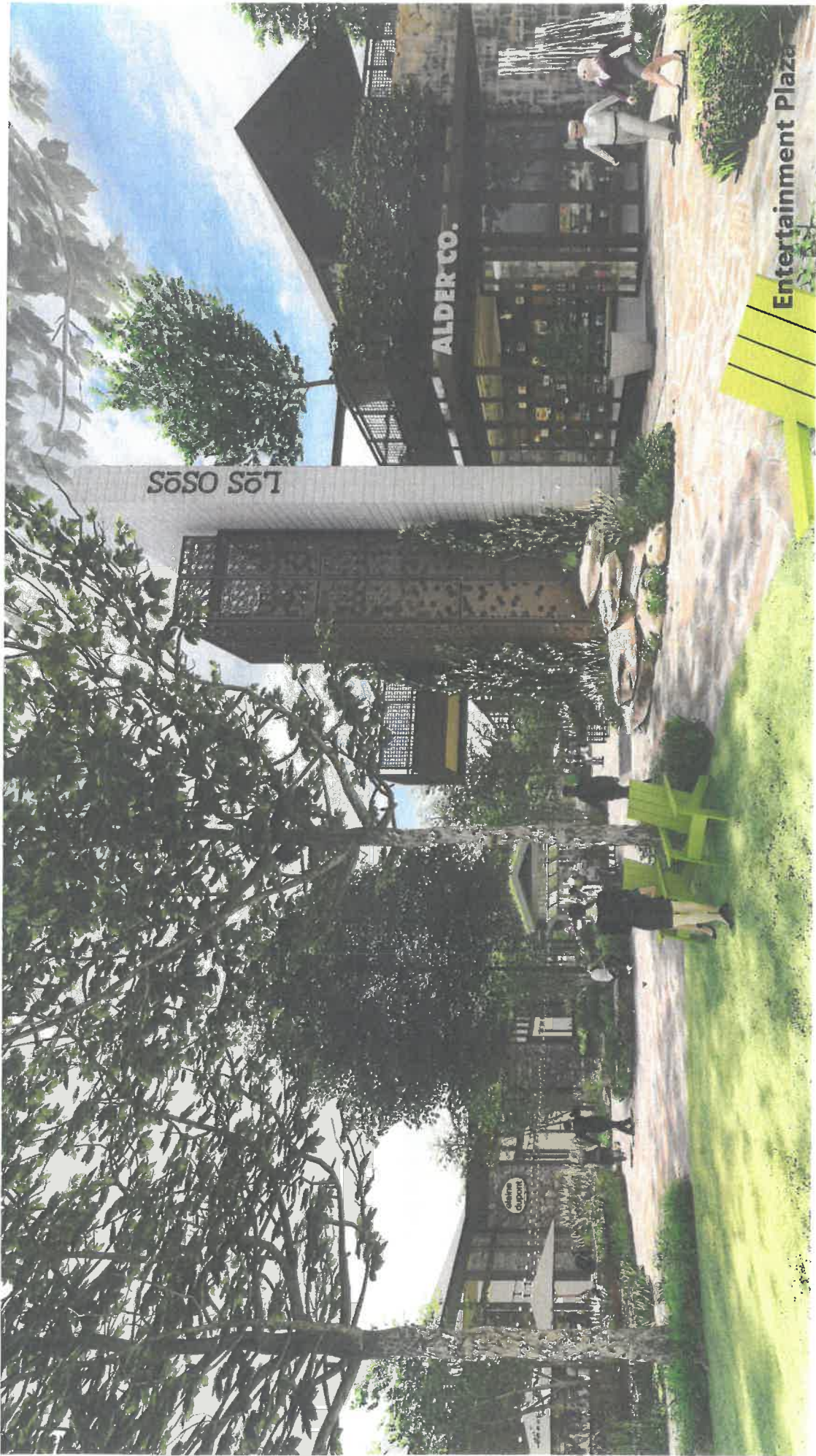
North Paseo



North Paseo



# Los Osos – Entertainment Plaza



Entertainment Plaza

ALDER CO.

LOS OSOS

ALDER CO.



Entertainment Plaza



Entertainment Plaza



# Los Osos – Urban Alley





Urban Alley



# Los Osos – Urban Alley Plaza



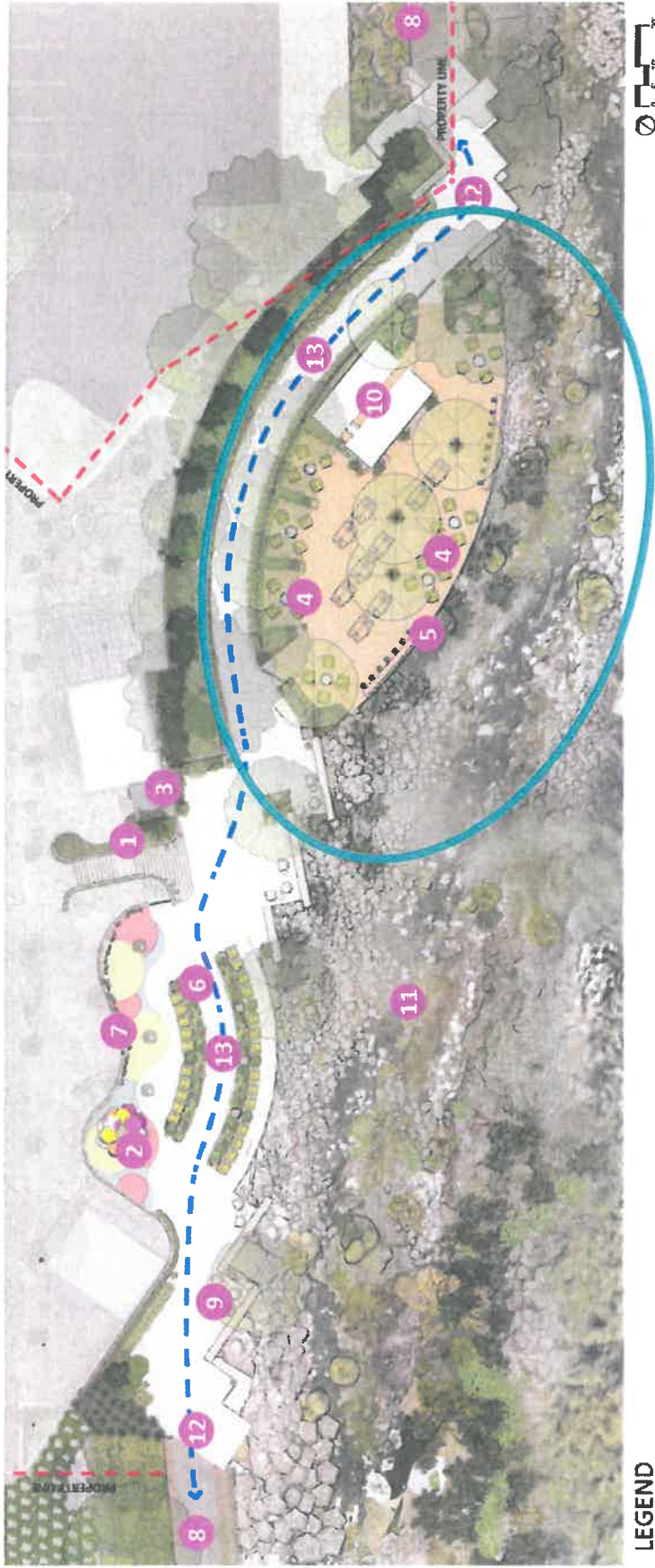
Urban Alley Plaza



Urban Alley Plaza



# Los Osos – Creek Side Entertainment Plaza



**LEGEND**

- 1 Stairs
- 2 Sculpture - climber ground level
- 3 Elevator to below
- 4 Social seating with firepit & drink ledge 42" high cable rail guardrail
- 5 Planter area with rock accent
- 6 Climbing wall
- 7 Oso creek bike trail
- 8 Seating area
- 9 Greenhouse kiosk
- 10 Oso Creek
- 11 Dismount zone
- 12 Bike trail pass-through
- 13



**Creek Side Entertainment Plaza**

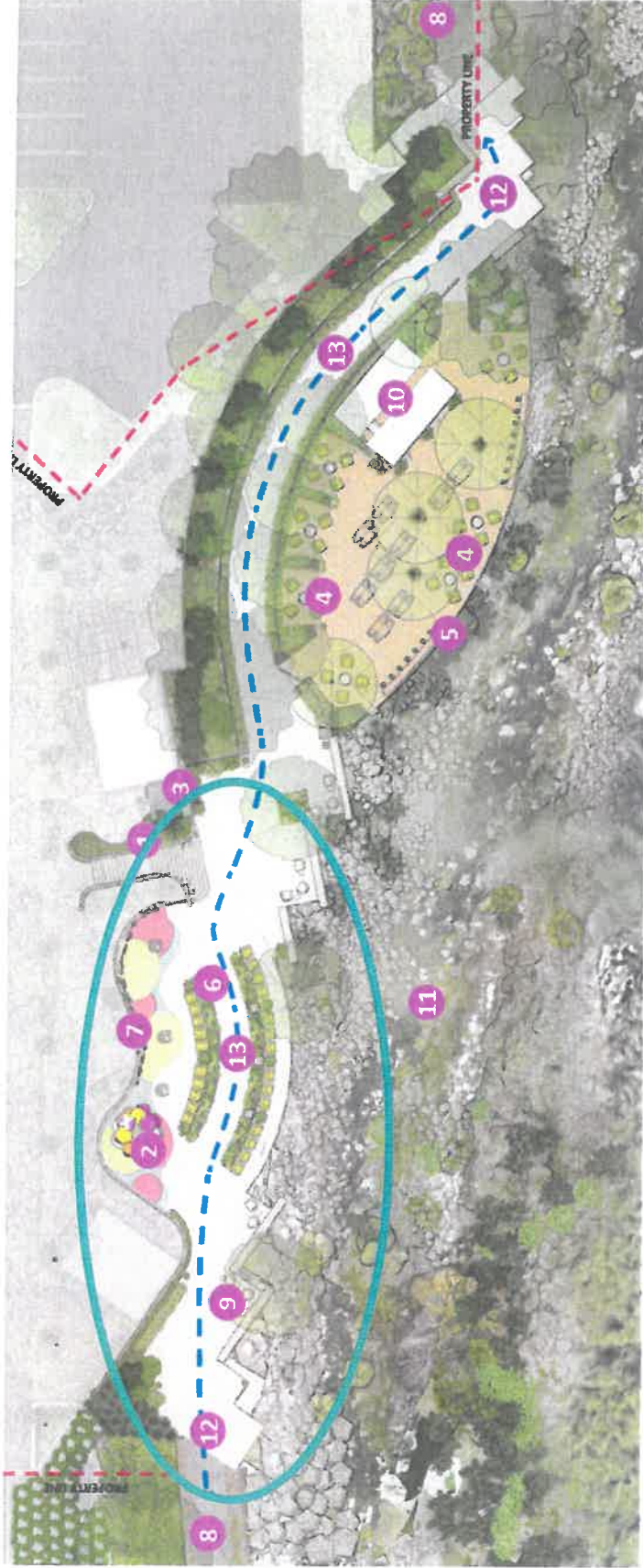


Greek Side Entertainment Plaza



# Los Osos – Lower Entertainment Plaza





**LEGEND**

- 1 Stairs
- 2 Sculpture - climber ground level
- 3 Elevator to below
- 4 Social seating with firepit & drink ledge 42" high cable rail guardrail
- 5 Planter area with rock accent
- 7 Climbing wall
- 8 Oso creek bike trail
- 9 Seating area
- 10 Greenhouse kiosk
- 11 Oso Creek
- 12 Dismount zone
- 13 Bike trail pass-through



**Lower Entertainment Plaza**



Lower Entertainment Plaza



Lower Entertainment Plaza



# Los Osos – North Paseo Bridge



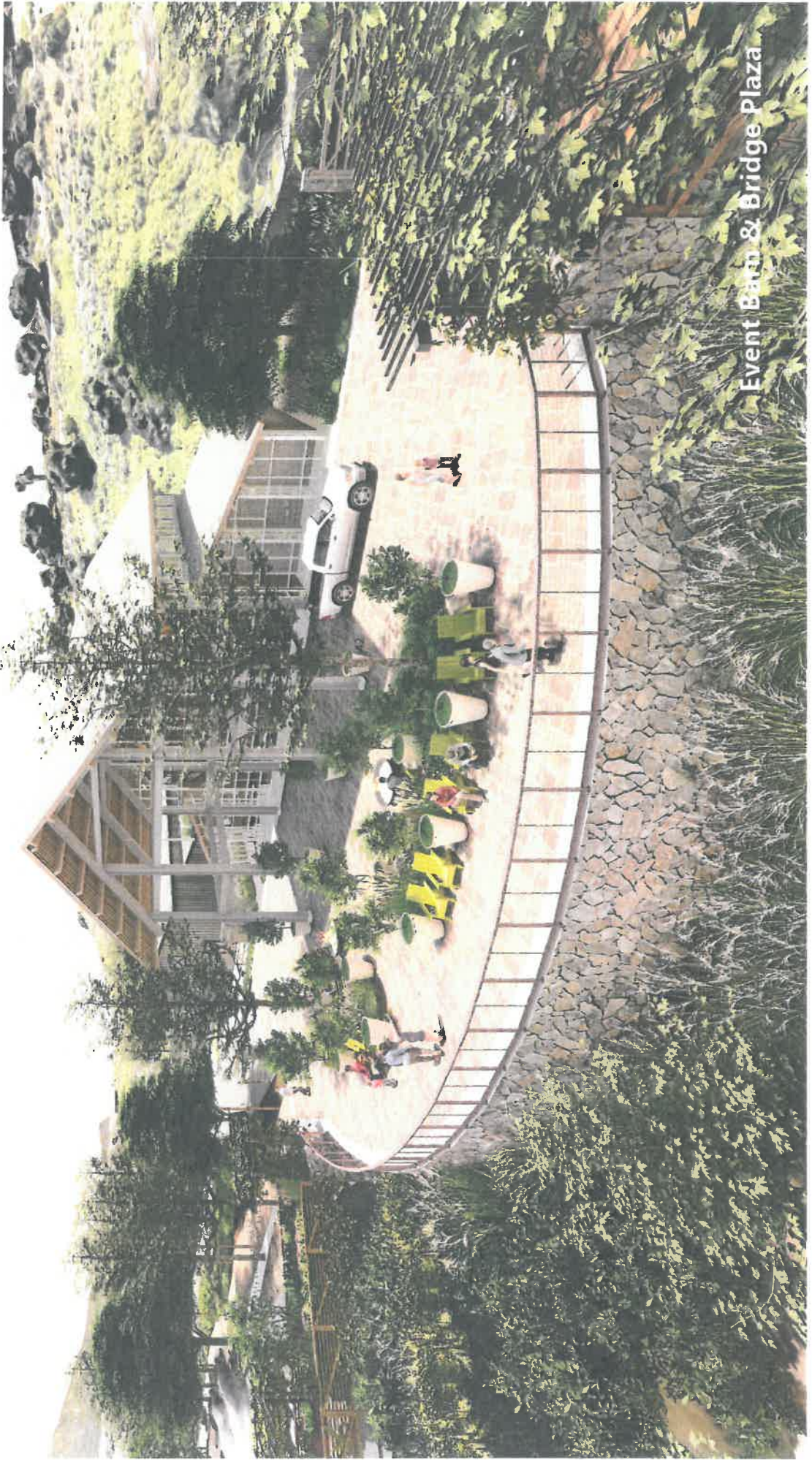
North Paseo Bridge



North Paso Bridge

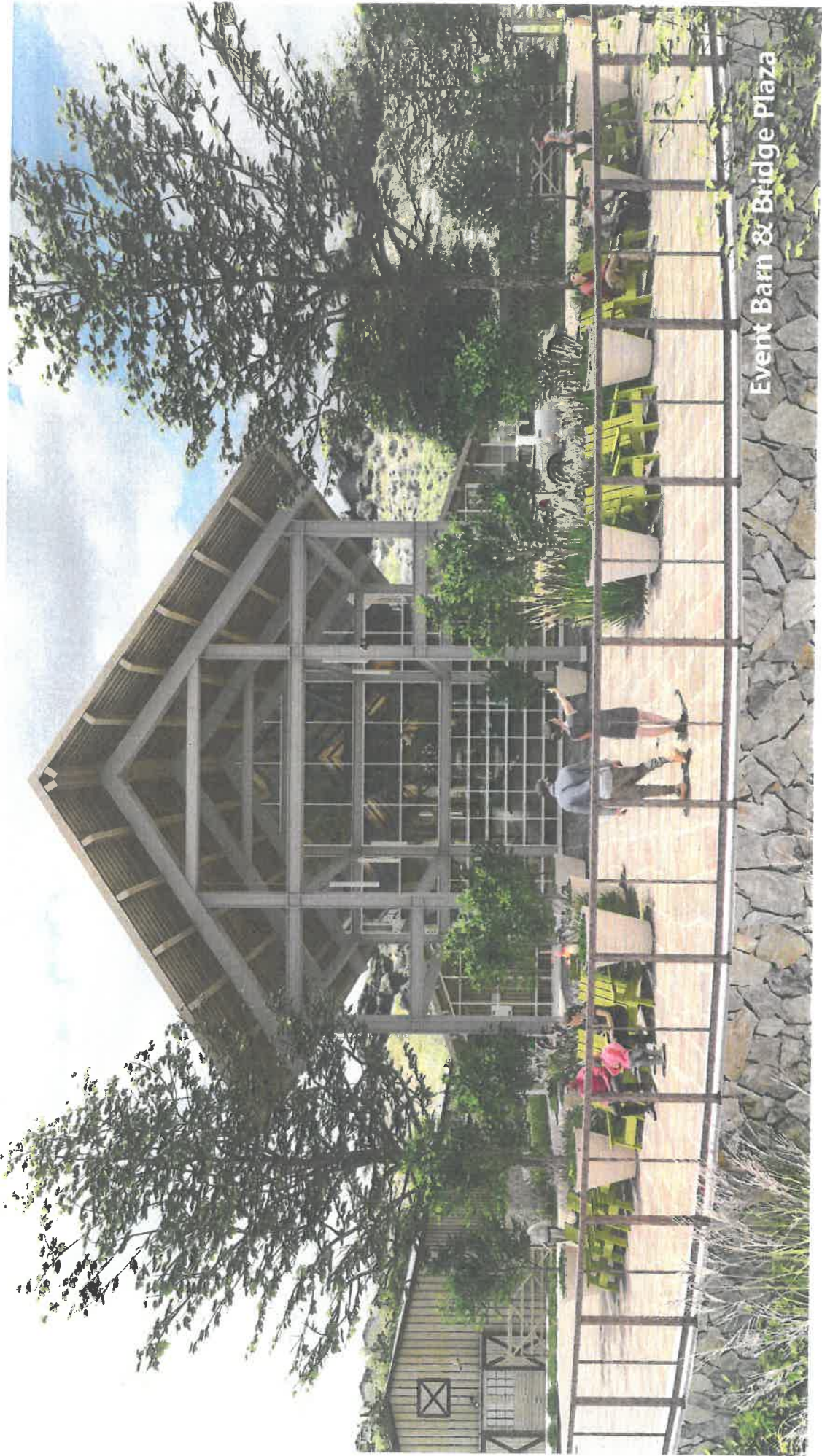


# Los Osos – Event Barn & Bridge Plaza



Event Barn & Bridge Plaza





Event Barn & Bridge Plaza



# Los Osos – Special Event Barn



# Los Osos – Marguerite Parkway Overlook



Marguerite Parkway Overlook

## Public Comments 5-8-2023

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1. All responses to cost of the project will be discussed at the fall City Council public input meeting.
2. All improvements, parking lot, Urban Alley and access drive will be constructed on ONLY City property.
3. The LOS OSOS Project as presented does not restrict vehicle traffic behind the MART building.
4. Environmental studies have been started with the preparation of a very detailed Traffic Impact Study. The remainder of the environmental studies will be completed once City staff has received City Council direction to proceed.

## Public Comments 5-8-2023

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5. The parking study, as part of the Traffic Impact Study, is both factual and empirical and concludes that there is sufficient parking. The City owns 700 parking spaces surrounding the shopping center, and through our successful traffic management programs, we will be able to manage the parking for City events.
6. There will be adequate seating for the various proposed food tenants and for special events. During larger special events, additional seating can be brought to the site.

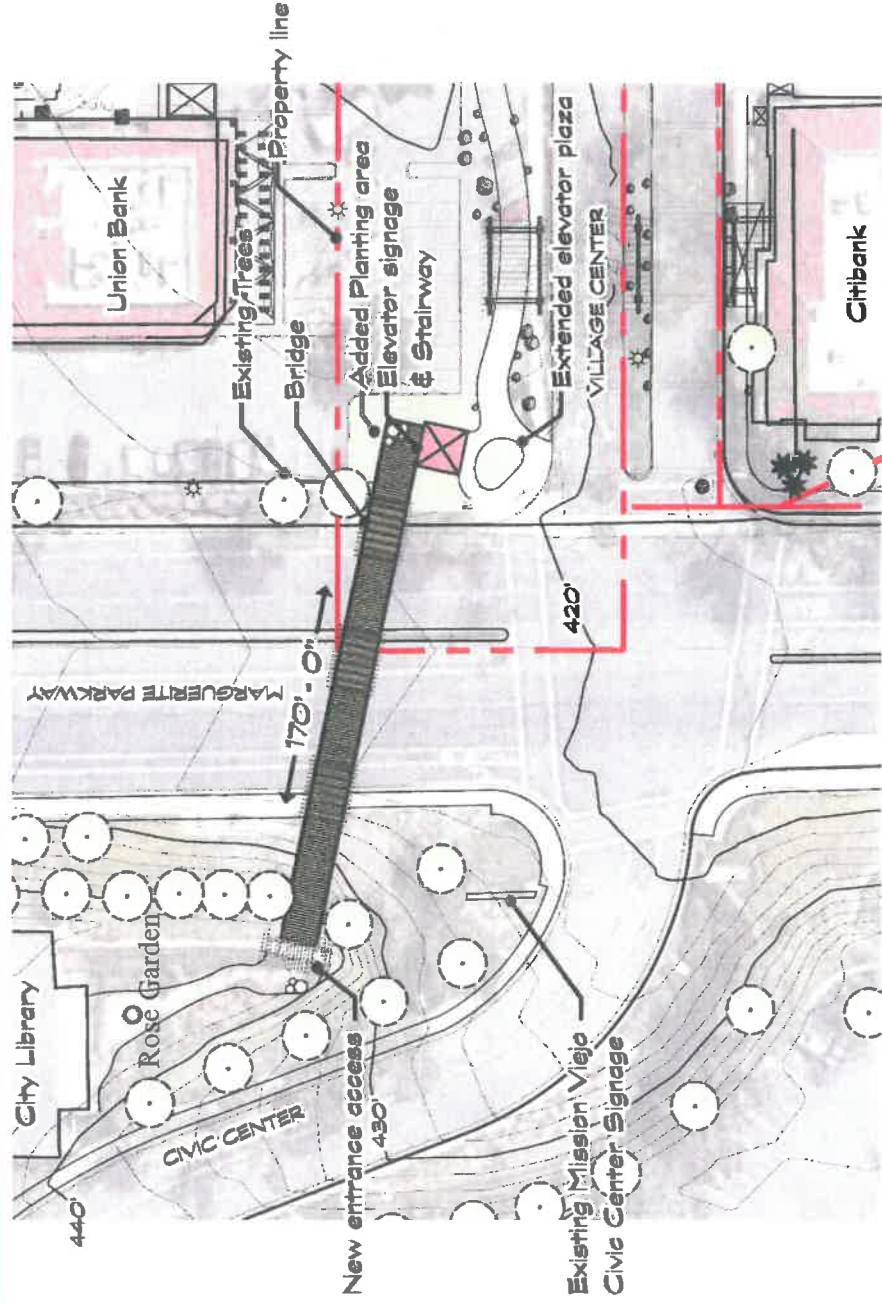
## Public Comments 5-8-2023

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7. Through final design, the City will discourage bike riding through the North Paseo and the Urban Alley entertainment areas. This will be accomplished via environmental and physical design elements. There will be checkpoints at various entries to the Paseo physically compelling bicyclists to dismount. The project will also include corresponding signage. Additionally, the City's Trail Ambassador Program will be visually present to aid in managing this effort.

## Public Comments 5-8-2023

8. The consideration of a pedestrian bridge over Marguerite Parkway from the Civic Center to LOS OSOS has been studied. The City land on the east side of Marguerite Parkway is very limited. The bridge concept will eliminate an additional four parking spaces.







# Los Osos – Traffic Impact Study

# Traffic Impact Analysis

May 08 2023





# Traffic Impact Analysis

## Traffic Impact Analysis Outline



- Study Area
- Existing Baseline Conditions
- Study Methodology
- Study Scenarios
- Level-of-Service Analysis
  - Trip Generation
  - Trip Distribution
  - Trip Assignment
  - Improvement Strategies



# Study Methodology – ICU & HCM



- **Intersection Capacity Utilization (ICU) Methodology**
  - Used at signalized intersections and roadway segments.
  - Compares the observed volume of vehicles at the intersection/roadway and the intersection/roadway capacity (V/C Ratio).
  - A facility is “at capacity” (ICU value of 1.00 or greater) when extreme congestion occurs.
- **Highway Capacity Manual (HCM) Methodology**
  - Used at unsignalized intersections
  - Based on average vehicle delay at intersection
  - Higher the delay, the poorer traffic congestion

**Study methodologies are consistent with all other traffic studies conducted within the City.**

# Study Area



No.	Intersection	Control
1	La Paz Road & Marguerite Parkway	Signalized
2	La Paz Road & Village Center (West Driveway)	Unsignalized
3	La Paz Road & Village Center (East Driveway)	Signalized
4	Marguerite Parkway & Village Center Driveway (near Union Bank)	Unsignalized
5	Marguerite Parkway & Civic Center/Village Center N	Signalized
6	Marguerite Parkway & Village Center Driveway (near Tikka Indian Kitchen)	Unsignalized
7	Marguerite Parkway & Village Center S	Signalized
8	Marguerite Parkway & Estanciero Drive/Village Center Driveway	Signalized

No.	Roadway Segment
1	Marguerite Parkway between Jeronimo Road and La Paz Road
2	La Paz Road between Marguerite Parkway and Spadra Lane
3	La Paz Road between Marguerite Parkway and Pacific Hills Drive
4	Marguerite Parkway between La Paz Road and Estanciero Drive



## 8 Study Intersections & 4 Roadway Segments

- City Guidelines: traffic analysis required at intersections where a project adds 51 or more trips during the peak hours.

## ANALYSIS OUTLINE

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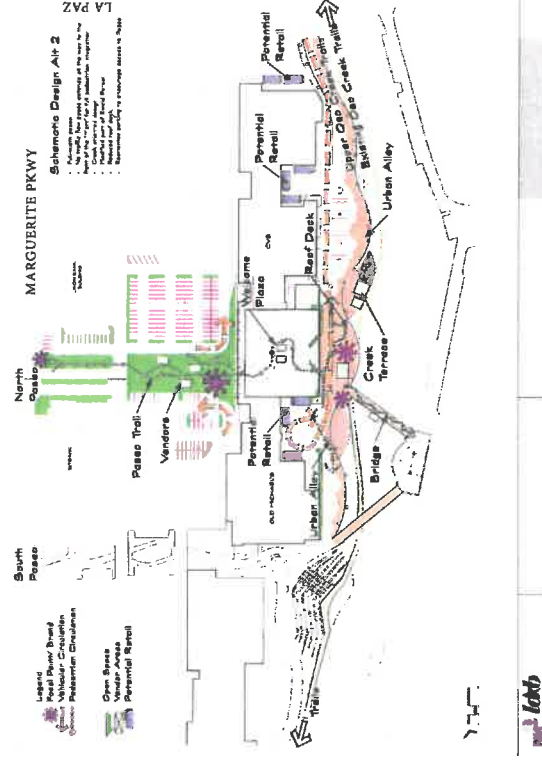
- Traffic Impact Analysis
- Site Access & On-site Circulation
- Parking Analysis
- Pedestrian & Bicycle Accessibility Overview
- Event Barn

# Project Background

Los Osos - Mission Viejo



- Los Osos – Located within Village Center
- Access via 8 Driveways
  - 3 Along La Paz Road (1 Signalized, 2 Unsignalized)
  - 5 Along Marguerite Parkway (3 Signalized, 2 Unsignalized)
- Project Overview: Transition approx. 33,000 SF of Retail Use into Recreational Space with approx. 17,470 SF of Supportive Restaurants (16,770 SF) and Retail (700 SF) and installation of 'Special Event Barn'
- Study Assumed Project Buildout Year of 2025





Traffic Impact Analysis



July 10 2023



## ANALYSIS OUTLINE



- Traffic Impact Analysis
- Site Access & On-site Circulation
- Parking Analysis
- Pedestrian & Bicycle Accessibility Overview
- Event Barn



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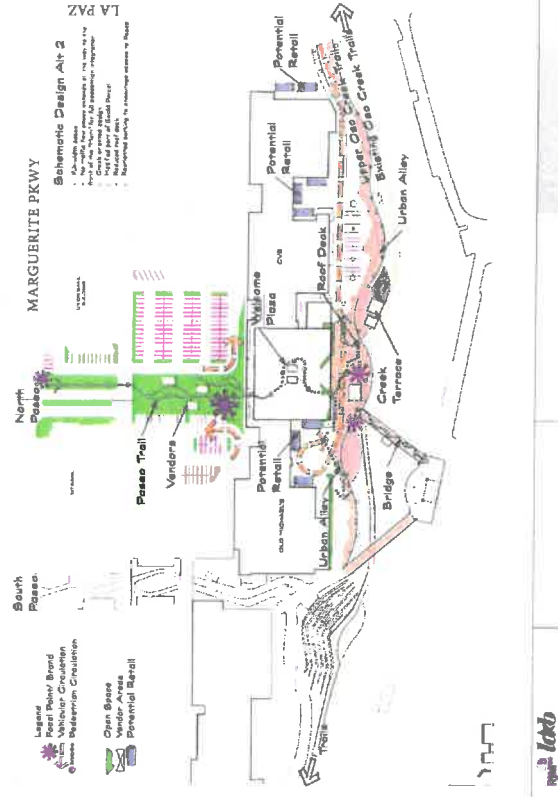


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# Traffic Impact Analysis

# Study Area



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5	Marguerite Parkway & Civic Center/Village Center N	Signalized
6	Marguerite Parkway & Village Center Driveway (near Tikka Indian Kitchen)	Unsignalized
7	Marguerite Parkway & Village Center S	Signalized
8	Marguerite Parkway & Estanciero Drive/Village Center Driveway	Signalized

No.	Roadway Segment
1	Marguerite Parkway between Jeronimo Road and La Paz Road
2	La Paz Road between Marguerite Parkway and Spadra Lane
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4	Marguerite Parkway between La Paz Road and Estanciero Drive



## 8 Study Intersections & 4 Roadway Segments

- City Guidelines: traffic analysis required at intersections where a project adds 51 or more trips during the peak hours.

## Existing Conditions

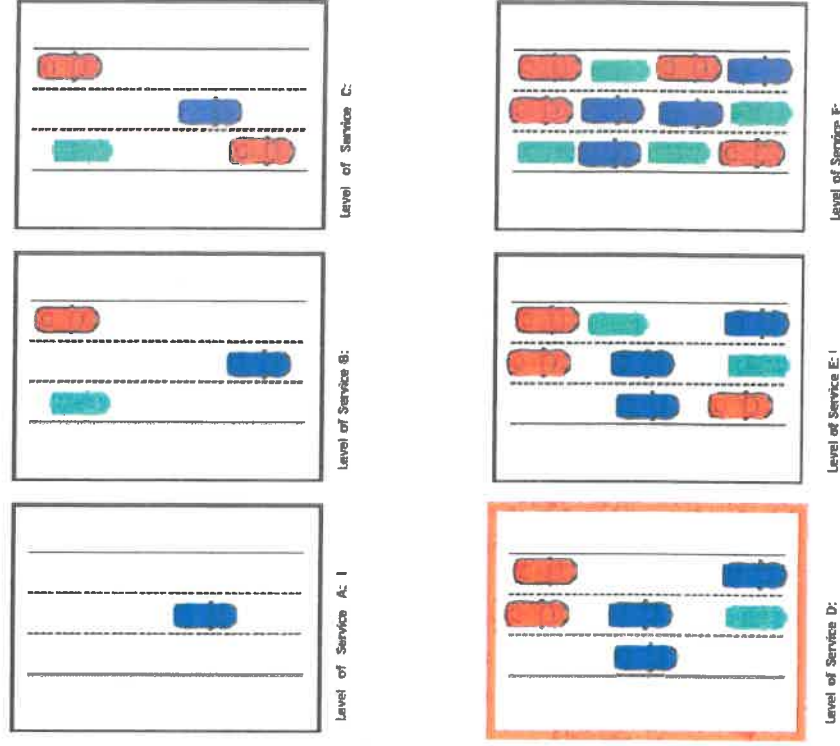


- Existing Baseline conditions based on historical (2017 and 2021) and latest (2022) traffic counts.
  - COVID-19 Impacts
  - Big box stores open during 2017 counts
  - Highest traffic volumes used in analysis.
  - AM Peak (7AM-9AM) & PM Peak (4PM-6PM)
- School Peak Traffic Volume Comparison
- Weekend Peak Traffic Volume Comparison
- Pedestrian and Bicycle Counts (2022) – Oso Creek Trail



Note: Highest traffic counts were used in the analysis in order to be conservative.

## Level-of-Service (LOS)



- Level-of-Service or LOS: term used to qualitatively describe the operating conditions of a roadway or an intersection.
- LOS of a facility is designated with a letter (A to F)
  - Grade A representing the best operating conditions (Free Flow)
  - Grade F representing the worst operating conditions (Forced Flow)
- **City of Mission Viejo designates LOS D as the minimum LOS that is acceptable.**

## Traffic Study Scenarios

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- Existing Conditions
- Existing Plus Project Conditions
- Project Buildout Year Without Project Conditions
  - (Existing + Ambient Growth + Vacant Land Use Traffic)
- Project Buildout Year With Project Conditions



## Proposed Project – Trip Generation



### **How many trips generated are from the proposed project?**

- Trip generation calculated based on the Institute of Transportation Engineers (ITE) – *Trip Generation Manual*
- Trip generation rates vary on land use type and time-of-day
- Pass-by Trips Reduction Factor – accounts for interim stops to the project site during an existing or previously planned trip
- “Pop-Up Kiosks” included in the trip generation (1,325 sf of Fast Casual Restaurant)

### **Project Trip Generation**

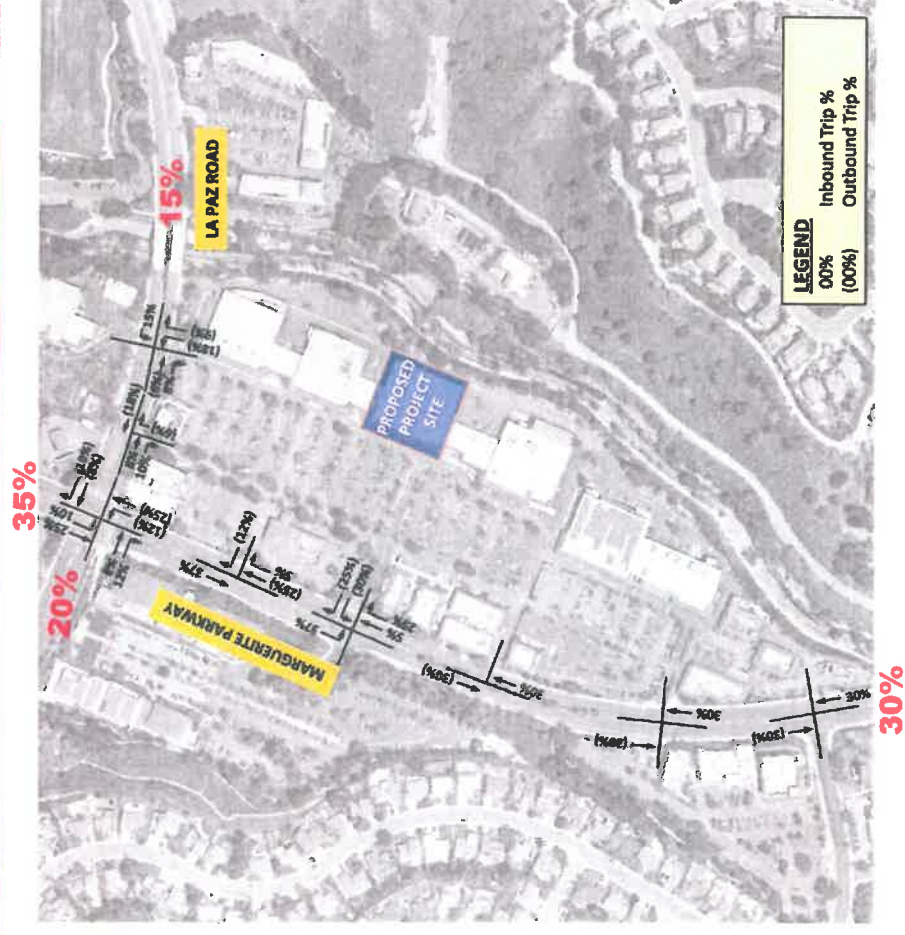
Daily 2-Way Traffic	AM Peak Hour (1 Hour Period)		PM Peak Hour (1 Hour Period)			
	Total	In	Out	Total	In	Out
1,377	124	69	55	89	53	36

## Proposed Project – Trip Distribution



### Where does this new traffic go?

- Trip distribution is the process of assigning the directions from which traffic will access the project site
- Based on land use characteristics of project or other local land uses & the local roadway network.



## Existing Conditions Traffic Impact Summary - Intersections

Study Intersection	Peak Hour	Existing		Existing Plus Project		Change in V/C	Significant Impact
		V/C or Delay (Sec)	LOS	V/C or Delay (Sec)	LOS		
1 La Paz Road & Marguerite Parkway	AM	0.716	C	0.726	C	0.010	No
	PM	0.791	C	0.799	C	0.008	No
2 La Paz Road & Village Center (West Driveway)	AM	12.5 Sec	B	12.6 Sec	B	0.1 Sec	No
	PM	13.8 Sec	B	14.1 Sec	B	0.3 Sec	No
3 La Paz Road & Village Center (East Driveway)	AM	0.345	A	0.350	A	0.005	No
	PM	0.479	A	0.494	A	0.015	No
4 Marguerite Parkway & Village Center Driveway (near Union Bank)	AM	15.0 Sec	C	15.4 Sec	C	0.4 Sec	No
	PM	19.7 Sec	C	20.4 Sec	C	0.7 Sec	No
5 Marguerite Parkway & Civic Center/Village Center N	AM	0.543	A	0.554	A	0.011	No
	PM	0.752	C	0.792	C	0.040	No
6 Marguerite Parkway & Village Center Driveway (near Tikka Indian Kitchen)	AM	15.3 Sec	C	15.4 Sec	C	0.1 Sec	No
	PM	18.2 Sec	C	18.4 Sec	C	0.2 Sec	No
7 Marguerite Parkway & Village Center S	AM	0.520	A	0.525	A	0.005	No
	PM	0.674	B	0.679	B	0.005	No
8 Marguerite Parkway & Estanciero Drive/Village Center Driveway	AM	0.732	C	0.737	C	0.005	No
	PM	0.795	C	0.799	C	0.004	No

Proposed project **would not** exceed traffic impact thresholds at any study intersections under

Existing With-Project conditions

## Existing Conditions Traffic Impact Summary – Roadway Segments

No.	Roadway Segment	Lanes	Type of Arterial	LOS E Capacity (VPD)	Existing		Existing With Project			Significant (Yes/No)		
					Daily Volume (2-Way)	V/C Ratio	LOS	Daily Volume (2-Way)	V/C Ratio		LOS	V/C Increase
1	Marguerite Parkway between Jeronimo Road and La Paz Road	4D	Primary	37,500	33,242	0.886	D	33,724	0.899	D	0.013	No
2	La Paz Road between Marguerite Parkway and Spadra Lane	4D	Primary	37,500	22,133	0.590	A	22,408	0.598	A	0.007	No
3	La Paz Road between Marguerite Parkway and Pacific Hills Drive	4U	Secondary	25,000	16,958	0.678	B	17,165	0.687	B	0.008	No
4	Marguerite Parkway between La Paz Road and Estancierero Drive	4D	Primary	37,500	32,730	0.873	D	33,143	0.884	D	0.011	No

Proposed project **would not** exceed traffic impact thresholds at any study roadway segments under Existing With-Project conditions

## Project Buildout Year Traffic Impact Summary - Intersections

Study Intersection	Peak Hour	Opening Year Without Project		Opening Year With Project			Significant Impact
		V/C or Delay (Sec)	LOS	V/C or Delay (Sec)	LOS	V/C Increase (Sec)	
1 La Paz Road & Marguerite Parkway	AM	0.750	C	0.760	C	0.010	No
	PM	0.831	D	0.839	D	0.008	No
2 La Paz Road & Village Center (West Driveway)	AM	12.7	B	12.8	B	0.1	No
	PM	14.3	B	14.5	B	0.2	No
3 La Paz Road & Village Center (East Driveway)	AM	0.355	A	0.359	A	0.004	No
	PM	0.506	A	0.521	A	0.015	No
4 Marguerite Parkway & Village Center Driveway (near Union Bank)	AM	15.7	C	16.1	C	0.4	No
	PM	21.2	C	22.0	C	0.8	No
5 Marguerite Parkway & Civic Center/Village Center N	AM	0.573	A	0.605	B	0.032	No
	PM	0.840	D	0.879	D	0.039	No
6 Marguerite Parkway & Village Center Driveway (near Tikka Indian Kitchen)	AM	16.5	C	16.7	C	0.2	No
	PM	21.7	C	22.0	C	0.3	No
7 Marguerite Parkway & Village Center S	AM	0.542	A	0.547	A	0.005	No
	PM	0.709	C	0.714	C	0.005	No
8 Marguerite Parkway & Estanciero Drive/Village Center Driveway	AM	0.758	C	0.763	C	0.005	No
	PM	0.824	D	0.827	D	0.003	No

Proposed project **would not** exceed traffic impact thresholds at any study intersections under

Project Buildout Year With-Project conditions

## Project Buildout Year Traffic Impact Summary – Roadway Segments

No.	Roadway Segment	Lanes	Type of Arterial	LOS E Capacity (VPD)	Opening Year Without Project			Opening Year With Project			Significant (Yes/No)	
					Daily Volume (2-Way)	V/C Ratio	LOS	Daily Volume (2-Way)	V/C Ratio	LOS		V/C Increase
1	Marguerite Parkway between Jeronimo Road and La Paz Road	4D	Primary	37,500	34,667	0.924	E	35,149	0.937	E	0.013	Yes
2	La Paz Road between Marguerite Parkway and Spadra Lane	4D	Primary	37,500	23,041	0.614	C	23,317	0.622	C	0.007	No
3	La Paz Road between Marguerite Parkway and Pacific Hills Drive	4U	Secondary	25,000	17,650	0.706	C	17,857	0.714	C	0.008	No
4	Marguerite Parkway between La Paz Road and Estancierero Drive	4D	Primary	37,500	34,079	0.909	E	34,492	0.920	E	0.011	Yes

Proposed project would exceed traffic impact thresholds at study roadway segments #1 & #4 under Project Buildout Year With-Project conditions. (V/C Increase > 1%, 1.3% and 1.1% respectively)

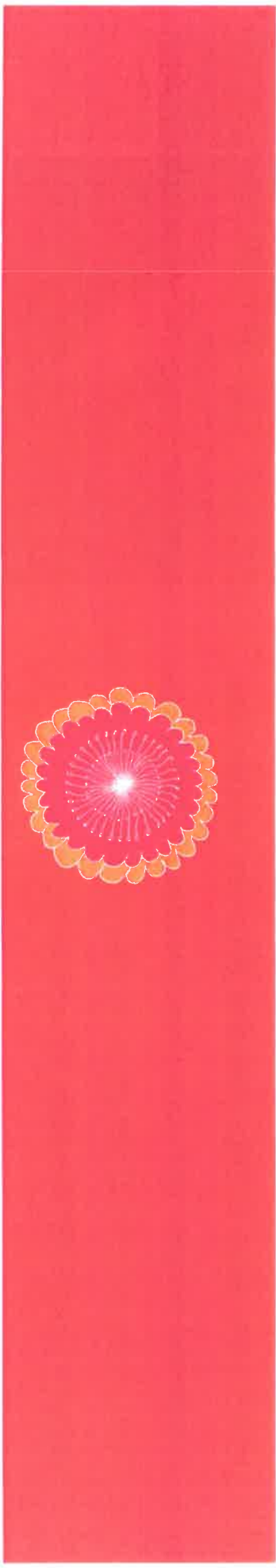
**Segments #1 & #4 operating at LOS E without project**

## Improvement Strategies



- Increase throughput along Marguerite Parkway
  - OCTA Approved Marguerite Parkway Traffic Signal Synchronization Project (TSSP), scheduled for 2024-2026
- Continue to develop Traffic Demand Management (TDM) strategies, such as expanding MV Shuttle (add stop to Village Center & weekend routes) and implement the City of Mission Viejo Comprehensive Bikeway Master Plan.
- Proposed project provides direct access to Oso Creek Trail, encouraging alternative modes of travel, which can assist in reducing number of vehicle trips.





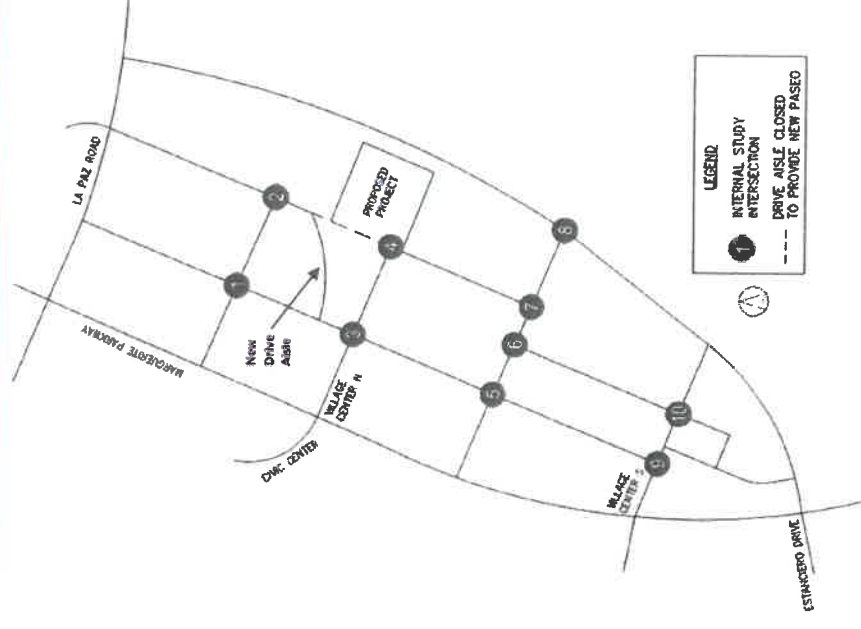
# Site Access & On-site Circulation



## Internal Intersection LOS Analysis



- Level-of-service analysis conducted for internal “intersections” for Existing and Proposed conditions
- Installation of North Paseo and drive aisle closure will require rerouting traffic.
- Supplemental analysis not typically required by City



## Internal Intersection LOS Analysis Summary

Internal Intersection	Peak Hour	Existing		Opening Year (2025) With-Project	
		Delay (Sec)	LOS	Delay (Sec)	LOS
1	AM	6.9	A	7.0	A
	PM	7.3	A	7.6	A
2	AM	1.6	A	0.7	A
	PM	2.4	A	2.0	A
3	AM	7.3	A	7.9	A
	PM	8.1	A	10.0	A
4	AM	7.0	A	-	-
	PM	7.3	A	-	-
5	AM	7.1	A	7.3	A
	PM	7.6	A	8.0	A
6	AM	6.4	A	3.3	A
	PM	6.6	A	5.1	A
7	AM	6.5	A	6.7	A
	PM	6.4	A	6.6	A
8	AM	2.5	A	2.5	A
	PM	4.4	A	4.4	A
9	AM	7.4	A	7.4	A
	PM	8.5	A	8.7	A
10	AM	7.3	A	7.3	A
	PM	7.7	A	7.6	A

Proposed project **would not** exceed traffic impact thresholds at any internal study intersections under Project Buildout Year With-Project conditions

## Truck Turning Analysis

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- Objective: Determine if adequate clearance will be provided for large trucks servicing center.
- Completed for all truck types currently served within the Village Center (WB-40, SU-40, & CA Legal)
- All trucks would be accommodated per existing and future conditions.



Proposed project **would not** impede truck delivery access to existing tenants.

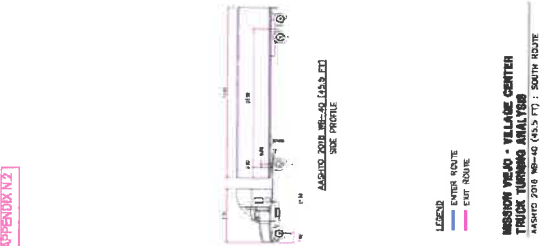
## Urban Alley – Service Road Improvement Area



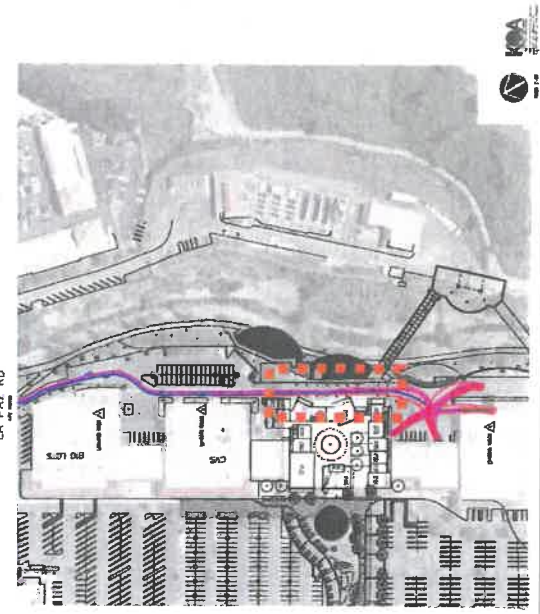
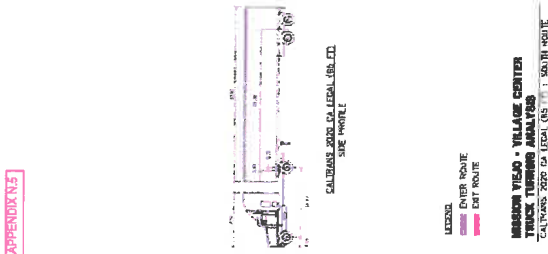
- Urban Alley would meet all City 2-way drive aisle standards (24' min).
- **All trucks would continue to travel through this segment without impacts**
- Safety enhancements (signing & striping) would be included as part of Building and Grading permits

# Truck Turning Analysis – Former Michael's

## APPENDIX F

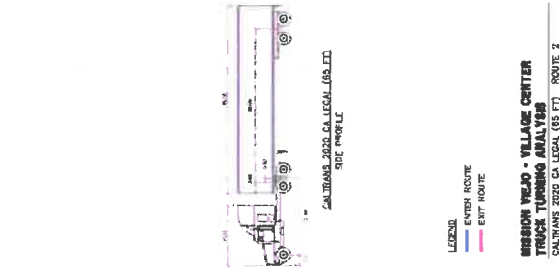


## APPENDIX G

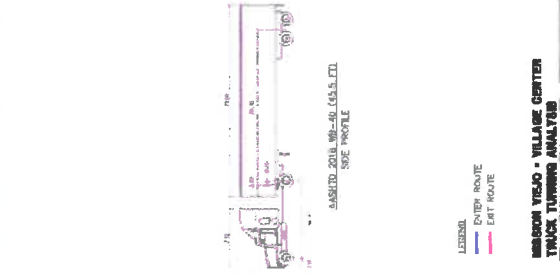


# Truck Turning Analysis – Trader Joe’s

APPENDIX N.3



APPENDIX N.3



**Service access, outside of Urban Alley limits, remains unchanged.**



# Parking Analysis

## Existing vs. Proposed Parking Conditions

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- Existing Conditions
  - City-Owned Parcel – Parking Supply of 155 spaces
  - Village Center (Complete) – Parking Supply of 1,147 Spaces
- Proposed Conditions
  - Proposed project results in loss of 47 spaces within City-owned parcel
  - City-Owned Parcel – Proposed Parking Supply of 108 spaces
  - Village Center (Complete) – Proposed Parking Supply of 1,100 Spaces





# Parking Analysis – City-Code

## City-Code Requirements (Existing)

Parcel Address	Tenants	Parking Supply	Parking Req. Per Code	Surplus
27092	Carl's Jr	16	15	+1
27142	Big Lots	146	94	+52
27152	Just 4 Paw/Dentist/ Etc.	8	29	(-21)
25272	CVS	149	101	+48
25880/82	Steinmart/Jersey Mikes/Etc.	155	192	(-37)
25290	Round Table/Skimmers/Etc.	48	52	(-4)
25310	Former Michael's	144	146	(-2)
25402/25390	Bowling Alley/Moore's Sewing	138	198	(-60)
25410	Party City/Trader Joe's	61	116	(-55)
25502	Pet's Plus	29	24	+5
25522	Eat Thai/Urgent Care/Etc.	63	80	(-17)
25542	Del Taco	22	9	+13
25380	The Patio	132	124	+8
25276	Panda Express/Union Bank	36	42	(-6)
<b>TOTAL VILLAGE CENTER</b>		<b>1,147</b>	<b>1,222</b>	<b>(-75)</b>

**8 OUT OF 14 PARCELS ARE UNDER PARKED PER CITY CODE REQUIREMENTS**

## City-Code Requirements (Proposed Project)



- Project would result in loss of 47 spaces.
- **Proposed project requires 53 spaces less than existing retail use.**

Parcel Address	Tenants	Parking Supply	Parking Req. Per Code	Surplus
27092	Carl's Jr	16	15	+1
27142	Big Lots	146	94	+52
27152	Just 4 Paw/ Dentist/ Etc.	8	29	(-21)
25272	CVS	149	101	+48
<b>25880/82</b>	<b>Los Osos/Jersey Mikes/Etc.</b>	<b>108</b>	<b>139</b>	<b>(-31)</b>
25290	Round Table/Skimmers/Etc.	48	52	(-4)
25310	Former Michael's	144	146	(-2)
25402/25390	Bowling Alley/Moore's Sewing	138	198	(-60)
25410	Party City/Trader Joe's	61	116	(-55)
25502	Pet's Plus	29	24	+5
25522	Eat Thai/Urgent Care/Etc.	63	80	(-17)
25542	Del Taco	22	9	+13
25380	The Patio	132	124	+8
25276	Panda Express/Union Bank	36	42	(-6)
<b>TOTAL VILLAGE CENTER</b>		<b>1,100</b>	<b>1,169</b>	<b>(-69)</b>

**Overall, the project results in a net gain of 6 spaces for the entire Village Center.**



# Shared Parking Analysis

**Forecast Peak Parking Demand = Observed Peak Demand +  
Proposed Peak Project Demand +  
Vacancies Peak Parking Demand**

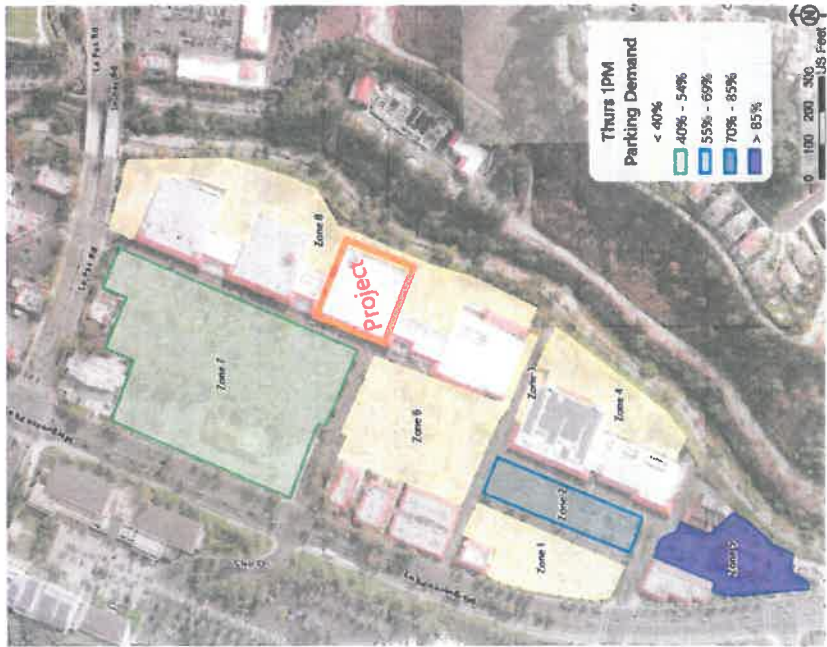
## Observed Peak Parking Demand

- Parking Counts conducted during December 2021 with supplemental counts taken December 2022 for the Village Center
- Hourly counts between 8AM and 10PM for typical Thursday, Friday, & Saturday
- Village Center divided into 8 Zones



Day	Parking Supply	Peak Parking Demand	Percent Utilization	Time of Day
Thursday	1,147	498	43.4%	1PM
<b>Friday</b>	<b>1,147</b>	<b>551</b>	<b>48.8%</b>	<b>12PM</b>
Saturday	1,147	517	45.1%	1PM

# Observed Peak Parking (Thurs, Fri, Sat)



## Project and Vacancies Parking Demand (100% Occupancy Scenario)

- ULI *Shared Parking Model* utilized to forecast parking demand of proposed project and any on-site vacancies

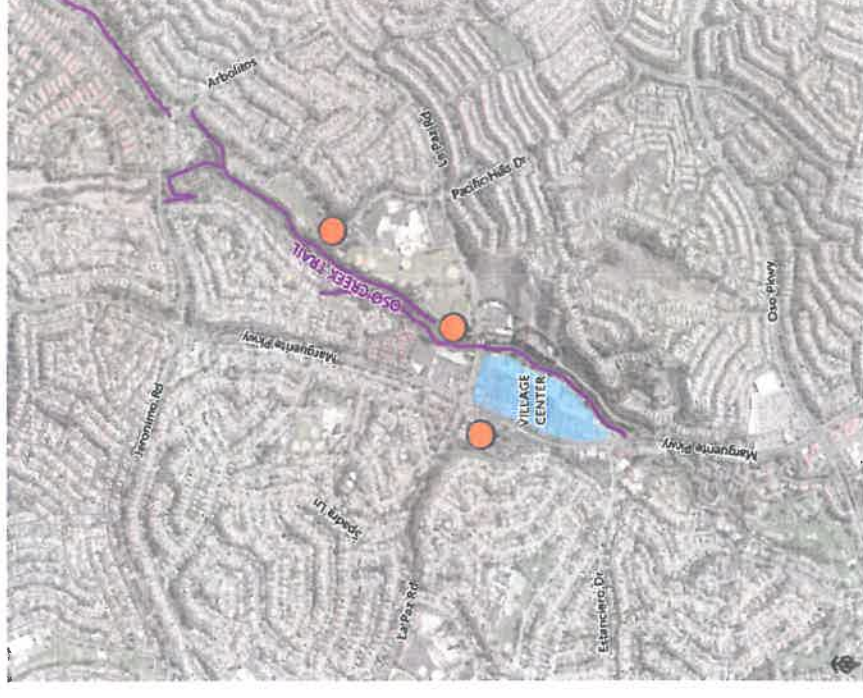
Day	Time of Day	Proposed Parking Supply	Observed Peak Parking Demand	Forecast Project Demand (Project + Vacancies)	Total Parking Demand	W/ 10% Contingency Factor	% Utilization	Surplus Stalls
Thursday	1PM	1,100	498	371	869	919	84%	+181
<b>Friday</b>	<b>12PM</b>	<b>1,100</b>	<b>551</b>	<b>383</b>	<b>934</b>	<b>989</b>	<b>90%</b>	<b>+111</b>
Saturday	1PM	1,100	517	383	900	952	87%	+148

**Given these results, there is adequate parking on-site to accommodate the future conditions.**

## Parking Management Plan

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- Proactive approach to limit parking impacts
  - **Bicycle Parking** (Approx. 60 bicycle parking spaces throughout project)
  - **Off-site Parking Facilities** (Civic Center, World Cup Soccer Field Lot, Norman P. Murray Center)
  - **Shuttle Service to Off-site Locations** (Successfully implemented during City-sponsored events)
  - **Valet Operation**





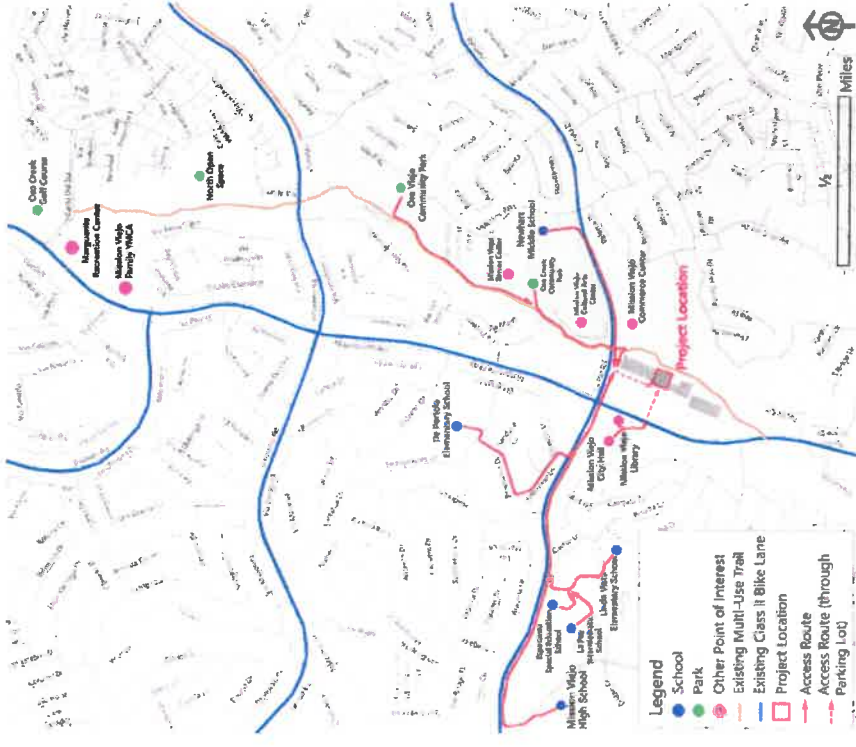


# Pedestrian and Bicycle Accessibility

## Pedestrian and Bicycle Accessibility - Existing

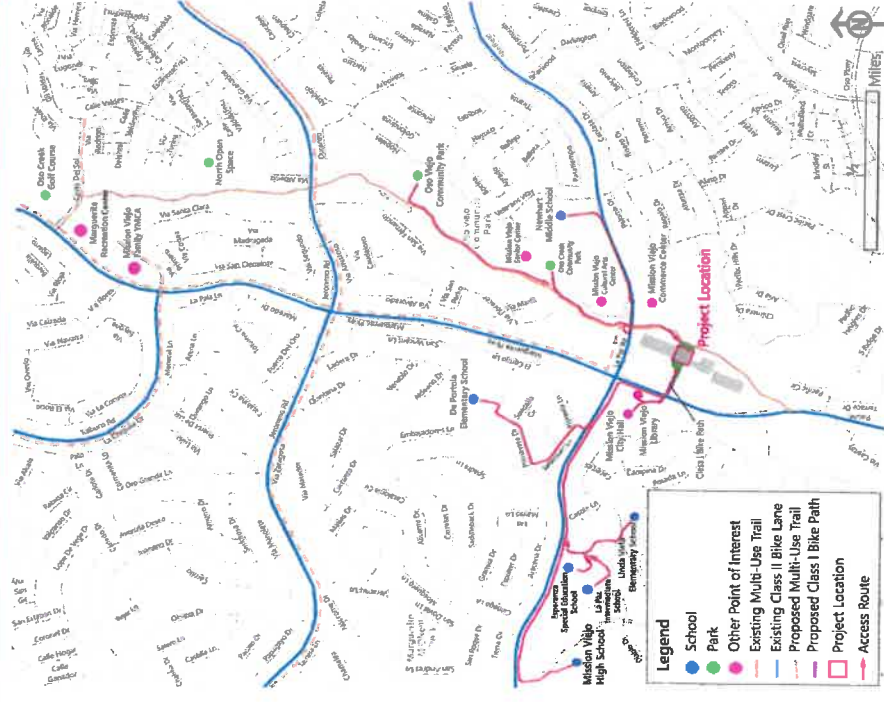
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- Existing Class II On-Street Bike Lanes on La Paz & Marguerite
- Existing Multi-Use Trail along Oso Creek
  - Direct connectivity to Village Center; however only connects to northern end near La Paz



## Pedestrian and Bicycle Accessibility - Proposed

- **West Side:** Proposed Class I (Shared-Use Path) to directly connect Marguerite Pkwy. And the Project
- **East Side:** Outdoor Plaza will provide direct access to Project and Oso Creek Trail via freight elevator
- **Future Implementation:** City Bikeway Master Plan (Multi-Use Traveled Shared Sidewalk) along Marguerite Parkway leading from La Paz Road to El Toro Road
- **Potential Safety Enhancements:** High-visibility crosswalks, off-set limit lines and pedestrian-scale lighting.

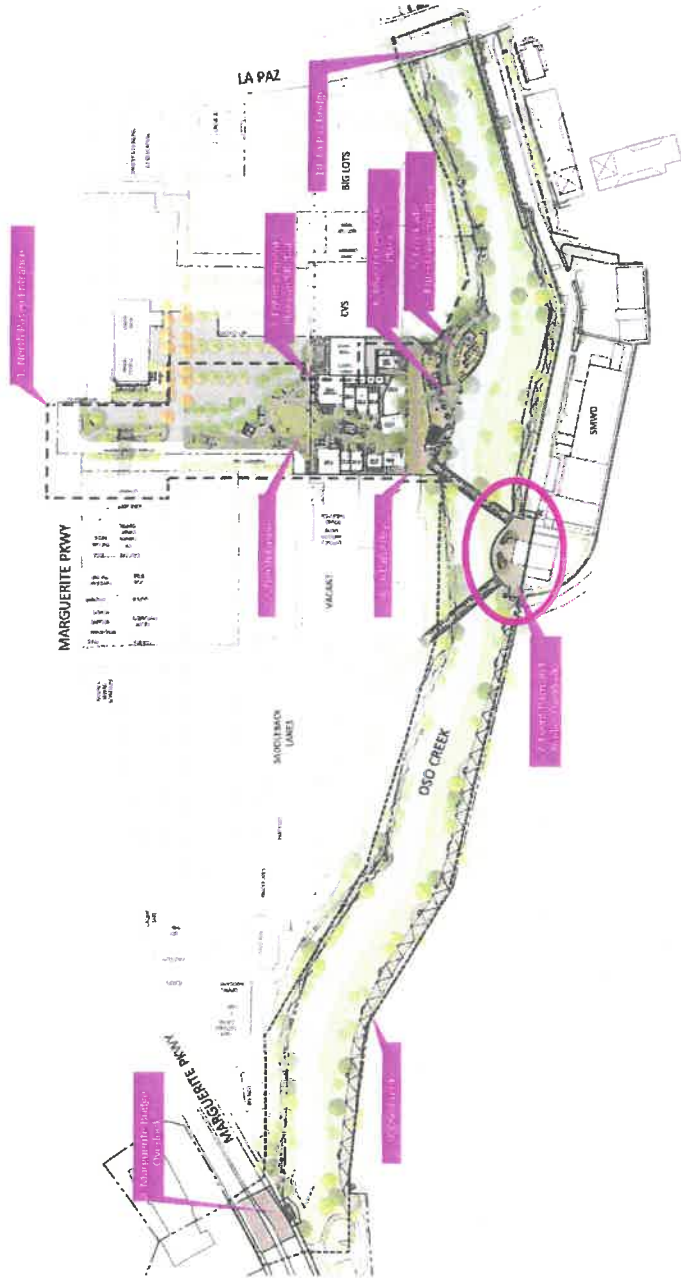




# Special Event Barn

# Special Event Barn

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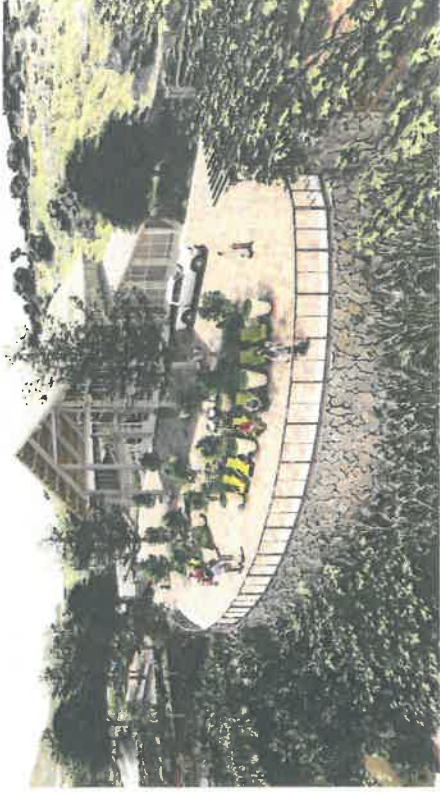


Amenity space provided for small community gatherings w/ approx. 43 on-site parking spaces

## Event Barn

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- **Traffic:** Dependent on type and scale of event hosted. Trip generation is not consistent.
- **Special Event Permit:** City will review events on a case-by-case basis and require documentation as needed (Type of Event, # of Guests, Traffic Control, Parking Management Plan)
- **Similar Applications:** MV Nadadores, Saddleback Community College Sporting Events, Various Church Sponsored Events, Lake Mission Viejo Concerts



# Thank you



*Come play in your own backyard!*

EnvisionMV.com

## Existing Conditions



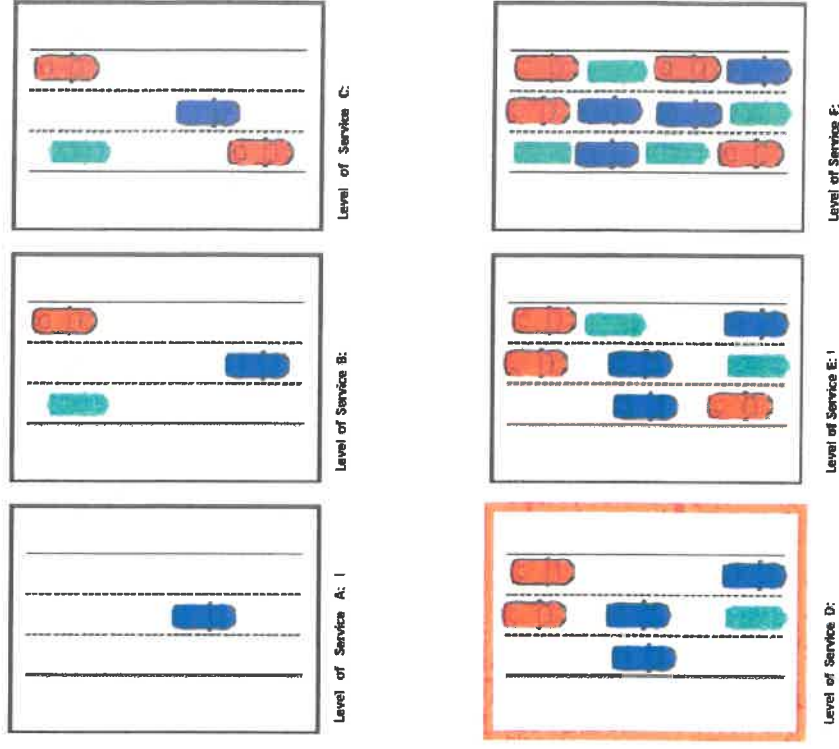
- Existing Baseline conditions based on historical (2017 and 2021) and latest (2022) traffic counts.
  - COVID-19 Impacts
  - Highest traffic volumes used in analysis.
  - AM Peak (7AM-9AM) & PM Peak (4PM-6PM)
- School Peak Traffic Volume Comparison
- Weekend Peak Traffic Volume Comparison
- Pedestrian and Bicycle Counts (2022) – Oso Creek Trail



Note: Highest traffic counts were used in the analysis in order to be conservative.



## Level-of-Service (LOS)



- Level-of-Service or LOS: term used to qualitatively describe the operating conditions of a roadway or an intersection.
- LOS of a facility is designated with a letter (A to F)
  - Grade A representing the best operating conditions (Free Flow)
  - Grade F representing the worst operating conditions (Forced Flow)
- **City of Mission Viejo designates LOS D as the minimum LOS that is acceptable.**

# ICU Level-of-Service Definition



Level of Service	Definition	Volume-to-Capacity Ratio (V/C)
A	EXCELLENT. No Vehicle waits longer than one red light and no approach phase is fully used.	0.000–0.600
B	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.	0.601–0.700
C	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.	0.701–0.800
D	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.	0.801–0.900
E	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.	0.901–1.000
F	FORCED FLOW. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.	> 1.000

SOURCES: Transportation Research Board, *Highway Capacity Manual* (2000)

# HCM Level-of-Service Definition



Level of Service	Definition	Average Control Delay per Vehicle (Seconds)
A	EXCELLENT. No Vehicle waits longer than one red light and no approach phase is fully used.	0.0 – 10.0
B	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.	10.1 – 15.0
C	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.	15.1 – 25.0
D	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.	25.1 – 35.0
E	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.	35.1 – 50.0
F	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.	50.1 or more
SOURCES: Transportation Research Board, <i>Highway Capacity Manual</i> (2000)		

## Impact Thresholds

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- For signalized intersections or roadway segments:
  - Impact occurs when a project degrades a signal/segment from acceptable LOS D or better to LOS E or F; **OR**
  - Increases V/C Ratio by 1% at a locations already operating at LOS E or F.
- For unsignalized intersections :
  - Impact occurs when a project degrades signal from acceptable LOS D or better to LOS E or F; **AND**
  - Traffic Signal Warrant justifies a new traffic signal.

## Traffic Study Scenarios

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- Existing Conditions
- Existing Plus Project Conditions
- Project Buildout Year Without Project Conditions
  - (Existing + Ambient Growth + Vacant Land Use Traffic [100% Occupancy])
- Project Buildout Year With Project Conditions

**Both Peak Hour Operational Analysis (Intersections) and  
24-Hour Planning-Level Analysis (Roadway Segments)  
conducted for all scenarios.**

## Existing LOS Conditions - Intersections



	Study Intersection	AM Peak Hour		PM Peak Hour	
		V/C or Delay (Sec)	LOS	V/C or Delay (Sec)	LOS
1	La Paz Road & Marguerite Parkway	0.716	C	0.791	C
2	La Paz Road & Village Center (West Driveway)	12.5 Sec	B	13.8 Sec	B
3	La Paz Road & Village Center (East Driveway)	0.345	A	0.479	A
4	Marguerite Parkway & Village Center Driveway (near Union Bank)	15.0 Sec	C	19.7 Sec	C
5	Marguerite Parkway & Civic Center/Village Center N	0.543	A	0.752	C
6	Marguerite Parkway & Village Center Driveway (near Tikka Indian Kitchen)	15.3 Sec	C	18.2 Sec	C
7	Marguerite Parkway & Village Center S	0.520	A	0.674	B
8	Marguerite Parkway & Estancierero Drive/Village Center Driveway	0.732	C	0.795	C

V/C = Volume-to-Capacity Ratio

LOS = Level-of-Service

**All study intersections operate at acceptable LOS under Existing conditions.**

## Existing LOS Conditions – Roadway Segments



No.	Roadway Segment	Lanes	Type of Arterial	LOS E Capacity (VPD)	Daily Volume (2-Way)	V/C Ratio	LOS
1	Marguerite Parkway between Jeronimo Road and La Paz Road	4D	Primary	37,500	33,242	0.886	D
2	La Paz Road between Marguerite Parkway and Spadra Lane	4D	Primary	37,500	22,133	0.590	A
3	La Paz Road between Marguerite Parkway and Pacific Hills Drive	4U	Secondary	25,000	16,958	0.678	B
4	Marguerite Parkway between La Paz Road and Estancieros Drive	4D	Primary	37,500	32,730	0.873	D

**All study roadway segments operate at acceptable LOS under Existing conditions.**

# Proposed Project – Trip Generation



## How many trips generated are from the proposed project?

- Trip generation calculated based on the Institute of Transportation Engineers (ITE) – *Trip Generation Manual*
- Trip generation rates vary on land use type, project size, and time-of-day
- Pass-by Trips Reduction Factor – accounts for interim stops to the project site during an existing or previously planned trip

## Project Trip Generation

Daily 2-Way Traffic	AM Peak Hour (1-Hour Period)		PM Peak Hour (1-Hour Period)		
	Total	In	Out	In	Out
1,377	124	69	55	53	36

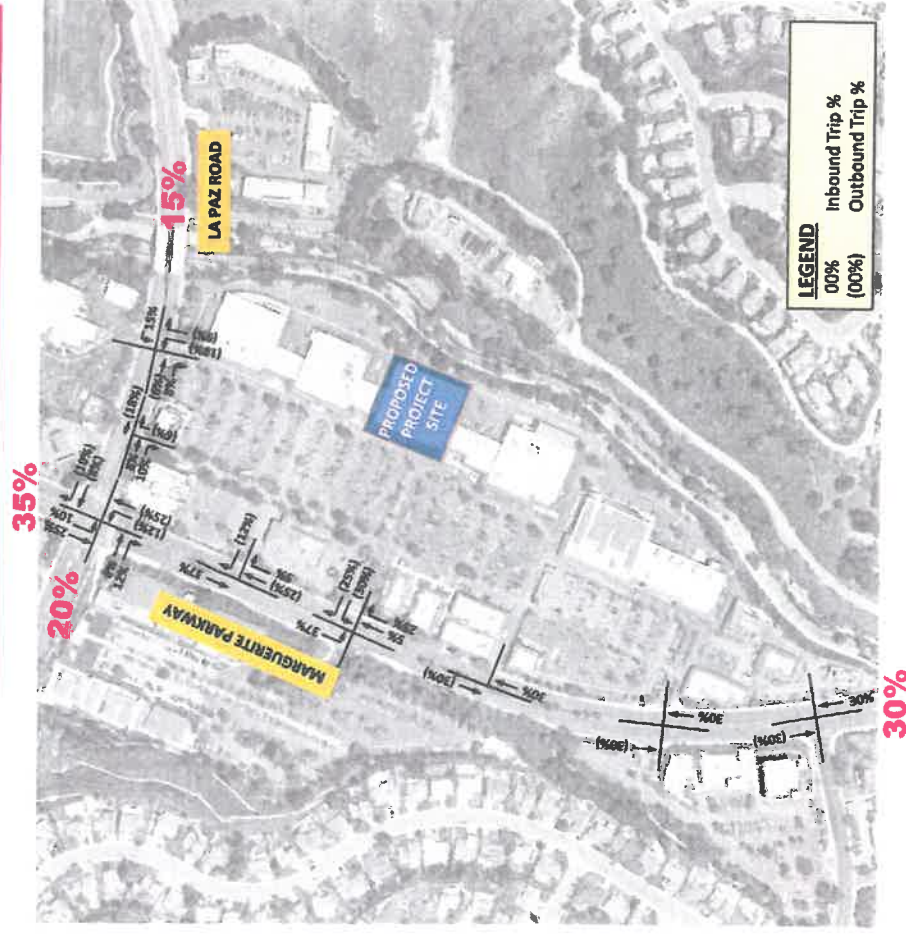


## Proposed Project – Trip Distribution



### Where does this new traffic go?

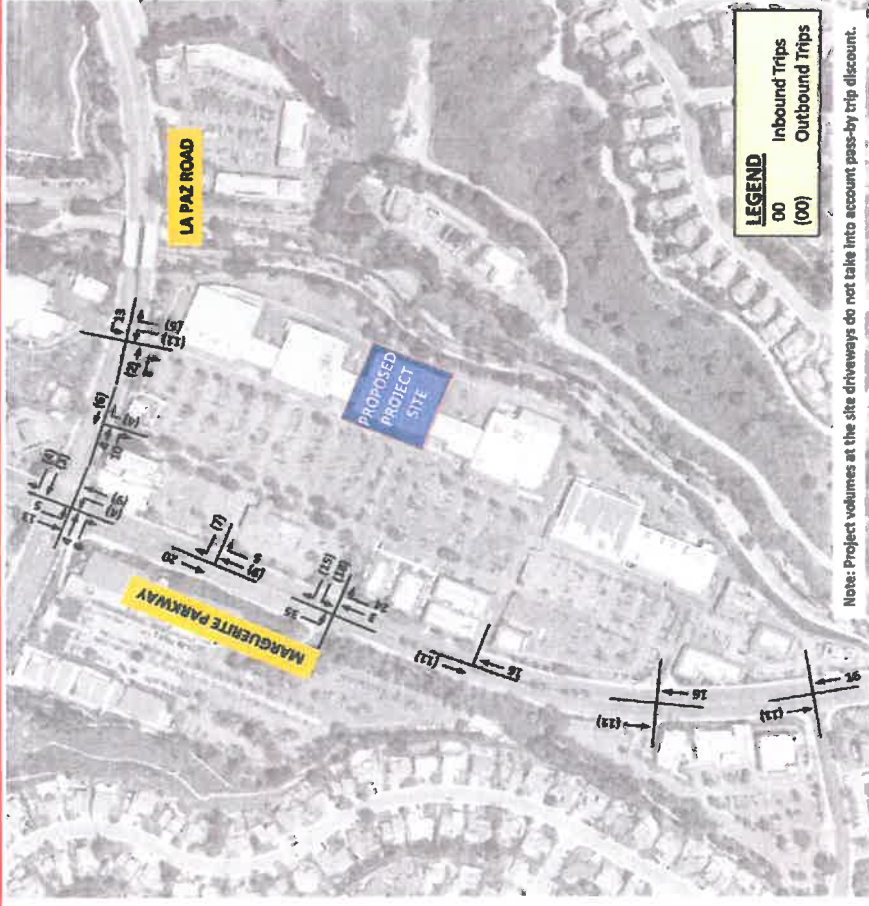
- Trip distribution is the process of assigning the directions from which traffic will access the project site
- Based on land use characteristics of project or other local land uses & the local roadway network.



## Proposed Project – Trip Assignment



- Based on trip generation and trip distribution, projected traffic is assigned into the roadway system.
- Trip assignments differ between AM and PM peak hours.



## Existing Conditions Traffic Impact Summary - Intersections

Study Intersection	Peak Hour	Existing		Existing Plus Project		Change in V/C	Significant Impact
		V/C or Delay (Sec)	LOS	V/C or Delay (Sec)	LOS		
1 La Paz Road & Marguerite Parkway	AM	0.716	C	0.726	C	0.010	No
	PM	0.791	C	0.799	C	0.008	No
2 La Paz Road & Village Center (West Driveway)	AM	12.5 Sec	B	12.6 Sec	B	0.1 Sec	No
	PM	13.8 Sec	B	14.1 Sec	B	0.3 Sec	No
3 La Paz Road & Village Center (East Driveway)	AM	0.345	A	0.350	A	0.005	No
	PM	0.479	A	0.494	A	0.015	No
4 Marguerite Parkway & Village Center Driveway (near Union Bank)	AM	15.0 Sec	C	15.4 Sec	C	0.4 Sec	No
	PM	19.7 Sec	C	20.4 Sec	C	0.7 Sec	No
5 Marguerite Parkway & Civic Center/Village Center N	AM	0.543	A	0.554	A	0.011	No
	PM	0.752	C	0.792	C	0.040	No
6 Marguerite Parkway & Village Center Driveway (near Tikka Indian Kitchen)	AM	15.3 Sec	C	15.4 Sec	C	0.1 Sec	No
	PM	18.2 Sec	C	18.4 Sec	C	0.2 Sec	No
7 Marguerite Parkway & Village Center S	AM	0.520	A	0.525	A	0.005	No
	PM	0.674	B	0.679	B	0.005	No
8 Marguerite Parkway & Estanciero Drive/Village Center Driveway	AM	0.732	C	0.737	C	0.005	No
	PM	0.795	C	0.799	C	0.004	No

Proposed project **would not** exceed traffic impact thresholds at any study intersections under

Existing With-Project conditions

## Existing Conditions Traffic Impact Summary – Roadway Segments

No.	Roadway Segment	Lanes	Type of Arterial	LOS E Capacity (VPD)	Existing			Existing With Project			Significant (Yes/No)	
					Daily Volume (2-Way)	V/C Ratio	LOS	Daily Volume (2-Way)	V/C Ratio	LOS		V/C Increase
1	Marguerite Parkway between Jeronimo Road and La Paz Road	4D	Primary	37,500	33,242	0.886	D	33,724	0.899	D	0.013	No
2	La Paz Road between Marguerite Parkway and Spadra Lane	4D	Primary	37,500	22,133	0.590	A	22,408	0.598	A	0.007	No
3	La Paz Road between Marguerite Parkway and Pacific Hills Drive	4U	Secondary	25,000	16,958	0.678	B	17,165	0.687	B	0.008	No
4	Marguerite Parkway between La Paz Road and Estanciero Drive	4D	Primary	37,500	32,730	0.873	D	33,143	0.884	D	0.011	No

Proposed project **would not** exceed traffic impact thresholds at any study roadway segments under Existing With-Project conditions

## Project Buildout Year Traffic Impact Summary - Intersections

Study Intersection	Peak Hour	Opening Year Without Project		Opening Year With Project			Significant Impact
		V/C or Delay (Sec)	LOS	V/C or Delay (Sec)	LOS	V/C Increase (Sec)	
1 La Paz Road & Marguerite Parkway	AM	0.750	C	0.760	C	0.010	No
	PM	0.831	D	0.839	D	0.008	No
2 La Paz Road & Village Center (West Driveway)	AM	12.7	B	12.8	B	0.1	No
	PM	14.3	B	14.5	B	0.2	No
3 La Paz Road & Village Center (East Driveway)	AM	0.355	A	0.359	A	0.004	No
	PM	0.506	A	0.521	A	0.015	No
4 Marguerite Parkway & Village Center Driveway (near Union Bank)	AM	15.7	C	16.1	C	0.4	No
	PM	21.2	C	22.0	C	0.8	No
5 Marguerite Parkway & Civic Center/Village Center N	AM	0.573	A	0.605	B	0.032	No
	PM	0.840	D	0.879	D	0.039	No
6 Marguerite Parkway & Village Center Driveway (near Tikka Indian Kitchen)	AM	16.5	C	16.7	C	0.2	No
	PM	21.7	C	22.0	C	0.3	No
7 Marguerite Parkway & Village Center S	AM	0.542	A	0.547	A	0.005	No
	PM	0.709	C	0.714	C	0.005	No
8 Marguerite Parkway & Estanciero Drive/Village Center Driveway	AM	0.758	C	0.763	C	0.005	No
	PM	0.824	D	0.827	D	0.003	No

Proposed project **would not** exceed traffic impact thresholds at any study intersections under

Project Buildout Year With-Project conditions

## Project Buildout Year Traffic Impact Summary – Roadway Segments

No.	Roadway Segment	Lanes	Type of Arterial	LOS E Capacity (VPD)	Opening Year Without Project			Opening Year With Project			Significant (Yes/No)	
					Daily Volume (2-Way)	V/C Ratio	LOS	Daily Volume (2-Way)	V/C Ratio	LOS		V/C Increase
1	Marguerite Parkway between Jeronimo Road and La Paz Road	4D	Primary	37,500	34,667	0.924	E	35,149	0.937	E	0.013	Yes
2	La Paz Road between Marguerite Parkway and Spadra Lane	4D	Primary	37,500	23,041	0.614	C	23,317	0.622	C	0.007	No
3	La Paz Road between Marguerite Parkway and Pacific Hills Drive	4U	Secondary	25,000	17,650	0.706	C	17,857	0.714	C	0.008	No
4	Marguerite Parkway between La Paz Road and Estanciero Drive	4D	Primary	37,500	34,079	0.909	E	34,492	0.920	E	0.011	Yes

Proposed project **would** exceed traffic impact thresholds at study roadway segments #1 & #4 under Project Buildout Year With-Project conditions. (V/C Increase > 1%, 1.3% and 1.1% respectively)

**Segments #1 & #4 operating at LOS E without project**

## Improvement Strategies



- Increase throughput along Marguerite Parkway
  - OCTA Approved Marguerite Parkway Traffic Signal Synchronization Project (TSSP), scheduled for 2024-2026
- Continue to develop Traffic Demand Management (TDM) strategies, such as expanding MV Shuttle (add stop to Village Center & weekend routes) and implement the City of Mission Viejo Comprehensive Bikeway Master Plan.
- Proposed project provides direct access to Oso Creek Trail, encouraging alternative modes of travel, which can assist in reducing number of vehicle trips.





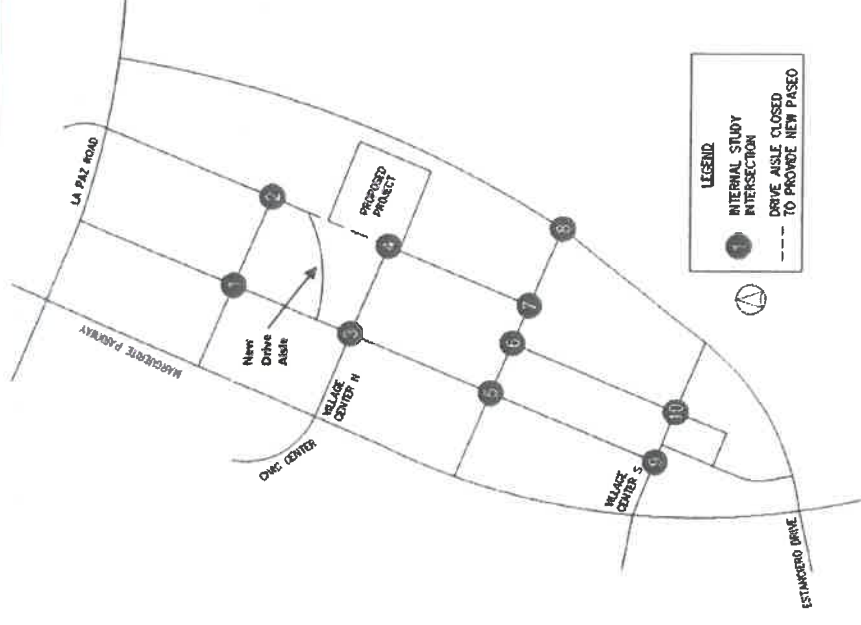
# Site Access & On-site Circulation



# Internal Intersection LOS Analysis



- Level-of-service analysis conducted for internal "intersections" for Existing and Proposed conditions
- Installation of North Paseo and drive aisle closure will require rerouting traffic.
- Supplemental analysis not typically required by City



## Internal Intersection LOS Analysis Summary

Internal Intersection	Peak Hour	Existing		Opening Year (2025) With-Project	
		Delay (Sec)	LOS	Delay (Sec)	LOS
1	AM	6.9	A	7.0	A
	PM	7.3	A	7.6	A
2	AM	1.6	A	0.7	A
	PM	2.4	A	2.0	A
3	AM	7.3	A	7.9	A
	PM	8.1	A	10.0	A
4	AM	7.0	A	-	-
	PM	7.3	A	-	-
5	AM	7.1	A	7.3	A
	PM	7.6	A	8.0	A
6	AM	6.4	A	3.3	A
	PM	6.6	A	5.1	A
7	AM	6.5	A	6.7	A
	PM	6.4	A	6.6	A
8	AM	2.5	A	2.5	A
	PM	4.4	A	4.4	A
9	AM	7.4	A	7.4	A
	PM	8.5	A	8.7	A
10	AM	7.3	A	7.3	A
	PM	7.7	A	7.6	A

Proposed project **would not** exceed traffic impact thresholds at any internal study intersections under Project Buildout Year With-Project conditions

## Truck Turning Analysis

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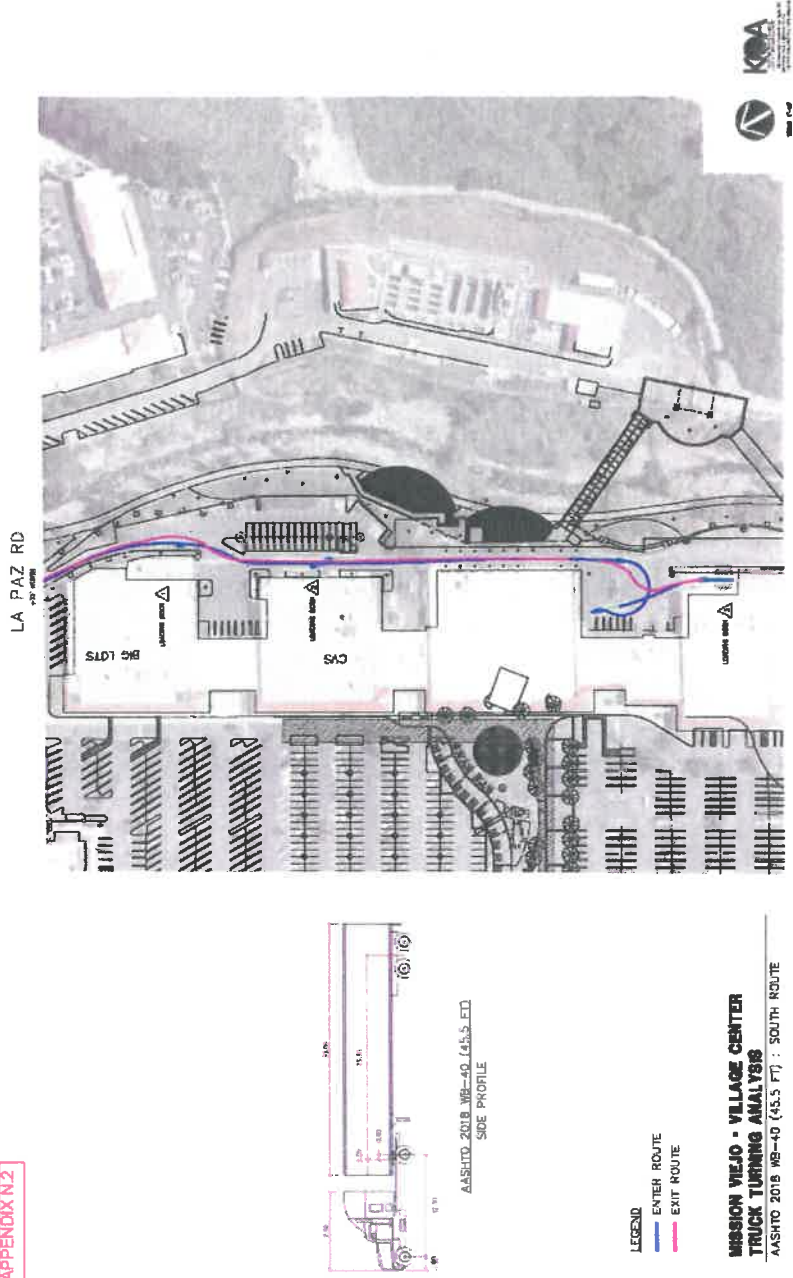
- Objective: Determine if adequate clearance will be provided for large trucks servicing center.
- Completed for all truck types currently served within the Village Center (WB-40, SU-40, & CA Legal)
- All trucks would be accommodated per existing and future conditions.



Proposed project **would not** impede truck delivery access to existing tenants.

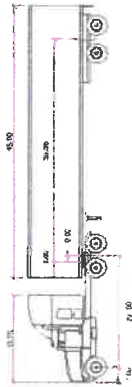
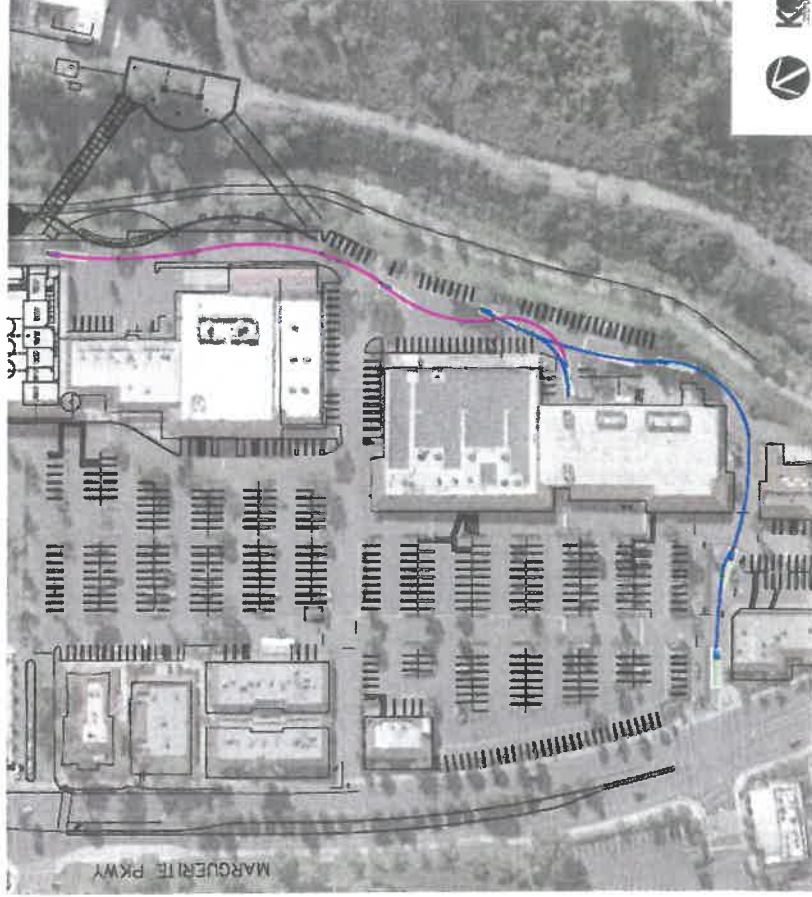
# Truck Turning Analysis – Former Michael's

## APPENDIX N2



# Truck Turning Analysis – Trader Joe’s

## APPENDIX N.9



CALTRANS 2020 CA LEGAL (65 FT)  
SIDE PROFILE

LEGEND  
— ENTER ROUTE  
— EXIT ROUTE

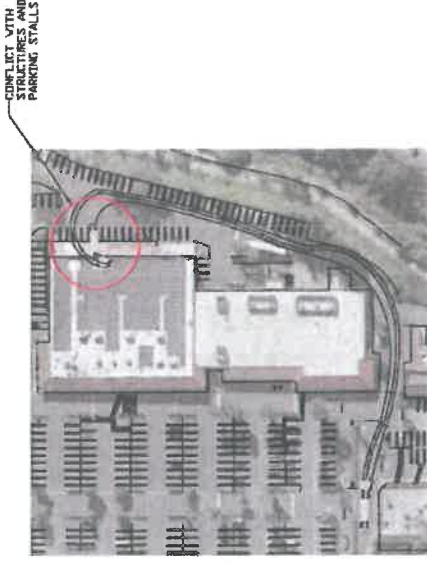
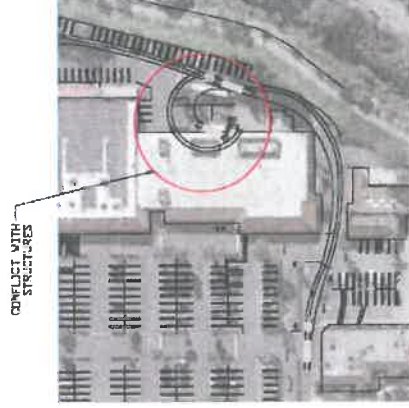
### MISSION VIEJO - VILLAGE CENTER TRUCK TURNING ANALYSIS

CALTRANS 2020 CA LEGAL (65 FT) : ROUTE 2

# Truck Turning Analysis – Conflicts

APPENDIX N:10

- CA Legal Truck (65FT) conflicts with **existing** structures or parking stalls



CALTRANS 2020 CA LEGAL (65 FT)  
-NOT ENOUGH ROOM TO TURN AROUND  
-CONFLICTS WITH SURROUNDING OBJECTS  
(STRUCTURES, PARKING, ETC)





# Parking Analysis

## Parking Analysis – 2 Methods of Analysis

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- City Code Parking Requirements
  - Evaluate parking for the on-site parcels and the entire commercial center per the City-Code as outlined in Municipal Code – *Off-Street Parking Standards*
- Shared Parking Analysis
  - Per City guidelines, parking requirements may be reduced given adequate documentation and parking facilities are shared amongst multiple uses
  - Approved Shared Parking Studies at Similar Shopping Centers: Olympiad Plaza (Deficient 41 Stalls), Trabuco Hills Center (Deficient 127 Stalls), Puerta Real Plaza (Deficient 89 Stalls), Kaleidoscope (Deficient 872 Stalls)



## Existing vs. Proposed Parking Conditions

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- Existing Conditions
  - City-Owned Parcel – Parking Supply of 155 spaces
  - Village Center (Complete) – Parking Supply of 1,147 spaces
- Proposed Conditions
  - Proposed project results in loss of 47 spaces within City-owned parcel
  - City-Owned Parcel – Proposed Parking Supply of 108 spaces
  - Village Center (Complete) – Proposed Parking Supply of 1,100 Spaces



# Parking Analysis – City-Code

## City-Code Requirements (Existing)

Parcel Address	Tenants	Parking Supply	Parking Req. Per Code	Surplus
27092	Carl's Jr	16	15	+1
27142	Big Lots	146	94	+52
27152	Just 4 Paw/Dentist/ Etc.	8	29	(-21)
25272	CVS	149	101	+48
25880/82	Steinmart/Jersey Mikes/Etc.	155	192	(-37)
25290	Round Table/Skimmers/Etc.	48	52	(-4)
25310	Former Michael's	144	146	(-2)
25402/25390	Bowling Alley/Moore's Sewing	138	198	(-60)
25410	Party City/Trader Joe's	61	116	(-55)
25502	Pet's Plus	29	24	+5
25522	Eat Thai/Urgent Care/Etc.	63	80	(-17)
25542	Del Taco	22	9	+13
25380	The Patio	132	124	+8
25276	Panda Express/Union Bank	36	42	(-6)
<b>TOTAL VILLAGE CENTER</b>		<b>1,147</b>	<b>1,222</b>	<b>(-75)</b>

**8 OUT OF 14 PARCELS ARE UNDER PARKED PER CITY CODE REQUIREMENTS**

## City-Code Requirements (Proposed Project)



- Project would result in loss of 47 spaces.
- **Proposed project requires 53 spaces less than existing retail use.**

Parcel Address	Tenants	Parking Supply	Parking Req. Per Code	Surplus
27092	Carl's Jr	16	15	+1
27142	Big Lots	146	94	+52
27152	Just 4 Paw/ Dentist/ Etc.	8	29	(-21)
25272	CVS	149	101	+48
<b>25880/82</b>	<b>Los Osos/Jersey Mikes/Etc.</b>	<b>108</b>	<b>139</b>	<b>(-31)</b>
25290	Round Table/Skimmers/Etc.	48	52	(-4)
25310	Former Michael's	144	146	(-2)
25402/25390	Bowling Alley/Moore's Sewing	138	198	(-60)
25410	Party City/Trader Joe's	61	116	(-55)
25502	Pet's Plus	29	24	+5
25522	Eat Thai/Urgent Care/Etc.	63	80	(-17)
25542	Del Taco	22	9	+13
25380	The Patio	132	124	+8
25276	Panda Express/Union Bank	36	42	(-6)
<b>TOTAL VILLAGE CENTER</b>		<b>1,100</b>	<b>1,169</b>	<b>(-69)</b>

**Overall, the project results in a net gain of 6 spaces for the entire Village Center.**



# Shared Parking Analysis

**Forecast Peak Parking Demand = Observed Peak Demand +  
Proposed Peak Project Demand +  
Vacancies Peak Parking Demand (100% Occupancy)**

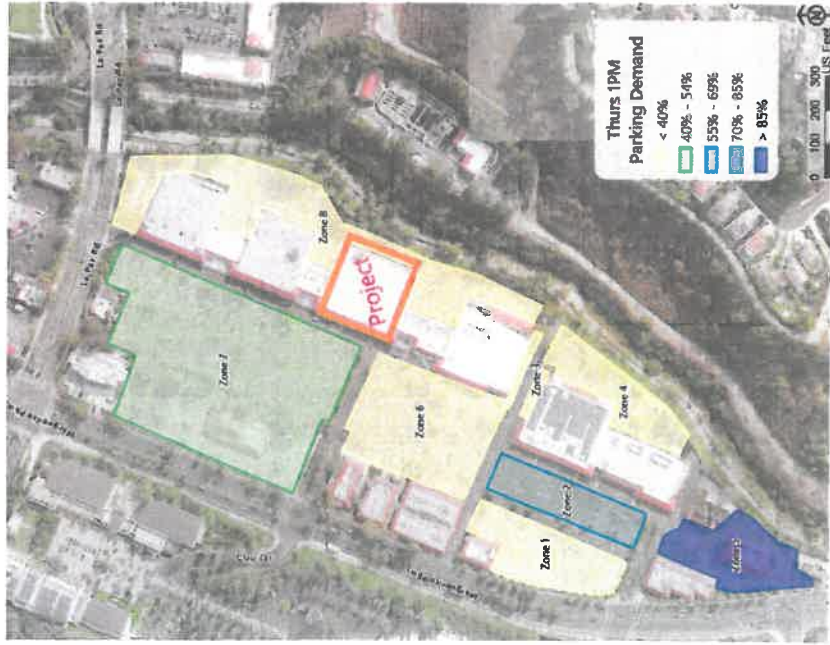
# Observed Peak Parking Demand

- Parking Counts conducted during December 2021 with supplemental counts taken December 2022 for the Village Center
- Hourly counts between 8AM and 10PM for typical Thursday, Friday, & Saturday
- Village Center divided into 8 Zones



Day	Parking Supply	Peak Parking Demand	Percent Utilization	Time of Day
Thursday	1,147	498	43.4%	1PM
<b>Friday</b>	<b>1,147</b>	<b>551</b>	<b>48.8%</b>	<b>12PM</b>
Saturday	1,147	517	45.1%	1PM

# Observed Peak Parking (Thurs, Fri, Sat)



## Project and Vacancies Parking Demand (100% Occupancy Scenario)

- ULI *Shared Parking Model* utilized to forecast parking demand of proposed project and any on-site vacancies.

Day	Time of Day	Proposed Parking Supply	Observed Peak Parking Demand	Forecast Project Demand (Project)	Forecast Project Demand (Vacancies)	Total Parking Demand	W/ 10% Contingency Factor	% Utilization	Surplus Stalls
Thursday	1PM	1,100	498	112	259	869	919	84%	+181
<b>Friday</b>	<b>12PM</b>	<b>1,100</b>	<b>551</b>	<b>112</b>	<b>271</b>	<b>934</b>	<b>989</b>	<b>90%</b>	<b>+111</b>
Saturday	1PM	1,100	517	112	271	900	952	87%	+148

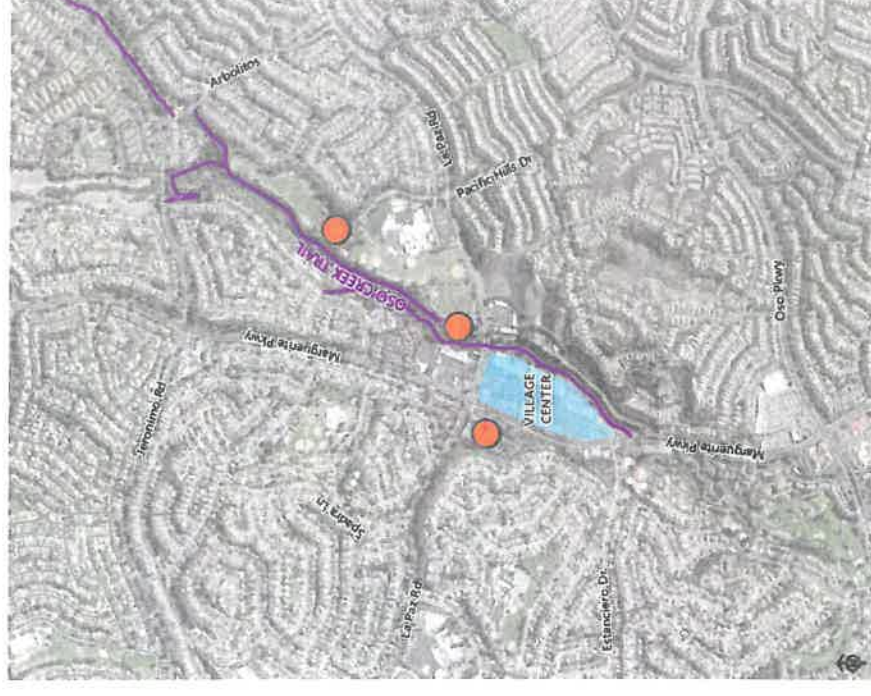
**Given these results, there is adequate parking on-site to accommodate the future conditions.**



## Parking Management Plan

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- Proactive approach to limit parking impacts
  - **Bicycle Parking** (Approx. 60 bicycle parking spaces throughout project)
  - **Off-site Parking Facilities** (Civic Center, World Cup Soccer Field Lot, Norman P. Murray Center)
  - **Shuttle Service to Off-site Locations** (Successfully implemented during City-sponsored events)
  - **Valet Operation**

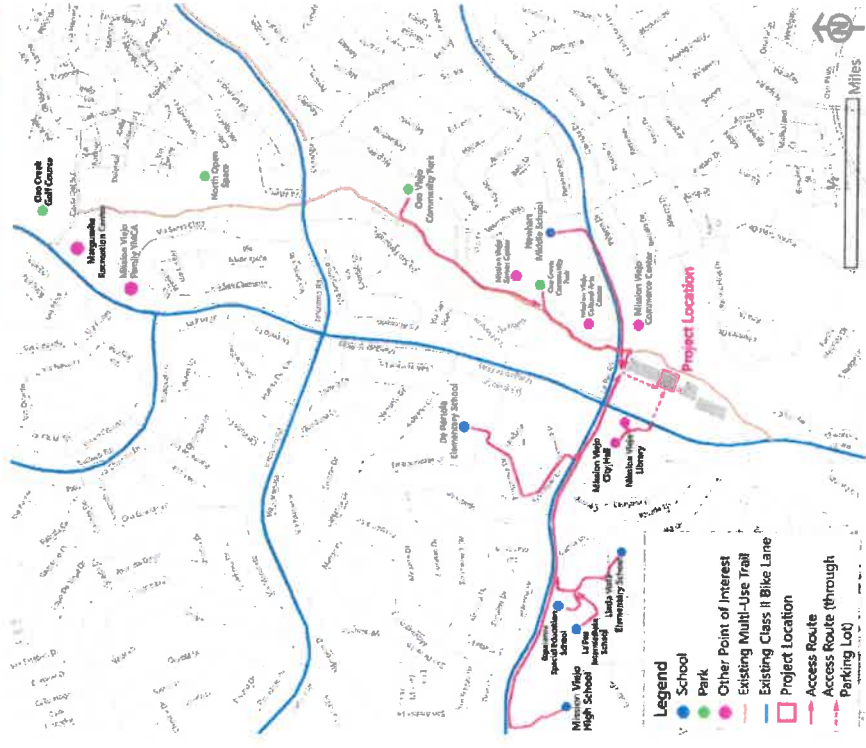




# Pedestrian and Bicycle Accessibility

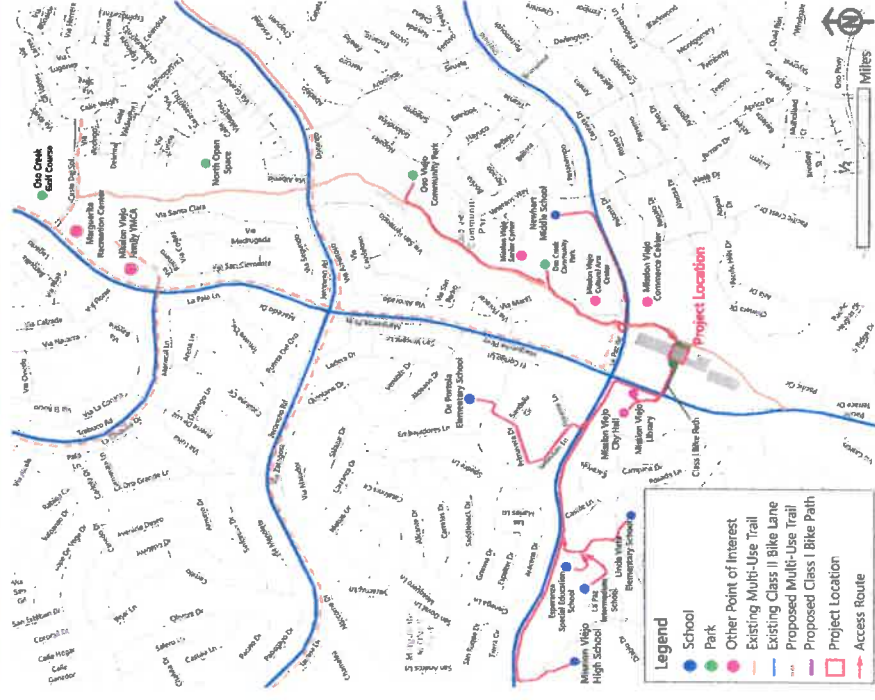
## Pedestrian and Bicycle Accessibility - Existing

- Existing Class II On-Street Bike Lanes on La Paz & Marguerite
- Existing Multi-Use Trail along Oso Creek
  - Direct connectivity to Village Center; however only connects to northern end near La Paz



## Pedestrian and Bicycle Accessibility - Proposed

- **West Side:** Proposed Class I (Shared-Use Path) to directly connect Marguerite Pkwy. And the Project
- **East Side:** Outdoor Plaza will provide direct access to Project and Oso Creek Trail via freight elevator
- **Future Implementation:** City Bikeway Master Plan (Multi-Use Traveled Shared Sidewalk) along Marguerite Parkway leading from La Paz Road to El Toro Road

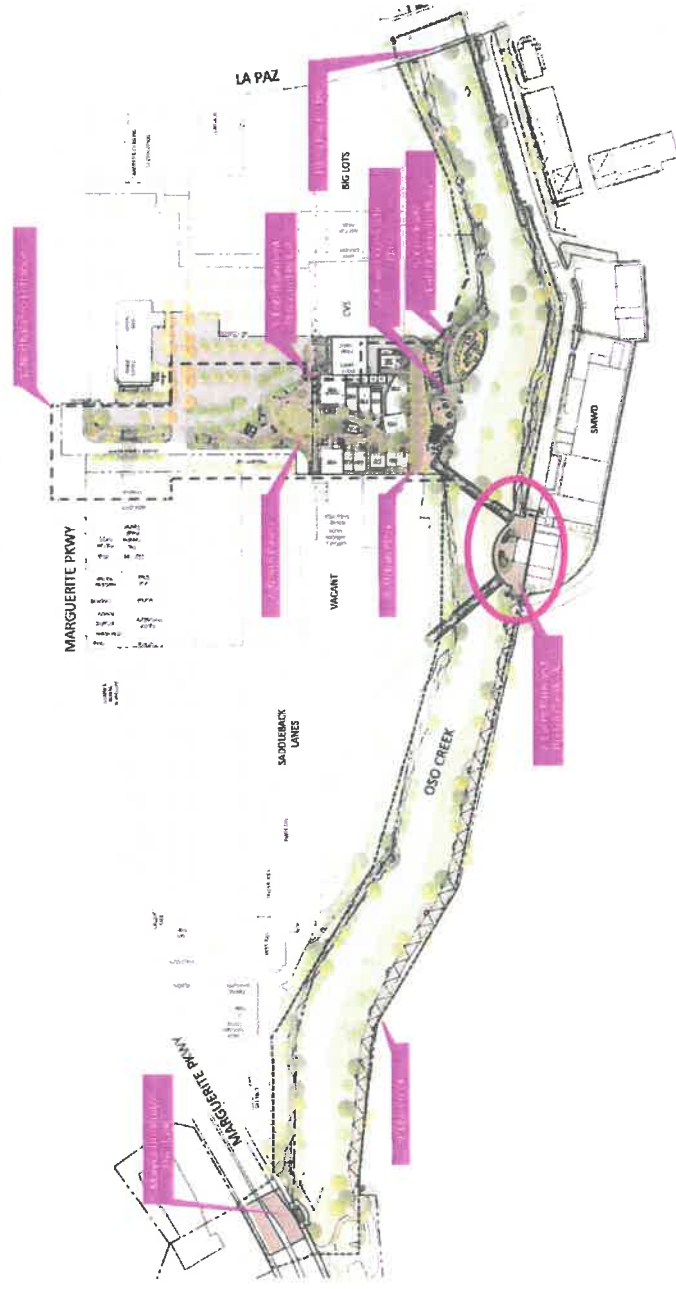




# Special Event Barn

## Special Event Barn

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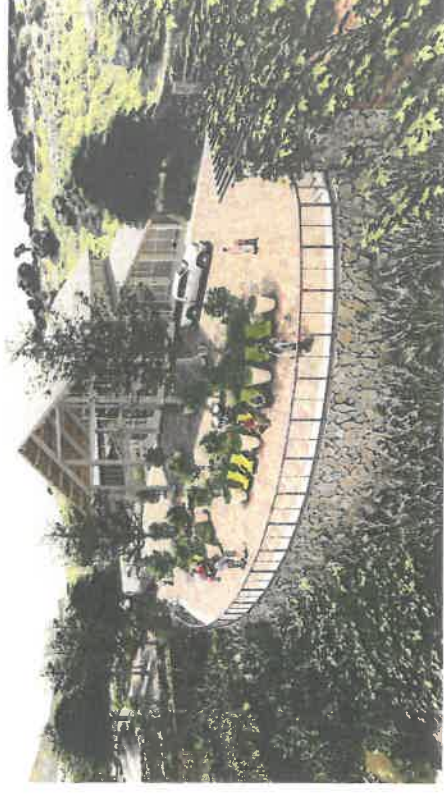


Amenity space provided for small community gatherings w/ approx. 43 on-site parking spaces

## Event Barn

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- **Traffic:** Dependent on type and scale of event hosted. Trip generation is not consistent.
- **Special Event Permit:** City will review events on a case-by-case basis and require documentation as needed (Type of Event, # of Guests, Traffic Control, Parking Management Plan)
- **Similar Applications:** MV Nadadores, Saddleback Community College Sporting Events, Various Church Sponsored Events, Lake Mission Viejo Concerts



# Thank you



*Come play in your own backyard!*

EnvisionMV.com





# City of Mission Viejo

## Community Services Commission

**Date:** August 15, 2023

**To:** Community Services Commission

**From:** Keith Rattay, Assistant City Manager/  
Mark Nix, Director of Recreation & Community Services

**For:** Community Services Commission Meeting

**Subject:** LOS OSOS Second Public Input Meeting

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### Executive Summary

City Staff provided a presentation and conducted a public input meeting for the Los Osos Core Area Project at the May 16 Community Services Commission Meeting (Exhibit A – Staff Report and Exhibit B – Presentation). During that meeting, City staff provided an in-depth presentation that included a historical summary of the project, the various aspects of the site plan elements, the architectural and landscape architecture components of the project and a detailed presentation and discussion of the Traffic Impact Study (Exhibit C).

At that time, City Staff communicated to the public that we would return to the Commission for a second opportunity for the public to provide further input and comments. Attached are the round one public input comments (Exhibit D).

This second public input meeting includes a shortened presentation and a discussion of a few key elements from the public comments.

Additionally, City staff met with the Village Center property owners on June 14<sup>th</sup> to discuss the Traffic Impact Study in detail.

### Brief Historical Summary

The Core Area Vision Plan was developed as a result of a one year visioning process by the City of Mission Viejo. In 2017, City Council adopted the "Embracing the Creek" Vision Plan. The goal of the plan was to look at opportunities to increase access to and views of the Oso Valley and Creek behind the Village Shopping Center and to ultimately turn the focus of the retail center to the creek and the trail.

In April 2021, the City of Mission Viejo was presented with the opportunity to purchase the former Stein Mart building from the Kinstler Family Trust. The purchase was completed in December 2021. In April 2022, City staff presented the field reconnaissance and site analysis to the Community Services Commission, the Planning & Transportation Commission and the City Council.

City staff received the following direction:

1. Close off the circulation in front of the MART building so the Paseo linkage is more pedestrian oriented
2. Allow the pedestrian zone to run through the MART building to align with the southern portion of the building
3. Allow vehicular traffic circulation to continue to flow behind the buildings in the Urban Alley area

The Collaborative Design Team then took the information and developed the Core Area Vision Plan that was presented on May 16, 2023.

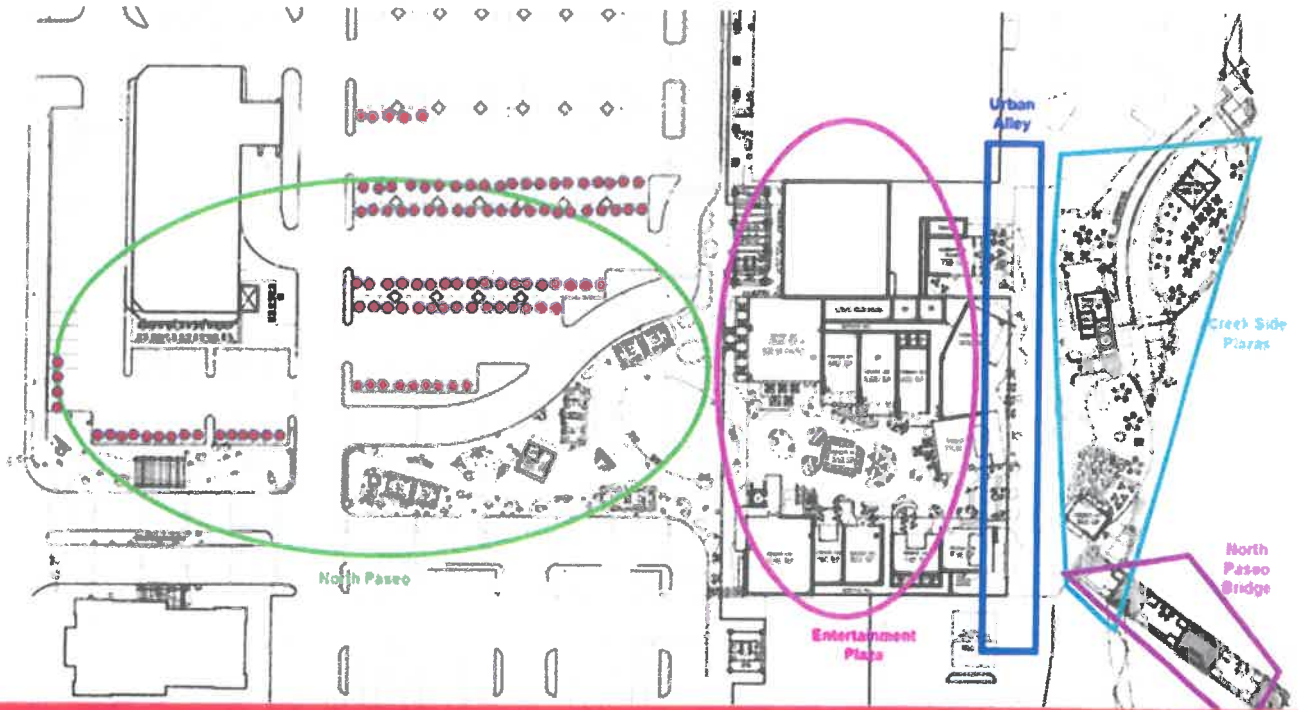
### **Site Plan**

The current project consists of 33,000 SF of retail building and 5,266 SF of the existing four retail establishments. Currently, there are 155 parking spaces located on the property. The proposed design eliminates 15,530 SF of building leaving 17,470 SF of building which includes the four remote retail kiosks. In the proposed site plan, 108 parking stalls remain.

The drive aisle to the north of the Village Center entrance is shifted and rerouted in front of the current CVS building. The rerouted drive aisle is designed to be closed off during large events and provides space to accommodate booths for the weekly farmers market and other community-based events. The closure of this road does not impact the traffic circulation or reduce the parking required for the LOS OSOS project.

The rear 39 ft. of the building is removed and redesigned to increase the space behind the building to accommodate the Urban Alley and Urban Alley Plaza. The new structures are glass and provide open views of the creek.

The project presented includes the following site plan components:



Site Plan



1. North Paseo



2. **Entertainment Plaza**



3. **Urban Alley**



4. **Urban Alley Plaza**



5. **Creekside Entertainment Plaza**



6. **Lower Entertainment Plaza**



7. **North Paseo Bridge**



8. **Special Event Barn and Plaza**



9. **Marguerite Parkway Overlook**



10. **Oso Creek trail**

### **Traffic Impact Study**

The City of Mission Viejo contracted with KOA Traffic Engineers to produce a Traffic Impact Study for the LOS OSOS Project. This comprehensive study includes an Executive Summary (below) and a full traffic study (Attachment C) that outlines the findings from the various elements that were evaluated. The study includes the follow areas:

1. Parking
2. Internal Circulation
3. External Circulation
4. Intersection Movements and Capacity
5. Road Capacity
6. Truck Turning Movements
7. Bicycle Traffic

The Executive Summary is below:

### **Background**

- The Mission Viejo Village Center is located on the southeast corner of La Paz Road and Marguerite Parkway. Access to the shopping center is provided via three driveways on La Paz Road and five driveways on Marguerite Parkway. The Oso Creek Trail, located adjacent to the shopping center along the east edge of the site, can be accessed within the site near the eastern-most driveway on La Paz Road and at approximately 170 feet south of the intersection of Marguerite Parkway and Estanciero Drive, on the east side of the roadway.
- The City of Mission Viejo approved the Civic Core Area Master Plan in March of 2017, which identified the Village Center as the “heart” of the Civic Core Area. In December 2021, the City purchased a vacant site from the Kinstler Family Trust, previously occupied by Stein Mart, within the Village Center. The Vision Plan’s chief aim is to redevelop the Mission Viejo Civic Core Area into a more walkable destination, with new recreational open space, community gathering places, supportive retail and new restaurants. This new recreational open space is to provide an attractive car-free zone connecting the redeveloped project site to the Oso Creek Trail, the Civic Center and Marguerite Parkway.
- The proposed project will transition the vacant 33,000 square feet Stein Mart building and land into the North Paseo recreational zone with community gathering spaces for various sized groups, weekly open-air markets, and 17,470 square feet of retail and restaurant uses including outdoor dining kiosks, as well as the Urban Alley. The Urban Alley is located along the western banks of the Oso Creek behind the current center. The Urban Alley will continue to provide a vehicular link, as well as an enhanced pedestrian link that will overlook the Oso Creek Trail and offer trail users new access points to the shopping center. Specifically, a new freight-sized elevator for both pedestrians and bicyclists will provide direct access between



the Urban Alley and Oso Creek Trail. A new North Paseo pedestrian bridge will cross the Oso Creek to an event plaza with connection to the expanded Oso Creek Trail on the east side of the Creek.

- In addition, the project will include a “Special Event Barn” space as part of a future phase. This space will include accommodations for a variety of events along the Oso Creek Trail. The barn will be accessible via the Oso Creek Trail and the North Paseo pedestrian bridge, providing direct connectivity to the core area project buildings, the Oso Creek Trail on the western bank of the creek, the North Paseo, and parking. Some parking will be available on the east side of Oso Creek for Special Event space parking. Maintained and operated by the City and shared with Santa Margarita Water District, the barn would have the capability to host small-scale concerts, art exhibits, corporate meetings and other community-based gatherings. The City expects this facility to be for permitted use only, which would occur on a limited and scheduled basis.
- The buildout year for the purpose of the traffic analysis for the first phase of the project is anticipated to be 2025.

**Project Study Area**

- This traffic report includes the analysis of eight (8) study intersections and four (4) study roadway segments that are located near the project site. The study locations are listed below.

No.	Intersection	Control
1	La Paz Road & Marguerite Parkway	Signalized
2	La Paz Road & Village Center (West Driveway)	Unsignalized
3	La Paz Road & Village Center (East Driveway)	Signalized
4	Marguerite Parkway & Village Center Driveway (near Union	Unsignalized
5	Marguerite Parkway & Civic Center/Village Center N	Signalized
6	Marguerite Parkway & Village Center Driveway (near Tikka Indian Kitchen)	Unsignalized
7	Marguerite Parkway & Village Center S	Signalized
8	Marguerite Parkway & Estanciero Drive/Village Center Driveway	Signalized

No	Roadway Segment
1	Marguerite Parkway between Jeronimo Road and La Paz Road
2	La Paz Road between Marguerite Parkway and Spadra Lane
3	La Paz Road between Marguerite Parkway and Pacific Hills Drive
4	Marguerite Parkway between La Paz Road and Estanciero Drive

### **Study Periods**

- Due to the proximity of schools to the center, a comparison of traffic counts in the project area during the afternoon school peak and the AM and PM peak hours of the study showed that traffic volumes were highest during the PM peak hour of the study. Since the traffic volumes during the afternoon school peaks were lower than the traffic volumes during the PM peak hour, no additional traffic analysis was conducted during the afternoon school peak period. In addition, historical weekend traffic volumes were reviewed, which were also lower than weekday AM and PM peak hour volumes. Therefore, traffic impacts associated with the proposed project were analyzed at the study intersections for the weekday AM (7AM-9AM) and PM (4PM-6PM) peak-hour periods and at the study roadway segments for the weekday daily period.
- The traffic analysis was conducted for the following scenarios:
  - Existing Conditions
  - Existing with Proposed Project
  - Opening Year (2025) Conditions (Existing + ambient growth + vacant land use traffic growth)
  - Opening Year (2025) With Proposed Project

### **Traffic Impact Analysis**

#### Proposed Project Trip Generation

- The proposed project would generate approximately 1,761 daily (2-way) trips, including 124 trips (69 inbound and 55 outbound) during the AM peak hour and 156 trips (95 inbound and 61 outbound) during the PM peak hour.

- Pass-by trip discounts are applicable when deriving the trip generation for the proposed project. These are trips that result in an interim stop at the project site during an existing or previously planned trip. When considering pass-by trip discount, the proposed project would generate approximately 1,377 daily (2-way) trips including 124 trips (69 inbound and 55 outbound) during the AM peak hour and 89 trips (53 inbound and 36 outbound) during the PM peak hour.

#### Traffic Impact Thresholds

- The City of Mission Viejo, for planning purposes, generally considers level-of-service (LOS) D to be the minimum acceptable conditions that should be maintained during the AM and PM peak hours for all intersections.
- For roadway segments, LOS D is the minimum performance standard that has been adopted for the study area circulation system by the City Mission Viejo, which adheres to the Orange County Highway Design Manual.

#### Existing (Present Day) Operational Traffic Conditions

- All of the study intersections operate at an acceptable level-of-service (i.e., LOS C or better) during the weekday AM and PM peak hours. In addition, all of the study roadway segments operate at an acceptable level-of-service (i.e., LOS D or better) under Existing conditions.

#### Existing (Present Day) Operational Traffic Conditions with Proposed Project

- The proposed Project will not significantly impact any of the study intersections or study roadway segments under this scenario when compared to the City's LOS standards and significant impact criteria. All of the study intersections are expected to operate at an acceptable level-of-service (i.e., LOS C or better) during the weekday AM and PM peak hours. In addition, all of the study roadway segments are forecast to operate an acceptable level-of-service (i.e., LOS D or better). To summarize, the proposed project does not adversely impact the LOS of the study intersections or study roadway segments during AM and PM peak hours.

#### Year 2025 Operational Traffic Conditions (Existing Conditions, Without Project)

- This scenario analyzes the projected ambient traffic growth to Year 2025 and traffic related to the reoccupancy of any onsite vacancies.

- For year 2025 conditions, all study intersections are forecast to operate at an acceptable level-of-service (i.e., LOS D or better) during the weekday AM and PM peak hours.

#### Year 2025 Operational Traffic Conditions (With Proposed Project)

- The proposed Project **will not** significantly impact any of the study intersections under this scenario when compared to the City's LOS standards and significant impact criteria. All of the study intersections are expected to operate at an acceptable level-of-service (i.e., LOS D or better) during the weekday AM and PM peak hours.

### **Roadway Segment Planning-Level Analysis**

- A planning level analysis was performed of the study roadway segments to provide a high-level overview of the roadway operations utilizing broad assumptions. This analysis differs from the operational traffic analysis which analyzes the peak hour traffic and as such is considered much more accurate than the planning level analysis. The planning level analysis studies traffic over a 24 hour period and is considered less accurate and is typically used only as a general planning tool to assess long term general trends. Per OCTA's Master Plan of Arterial Highway Guidelines, "the level of precision inherent in planning analyses is typically lower than for operational analyses" and may not reflect actual roadway conditions. For example, the roadway analysis assumes a 4-lane facility for 24-hour traffic; however, the actual conditions have a higher capacity and reflect 4 through lanes, dual left-turn lanes, and dedicated right-turns at most of the signalized intersections along Marguerite Parkway. As shown in this report, all study area intersections operate at an acceptable LOS during both the AM and PM peak periods (both with and without the proposed project) – the most critical traffic periods of the day.

#### Year 2025 Planning Level Analysis, Existing Conditions (No Project)

- All roadway segments are forecast to operate at an acceptable level-of-service (i.e., LOS D or better), with the exception of Roadway Segments #1 (Marguerite Parkway between Jeronimo Road and La Paz Road) and #4 (Marguerite Parkway between La Paz Road and Estanciero Drive). These roadway segments are forecast to operate at LOS E over a 24-hour period.

#### Year 2025 Planning Level Analysis, With Proposed Project

- All roadway segments are forecast to operate at an acceptable level-of-service (i.e., LOS D or better), with the exception of Roadway Segments #1 (Marguerite Parkway between Jeronimo Road and La Paz Road) and #4 (Marguerite Parkway between La Paz Road and Estanciero Drive). These roadway segments are forecast to operate at LOS E over a 24-hour period.

To summarize, both Roadway Segments #1 (Marguerite Parkway between Jeronimo Road and La Paz Road) and #4 (Marguerite Parkway between La Paz Road and Estanciero Drive) are forecast to operate at LOS E over a 24-hour period in Year 2025 under both scenarios "Existing Conditions, (No Project)", and "With Proposed Project".

The City of Mission Viejo guidelines indicate various transportation strategies should be considered to mitigate traffic impacts. As the traffic impacts are minimal, it is expected that a traffic management approach will ease the flow of traffic along these segments, addressing any capacity issues.

To mitigate traffic impacts to these roadway segments of Marguerite Parkway "(Segment #1 (Marguerite Parkway between Jeronimo Road and La Paz Road) and Segment #4 (Marguerite Parkway between La Paz Road and Estanciero Drive)", the City can implement the following:

- Monitor and update traffic signal timing along the Marguerite Parkway corridor. With the City's recent awarded Marguerite Parkway Traffic Signal Synchronization Plan, the signal timing will be closely monitored and adjusted in conjunction with the Project's completion.
- Develop Transportation Demand Management (TDM) strategies, including bus programs (such as the MV Shuttle) and active transportation programs (additional pedestrian/bicyclist infrastructure) with the intent of reducing single-occupancy vehicles on the roadway.
- The Project location provides direct access to the Oso Creek Trail, which can assist with reducing the number of vehicle trips impacting the surrounding roadways (particularly Marguerite Parkway), therefore, providing additional wayfinding signage for pedestrians and bicyclists within the shopping center area can encourage the use of alternative transportation modes to and from the Project.

### **Site Access & On-Site Circulation**

#### *Queueing*

- A vehicle queuing analysis was also conducted at the site access points that are expected to be used by traffic associated with the proposed project. The key site access points serving the proposed project are not anticipated to adversely impact the site-adjacent roadways including Marguerite Parkway and La Paz Road. Within the site, the main access point for the proposed project will be the Village Center N driveway just east of the Marguerite Parkway and Civic Center intersection. In order to prevent vehicle blockage within the site, it is recommended to install "Keep Clear" road markings at the internal intersection located immediately east of the Marguerite Parkway and Civic Center intersection.

#### *Internal Circulation*

- A site circulation analysis at 10 key internal intersections was conducted to determine if the proposed project including reconfiguration of the parking layout and drive aisles, due to the proposed paseo,

would result in any traffic operational deficiencies within the site. It should be noted that due to the new paseo, the existing north-south drive aisle located immediately west (along the frontage of the former MART building) would be closed and a new drive aisle would be provided that would divert traffic within the site's parking area to align with the store frontage of CVS. The analysis showed that all of the key internal intersections would operate at an acceptable level-of-service and that the storage capacities at each approach of the 10 internal intersections would be adequate. Motorists entering and exiting the site would be able to do so without undue congestion.

### Truck Turning Analysis

- In addition, based on the proposed site improvements and observed delivery truck circulation, a truck turning template analysis was conducted. The purpose of the analysis was to determine if adequate clearance will be provided for large trucks accessing the internal businesses at the Village Center, such as Big Lots, CVS, Trader Joe's, and the former Michael's building. The analysis findings show that SU-40 (39.5' length) and WB-40 (45.5' length) trucks can be accommodated within the internal circulation area with the proposed project.

### Parking Analysis

A parking analysis was conducted using two methods of evaluation in relationship to the proposed site and building improvements at the Village Center. The initial analysis evaluates the parking in relation to the City-code requirements as outlined in the Mission Viejo Municipal Code, Chapter 9-25, *Off-Street Parking Standards*. Furthermore, given the mix of center tenancies, a secondary analysis referred to as a "Shared Parking Analysis" was prepared per the City's parking guidelines. The shared parking analysis evaluates the actual conditions by using observed "in the field" parking demand at the site in combination with the forecast parking demand for the Project and any on-site vacancies. Forecast parking demand is based on the Urban Land Institute (ULI) *Shared Parking Model*, an industry standard methodology. Shared parking analyses are typically conducted at most commercial centers in the City of Mission Viejo, as existing parking requirements are typically not met utilizing the City-Code parking rates.

### City Code Parking Requirements - Existing Conditions

- The existing City-owned parcel has a total parking supply of 155 spaces. Per existing conditions and direct application of the above-referenced parking code as defined in the Municipal Code, the Stein Mart building (retail) and the adjoining tenants (restaurants and nail salon) require 192 spaces, a deficiency of 37 spaces within the City-owned parcel.
- Since parking is shared globally amongst all parcels, parking was also evaluated for the entire commercial center. The direct application of the above-referenced parking code as defined in the Municipal Code, the existing Village Center development results in a City-code parking requirement of

1,222 spaces. **With an existing parking supply of 1,147 number of spaces, the commercial center currently has a parking deficiency of 75 spaces per City Code.**

City Code Parking Requirements - With Proposed Project

- The creation of the paseo would result in loss of 47 spaces within the City-owned parcel, reducing the parking supply to 108 spaces. Per proposed conditions and direct application of the above-referenced parking code as defined in the Municipal Code, the Los Osos building (restaurant and retail) and the adjoining tenants (restaurants and nail salon) require 139 spaces, a deficiency of 31 spaces within the City-owned parcel.
- With direct application of the above-referenced parking code as defined in the Municipal Code, the future Village Center conditions result in a City-code parking requirement of 1,169 spaces. **With a parking supply of 1,100 spaces after completion of the proposed Project (loss of 47 existing parking spaces), a theoretical parking deficiency of 69 spaces is forecast per City Code.**
- The Proposed Project reduces the theoretical City Code parking requirement deficiency by 6 spaces.

Shared Parking Analysis (Proposed Project)

- A shared parking analysis evaluated the existing observed parking demand at the Village Center in combination with the proposed Project and the re-occupancy of any on-site vacancies. As a conservative approach, a 10% contingency factor was applied to the forecast parking demands in order to account for daily variations. The overall projected peak parking demand during a Thursday, Friday, and Saturday totals 919 spaces, 989 spaces, and 952 spaces, respectively. **Based on the proposed parking supply of 1,100, a minimum surplus of 181 spaces, 111 spaces, and 148 spaces would result during the Thursday, Friday, and Saturday peak hours, respectively. Given these results, there is adequate parking on-site to accommodate the future conditions.**

Parking Management Plan (Proposed Project)

- The commercial center is projected to provide adequate parking for the proposed project conditions. However, the City understands the benefits of limiting the parking impacts since the parking is shared globally amongst all commercial center tenants. To mitigate any potential parking shortage at the Project site, the City plans to incorporate a parking management plan. These plans are commonly implemented locally at the Marguerite Aquatics Complex, Mission Viejo High School, The Shops at Mission Viejo, and the Norman P. Murray Community Center during peak uses. These Plans are comprised of several project features and potential parking strategies, such as on-site bicycle parking facilities, off-site parking facilities (i.e., Civic Center) with shuttle operations, and potential valet operations. The "Special Event Barn" will be parked using 43 onsite parking space for small group gatherings under 100 participants. When permits are issued for larger events, a parking management

plan will be implemented using a shuttle service and remote parking at the adjacent City facilities. It should be noted there are 900-1,000 City owned parking spaces located within a reasonable walking distance or short shuttle service of the Project site.

### **Proposed Project Improvements:**

- The proposed project intends to close existing gaps that separate the site amenities from Marguerite Parkway and Oso Creek Trail, as well as to help minimize the traffic impacts. Specifically, adaptable public space will be added as a part of the proposed project to provide a seamless, cohesive connection through the site that will link to active transportation travel corridors on both sides. The intent of these improvements is to encourage and increase pedestrian and bicyclist traffic, and to reduce the number of vehicle trips generated by the project. These proposed improvements are consistent with Transportation Demand Management (TDM) strategies provided by SCAG in its *Transportation Demand Management Strategic Plan*. The proposed project improvements include:
  - **West Side of Project Site:** A new paseo will provide a direct linkage for pedestrians and bicyclists to and from the Class II bike lanes and walkways on Marguerite Parkway, and to and from the City Hall and Library as well as nearby residential communities and schools. This paseo will allow pedestrians and bicyclists to access the site amenities without the need to navigate through the existing parking lot. The west link portion of the paseo will be improved with a walkway and Class I bike path. The east link portion of the paseo will be a pedestrianized zone; bicyclists would be dismounted in this area. A new elevator will be located in the outdoor plaza that directly connects to the Oso Creek Trail. This elevator will be accessible by both pedestrians and bicyclists.
  - **East Side of Project Site:** The proposed outdoor plaza and new East Bank Oso Creek Trail Link will be accessible for both pedestrians and bicyclists.
  - **Bicycle Parking:** As currently planned, the proposed project will also include between 60-100 bicycle parking spaces at the locations below. The exact numbers and locations of these facilities will be confirmed during the detailed design stage of the project.
    - 20 bicycle parking facilities at the paseo
    - 20 bicycle parking facilities at the Urban Alley
    - 20 bicycle parking facilities on the Oso Creek Trail near the proposed project
- **Pedestrian Bridge Across Oso Creek:** A proposed future pedestrian bridge will extend from the urban alley across the Oso Creek to a new event plaza, which will also be a part of the



proposed project. The bridge will link to the new Oso Creek Trail extension located on the east side of the Creek that spans to the southern trailhead at Marguerite Parkway.

- The benefits of this project include increased safety for active transportation users, reduced vehicle trips and vehicle miles travelled, reduced emissions, improved accessibility and connections to surrounding locations, and a more vibrant and inviting atmosphere that will benefit business activity. The above project improvements will enhance active transportation accessibility for the Village Center site, and thereby make active transportation a more attractive option for visitors.

### **With-Project Improvement Measures:**

- With the above proposed project improvements, there will be seamless connectivity through the Project site between Marguerite Parkway and the Oso Creek Trail for both pedestrians and bicyclists. It is envisioned that these project improvements would make active transportation especially via bicycle to and from the proposed project, as well as the rest of the Village Center, an attractive alternative to traveling by car.
- The project improvement measures are expected to decrease vehicle trips due to an increase in bicycle trips to and from the Project site. An analysis was conducted to determine the reduction in the number of daily vehicle trips at the two roadway segments on Marguerite Parkway that would be required to reduce the traffic impacts at these locations to a less-than-significant level. It is determined that a reduction of approximately 144 daily vehicle trips would be required at Marguerite Parkway north of the Civic Center driveway. Assuming an average of 1.25 persons per vehicle, there would need to be an increase of approximately 180 daily bicycle trips. This magnitude of daily bicycle trips is estimated to be about 15 bicycle trips per hour (8 bicyclists traveling two-way per hour) on Marguerite Parkway north of the Civic Center driveway, based on bicycle ridership period from 7:00 AM to 7:00 PM.
- As the project improvements provide site accessibility enhancement at Marguerite Parkway and Oso Creek Trail that both extend in the north-south direction, it is anticipated that the increase in bicycle trips, and therefore a decrease in vehicle trips, would also occur to the north and south of the site. In addition, it should be noted that the hourly bicycle users (i.e., 8 bicyclists traveling two-way to/from the north and 4 bicyclists traveling two-way to/from the south) are considered reasonable given that Marguerite Parkway provides Class II bike lanes, the Oso Creek Trail is classified as a Class I bike path, and that the proposed project will provide seamless connectivity between the bike lanes and path via the Project site. **Taking into consideration the above, the project improvements are expected to reduce any potential traffic impacts to Roadway Segments #1 and #4 to a less-than-significant level.**

**Environmental**

The Core Area Vision Plan will require that a few areas of the project be reviewed for potential environment impacts. The Traffic Impact Study, which is part of this report, is the most important and significant area in which to study. The other areas for consideration will be the impacts of the North Paseo Bridge and bridge abutment on the east banks of the creek. The improvements along Oso Creek on the west bank are designed to minimally impact the slope. A CEQA document will need to be prepared with an in-depth environmental review. Once the City Council authorizes moving forward with a first phase, environmental documents will be prepared.

**Attachments**

- Exhibit A – Staff Report 05-16-2023
- Exhibit B – Presentation 05-16-2023
- Exhibit C – Traffic Impact Study
- Exhibit D – Response to Public Comments (05-16-2023)



August 15, 2023  
Community Services Commission  
Second Public Input Meeting

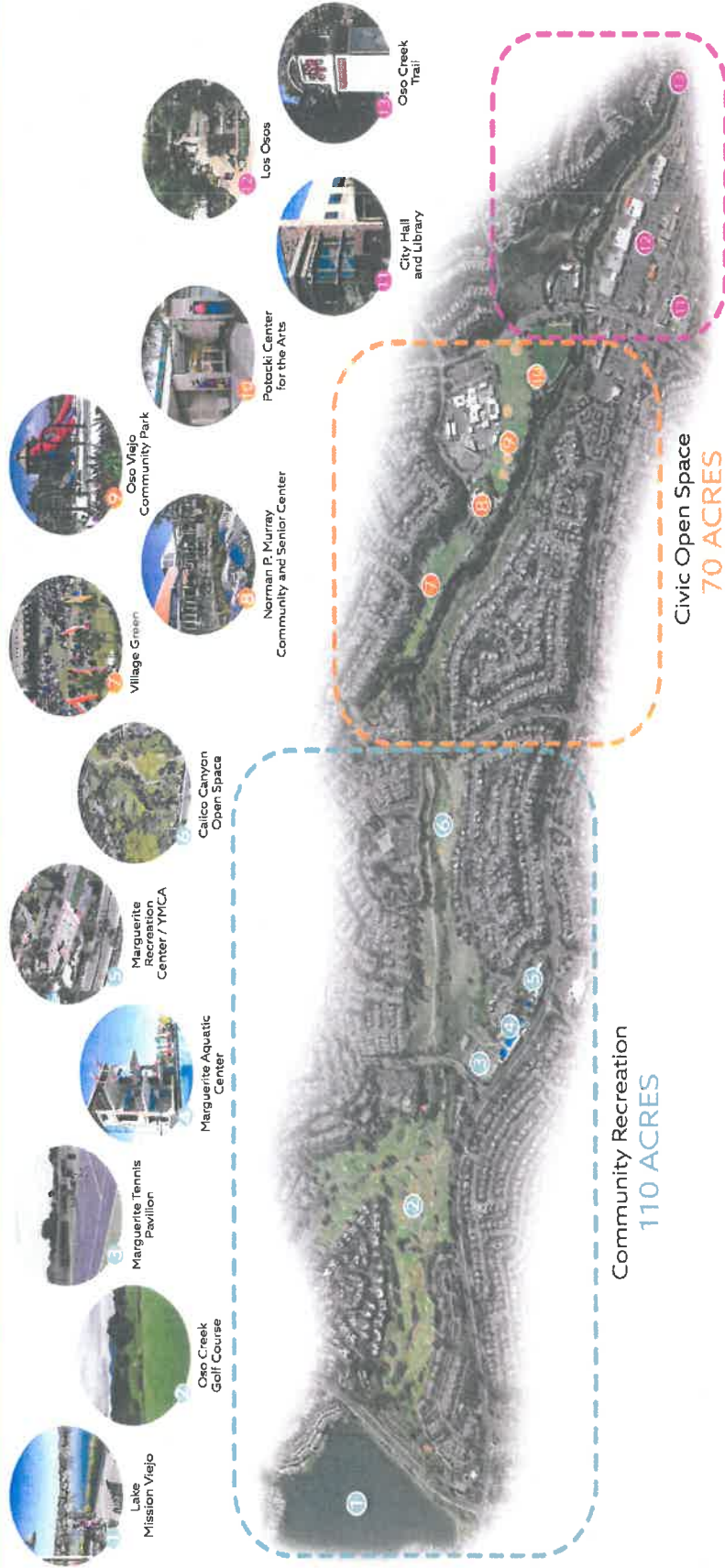


*Come play in your own backyard!*



# The Vision Plan

Creating a more connected Mission Viejo



Access to over **200 Acres of Community Recreation and Open Space**

# The Core Area Vision Plan Boundary

Celebrate **C**ulture, **O**pen Space, **R**ecreation & **E**ntertainment in the Heart of Mission Viejo



The Need - Local Competition

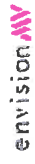
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Five local projects in adjacent communities aimed at drawing tax dollars away from Mission Viejo and into neighboring communities

# Community Communication Campaign



- Home Page
- Connecting the Vision
- Civic Core
- Northern Recreation Core
- Timeline
- Events
- Resources

envision 

CONNECTING THE VISION CIVIC CORE NORTHERN RECREATION CORE TIMELINE EVENTS RESOURCES



## Schedule

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The schedule is fluid and subject to change over time:

Launch the “Come Play in Your Own Backyard” visual presentation for the CORE AREA VISION PLAN 4-19-2023

Introduce the CORE AREA VISION PLAN concept, “LOS OSOS,” at City Council Meeting 4-25-2023

Present the concept to the Planning & Transportation Commission and review the traffic study and architectural elevations and seek public input 5-08-2023

Present the concept to the Community Services Commission with emphasis on recreational opportunities and seek public input 5-16-2023



## Schedule

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Present the project details, including traffic study and impacts, to City Council and seek public input 5-23-2023

Present updated information to the Planning & Transportation Commission. 7-10-2023

Present updated information to the Community Services Commission **8-15-2023**

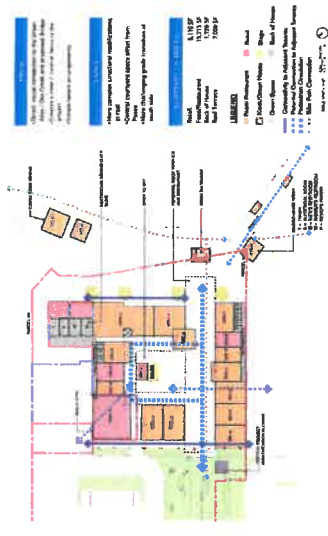
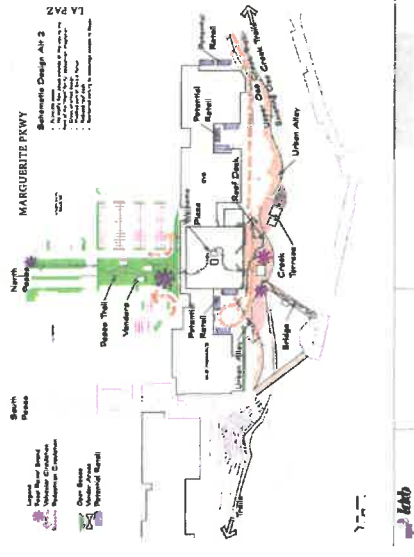
Present the final input, cost and recommendations for the first phase of construction to City Council for approval and direction and move forward with environmental work and construction documents FALL 2023

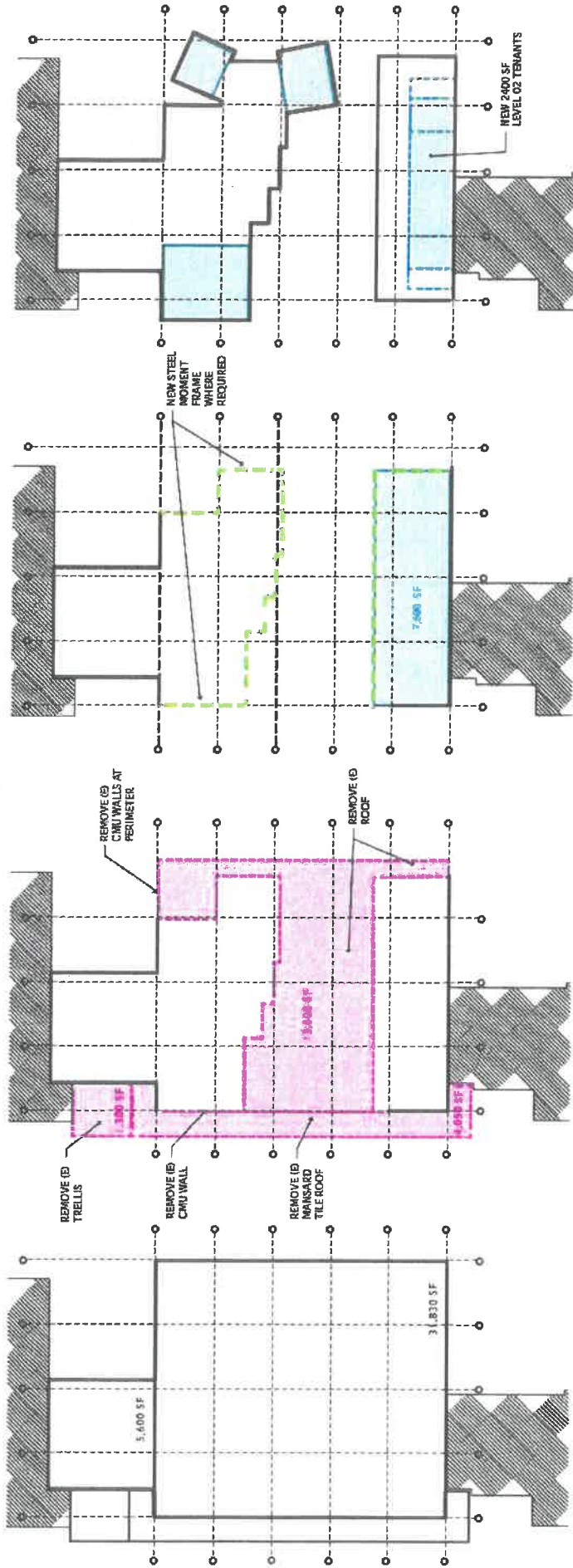
# Council Direction

5 March and April 2022 - City completed the site analysis and field reconnaissance and sought input from the Commissions and City Council.

Input included:

- Close off circulation in front of the MART building so the Paseo is more pedestrian oriented.
- Allow the pedestrian zone to run through the MART building to align with the southern portion of the building.
- Allow vehicular circulation to continue to flow behind the buildings in the Urban Alley.





EXISTING  
INTERIOR AREA:  
37,430

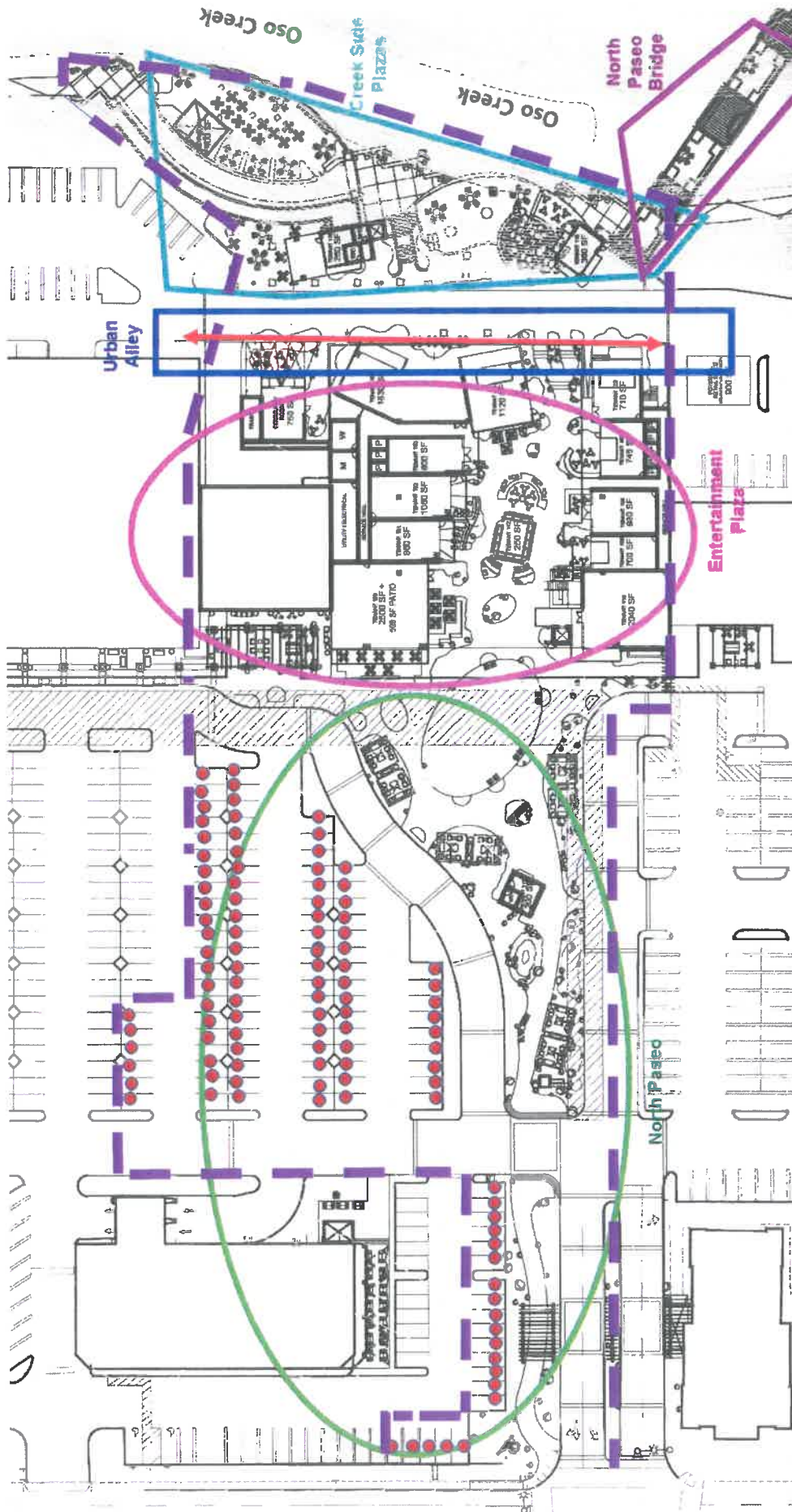
- REMOVE
- REINFORCED / NEW CONSTRUCTION
- POTENTIAL STEEL MOMENT FRAME

BUILD / REINFORCE

INSERT:  
5 CUSTOM GREENHOUSES

## Building Reformatting

NOTE: AREA CALCULATIONS ARE APPROXIMATE AND DO NOT REFLECT AREA OF PROPOSED ROOF DECK & BAR



# Site Plan



# Los Osos A Family of Bears





# Los Osos – Site Plan

## **Existing Site Plan**

Existing Stein Mart – 33,000 SF

Existing Inline – 5,266 SF

Total – 38,266 SF

Existing Parking - 155

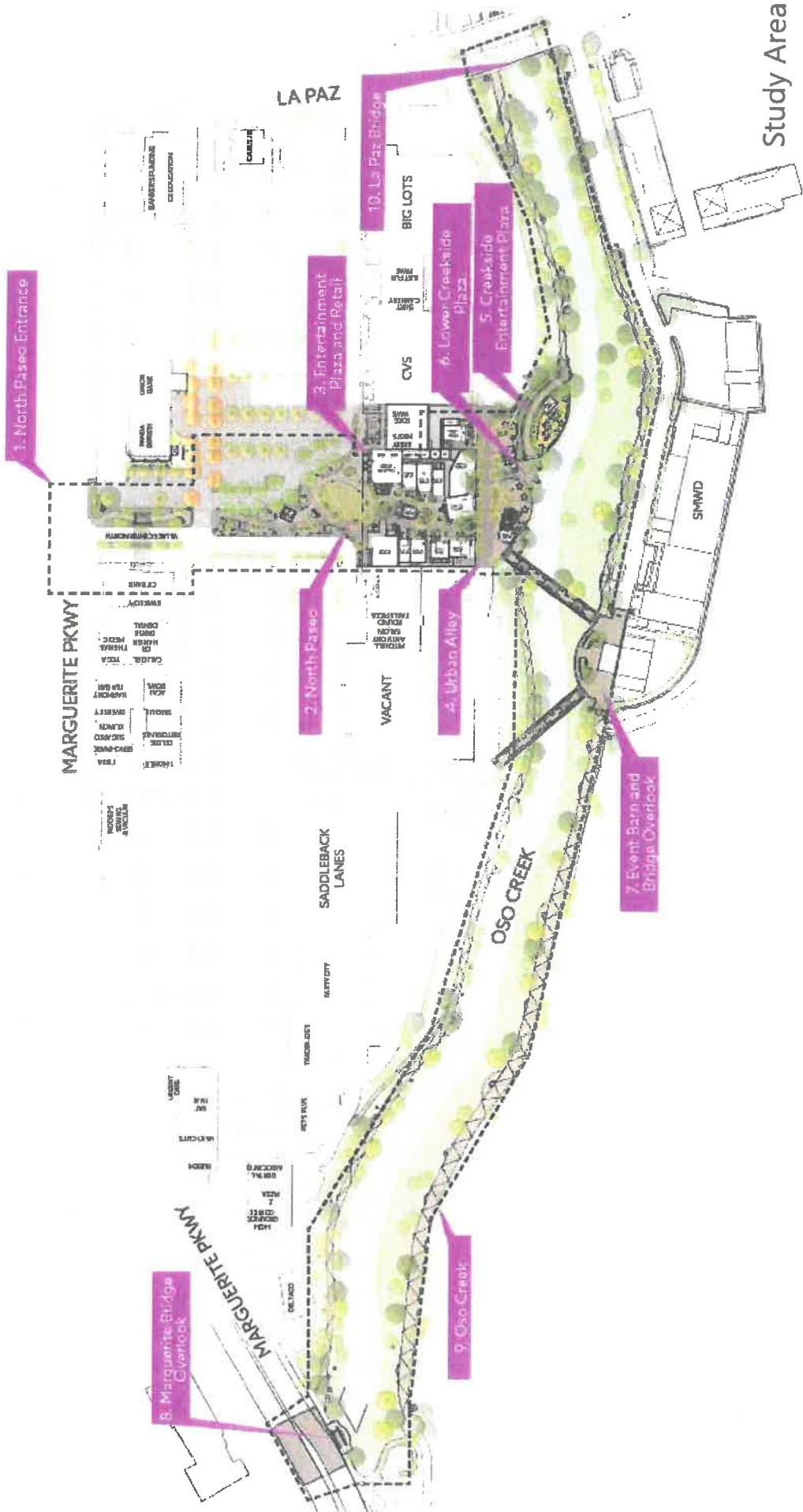
## **Proposed Site Plan**

Proposed Los Osos – 17,470 SF

Proposed Inline – 5,266 SF

Total – 22,736 SF

Proposed Parking - 108



Study Area



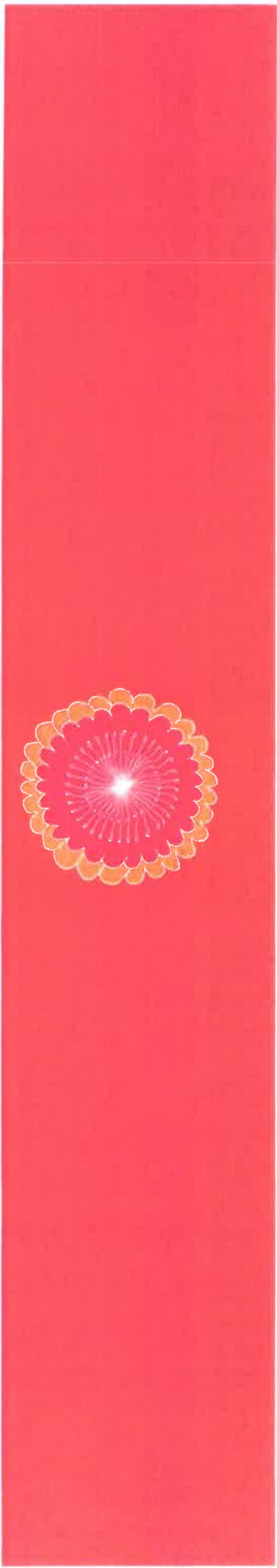
Artist Rendering - Aerial





Los Osos

Imagery for Each Site Plan Area



Los Osos – North Paseo



North Paseo



North Paseo



North Paseo



North Paseo

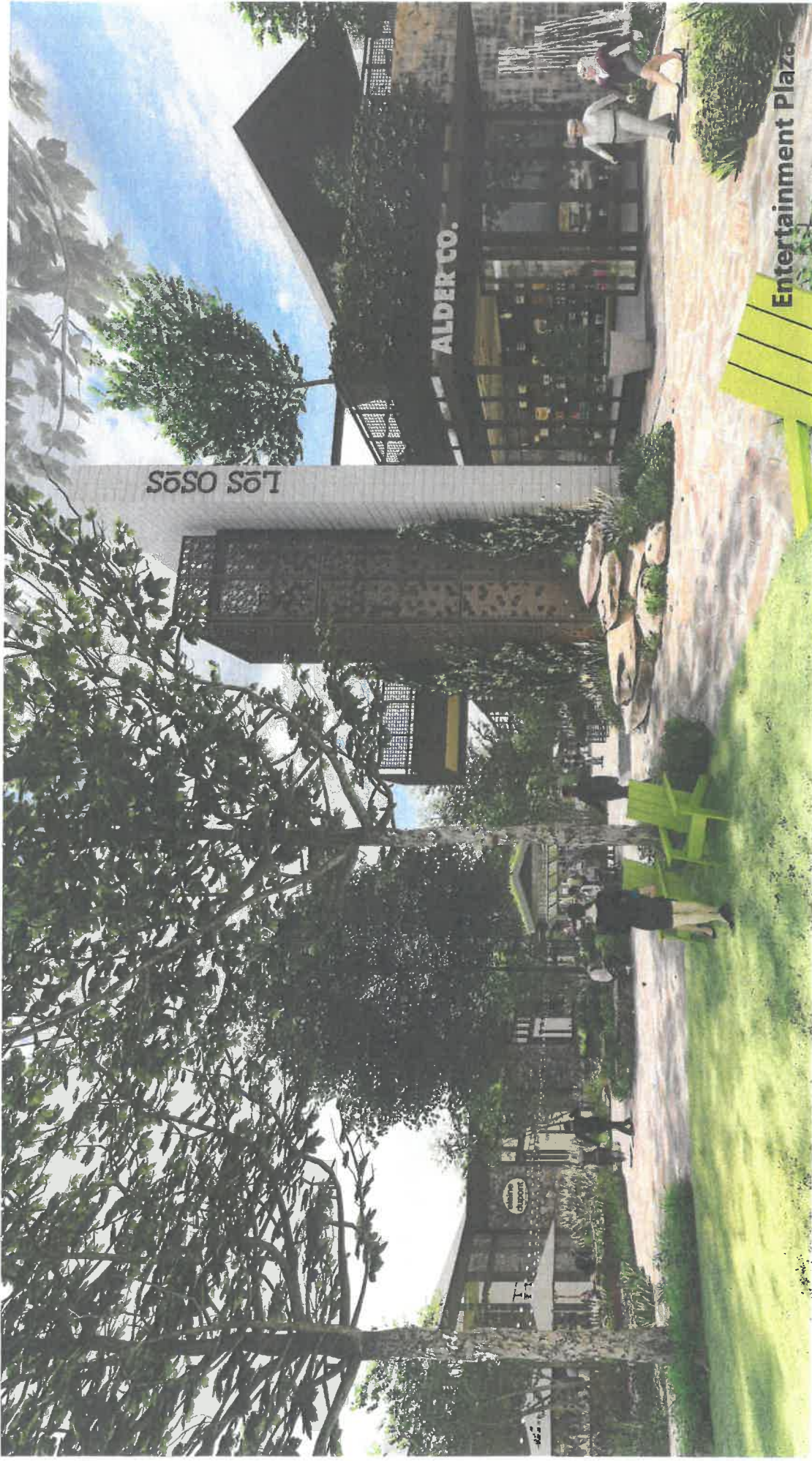


North Paseo



# Los Osos – Entertainment Plaza





Entertainment Plaza

ALDER CO.

195 0595

ALDER CO.

195 0595



Entertainment Plaza



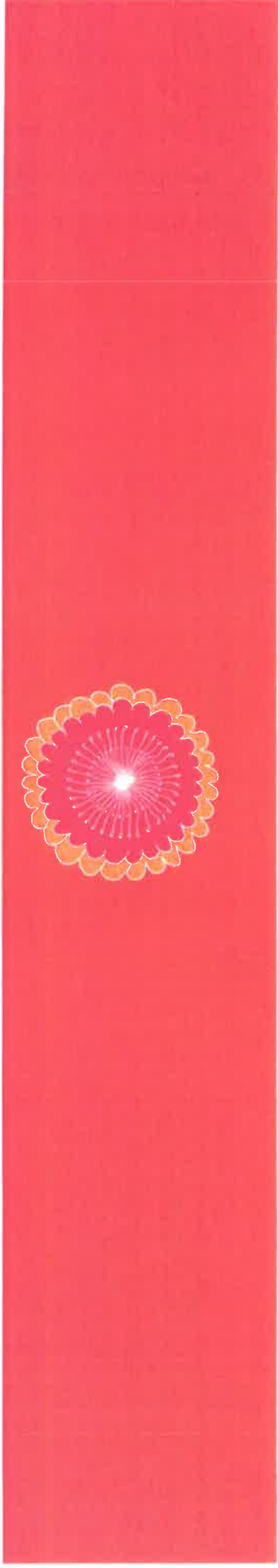
Entertainment Plaza



# Los Osos – Urban Alley



Urban Alley



# Los Osos – Urban Alley Plaza



Urban Alley Plaza

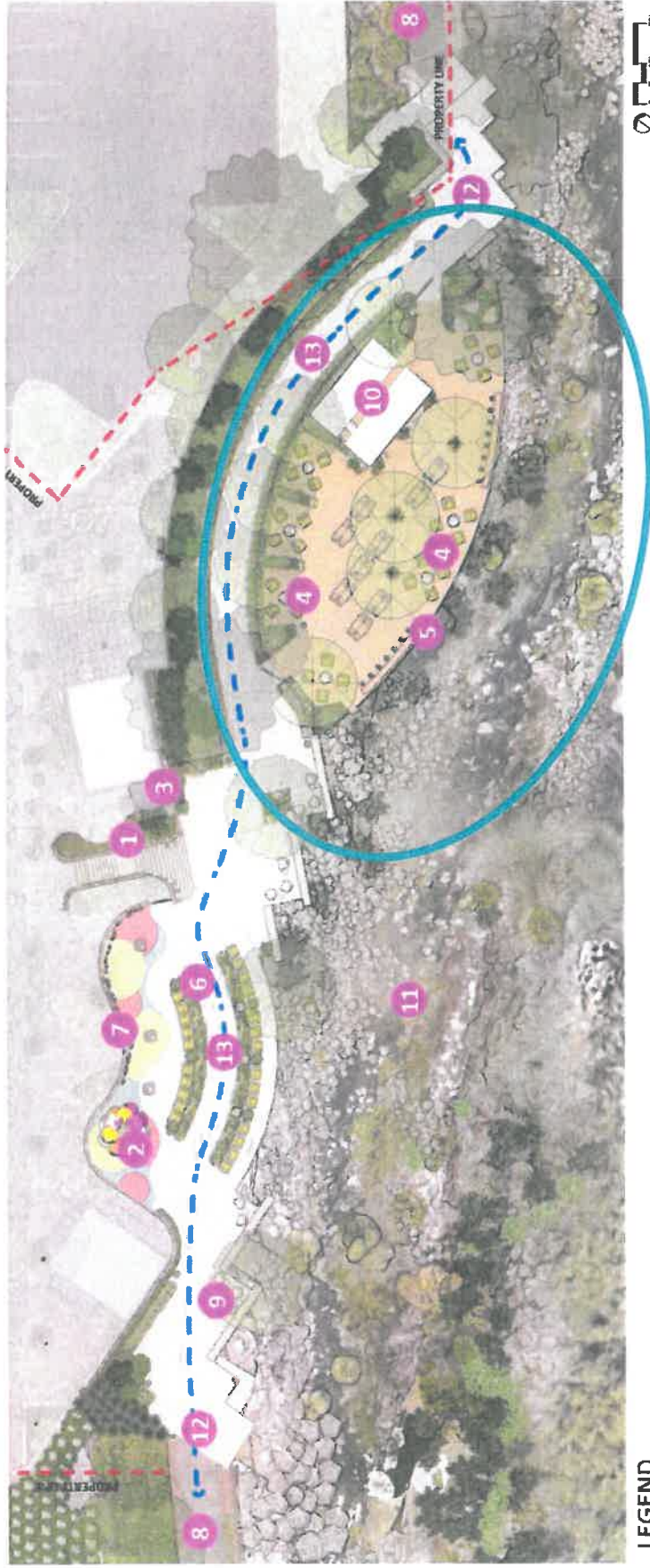


Urban Alley Plaza





# Los Osos – Creek Side Entertainment Plaza



**LEGEND**

- 1 Stairs
- 2 Sculpture - climber ground level
- 3 Elevator to below
- 4 Social seating with firepit & drink ledge 42"
- 5 high cable rail guardrail
- 6 Planter area with rock accent
- 7 Climbing wall
- 8 Oso creek bike trail
- 9 Seating area
- 10 Greenhouse kiosk
- 11 Oso Creek
- 12 Dismount zone
- 13 Bike trail pass-through



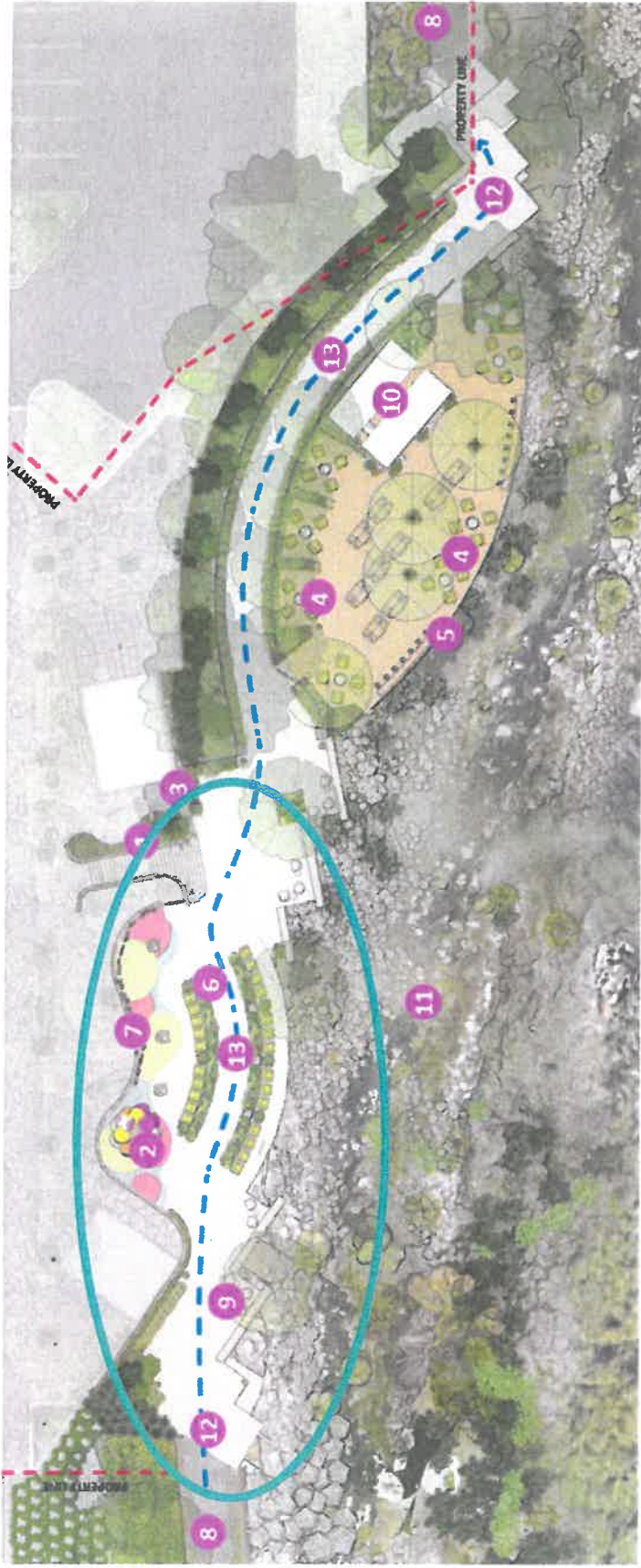
**Creek Side Entertainment Plaza**



Creek Side/Entertainment Plaza



# Los Osos – Lower Entertainment Plaza



**LEGEND**

- 1 Stairs
- 2 Sculpture - climber ground level
- 3 Elevator to below
- 4 Social seating with firepit & drink ledge 42" high cable rail guardrail
- 5 Planter area with rock accent
- 6 Climbing wall
- 8 Oso creek bike trail
- 9 Seating area
- 10 Greenhouse kiosk
- 11 Oso Creek
- 12 Dismount zone
- 13 Bike trail pass-through



**Lower Entertainment Plaza**



Lower Entertainment Plaza



Lower Entertainment Plaza



# Los Osos – North Paseo Bridge





North Paseo Bridge



North Pasto Bridge



# Los Osos – Event Barn & Bridge Plaza



Event Barn & Bridge Plaza



Event Barn & Bridge Plaza



# Los Osos – Special Event Barn



# Los Osos – Marguerite Parkway Overlook



Marquessite - Parkway Overlook



## Public Comments 5-8-2023

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1. All responses to cost of the project will be discussed at the fall City Council public input meeting.
2. All improvements, parking lot, Urban Alley and access drive will be constructed on ONLY City property.
3. The LOS OSOS Project as presented does not restrict vehicle traffic behind the MART building.
4. Environmental studies have been started with the preparation of a very detailed Traffic Impact Study. The remainder of the environmental studies will be completed once City staff has received City Council direction to proceed.

## Public Comments 5-8-2023

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5. The parking study, as part of the Traffic Impact Study, is both factual and empirical and concludes that there is sufficient parking. The City owns 700 parking spaces surrounding the shopping center, and through our successful traffic management programs, we will be able to manage the parking for City events.
6. There will be adequate seating for the various proposed food tenants and for special events. During larger special events, additional seating can be brought to the site.

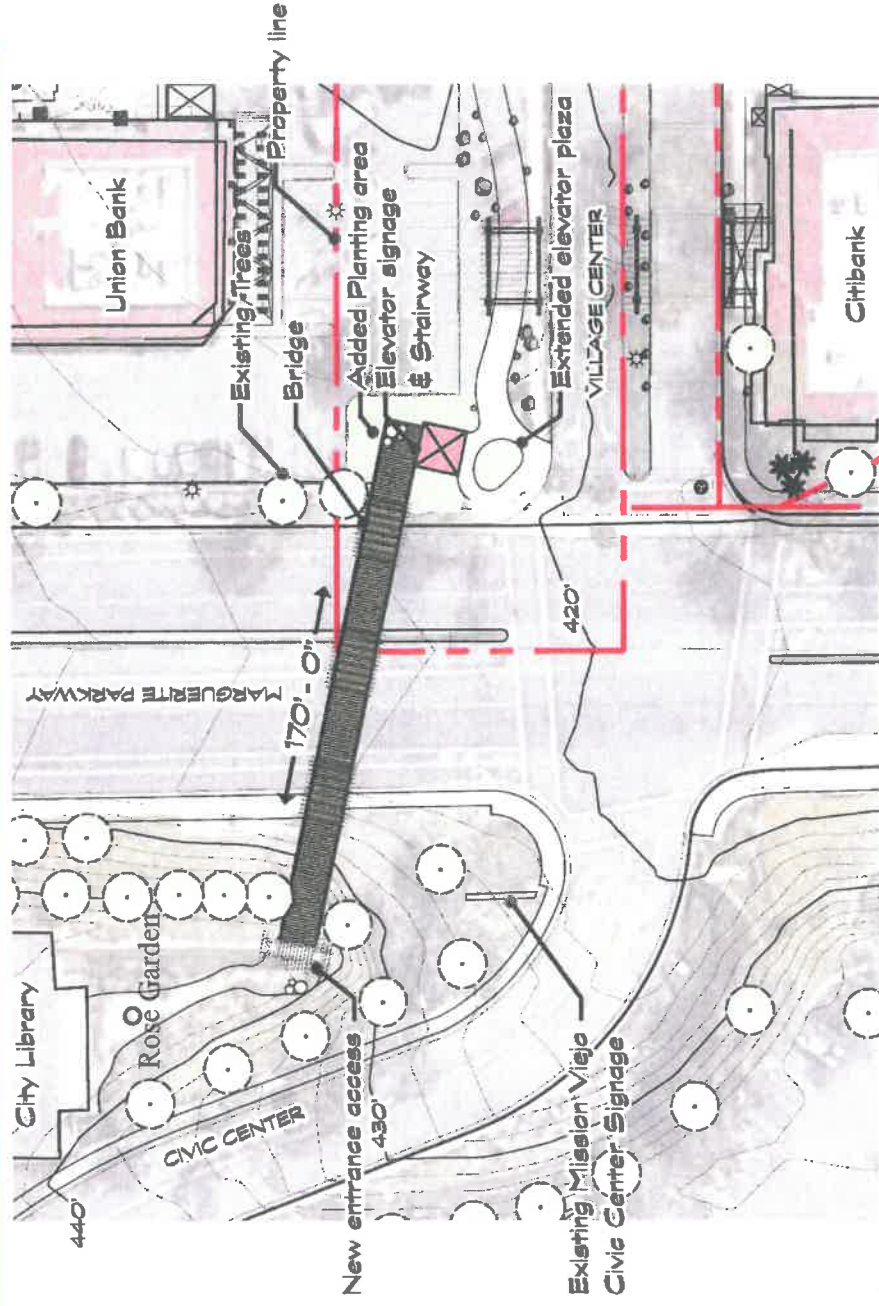
## Public Comments 5-8-2023

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7. Through final design, the City will discourage bike riding through the North Paseo and the Urban Alley entertainment areas. This will be accomplished via environmental and physical design elements. There will be checkpoints at various entries to the Paseo physically compelling bicyclists to dismount. The project will also include corresponding signage. Additionally, the City's Trail Ambassador Program will be visually present to aid in managing this effort.

## Public Comments 5-8-2023

8. The consideration of a pedestrian bridge over Marguerite Parkway from the Civic Center to LOS OSOS has been studied. The City land on the east side of Marguerite Parkway is very limited. The bridge concept will eliminate an additional four parking spaces.





# Los Osos – Traffic Impact Study

Traffic Impact Analysis



May 08 2023



## ANALYSIS OUTLINE

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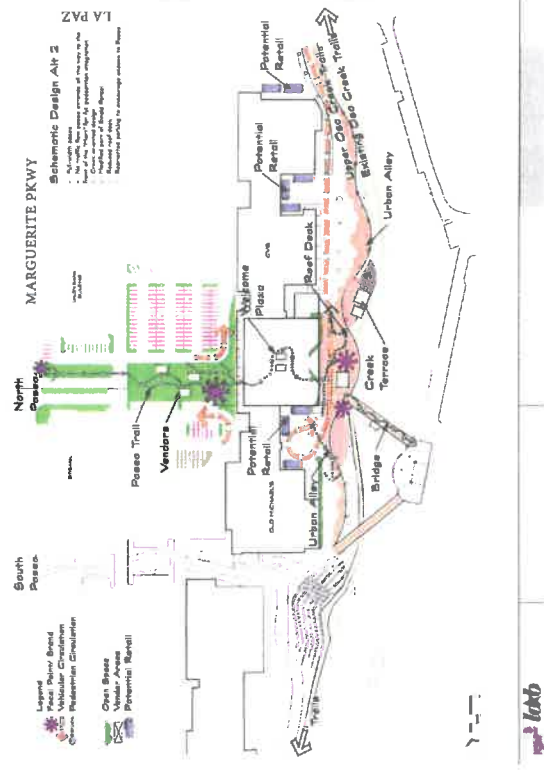
- Traffic Impact Analysis
- Site Access & On-site Circulation
- Parking Analysis
- Pedestrian & Bicycle Accessibility Overview
- Event Barn

# Project Background

Los Osos - Mission Viejo



- Los Osos – Located within Village Center
- Access via 8 Driveways
  - 3 Along La Paz Road (1 Signalized, 2 Unsignalized)
  - 5 Along Marguerite Parkway (3 Signalized, 2 Unsignalized)
- Project Overview: Transition approx. 33,000 SF of Retail Use into Recreational Space with approx. 17,470 SF of Supportive Restaurants (16,770 SF) and Retail (700 SF) and installation of 'Special Event Barn'
- Study Assumed Project Buildout Year of 2025





Traffic Impact Analysis



July 10 2023



## ANALYSIS OUTLINE



- Traffic Impact Analysis
- Site Access & On-site Circulation
- Parking Analysis
- Pedestrian & Bicycle Accessibility Overview
- Event Barn



A LOCHNER  
COMPANY

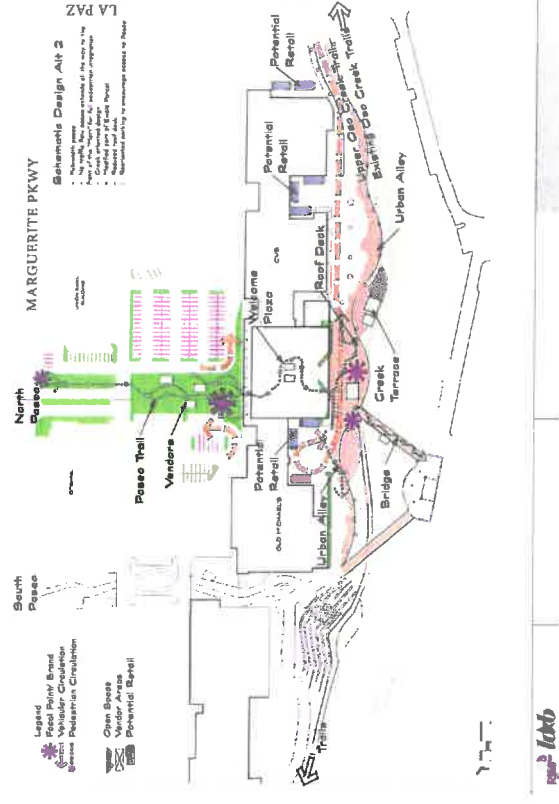


# Project Background

Los Osos - Mission Viejo



- Los Osos – Located within Village Center
- Access via 8 Driveways
  - 3 Along La Paz Road (1 Signalized, 2 Unsignalized)
  - 5 Along Marguerite Parkway (3 Signalized, 2 Unsignalized)
- Project Overview: Transition approx. 33,000 SF of Retail Use into Recreational Space with approx. 17,470 SF of Supportive Restaurants (16,770 SF) and Retail (700 SF) and installation of 'Special Event Barn'
- Study Assumed Project Buildout Year of 2025





# Traffic Impact Analysis

# Study Area



No.	Intersection	Control
1	La Paz Road & Marguerite Parkway	Signalized
2	La Paz Road & Village Center (West Driveway)	Unsignalized
3	La Paz Road & Village Center (East Driveway)	Signalized
4	Marguerite Parkway & Village Center Driveway (near Union Bank)	Unsignalized
5	Marguerite Parkway & Civic Center/Village Center N	Signalized
6	Marguerite Parkway & Village Center Driveway (near Tikka Indian Kitchen)	Unsignalized
7	Marguerite Parkway & Village Center S	Signalized
8	Marguerite Parkway & Estanciero Drive/Village Center Driveway	Signalized

No.	Roadway Segment
1	Marguerite Parkway between Jeronimo Road and La Paz Road
2	La Paz Road between Marguerite Parkway and Spadra Lane
3	La Paz Road between Marguerite Parkway and Pacific Hills Drive
4	Marguerite Parkway between La Paz Road and Estanciero Drive



## 8 Study Intersections & 4 Roadway Segments

- City Guidelines: traffic analysis required at intersections where a project adds 51 or more trips during the peak hours.

## Existing Conditions



- Existing Baseline conditions based on historical (2017 and 2021) and latest (2022) traffic counts.
  - COVID-19 Impacts
  - Big box stores open during 2017 counts
  - Highest traffic volumes used in analysis.
  - AM Peak (7AM-9AM) & PM Peak (4PM-6PM)
- School Peak Traffic Volume Comparison
- Weekend Peak Traffic Volume Comparison
- Pedestrian and Bicycle Counts (2022) – Oso Creek Trail



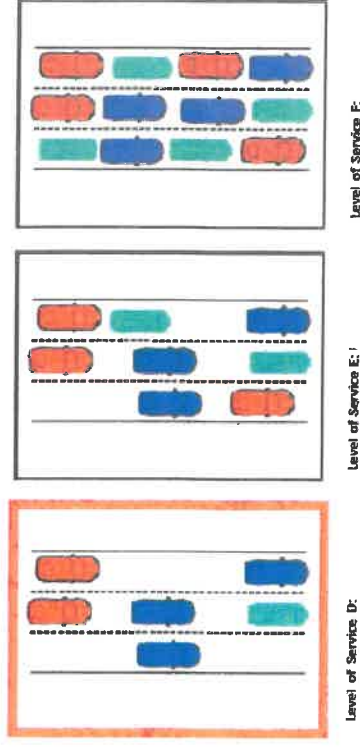
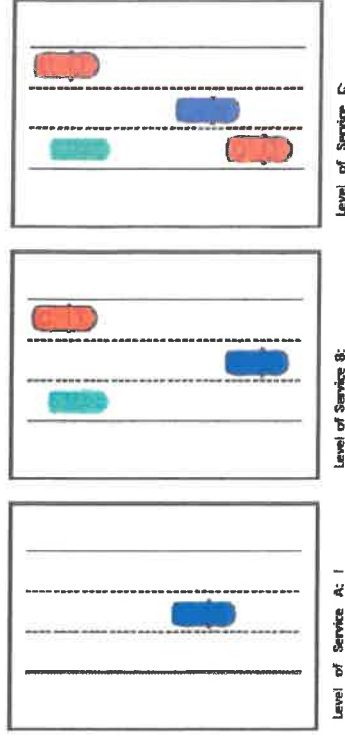
Note: Highest traffic counts were used in the analysis in order to be conservative.

## Level-of-Service (LOS)



- Level-of-Service or LOS: term used to qualitatively describe the operating conditions of a roadway or an intersection.
- LOS of a facility is designated with a letter (A to F)
  - Grade A representing the best operating conditions (Free Flow)
  - Grade F representing the worst operating conditions (Forced Flow)

- **City of Mission Viejo designates LOS D as the minimum LOS that is acceptable.**



## Traffic Study Scenarios

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- Existing Conditions
- Existing Plus Project Conditions
- Project Buildout Year Without Project Conditions
  - (Existing + Ambient Growth + Vacant Land Use Traffic)
- Project Buildout Year With Project Conditions



## Proposed Project – Trip Generation



### How many trips generated are from the proposed project?

- Trip generation calculated based on the Institute of Transportation Engineers (ITE) – *Trip Generation Manual*
- Trip generation rates vary on land use type and time-of-day
- Pass-by Trips Reduction Factor – accounts for interim stops to the project site during an existing or previously planned trip
- “Pop-Up Kiosks” included in the trip generation (1,325 sf of Fast Casual Restaurant)

### Project Trip Generation

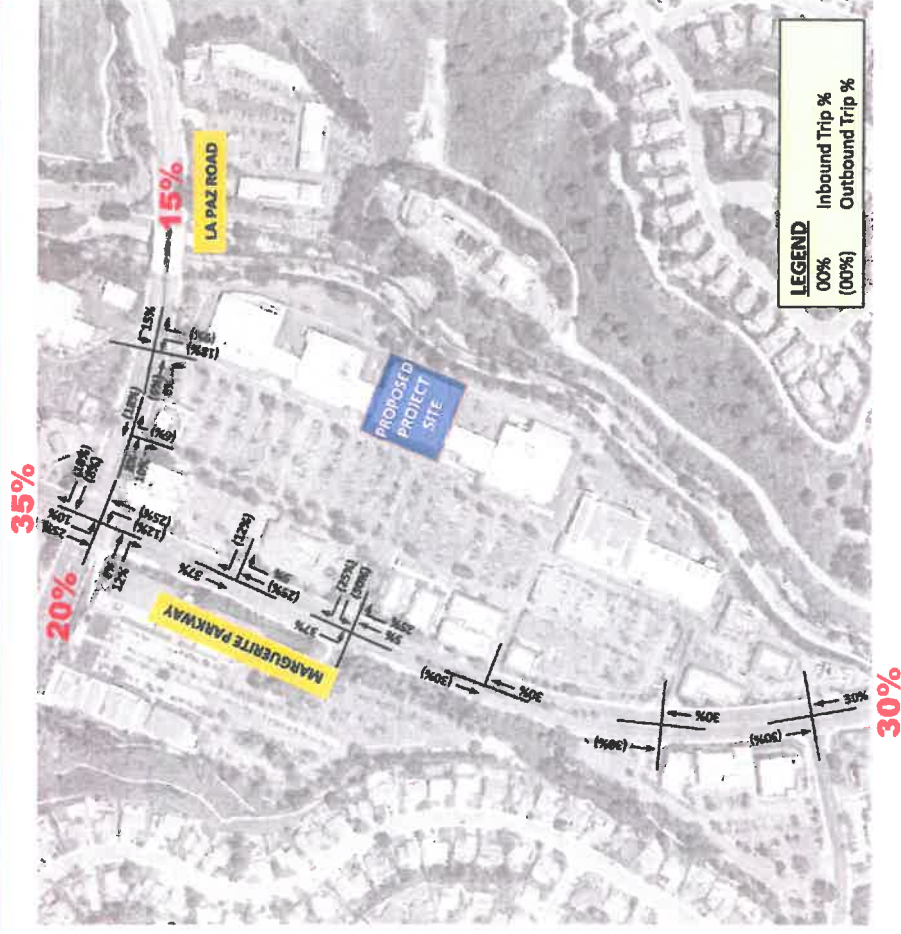
Daily 2-Way Traffic	AM Peak Hour (1 Hour Period)		PM Peak Hour (1 Hour Period)			
	Total	In	Out	Total	In	Out
1,377	124	69	55	89	53	36

## Proposed Project – Trip Distribution



### Where does this new traffic go?

- Trip distribution is the process of assigning the directions from which traffic will access the project site
- Based on land use characteristics of project or other local land uses & the local roadway network.



## Existing Conditions Traffic Impact Summary - Intersections

Study Intersection	Peak Hour	Existing		Existing Plus Project		Change in V/C	Significant impact
		V/C or Delay (Sec)	LOS	V/C or Delay (Sec)	LOS		
1 La Paz Road & Marguerite Parkway	AM	0.716	C	0.726	C	0.010	No
	PM	0.791	C	0.799	C	0.008	No
2 La Paz Road & Village Center (West Driveway)	AM	12.5 Sec	B	12.6 Sec	B	0.1 Sec	No
	PM	13.8 Sec	B	14.1 Sec	B	0.3 Sec	No
3 La Paz Road & Village Center (East Driveway)	AM	0.345	A	0.350	A	0.005	No
	PM	0.479	A	0.494	A	0.015	No
4 Marguerite Parkway & Village Center Driveway (near Union Bank)	AM	15.0 Sec	C	15.4 Sec	C	0.4 Sec	No
	PM	19.7 Sec	C	20.4 Sec	C	0.7 Sec	No
5 Marguerite Parkway & Civic Center/Village Center N	AM	0.543	A	0.554	A	0.011	No
	PM	0.752	C	0.792	C	0.040	No
6 Marguerite Parkway & Village Center Driveway (near Tikka Indian Kitchen)	AM	15.3 Sec	C	15.4 Sec	C	0.1 Sec	No
	PM	18.2 Sec	C	18.4 Sec	C	0.2 Sec	No
7 Marguerite Parkway & Village Center S	AM	0.520	A	0.525	A	0.005	No
	PM	0.674	B	0.679	B	0.005	No
8 Marguerite Parkway & Estanciero Drive/Village Center Driveway	AM	0.732	C	0.737	C	0.005	No
	PM	0.795	C	0.799	C	0.004	No

Proposed project **would not** exceed traffic impact thresholds at any study intersections under Existing With-Project conditions

## Existing Conditions Traffic Impact Summary – Roadway Segments

No.	Roadway Segment	Lanes	Type of Arterial	LOS E Capacity (VPD)	Existing		Existing With Project		Significant (Yes/No)		
					Daily Volume (2-Way)	V/C Ratio	Daily Volume (2-Way)	V/C Ratio		LOS	V/C Increase
1	Marguerite Parkway between Jeronimo Road and La Paz Road	4D	Primary	37,500	33,242	0.886	33,724	0.899	D	0.013	No
2	La Paz Road between Marguerite Parkway and Spadra Lane	4D	Primary	37,500	22,133	0.590	22,408	0.598	A	0.007	No
3	La Paz Road between Marguerite Parkway and Pacific Hills Drive	4U	Secondary	25,000	16,958	0.678	17,165	0.687	B	0.008	No
4	Marguerite Parkway between La Paz Road and Estanciero Drive	4D	Primary	37,500	32,730	0.873	33,143	0.884	D	0.011	No

Proposed project **would not** exceed traffic impact thresholds at any study roadway segments under Existing With-Project conditions

## Project Buildout Year Traffic Impact Summary - Intersections

Study Intersection	Peak Hour	Opening Year Without Project		Opening Year With Project			Significant Impact
		V/C or Delay (Sec)	LOS	V/C or Delay (Sec)	LOS	V/C Increase (Sec)	
1 La Paz Road & Marguerite Parkway	AM	0.750	C	0.760	C	0.010	No
	PM	0.831	D	0.839	D	0.008	No
2 La Paz Road & Village Center (West Driveway)	AM	12.7	B	12.8	B	0.1	No
	PM	14.3	B	14.5	B	0.2	No
3 La Paz Road & Village Center (East Driveway)	AM	0.355	A	0.359	A	0.004	No
	PM	0.506	A	0.521	A	0.015	No
4 Marguerite Parkway & Village Center Driveway (near Union Bank)	AM	15.7	C	16.1	C	0.4	No
	PM	21.2	C	22.0	C	0.8	No
5 Marguerite Parkway & Civic Center/Village Center N	AM	0.573	A	0.605	B	0.032	No
	PM	0.840	D	0.879	D	0.039	No
6 Marguerite Parkway & Village Center Driveway (near Tikka Indian Kitchen)	AM	16.5	C	16.7	C	0.2	No
	PM	21.7	C	22.0	C	0.3	No
7 Marguerite Parkway & Village Center S	AM	0.542	A	0.547	A	0.005	No
	PM	0.709	C	0.714	C	0.005	No
8 Marguerite Parkway & Estanciero Drive/Village Center Driveway	AM	0.758	C	0.763	C	0.005	No
	PM	0.824	D	0.827	D	0.003	No

Proposed project **would not** exceed traffic impact thresholds at any study intersections under Project Buildout Year With-Project conditions

## Project Buildout Year Traffic Impact Summary – Roadway Segments

No.	Roadway Segment	Lanes	Type of Arterial	LOS E Capacity (MPD)	Opening Year Without Project			Opening Year With Project			Significant (Yes/No)	
					Daily Volume (2-Way)	V/C Ratio	LOS	Daily Volume (2-Way)	V/C Ratio	LOS		V/C Increase
1	Marguerite Parkway between Jeronimo Road and La Paz Road	4D	Primary	37,500	34,667	0.924	E	35,149	0.937	E	0.013	Yes
2	La Paz Road between Marguerite Parkway and Spadra Lane	4D	Primary	37,500	23,041	0.614	C	23,317	0.622	C	0.007	No
3	La Paz Road between Marguerite Parkway and Pacific Hills Drive	4U	Secondary	25,000	17,650	0.706	C	17,857	0.714	C	0.008	No
4	Marguerite Parkway between La Paz Road and Estanciero Drive	4D	Primary	37,500	34,079	0.909	E	34,492	0.920	E	0.011	Yes

Proposed project **would** exceed traffic impact thresholds at study roadway segments #1 & #4 under Project Buildout Year With-Project conditions. (V/C Increase > 1%, 1.3% and 1.1% respectively)

**Segments #1 & #4 operating at LOS E without project**

## Improvement Strategies



- Increase throughput along Marguerite Parkway
  - OCTA Approved Marguerite Parkway Traffic Signal Synchronization Project (TSSP), scheduled for 2024-2026
- Continue to develop Traffic Demand Management (TDM) strategies, such as expanding MV Shuttle (add stop to Village Center & weekend routes) and implement the City of Mission Viejo Comprehensive Bikeway Master Plan.
- Proposed project provides direct access to Oso Creek Trail, encouraging alternative modes of travel, which can assist in reducing number of vehicle trips.





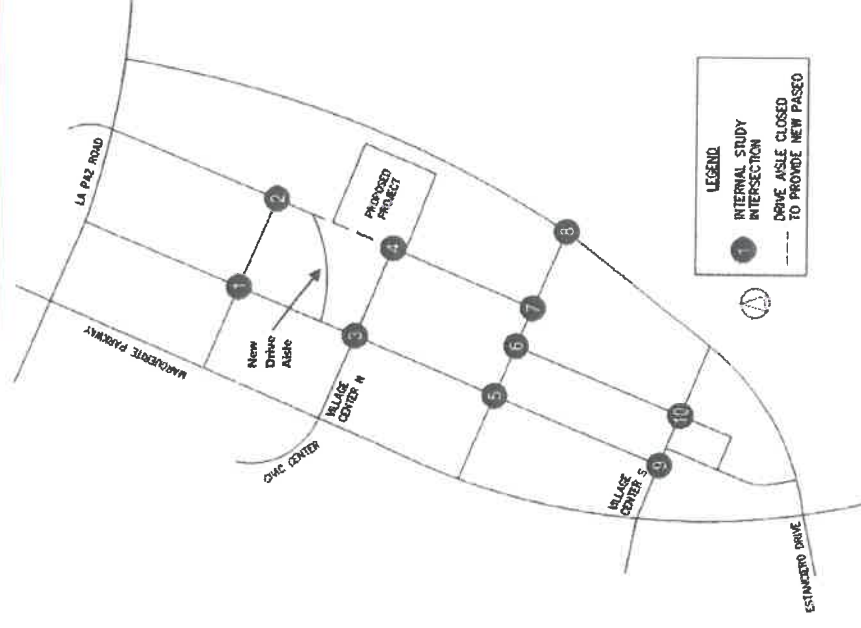
# Site Access & On-site Circulation



# Internal Intersection LOS Analysis



- Level-of-service analysis conducted for internal “intersections” for Existing and Proposed conditions
- Installation of North Paseo and drive aisle closure will require rerouting traffic.
- Supplemental analysis not typically required by City



## Internal Intersection LOS Analysis Summary

Internal Intersection	Peak Hour	Existing		Opening Year (2025) With-Project	
		Delay (Sec)	LOS	Delay (Sec)	LOS
1	AM	6.9	A	7.0	A
	PM	7.3	A	7.6	A
2	AM	1.6	A	0.7	A
	PM	2.4	A	2.0	A
3	AM	7.3	A	7.9	A
	PM	8.1	A	10.0	A
4	AM	7.0	A	-	-
	PM	7.3	A	-	-
5	AM	7.1	A	7.3	A
	PM	7.6	A	8.0	A
6	AM	6.4	A	3.3	A
	PM	6.6	A	5.1	A
7	AM	6.5	A	6.7	A
	PM	6.4	A	6.6	A
8	AM	2.5	A	2.5	A
	PM	4.4	A	4.4	A
9	AM	7.4	A	7.4	A
	PM	8.5	A	8.7	A
10	AM	7.3	A	7.3	A
	PM	7.7	A	7.6	A

Proposed project **would not** exceed traffic impact thresholds at any internal study intersections under Project Buildout Year With-Project conditions

## Truck Turning Analysis

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- Objective: Determine if adequate clearance will be provided for large trucks servicing center.
- Completed for all truck types currently served within the Village Center (WB-40, SU-40, & CA Legal)
- All trucks would be accommodated per existing and future conditions.



Proposed project **would not** impede truck delivery access to existing tenants.

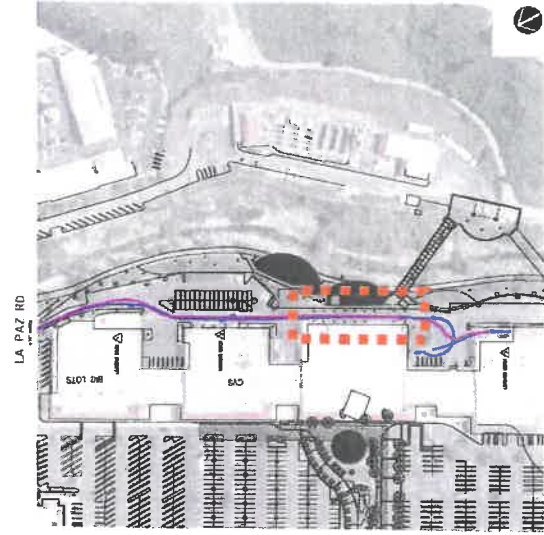
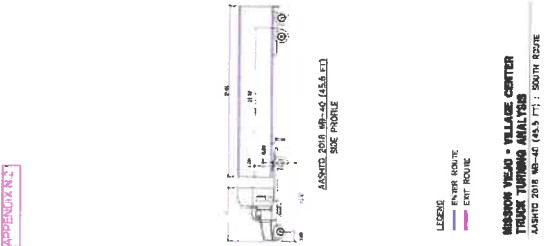
## Urban Alley – Service Road Improvement Area



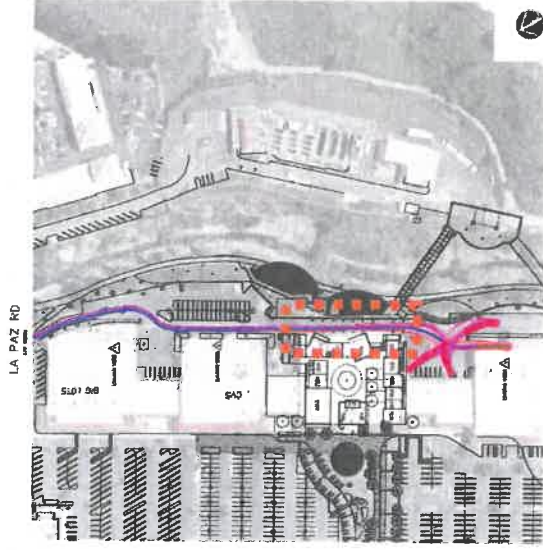
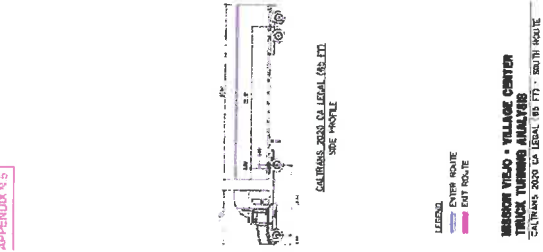
- Urban Alley would meet all City 2-way drive aisle standards (24' min).
- **All trucks would continue to travel through this segment without impacts**
- Safety enhancements (signing & striping) would be included as part of Building and Grading permits

# Truck Turning Analysis – Former Michael's

## APPENDIX N.2

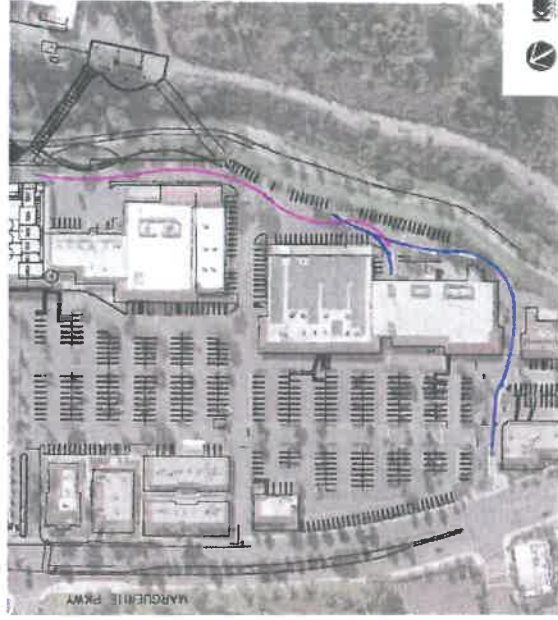


## APPENDIX N.3

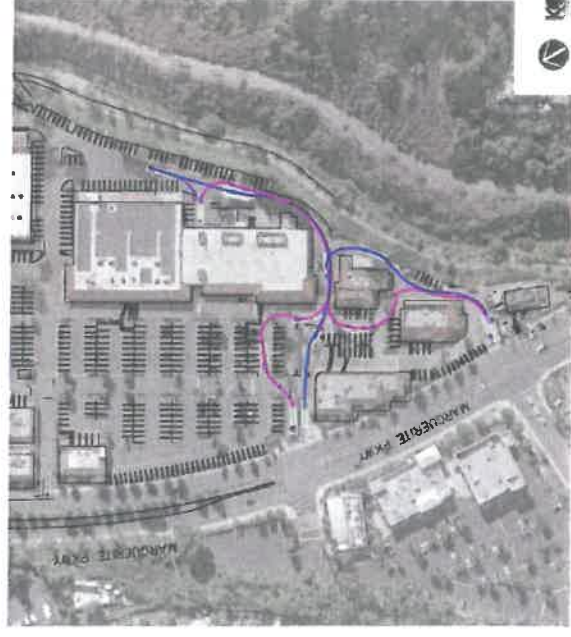


# Truck Turning Analysis – Trader Joe’s

**APPENDIX B**



**APPENDIX C**



**Service access, outside of Urban Alley limits, remains unchanged.**



# Parking Analysis

## Existing vs. Proposed Parking Conditions

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- Existing Conditions
  - City-Owned Parcel – Parking Supply of 155 spaces
  - Village Center (Complete) – Parking Supply of 1,147 Spaces
- Proposed Conditions
  - Proposed project results in loss of 47 spaces within City-owned parcel
  - City-Owned Parcel – Proposed Parking Supply of 108 spaces
  - Village Center (Complete) – Proposed Parking Supply of 1,100 Spaces





# Parking Analysis – City-Code

## City-Code Requirements (Existing)

Parcel Address	Tenants	Parking Supply	Parking Req. Per Code	Surplus
27092	Carl's Jr	16	15	+1
27142	Big Lots	146	94	+52
<b>27152</b>	<b>Just 4 Paw/Dentist/ Etc.</b>	<b>8</b>	<b>29</b>	<b>(-21)</b>
25272	CVS	149	101	+48
<b>25880/82</b>	<b>Steinmart/Jersey Mikes/Etc.</b>	<b>155</b>	<b>192</b>	<b>(-37)</b>
<b>25290</b>	<b>Round Table/Skimmers/Etc.</b>	<b>48</b>	<b>52</b>	<b>(-4)</b>
<b>25310</b>	<b>Former Michael's</b>	<b>144</b>	<b>146</b>	<b>(-2)</b>
<b>25402/25390</b>	<b>Bowling Alley/Moore's Sewing</b>	<b>138</b>	<b>198</b>	<b>(-60)</b>
<b>25410</b>	<b>Party City/Trader Joe's</b>	<b>61</b>	<b>116</b>	<b>(-55)</b>
25502	Pet's Plus	29	24	+5
<b>25522</b>	<b>Eat Thai/Urgent Care/Etc.</b>	<b>63</b>	<b>80</b>	<b>(-17)</b>
25542	Del Taco	22	9	+13
25380	The Patio	132	124	+8
<b>25276</b>	<b>Panda Express/Union Bank</b>	<b>36</b>	<b>42</b>	<b>(-6)</b>
<b>TOTAL VILLAGE CENTER</b>		<b>1,147</b>	<b>1,222</b>	<b>(-75)</b>

**8 OUT OF 14 PARCELS ARE UNDER PARKED PER CITY CODE REQUIREMENTS**



## City-Code Requirements (Proposed Project)

- Project would result in loss of 47 spaces.
- **Proposed project requires 53 spaces less than existing retail use.**

Parcel Address	Tenants	Parking Supply	Parking Req. Per Code	Surplus
27092	Carl's Jr	16	15	+1
27142	Big Lots	146	94	+52
27152	Just 4 Paw/ Dentist/ Etc.	8	29	(-21)
25272	CVS	149	101	+48
<b>25880/82</b>	<b>Los Osos/Jersey Mikes/Etc.</b>	<b>108</b>	<b>139</b>	<b>(-31)</b>
25290	Round Table/Skimmers/Etc.	48	52	(-4)
25310	Former Michael's	144	146	(-2)
25402/25390	Bowling Alley/Moore's Sewing	138	198	(-60)
25410	Party City/Trader Joe's	61	116	(-55)
25502	Pet's Plus	29	24	+5
25522	Eat Thai/Urgent Care/Etc.	63	80	(-17)
25542	Del Taco	22	9	+13
25380	The Patio	132	124	+8
25276	Panda Express/Union Bank	36	42	(-6)
<b>TOTAL VILLAGE CENTER</b>		<b>1,100</b>	<b>1,169</b>	<b>(-69)</b>

**Overall, the project results in a net gain of 6 spaces for the entire Village Center.**



# Shared Parking Analysis

**Forecast Peak Parking Demand = Observed Peak Demand +  
Proposed Peak Project Demand +  
Vacancies Peak Parking Demand**

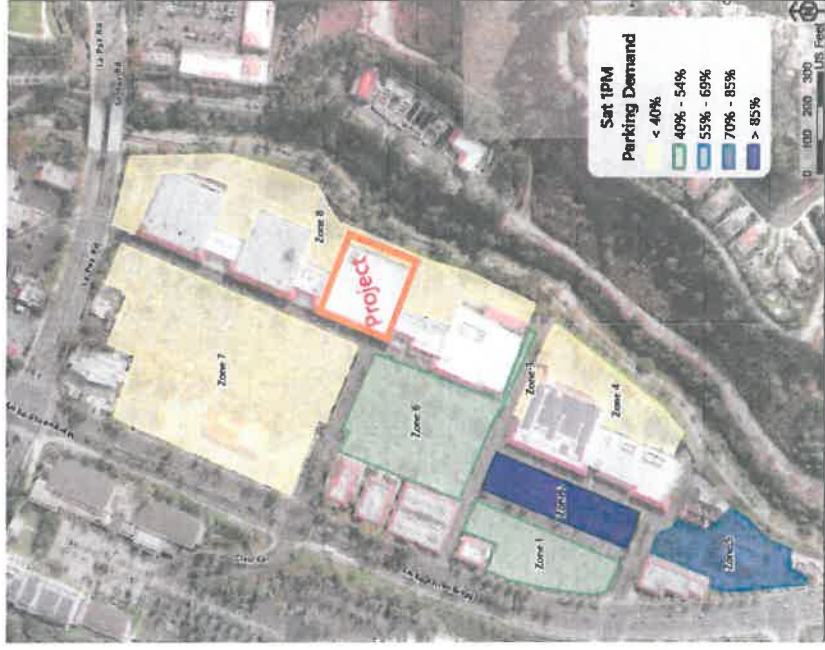
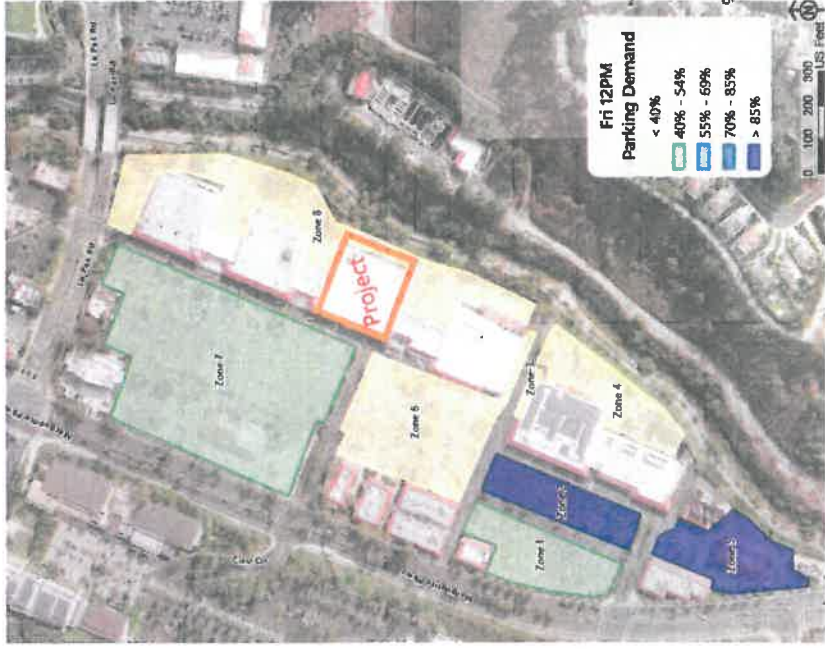
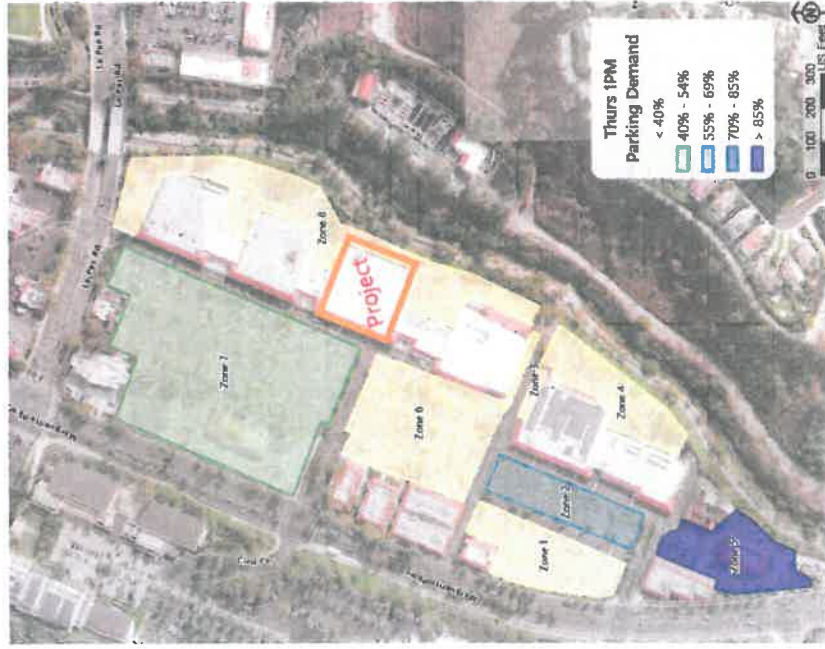
## Observed Peak Parking Demand

- Parking Counts conducted during December 2021 with supplemental counts taken December 2022 for the Village Center
- Hourly counts between 8AM and 10PM for typical Thursday, Friday, & Saturday
- Village Center divided into 8 Zones



Day	Parking Supply	Peak Parking Demand	Percent Utilization	Time of Day
Thursday	1,147	498	43.4%	1PM
<b>Friday</b>	<b>1,147</b>	<b>551</b>	<b>48.8%</b>	<b>12PM</b>
Saturday	1,147	517	45.1%	1PM

# Observed Peak Parking (Thurs, Fri, Sat)



## Project and Vacancies Parking Demand (100% Occupancy Scenario)

- ULI Shared Parking Model utilized to forecast parking demand of proposed project and any on-site vacancies

Day	Time of Day	Proposed Parking Supply	Observed Peak Parking Demand	Forecast Project Demand (Project + Vacancies)	Total Parking Demand	W/ 10% Contingency Factor	% Utilization	Surplus Stalls
Thursday	1PM	1,100	498	371	869	919	84%	+181
<b>Friday</b>	<b>12PM</b>	<b>1,100</b>	<b>551</b>	<b>383</b>	<b>934</b>	<b>989</b>	<b>90%</b>	<b>+111</b>
Saturday	1PM	1,100	517	383	900	952	87%	+148

**Given these results, there is adequate parking on-site to accommodate the future conditions.**

## Parking Management Plan

---

- Proactive approach to limit parking impacts
  - **Bicycle Parking** (Approx. 60 bicycle parking spaces throughout project)
  - **Off-site Parking Facilities** (Civic Center, World Cup Soccer Field Lot, Norman P. Murray Center)
  - **Shuttle Service to Off-site Locations** (Successfully implemented during City-sponsored events)
  - **Valet Operation**



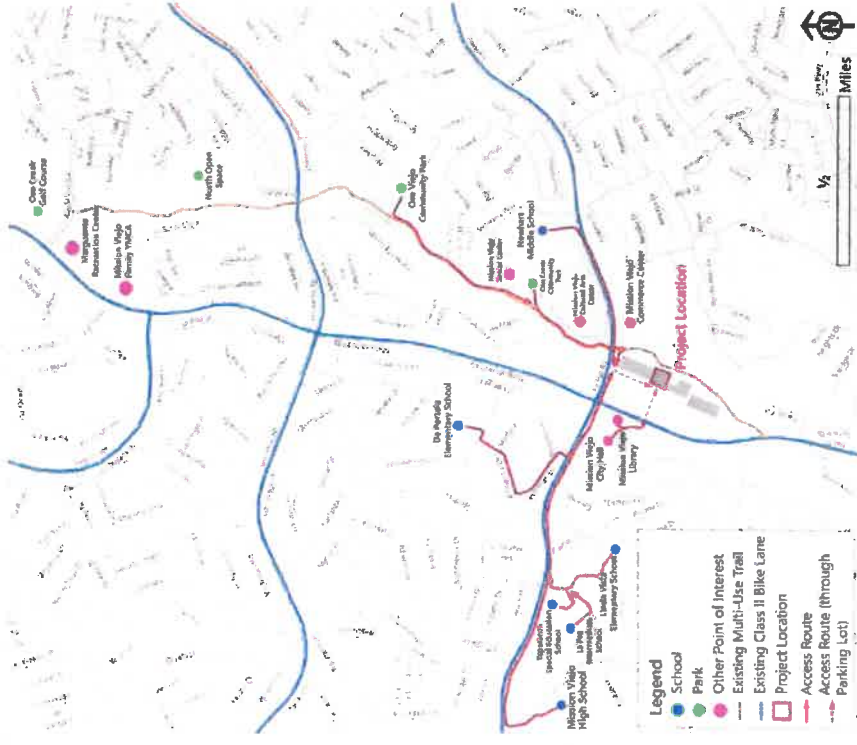




# Pedestrian and Bicycle Accessibility

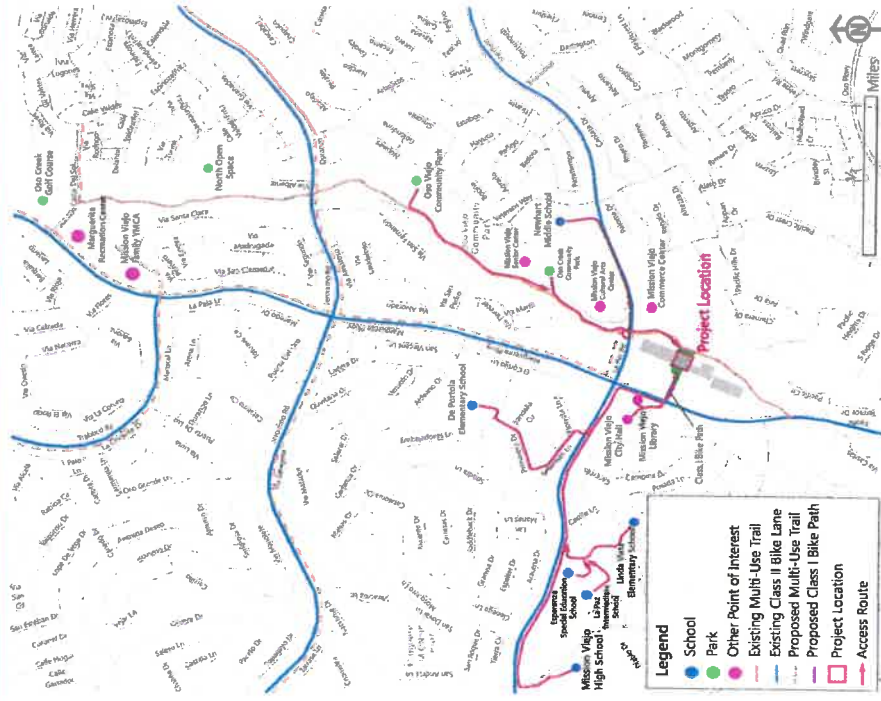
## Pedestrian and Bicycle Accessibility - Existing

- Existing Class II On-Street Bike Lanes on La Paz & Marguerite
- Existing Multi-Use Trail along Oso Creek
  - Direct connectivity to Village Center; however only connects to northern end near La Paz



## Pedestrian and Bicycle Accessibility - Proposed

- **West Side:** Proposed Class I (Shared-Use Path) to directly connect Marguerite Pkwy. And the Project
- **East Side:** Outdoor Plaza will provide direct access to Project and Oso Creek Trail via freight elevator
- **Future Implementation:** City Bikeway Master Plan (Multi-Use Traveled Shared Sidewalk) along Marguerite Parkway leading from La Paz Road to El Toro Road
- **Potential Safety Enhancements:** High-visibility crosswalks, off-set limit lines and pedestrian-scale lighting.

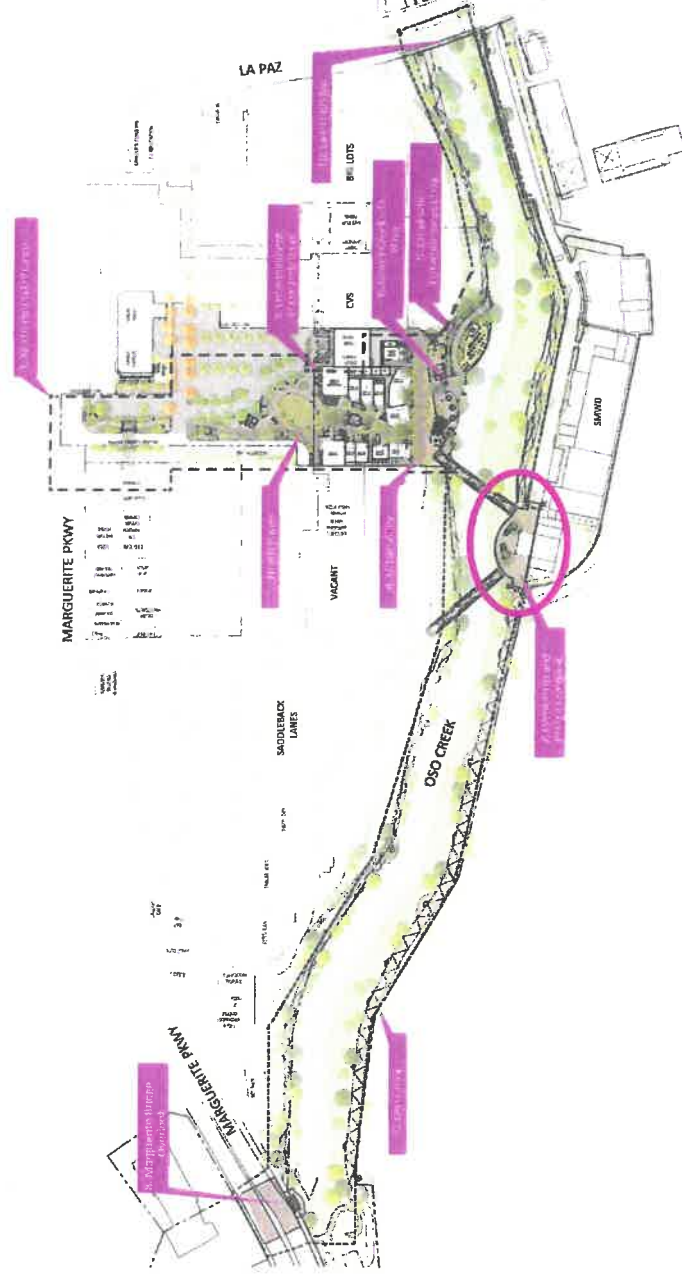




# Special Event Barn

# Special Event Barn

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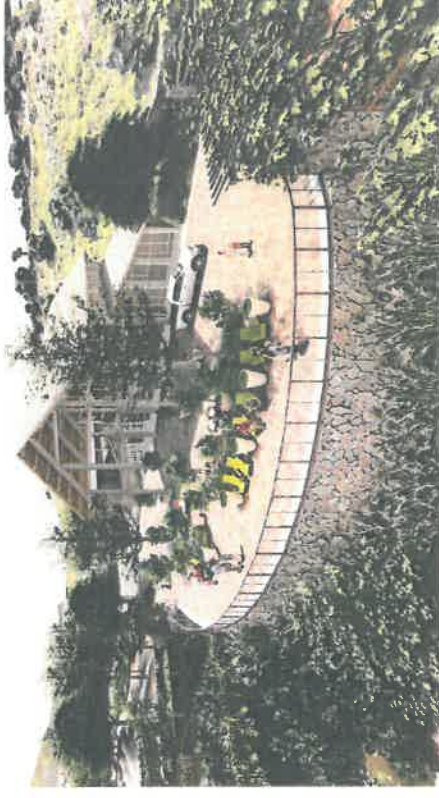


Amenity space provided for small community gatherings w/ approx. 43 on-site parking spaces

## Event Barn

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- **Traffic:** Dependent on type and scale of event hosted. Trip generation is not consistent.
- **Special Event Permit:** City will review events on a case-by-case basis and require documentation as needed (Type of Event, # of Guests, Traffic Control, Parking Management Plan)
- **Similar Applications:** MV Nadadores, Saddleback Community College Sporting Events, Various Church Sponsored Events, Lake Mission Viejo Concerts



# Thank you



*Come play in your own backyard!*

EnvisionMV.com



# Traffic Impact Analysis



## Traffic Impact Analysis Outline



- Study Area
- Existing Baseline Conditions
- Study Methodology
- Study Scenarios
- Level-of-Service Analysis
  - Trip Generation
  - Trip Distribution
  - Trip Assignment
  - Improvement Strategies



# Study Area



No.	Intersection	Control
1	La Paz Road & Marguerite Parkway	Signalized
2	La Paz Road & Village Center (West Driveway)	Unsignalized
3	La Paz Road & Village Center (East Driveway)	Signalized
4	Marguerite Parkway & Village Center Driveway (near Union Bank)	Unsignalized
5	Marguerite Parkway & Civic Center/Millage Center N	Signalized
6	Marguerite Parkway & Village Center Driveway (near Tikka Indian Kitchen)	Unsignalized
7	Marguerite Parkway & Village Center S	Signalized
8	Marguerite Parkway & Estanciero Drive/Village Center Driveway	Signalized

No.	Roadway Segment
1	Marguerite Parkway between Jeronimo Road and La Paz Road
2	La Paz Road between Marguerite Parkway and Spadra Lane
3	La Paz Road between Marguerite Parkway and Pacific Hills Drive
4	Marguerite Parkway between La Paz Road and Estanciero Drive



## 8 Study Intersections & 4 Roadway Segments

- City Guidelines: traffic analysis required at intersections where a project adds 51 or more trips during the peak hours.



## Existing Conditions

- Existing Baseline conditions based on historical (2017 and 2021) and latest (2022) traffic counts.
  - COVID-19 Impacts
  - Highest traffic volumes used in analysis.
  - AM Peak (7AM-9AM) & PM Peak (4PM-6PM)
- School Peak Traffic Volume Comparison
- Weekend Peak Traffic Volume Comparison
- Pedestrian and Bicycle Counts (2022) – Oso Creek Trail



Note: Highest traffic counts were used in the analysis in order to be conservative.

## Study Methodology – ICU & HCM



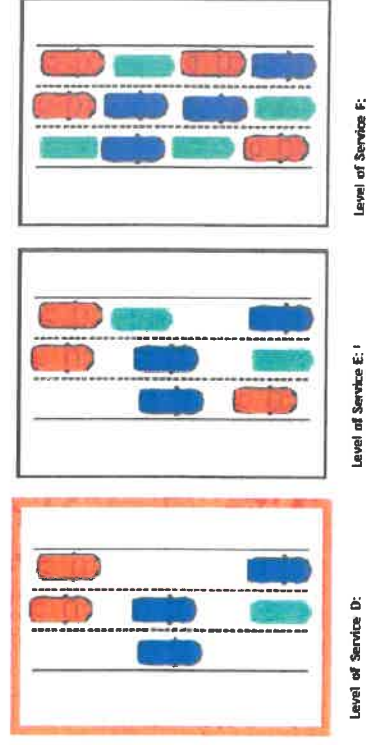
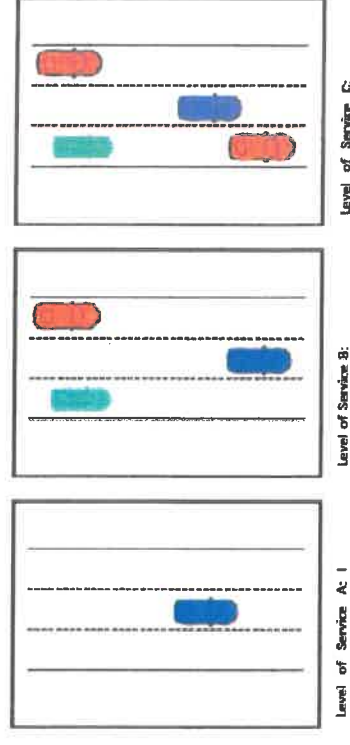
- **Intersection Capacity Utilization (ICU) Methodology**
  - Used at signalized intersections and roadway segments.
  - Compares the observed volume of vehicles at the intersection/roadway and the intersection/roadway capacity (V/C Ratio).
  - A facility is “at capacity” (ICU value of 1.00 or greater) when extreme congestion occurs.
- **Highway Capacity Manual (HCM) Methodology**
  - Used at unsignalized intersections
  - Based on average vehicle delay at intersection
  - Higher the delay, the poorer traffic congestion

**Study methodologies are consistent with all other traffic studies conducted within the City.**

## Level-of-Service (LOS)



- Level-of-Service or LOS: term used to qualitatively describe the operating conditions of a roadway or an intersection.
- LOS of a facility is designated with a letter (A to F)
  - Grade A representing the best operating conditions (Free Flow)
  - Grade F representing the worst operating conditions (Forced Flow)
- **City of Mission Viejo designates LOS D as the minimum LOS that is acceptable.**



# ICU Level-of-Service Definition



Level of Service	Definition	Volume-to-Capacity Ratio (V/C)
A	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.	0.000–0.600
B	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.	0.601–0.700
C	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.	0.701–0.800
D	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.	0.801–0.900
E	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.	0.901–1.000
F	FORCED FLOW. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.	> 1.000
SOURCES: Transportation Research Board. <i>Highway Capacity Manual</i> (2000)		

# HCM Level-of-Service Definition



Level of Service	Definition	Average Control Delay per Vehicle (Seconds)
A	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.	0.0 – 10.0
B	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.	10.1 – 15.0
C	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.	15.1 – 25.0
D	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.	25.1 – 35.0
E	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.	35.1 – 50.0
F	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.	50.1 or more

SOURCES: Transportation Research Board, *Highway Capacity Manual* (2000)

## Impact Thresholds

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- For signalized intersections or roadway segments:
  - Impact occurs when a project degrades a signal/segment from acceptable LOS D or better to LOS E or F; **OR**
  - Increases V/C Ratio by 1% at a locations already operating at LOS E or F.
- For unsignalized intersections :
  - Impact occurs when a project degrades signal from acceptable LOS D or better to LOS E or F; **AND**
  - Traffic Signal Warrant justifies a new traffic signal.



## Traffic Study Scenarios

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- Existing Conditions
- Existing Plus Project Conditions
- Project Buildout Year Without Project Conditions
  - (Existing + Ambient Growth + Vacant Land Use Traffic [100% Occupancy])
- Project Buildout Year With Project Conditions

**Both Peak Hour Operational Analysis (Intersections) and  
24-Hour Planning-Level Analysis (Roadway Segments)  
conducted for all scenarios.**

# Existing LOS Conditions - Intersections



	Study Intersection	AM Peak Hour		PM Peak Hour	
		V/C or Delay (Sec)	LOS	V/C or Delay (Sec)	LOS
1	La Paz Road & Marguerite Parkway	0.716	C	0.791	C
2	La Paz Road & Village Center (West Driveway)	12.5 Sec	B	13.8 Sec	B
3	La Paz Road & Village Center (East Driveway)	0.345	A	0.479	A
4	Marguerite Parkway & Village Center Driveway (near Union Bank)	15.0 Sec	C	19.7 Sec	C
5	Marguerite Parkway & Civic Center/Village Center N	0.543	A	0.752	C
6	Marguerite Parkway & Village Center Driveway (near Tikka Indian Kitchen)	15.3 Sec	C	18.2 Sec	C
7	Marguerite Parkway & Village Center S	0.520	A	0.674	B
8	Marguerite Parkway & Estancierero Drive/Village Center Driveway	0.732	C	0.795	C

V/C = Volume-to-Capacity Ratio

LOS = Level-of-Service

**All study intersections operate at acceptable LOS under Existing conditions.**

## Existing LOS Conditions – Roadway Segments



No.	Roadway Segment	Lanes	Type of Arterial	LOS E Capacity (VPD)	Daily Volume (2-Way)	V/C Ratio	LOS
1	Marguerite Parkway between Jeronimo Road and La Paz Road	4D	Primary	37,500	33,242	0.886	D
2	La Paz Road between Marguerite Parkway and Spadra Lane	4D	Primary	37,500	22,133	0.590	A
3	La Paz Road between Marguerite Parkway and Pacific Hills Drive	4U	Secondary	25,000	16,958	0.678	B
4	Marguerite Parkway between La Paz Road and Estanciero Drive	4D	Primary	37,500	32,730	0.873	D

**All study roadway segments operate at acceptable LOS under Existing conditions.**

## Proposed Project – Trip Generation



### How many trips generated are from the proposed project?

- Trip generation calculated based on the Institute of Transportation Engineers (ITE) –*Trip Generation Manual*
- Trip generation rates vary on land use type, project size, and time-of-day
- Pass-by Trips Reduction Factor – accounts for interim stops to the project site during an existing or previously planned trip

### Project Trip Generation

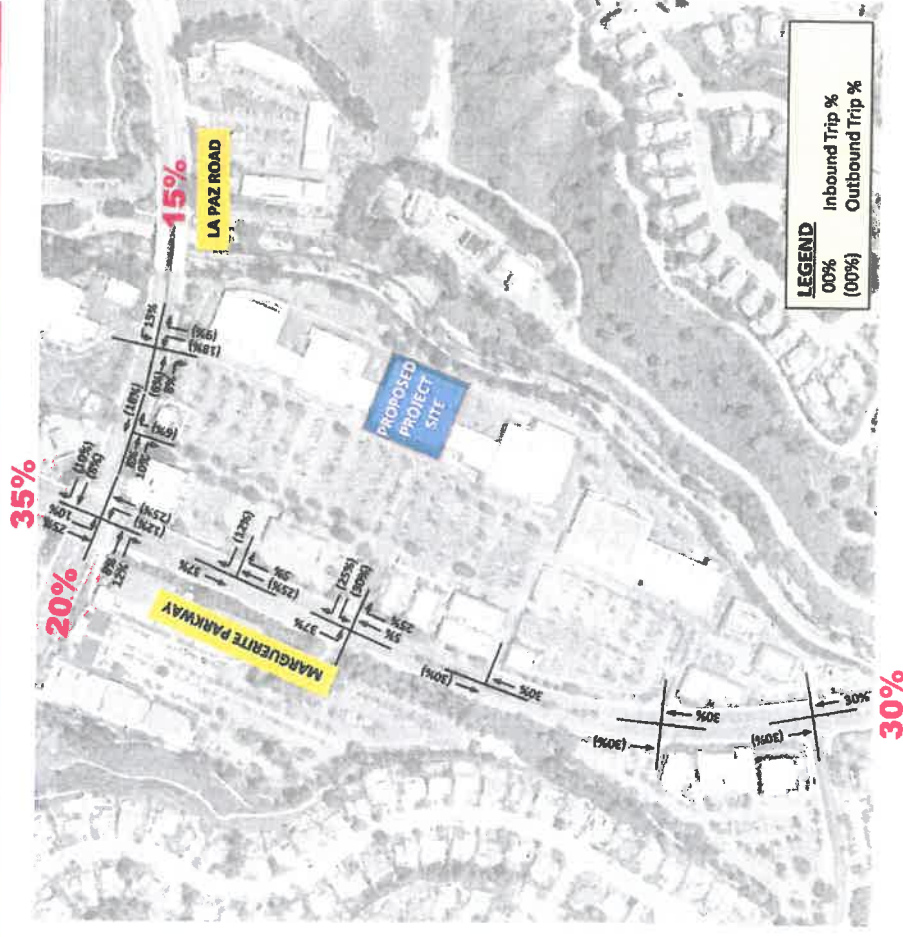
Daily 2-Way Traffic	AM Peak Hour (1-Hour Period)		PM Peak Hour (1-Hour Period)			
	Total	In	Out	Total	In	Out
1,377	124	69	55	89	53	36

## Proposed Project – Trip Distribution



### Where does this new traffic go?

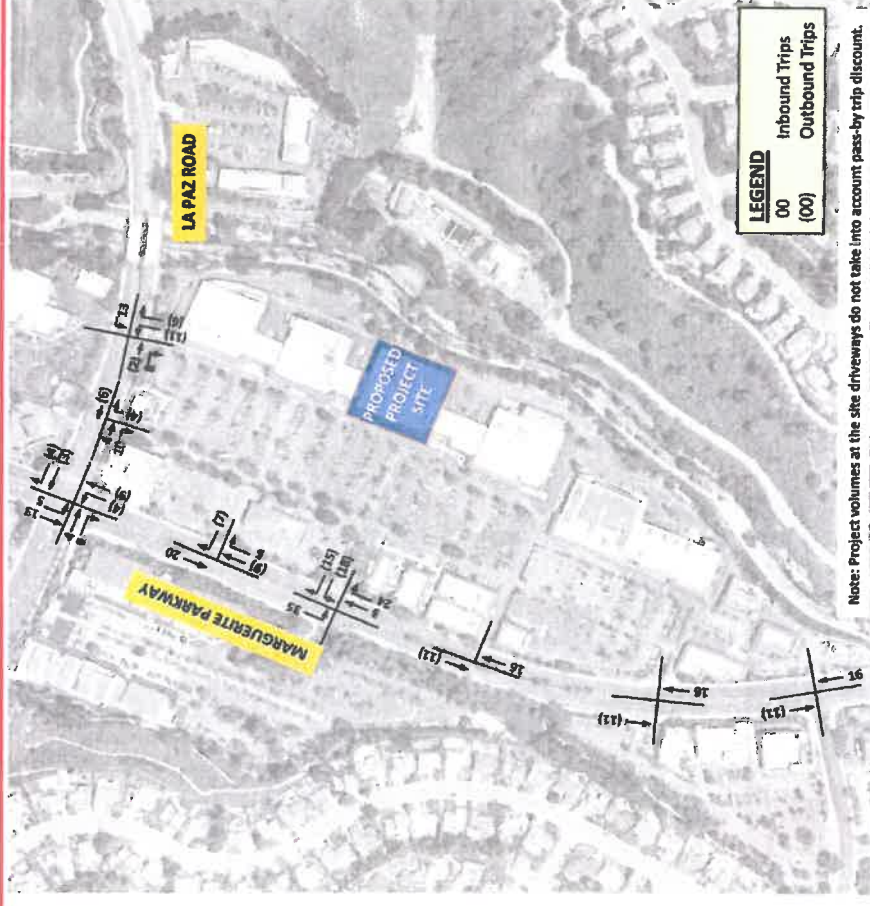
- Trip distribution is the process of assigning the directions from which traffic will access the project site
- Based on land use characteristics of project or other local land uses & the local roadway network.



## Proposed Project – Trip Assignment



- Based on trip generation and trip distribution, projected traffic is assigned into the roadway system.
- Trip assignments differ between AM and PM peak hours.



## Existing Conditions Traffic Impact Summary - Intersections

Study Intersection	Peak Hour	Existing		Existing Plus Project		Change in V/C	Significant Impact
		V/C or Delay (Sec)	LOS	V/C or Delay (Sec)	LOS		
1 La Paz Road & Marguerite Parkway	AM	0.716	C	0.726	C	0.010	No
	PM	0.791	C	0.799	C	0.008	No
2 La Paz Road & Village Center (West Driveway)	AM	12.5 Sec	B	12.6 Sec	B	0.1 Sec	No
	PM	13.8 Sec	B	14.1 Sec	B	0.3 Sec	No
3 La Paz Road & Village Center (East Driveway)	AM	0.345	A	0.350	A	0.005	No
	PM	0.479	A	0.494	A	0.015	No
4 Marguerite Parkway & Village Center Driveway (near Union Bank)	AM	15.0 Sec	C	15.4 Sec	C	0.4 Sec	No
	PM	19.7 Sec	C	20.4 Sec	C	0.7 Sec	No
5 Marguerite Parkway & Civic Center/Village Center N	AM	0.543	A	0.554	A	0.011	No
	PM	0.752	C	0.792	C	0.040	No
6 Marguerite Parkway & Village Center Driveway (near Tikka Indian Kitchen)	AM	15.3 Sec	C	15.4 Sec	C	0.1 Sec	No
	PM	18.2 Sec	C	18.4 Sec	C	0.2 Sec	No
7 Marguerite Parkway & Village Center S	AM	0.520	A	0.525	A	0.005	No
	PM	0.674	B	0.679	B	0.005	No
8 Marguerite Parkway & Estanciero Drive/Village Center Driveway	AM	0.732	C	0.737	C	0.005	No
	PM	0.795	C	0.799	C	0.004	No

Proposed project **would not** exceed traffic impact thresholds at any study intersections under Existing With-Project conditions

## Existing Conditions Traffic Impact Summary – Roadway Segments

No.	Roadway Segment	Lanes	Type of Arterial	LOS E Capacity (VPD)	Existing			Existing With Project			Significant (Yes/No)	
					Daily Volume (2-Way)	V/C Ratio	LOS	Daily Volume (2-Way)	V/C Ratio	LOS		V/C Increase
1	Marguerite Parkway between Jeronimo Road and La Paz Road	4D	Primary	37,500	33,242	0.886	D	33,724	0.899	D	0.013	No
2	La Paz Road between Marguerite Parkway and Spadra Lane	4D	Primary	37,500	22,133	0.590	A	22,408	0.598	A	0.007	No
3	La Paz Road between Marguerite Parkway and Pacific Hills Drive	4U	Secondary	25,000	16,958	0.678	B	17,165	0.687	B	0.008	No
4	Marguerite Parkway between La Paz Road and Estanciero Drive	4D	Primary	37,500	32,730	0.873	D	33,143	0.884	D	0.011	No

Proposed project **would not** exceed traffic impact thresholds at any study roadway segments under Existing With-Project conditions



## Project Buildout Year Traffic Impact Summary - Intersections

	Study Intersection	Peak Hour	Opening Year Without Project		Opening Year With Project			Significant Impact
			V/C or Delay (Sec)	LOS	V/C or Delay (Sec)	LOS	V/C Increase (Sec)	
1	La Paz Road & Marguerite Parkway	AM	0.750	C	0.760	C	0.010	No
		PM	0.831	D	0.839	D	0.008	No
2	La Paz Road & Village Center (West Driveway)	AM	12.7	B	12.8	B	0.1	No
		PM	14.3	B	14.5	B	0.2	No
3	La Paz Road & Village Center (East Driveway)	AM	0.355	A	0.359	A	0.004	No
		PM	0.506	A	0.521	A	0.015	No
4	Marguerite Parkway & Village Center Driveway (near Union Bank)	AM	15.7	C	16.1	C	0.4	No
		PM	21.2	C	22.0	C	0.8	No
5	Marguerite Parkway & Civic Center/Village Center N	AM	0.573	A	0.605	B	0.032	No
		PM	0.840	D	0.879	D	0.039	No
6	Marguerite Parkway & Village Center Driveway (near Tikka Indian Kitchen)	AM	16.5	C	16.7	C	0.2	No
		PM	21.7	C	22.0	C	0.3	No
7	Marguerite Parkway & Village Center S	AM	0.542	A	0.547	A	0.005	No
		PM	0.709	C	0.714	C	0.005	No
8	Marguerite Parkway & Estanciero Drive/Village Center Driveway	AM	0.758	C	0.763	C	0.005	No
		PM	0.824	D	0.827	D	0.003	No

Proposed project **would not** exceed traffic impact thresholds at any study intersections under

Project Buildout Year With-Project conditions

## Project Buildout Year Traffic Impact Summary – Roadway Segments

No.	Roadway Segment	Lanes	Type of Arterial	LOS E Capacity (MPD)	Opening Year Without Project			Opening Year With Project			Significant (Yes/No)	
					Daily Volume (2-Way)	V/C Ratio	LOS	Daily Volume (2-Way)	V/C Ratio	LOS		V/C Increase
1	Marguerite Parkway between Jeronimo Road and La Paz Road	4D	Primary	37,500	34,667	0.924	E	35,149	0.937	E	0.013	Yes
2	La Paz Road between Marguerite Parkway and Spadra Lane	4D	Primary	37,500	23,041	0.614	C	23,317	0.622	C	0.007	No
3	La Paz Road between Marguerite Parkway and Pacific Hills Drive	4U	Secondary	25,000	17,650	0.706	C	17,857	0.714	C	0.008	No
4	Marguerite Parkway between La Paz Road and Estanciero Drive	4D	Primary	37,500	34,079	0.909	E	34,492	0.920	E	0.011	Yes

Proposed project would exceed traffic impact thresholds at study roadway segments #1 & #4 under Project Buildout Year With-Project conditions. (V/C Increase > 1%, 1.3% and 1.1% respectively)

**Segments #1 & #4 operating at LOS E without project**

## Improvement Strategies



- Increase throughput along Marguerite Parkway
  - OCTA Approved Marguerite Parkway Traffic Signal Synchronization Project (TSSP), scheduled for 2024-2026
- Continue to develop Traffic Demand Management (TDM) strategies, such as expanding MV Shuttle (add stop to Village Center & weekend routes) and implement the City of Mission Viejo Comprehensive Bikeway Master Plan.
- Proposed project provides direct access to Oso Creek Trail, encouraging alternative modes of travel, which can assist in reducing number of vehicle trips.



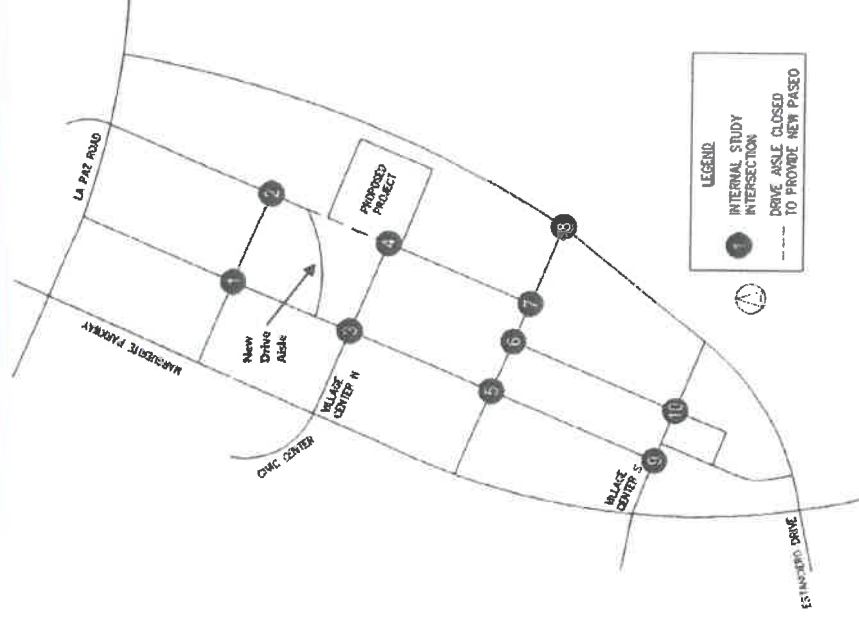


# Site Access & On-site Circulation

# Internal Intersection LOS Analysis



- Level-of-service analysis conducted for internal "intersections" for Existing and Proposed conditions
- Installation of North Paseo and drive aisle closure will require rerouting traffic.
- Supplemental analysis not typically required by City



## Internal Intersection LOS Analysis Summary

Internal Intersection	Peak Hour	Existing		Opening Year (2025) With-Project	
		Delay (Sec)	LOS	Delay (Sec)	LOS
1	AM	6.9	A	7.0	A
	PM	7.3	A	7.6	A
2	AM	1.6	A	0.7	A
	PM	2.4	A	2.0	A
3	AM	7.3	A	7.9	A
	PM	8.1	A	10.0	A
4	AM	7.0	A	-	-
	PM	7.3	A	-	-
5	AM	7.1	A	7.3	A
	PM	7.6	A	8.0	A
6	AM	6.4	A	3.3	A
	PM	6.6	A	5.1	A
7	AM	6.5	A	6.7	A
	PM	6.4	A	6.6	A
8	AM	2.5	A	2.5	A
	PM	4.4	A	4.4	A
9	AM	7.4	A	7.4	A
	PM	8.5	A	8.7	A
10	AM	7.3	A	7.3	A
	PM	7.7	A	7.6	A

Proposed project **would not** exceed traffic impact thresholds at any internal study intersections under Project Buildout Year With-Project conditions

## Truck Turning Analysis

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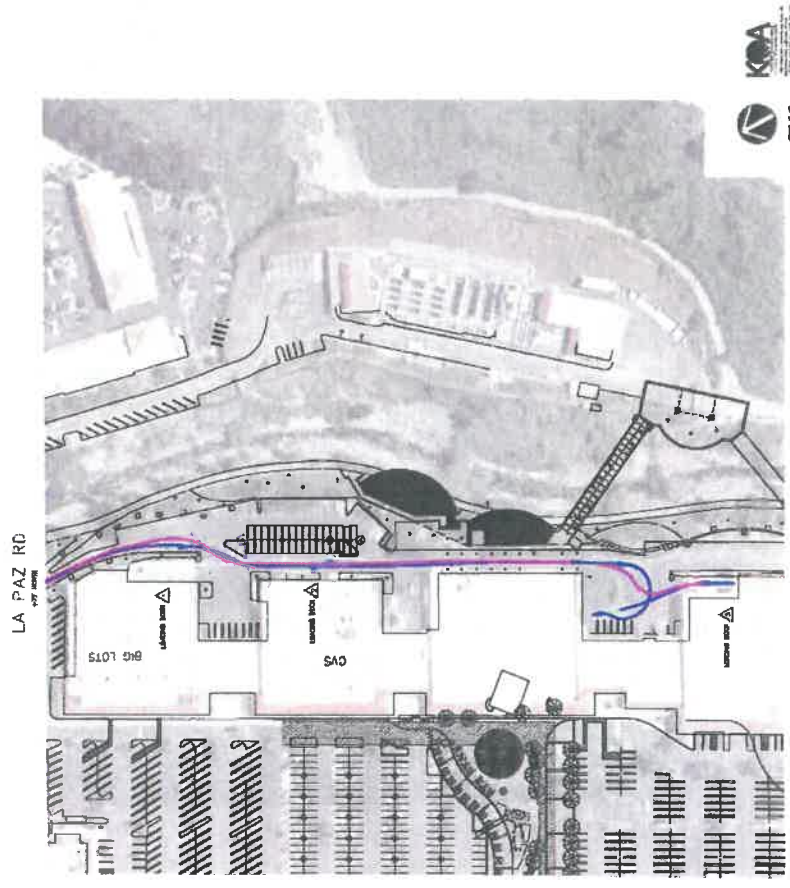
- Objective: Determine if adequate clearance will be provided for large trucks servicing center.
- Completed for all truck types currently served within the Village Center (WB-40, SU-40, & CA Legal)
- All trucks would be accommodated per existing and future conditions.



Proposed project **would not** impede truck delivery access to existing tenants.

# Truck Turning Analysis – Former Michael's

## APPENDIX N 2



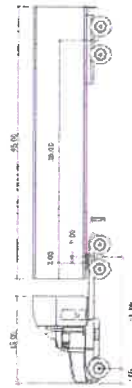
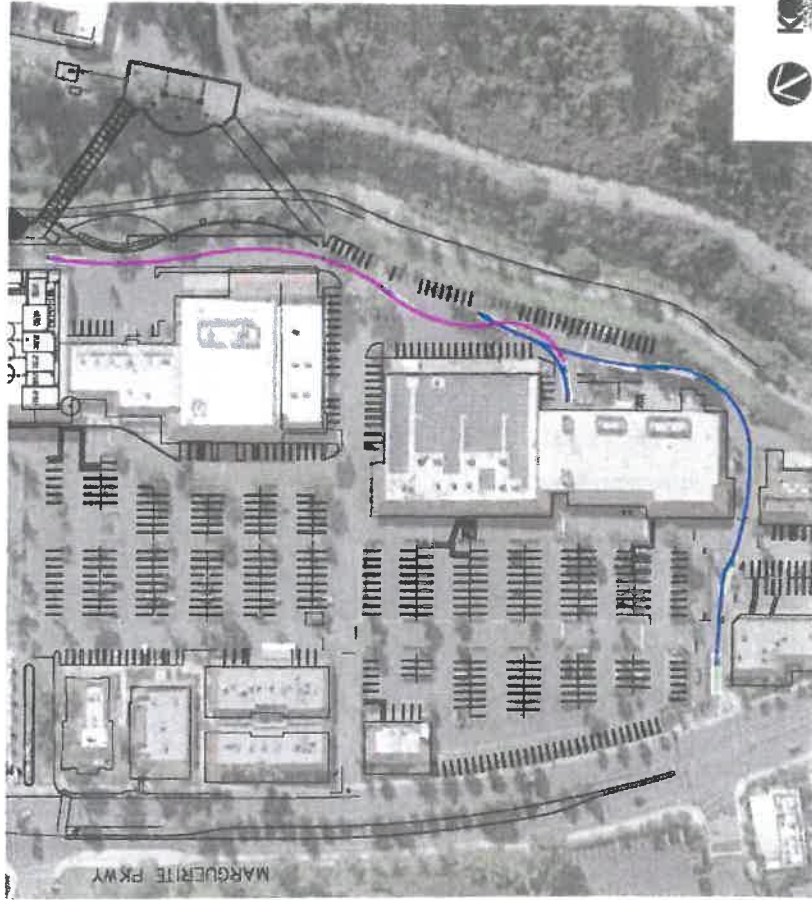
LEGEND  
ENTER ROUTE  
EXIT ROUTE

MISSION VIEJO - VILLAGE CENTER  
TRUCK TURNING ANALYSIS  
AASHTO 2018 WB-40 (45.5 FT) : SOUTH ROUTE



# Truck Turning Analysis – Trader Joe's

APPENDIX N19



CALTRANS 2020 CA LEGAL (65 FT)  
SIDE PROFILE

- LEGEND
- ENTER ROUTE
  - EXIT ROUTE

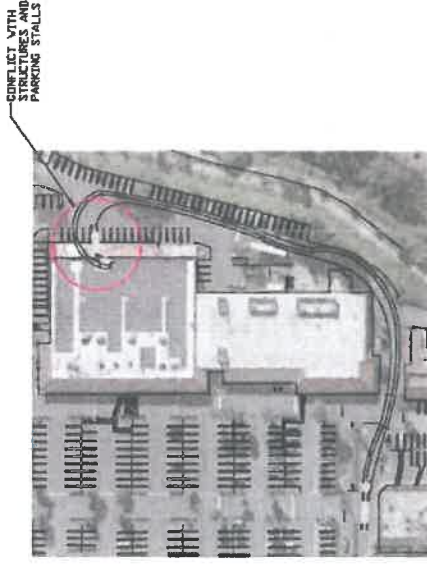
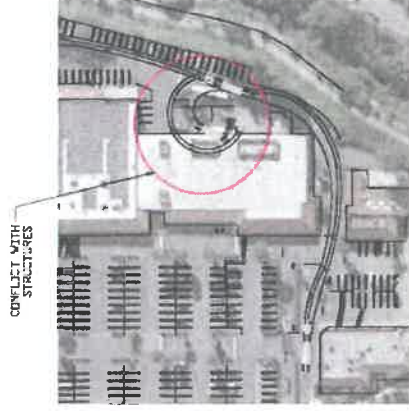
## MISSION VIEJO - VILLAGE CENTER TRUCK TURNING ANALYSIS

CALTRANS 2020 CA LEGAL (65 FT) - ROUTE 2

# Truck Turning Analysis – Conflicts

## APPENDIX N 10

- CA Legal Truck (65FT) conflicts with **existing** structures or parking stalls



CALIFORNIA 2020 CA LEGAL (65 FT)  
-NOT ENOUGH ROOM TO TURN AROUND  
-CONFLICTS WITH SURROUNDING OBJECTS  
(STRUCTURES, PARKING, ETC)





# Parking Analysis

## Parking Analysis – 2 Methods of Analysis

---

- City Code Parking Requirements
  - Evaluate parking for the on-site parcels and the entire commercial center per the City-Code as outlined in Municipal Code – *Off-Street Parking Standards*
- Shared Parking Analysis
  - Per City guidelines, parking requirements may be reduced given adequate documentation and parking facilities are shared amongst multiple uses
  - Approved Shared Parking Studies at Similar Shopping Centers: Olympiad Plaza (Deficient 41 Stalls), Trabuco Hills Center (Deficient 127 Stalls), Puerta Real Plaza (Deficient 89 Stalls), Kaleidoscope (Deficient 872 Stalls)

## Existing vs. Proposed Parking Conditions

---

- Existing Conditions
  - City-Owned Parcel – Parking Supply of 155 spaces
  - Village Center (Complete) – Parking Supply of 1,147 spaces
- Proposed Conditions
  - Proposed project results in loss of 47 spaces within City-owned parcel
  - City-Owned Parcel – Proposed Parking Supply of 108 spaces
  - Village Center (Complete) – Proposed Parking Supply of 1,100 Spaces



# Parking Analysis – City-Code

## City-Code Requirements (Existing)

Parcel Address	Tenants	Parking Supply	Parking Req. Per Code	Surplus
27092	Carl's Jr	16	15	+1
27142	Big Lots	146	94	+52
<b>27152</b>	<b>Just 4 Paw/Dentist/ Etc.</b>	<b>8</b>	<b>29</b>	<b>(-21)</b>
25272	CVS	149	101	+48
<b>25880/82</b>	<b>Steinmart/Jersey Mikes/Etc.</b>	<b>155</b>	<b>192</b>	<b>(-37)</b>
<b>25290</b>	<b>Round Table/Skimmers/Etc.</b>	<b>48</b>	<b>52</b>	<b>(-4)</b>
<b>25310</b>	<b>Former Michael's</b>	<b>144</b>	<b>146</b>	<b>(-2)</b>
<b>25402/25390</b>	<b>Bowling Alley/Moore's Sewing</b>	<b>138</b>	<b>198</b>	<b>(-60)</b>
<b>25410</b>	<b>Party City/Trader Joe's</b>	<b>61</b>	<b>116</b>	<b>(-55)</b>
25502	Pet's Plus	29	24	+5
<b>25522</b>	<b>Eat Thai/Urgent Care/Etc.</b>	<b>63</b>	<b>80</b>	<b>(-17)</b>
25542	Del Taco	22	9	+13
25380	The Patio	132	124	+8
<b>25276</b>	<b>Panda Express/Union Bank</b>	<b>36</b>	<b>42</b>	<b>(-6)</b>
<b>TOTAL VILLAGE CENTER</b>		<b>1,147</b>	<b>1,222</b>	<b>(-75)</b>

**8 OUT OF 14 PARCELS ARE UNDER PARKED PER CITY CODE REQUIREMENTS**

## City-Code Requirements (Proposed Project)



- Project would result in loss of 47 spaces.
- **Proposed project requires 53 spaces less than existing retail use.**

Parcel Address	Tenants	Parking Supply	Parking Req. Per Code	Surplus
27092	Carl's Jr	16	15	+1
27142	Big Lots	146	94	+52
27152	Just 4 Paw/ Dentist/ Etc.	8	29	(-21)
25272	CVS	149	101	+48
<b>25880/82</b>	<b>Los Osos/Jersey Milkes/Etc.</b>	<b>108</b>	<b>139</b>	<b>(-31)</b>
25290	Round Table/Skimmers/Etc.	48	52	(-4)
25310	Former Michael's	144	146	(-2)
25402/25390	Bowling Alley/Moore's Sewing	138	198	(-60)
25410	Party City/Trader Joe's	61	116	(-55)
25502	Pet's Plus	29	24	+5
25522	Eat Thai/Urgent Care/Etc.	63	80	(-17)
25542	Del Taco	22	9	+13
25380	The Patio	132	124	+8
25276	Panda Express/Union Bank	36	42	(-6)
<b>TOTAL VILLAGE CENTER</b>		<b>1,100</b>	<b>1,169</b>	<b>(-69)</b>

**Overall, the project results in a net gain of 6 spaces for the entire Village Center.**





# Shared Parking Analysis

**Forecast Peak Parking Demand = Observed Peak Demand +  
Proposed Peak Project Demand +  
Vacancies Peak Parking Demand (100% Occupancy)**

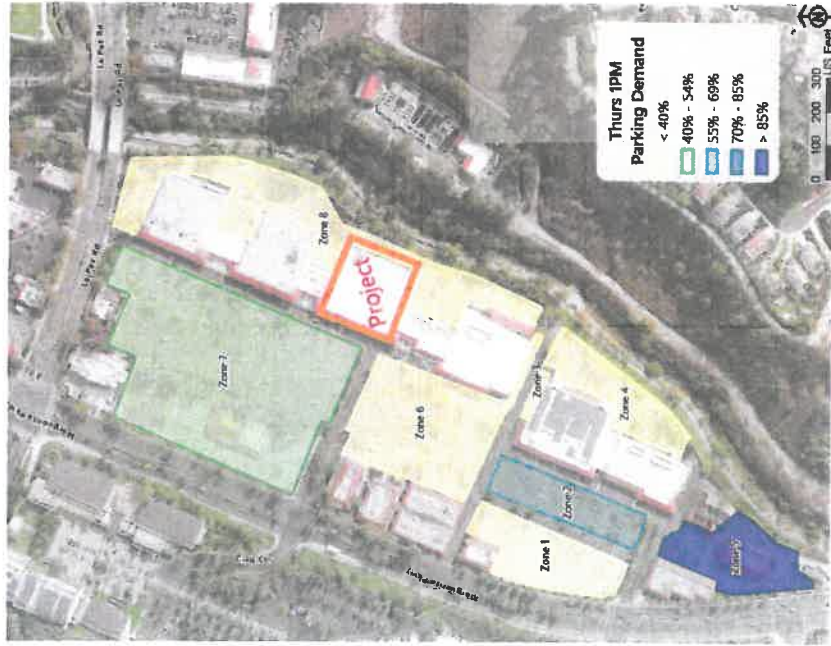
## Observed Peak Parking Demand

- Parking Counts conducted during December 2021 with supplemental counts taken December 2022 for the Village Center
- Hourly counts between 8AM and 10PM for typical Thursday, Friday, & Saturday
- Village Center divided into 8 Zones



Day	Parking Supply	Peak Parking Demand	Percent Utilization	Time of Day
Thursday	1,147	498	43.4%	1PM
<b>Friday</b>	<b>1,147</b>	<b>551</b>	<b>48.8%</b>	<b>12PM</b>
Saturday	1,147	517	45.1%	1PM

# Observed Peak Parking (Thurs, Fri, Sat)



## Project and Vacancies Parking Demand (100% Occupancy Scenario)

- ULI *Shared Parking Model* utilized to forecast parking demand of proposed project and any on-site vacancies.

Day	Time of Day	Proposed Parking Supply	Observed Peak Parking Demand	Forecast Project Demand (Project)	Forecast Project Demand (Vacancies)	Total Parking Demand	W/ 10% Contingency Factor	% Utilization	Surplus Stalls
Thursday	1PM	1,100	498	112	259	869	919	84%	+181
<b>Friday</b>	<b>12PM</b>	<b>1,100</b>	<b>551</b>	<b>112</b>	<b>271</b>	<b>934</b>	<b>989</b>	<b>90%</b>	<b>+111</b>
Saturday	1PM	1,100	517	112	271	900	952	87%	+148

**Given these results, there is adequate parking on-site to accommodate the future conditions.**

## Parking Management Plan

---

- Proactive approach to limit parking impacts
  - **Bicycle Parking** (Approx. 60 bicycle parking spaces throughout project)
  - **Off-site Parking Facilities** (Civic Center, World Cup Soccer Field Lot, Norman P. Murray Center)
  - **Shuttle Service to Off-site Locations** (Successfully implemented during City-sponsored events)
  - **Valet Operation**

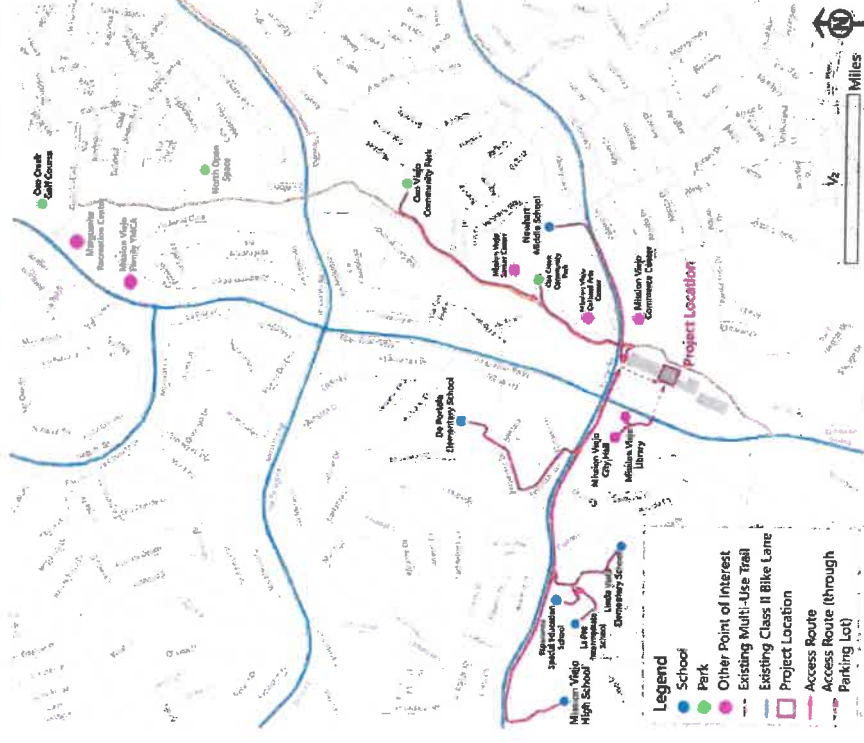




# Pedestrian and Bicycle Accessibility

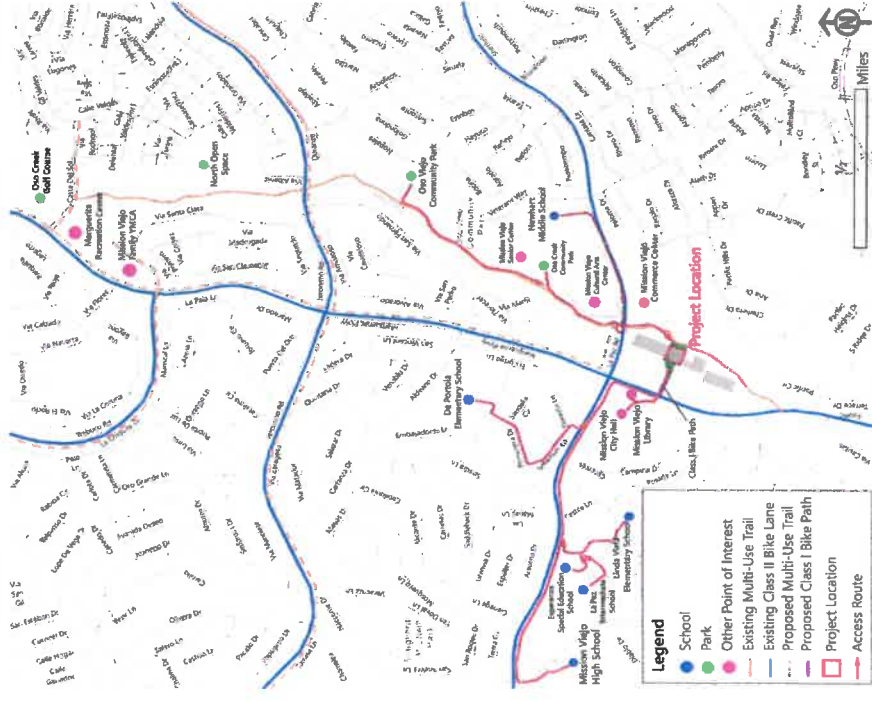
## Pedestrian and Bicycle Accessibility - Existing

- Existing Class II On-Street Bike Lanes on La Paz & Marguerite
- Existing Multi-Use Trail along Oso Creek
  - Direct connectivity to Village Center; however only connects to northern end near La Paz



## Pedestrian and Bicycle Accessibility - Proposed

- **West Side:** Proposed Class I (Shared-Use Path) to directly connect Marguerite Pkwy. And the Project
- **East Side:** Outdoor Plaza will provide direct access to Project and Oso Creek Trail via freight elevator
- **Future Implementation:** City Bikeway Master Plan (Multi-Use Traveled Shared Sidewalk) along Marguerite Parkway leading from La Paz Road to El Toro Road



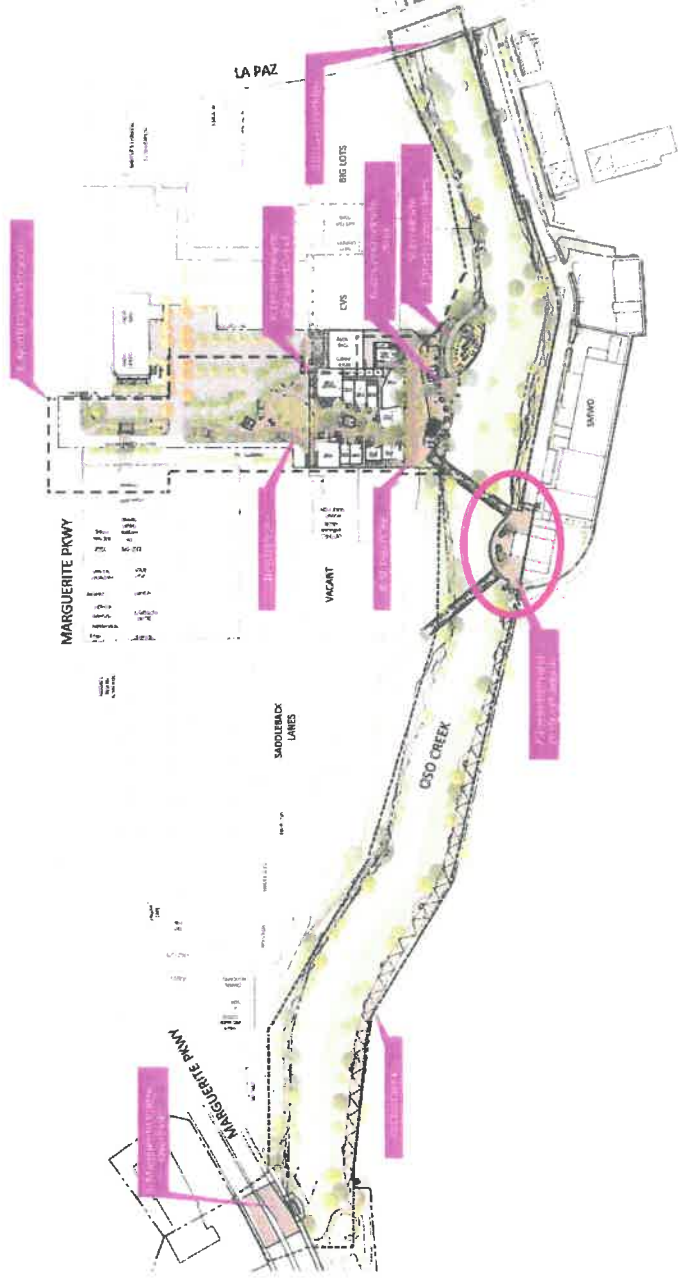




# Special Event Barn

# Special Event Barn

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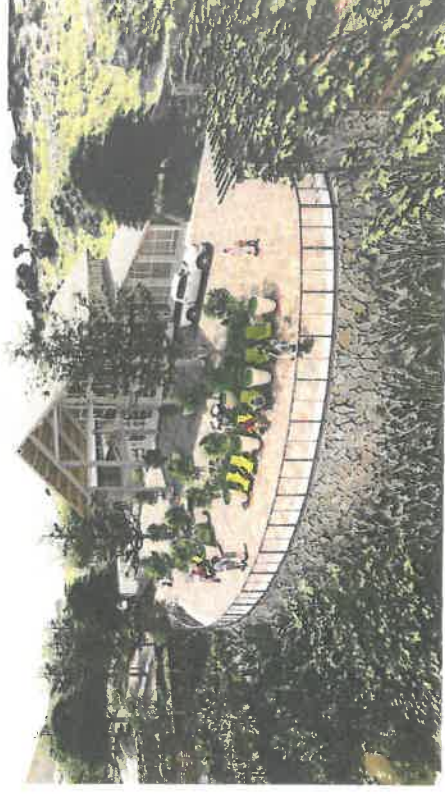


Amenity space provided for small community gatherings w/ approx. 43 on-site parking spaces

## Event Barn

---

- **Traffic:** Dependent on type and scale of event hosted. Trip generation is not consistent.
- **Special Event Permit:** City will review events on a case-by-case basis and require documentation as needed (Type of Event, # of Guests, Traffic Control, Parking Management Plan)
- **Similar Applications:** MV Nadadores, Saddleback Community College Sporting Events, Various Church Sponsored Events, Lake Mission Viejo Concerts



# Thank you



*Come play in your own backyard!*

EnvisionMV.com

# EXHIBIT B

## TRAFFIC IMPACT STUDY FOR REDEVELOPMENT OF FORMER STEIN MART PROPERTY AT THE VILLAGE CENTER CITY OF MISSION VIEJO, CALIFORNIA

MAY 1, 2023

Prepared for:  
**City of Mission Viejo**  
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JC23066

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Appendix M – ULI Shared Parking Analysis Worksheets

Appendix N – Truck Turning Analysis

# EXECUTIVE SUMMARY

## **Background**

- The Mission Viejo Village Center is located on the southeast corner of La Paz Road and Marguerite Parkway. Access to the shopping center is provided via three driveways on La Paz Road and five driveways on Marguerite Parkway. The Oso Creek Trail, located adjacent to the shopping center along the east edge of the site, can be accessed within the site near the eastern-most driveway on La Paz Road and at approximately 170 feet south of the intersection of Marguerite Parkway and Estanciero Drive, on the east side of the roadway.
- The City of Mission Viejo approved the Civic Core Area Master Plan in March of 2017, which identified the Village Center as the “heart” of the Civic Core Area. In December 2021, the City purchased a vacant site from the Kinstler Family Trust, previously occupied by Stein Mart, within the Village Center. The Vision Plan’s chief aim is to redevelop the Mission Viejo Civic Core Area into a more walkable destination, with new recreational open space, community gathering places, supportive retail and new restaurants. This new recreational open space is to provide an attractive car-free zone connecting the redeveloped project site to the Oso Creek Trail, the Civic Center and Marguerite Parkway.
- The proposed project will transition the vacant 33,000 square feet Stein Mart building and land into the North Paseo recreational zone with community gathering spaces for various sized groups, weekly open-air markets, and 17,470 square feet of retail and restaurant uses including outdoor dining kiosks, as well as the Urban Alley. The Urban Alley is located along the western banks of the Oso Creek behind the current center. The Urban Alley will continue to provide a vehicular link, as well as an enhanced pedestrian link that will overlook the Oso Creek Trail and offer trail users new access points to the shopping center. Specifically, a new freight-sized elevator for both pedestrians and bicyclists will provide direct access between the Urban Alley and Oso Creek Trail. A new North Paseo pedestrian bridge will cross the Oso Creek to an event plaza with connection to the expanded Oso Creek Trail on the east side of the Creek.
- In addition, the project will include a “Special Event Barn” space as part of a future phase. This space will include accommodations for a variety of events along the Oso Creek Trail. The barn will be accessible via the Oso Creek Trail and the North Paseo pedestrian bridge, providing direct connectivity to the core area project buildings, the Oso Creek Trail on the western bank of the creek, the North Paseo, and parking. Some parking will be available on the east side of Oso Creek for Special Event space parking. Maintained and operated by the City and shared with Santa Margarita Water District, the barn would have the capability to host small-scale concerts, art exhibits, corporate meetings and other community-based gatherings. The City expects this facility to be for permitted use only, which would occur on a limited and scheduled basis.
- The buildout year for the purpose of the traffic analysis for the first phase of the project is anticipated to be 2025.

**Project Study Area**

- This traffic report includes the analysis of eight (8) study intersections and four (4) study roadway segments that are located near the project site. The study locations are listed below.

No.	Intersection	Control
1	La Paz Road & Marguerite Parkway	Signalized
2	La Paz Road & Village Center (West Driveway)	Unsignalized
3	La Paz Road & Village Center (East Driveway)	Signalized
4	Marguerite Parkway & Village Center Driveway (near Union Bank)	Unsignalized
5	Marguerite Parkway & Civic Center/Village Center N	Signalized
6	Marguerite Parkway & Village Center Driveway (near Tikka Indian Kitchen)	Unsignalized
7	Marguerite Parkway & Village Center S	Signalized
8	Marguerite Parkway & Estanciero Drive/Village Center Driveway	Signalized

No.	Roadway Segment
1	Marguerite Parkway between Jeronimo Road and La Paz Road
2	La Paz Road between Marguerite Parkway and Spadra Lane
3	La Paz Road between Marguerite Parkway and Pacific Hills Drive
4	Marguerite Parkway between La Paz Road and Estanciero Drive

**Study Periods**

- Due to the proximity of schools to the center, a comparison of traffic counts in the project area during the afternoon school peak and the AM and PM peak hours of the study showed that traffic volumes were highest during the PM peak hour of the study. Since the traffic volumes during the afternoon school peaks were lower than the traffic volumes during the PM peak hour, no additional traffic analysis was conducted during the afternoon school peak period. In addition, historical weekend traffic volumes were reviewed, which were also lower than weekday AM and PM peak hour volumes. Therefore, traffic impacts associated with the proposed project were analyzed at the study intersections for the weekday AM (7AM-9AM) and PM (4PM-6PM) peak-hour periods and at the study roadway segments for the weekday daily period.
- The traffic analysis was conducted for the following scenarios:
  - Existing Conditions
  - Existing With-Proposed Project Conditions
  - Opening Year (2025) Conditions (Existing + ambient growth + vacant land use traffic growth)
  - Opening Year (2025) With-Proposed Project Conditions

**Traffic Impact Analysis**

*Proposed Project Trip Generation*

- The proposed project would generate approximately 1,761 daily (2-way) trips, including 124 trips (69 inbound and 55 outbound) during the AM peak hour and 156 trips (95 inbound and 61 outbound) during the PM peak hour.

- Pass-by trip discounts are applicable when deriving the trip generation for the proposed project. These are trips that result in an interim stop at the project site during an existing or previously planned trip. **When considering pass-by trip discount, the proposed project would generate approximately 1,377 daily (2-way) trips including 124 trips (69 inbound and 55 outbound) during the AM peak hour and 89 trips (53 inbound and 36 outbound) during the PM peak hour.**

#### Traffic Impact Thresholds

- The City of Mission Viejo, for planning purposes, generally considers level-of-service (LOS) D to be the minimum acceptable conditions that should be maintained during the AM and PM peak hours for all intersections.
- For roadway segments, LOS D is the minimum performance standard that has been adopted for the study area circulation system by the City Mission Viejo, which adheres to the Orange County Highway Design Manual.

#### Existing (Present Day) Operational Traffic Conditions

- All of the study intersections operate at an acceptable level-of-service (i.e., LOS C or better) during the weekday AM and PM peak hours. In addition, all of the study roadway segments operate at an acceptable level-of-service (i.e., LOS D or better) under Existing conditions.

#### Existing (Present Day) Operational Traffic Conditions With Proposed Project

- The proposed Project **will not** significantly impact any of the study intersections or study roadway segments under this scenario when compared to the City's LOS standards and significant impact criteria. All of the study intersections are expected to operate at an acceptable level-of-service (i.e., LOS C or better) during the weekday AM and PM peak hours. In addition, all of the study roadway segments are forecast to operate an acceptable level-of-service (i.e., LOS D or better). To summarize, the proposed project does not adversely impact the LOS of the study intersections or study roadway segments during AM and PM peak hours.

#### Year 2025 Operational Traffic Conditions (Future Conditions, Without Proposed Project)

- This scenario analyzes the projected ambient traffic growth to Year 2025 and traffic related to the reoccupancy of any onsite vacancies.
- For year 2025 conditions, all study intersections are forecast to operate at an acceptable level-of-service (i.e., LOS D or better) during the weekday AM and PM peak hours.

#### Year 2025 Operational Traffic Conditions (Future Conditions, With Proposed Project)

- The proposed Project **will not** significantly impact any of the study intersections under this scenario when compared to the City's LOS standards and significant impact criteria. All of the study intersections are expected to operate at an acceptable level-of-service (i.e., LOS D or better) during the weekday AM and PM peak hours.

### **Roadway Segment Planning-Level Analysis**

- A planning level analysis was performed of the study roadway segments to provide a high-level overview of the roadway operations utilizing broad assumptions. This analysis differs from the operational traffic analysis which analyzes the peak hour traffic and as such is considered much more accurate than the planning level analysis. The planning level analysis studies traffic over a 24-hour period and is considered less accurate and is typically used only as a general planning tool to assess long term general trends. Per OCTA's *Master Plan of Arterial Highway Guidelines*, "the level of precision inherent in planning analyses is typically lower than for operational analyses" and may not reflect actual roadway conditions. For example, the roadway analysis assumes a 4-lane facility for 24-hour traffic; however, the actual conditions have a higher capacity and reflect 4 through lanes, dual left-turn lanes, and dedicated right-turns at most of the signalized intersections along Marguerite Parkway. As shown in this report, all study area intersections operate at an acceptable LOS during both the AM and PM peak periods (both with and without the proposed project) – the most critical traffic periods of the day.

#### **Year 2025 Planning Level Analysis, Without Proposed Project**

- All roadway segments are forecast to operate at an acceptable level-of-service (i.e., LOS D or better), with the exception of Roadway Segments #1 (Marguerite Parkway between Jeronimo Road and La Paz Road) and #4 (Marguerite Parkway between La Paz Road and Estanciero Drive). These roadway segments are forecast to operate at LOS E over a 24-hour period.

#### **Year 2025 Planning Level Analysis, With Proposed Project**

- All roadway segments are forecast to operate at an acceptable level-of-service (i.e., LOS D or better), with the exception of Roadway Segments #1 (Marguerite Parkway between Jeronimo Road and La Paz Road) and #4 (Marguerite Parkway between La Paz Road and Estanciero Drive). These roadway segments are forecast to continue to operate at LOS E over a 24-hour period.

To summarize, both Roadway Segments #1 (Marguerite Parkway between Jeronimo Road and La Paz Road) and #4 (Marguerite Parkway between La Paz Road and Estanciero Drive) are forecast to operate at LOS E over a 24-hour period in Year 2025 under both scenarios "Without Proposed Project" and "With Proposed Project".

The City of Mission Viejo guidelines indicate various transportation strategies should be considered to mitigate traffic impacts. As the traffic impacts are minimal, it is expected that a traffic management approach will ease the flow of traffic along these segments, addressing any capacity issues.

To mitigate traffic impacts to these roadway segments of Marguerite Parkway "(Segment #1 (Marguerite Parkway between Jeronimo Road and La Paz Road) and Segment #4 (Marguerite Parkway between La Paz Road and Estanciero Drive)", the City can implement the following:

- Monitor and update traffic signal timing along the Marguerite Parkway corridor. With the City's recent awarded Marguerite Parkway Traffic Signal Synchronization Plan, the signal timing will be closely monitored and adjusted in conjunction with the Project's completion.
- Develop Transportation Demand Management (TDM) strategies, including bus programs (such as the MV Shuttle) and active transportation programs (additional pedestrian/bicyclist infrastructure) with the intent of reducing single-occupancy vehicles on the roadway.

- The Project location provides direct access to the Oso Creek Trail, which can assist with reducing the number of vehicle trips impacting the surrounding roadways (particularly Marguerite Parkway), therefore, providing additional wayfinding signage for pedestrians and bicyclists within the shopping center area can encourage the use of alternative transportation modes to and from the Project.

### **Site Access & On-Site Circulation**

#### **Queueing**

- A vehicle queuing analysis was also conducted at the site access points that are expected to be used by traffic associated with the proposed project. The key site access points serving the proposed project are not anticipated to adversely impact the site-adjacent roadways including Marguerite Parkway and La Paz Road. Within the site, the main access point for the proposed project will be the Village Center N driveway just east of the Marguerite Parkway and Civic Center intersection. In order to prevent vehicle blockage within the site, it is recommended to install "Keep Clear" road markings at the internal intersection located immediately east of the Marguerite Parkway and Civic Center intersection.

#### **Internal Circulation**

- A site circulation analysis at 10 key internal intersections was conducted to determine if the proposed project including reconfiguration of the parking layout and drive aisles, due to the proposed paseo, would result in any traffic operational deficiencies within the site. It should be noted that due to the new paseo, the existing north-south drive aisle located immediately west (along the frontage of the former MART building) would be closed and a new drive aisle would be provided that would divert traffic within the site's parking area to align with the store frontage of CVS. The analysis showed that all of the key internal intersections would operate at an acceptable level-of-service and that the storage capacities at each approach of the 10 internal intersections would be adequate. Motorists entering and exiting the site would be able to do so without undue congestion.

#### **Truck Turning Analysis**

- In addition, based on the proposed site improvements and observed delivery truck circulation, a truck turning template analysis was conducted. The purpose of the analysis was to determine if adequate clearance will be provided for large trucks accessing the internal businesses at the Village Center, such as Big Lots, CVS, Trader Joe's, and the former Michael's building. The analysis findings show that SU-40 (39.5' length) and WB-40 (45.5' length) trucks can be accommodated within the internal circulation area with the proposed project.

## **Parking Analysis**

A parking analysis was conducted using two methods of evaluation in relationship to the proposed site and building improvements at the Village Center. The initial analysis evaluates the parking in relation to the City-code requirements as outlined in the Mission Viejo Municipal Code, Chapter 9-25, *Off-Street Parking Standards*. Furthermore, given the mix of center tenancies, a secondary analysis referred to as a "Shared Parking Analysis" was prepared per the City's parking guidelines. The shared parking analysis evaluates the actual conditions by using observed "in the field" parking demand at the site in combination with the forecast parking demand for the Project and any on-site vacancies. Forecast parking demand is based on the Urban Land Institute (ULI) *Shared Parking Model*, an industry standard methodology. Shared parking analyses are typically conducted at most commercial centers in the City of Mission Viejo, as existing parking requirements are typically not met utilizing the City-Code parking rates.

### **City Code Parking Requirements - Existing Conditions**

- The existing City-owned parcel has a total parking supply of 155 spaces. Per existing conditions and direct application of the above-referenced parking code as defined in the Municipal Code, the Stein Mart building (retail) and the adjoining tenants (restaurants and nail salon) require 192 spaces, a deficiency of 37 spaces within the City-owned parcel.
- Since parking is shared globally amongst all parcels, parking was also evaluated for the entire commercial center. The direct application of the above-referenced parking code as defined in the Municipal Code, the existing Village Center development results in a City-code parking requirement of 1,222 spaces. **With an existing parking supply of 1,147 number of spaces, the commercial center currently has a parking deficiency of 75 spaces per City Code.**

### **City Code Parking Requirements - With Proposed Project**

- The creation of the paseo would result in loss of 47 spaces within the City-owned parcel, reducing the parking supply to 108 spaces. Per proposed conditions and direct application of the above-referenced parking code as defined in the Municipal Code, the Los Osos building (restaurant and retail) and the adjoining tenants (restaurants and nail salon) require 139 spaces, a deficiency of 31 spaces within the City-owned parcel.
- With direct application of the above-referenced parking code as defined in the Municipal Code, the future Village Center conditions result in a City-code parking requirement of 1,169 spaces. **With a parking supply of 1,100 spaces after completion of the proposed Project (loss of 47 existing parking spaces), a theoretical parking deficiency of 69 spaces is forecast per City Code.**
- The Proposed Project reduces the theoretical City Code parking requirement deficiency by 6 spaces.

### **Shared Parking Analysis (With Proposed Project)**

- A shared parking analysis evaluated the existing observed parking demand at the Village Center in combination with the proposed Project and the re-occupancy of any on-site vacancies. As a conservative approach, a 10% contingency factor was applied to the forecast parking demands in order to account for daily variations. The overall projected peak parking demand during a Thursday, Friday, and Saturday totals 919 spaces, 989 spaces, and 952 spaces, respectively. **Based on the**



**proposed parking supply of 1,100, a minimum surplus of 181 spaces, 111 spaces, and 148 spaces would result during the Thursday, Friday, and Saturday peak hours, respectively. Given these results, there is adequate parking on-site to accommodate the future conditions.**

Parking Management Plan (With Proposed Project)

- The commercial center is projected to provide adequate parking for the proposed project conditions. However, the City understands the benefits of limiting the parking impacts since the parking is shared globally amongst all commercial center tenants. To mitigate any potential parking shortage at the Project site, the City plans to incorporate a parking management plan. These plans are commonly implemented locally at the Marguerite Aquatics Complex, Mission Viejo High School, The Shops at Mission Viejo, and the Norman P. Murray Community Center during peak uses. These Plans are comprised of several project features and potential parking strategies, such as on-site bicycle parking facilities, off-site parking facilities (i.e., Civic Center) with shuttle operations, and potential valet operations. The "Special Event Barn" will be parked using 43 onsite parking space for small group gatherings under 100 participants. When permits are issued for larger events, a parking management plan will be implemented using a shuttle service and remote parking at the adjacent City facilities. It should be noted there are 900-1,000 City owned parking spaces located within a reasonable walking distance or short shuttle service of the Project site.

**Proposed Project Improvements:**

- The proposed project intends to close existing gaps that separate the site amenities from Marguerite Parkway and Oso Creek Trail, as well as to help minimize the traffic impacts. Specifically, adaptable public space will be added as a part of the proposed project to provide a seamless, cohesive connection through the site that will link to active transportation travel corridors on both sides. The intent of these improvements is to encourage and increase pedestrian and bicyclist traffic, and to reduce the number of vehicle trips generated by the project. These proposed improvements are consistent with Transportation Demand Management (TDM) strategies provided by SCAG in its *Transportation Demand Management Strategic Plan*. The proposed project improvements include:
  - **West Side of Project Site:** A new paseo will provide a direct linkage for pedestrians and bicyclists to and from the Class II bike lanes and walkways on Marguerite Parkway, and to and from the City Hall and Library as well as nearby residential communities and schools. This paseo will allow pedestrians and bicyclists to access the site amenities without the need to navigate through the existing parking lot. The west link portion of the paseo will be improved with a walkway and Class I bike path. The east link portion of the paseo will be a pedestrianized zone; bicyclists would be dismounted in this area. A new elevator will be located in the outdoor plaza that directly connects to the Oso Creek Trail. This elevator will be accessible by both pedestrians and bicyclists.
  - **East Side of Project Site:** The proposed outdoor plaza and new East Bank Oso Creek Trail Link will be accessible for both pedestrians and bicyclists.
  - **Bicycle Parking:** As currently planned, the proposed project will also include between 60-100 bicycle parking spaces at the locations below. The exact numbers and locations of these facilities will be confirmed during the detailed design stage of the project.

- 20 bicycle parking facilities at the paseo
  - 20 bicycle parking facilities at the Urban Alley
  - 20 bicycle parking facilities on the Oso Creek Trail near the proposed project
- **Pedestrian Bridge Across Oso Creek:** A proposed future pedestrian bridge will extend from the urban alley across the Oso Creek to a new event plaza, which will also be a part of the proposed project. The bridge will link to the new Oso Creek Trail extension located on the east side of the Creek that spans to the southern trailhead at Marguerite Parkway.
- The benefits of this project include increased safety for active transportation users, reduced vehicle trips and vehicle miles travelled, reduced emissions, improved accessibility and connections to surrounding locations, and a more vibrant and inviting atmosphere that will benefit business activity. The above project improvements will enhance active transportation accessibility for the Village Center site, and thereby make active transportation a more attractive option for visitors.

**With-Project Improvement Measures:**

- With the above proposed project improvements, there will be seamless connectivity through the Project site between Marguerite Parkway and the Oso Creek Trail for both pedestrians and bicyclists. It is envisioned that these project improvements would make active transportation especially via bicycle to and from the proposed project, as well as the rest of the Village Center, an attractive alternative to traveling by car.
- The project improvement measures are expected to decrease vehicle trips due to an increase in bicycle trips to and from the Project site. An analysis was conducted to determine the reduction in the number of daily vehicle trips at the two roadway segments on Marguerite Parkway that would be required to reduce the traffic impacts at these locations to a less-than-significant level. It is determined that a reduction of approximately 144 daily vehicle trips would be required at Marguerite Parkway north of the Civic Center driveway. Assuming an average of 1.25 persons per vehicle, there would need to be an increase of approximately 180 daily bicycle trips. This magnitude of daily bicycle trips is estimated to be about 15 bicycle trips per hour (8 bicyclists traveling two-way per hour) on Marguerite Parkway north of the Civic Center driveway, based on bicycle ridership period from 7:00 AM to 7:00 PM.
- As the project improvements provide site accessibility enhancement at Marguerite Parkway and Oso Creek Trail that both extend in the north-south direction, it is anticipated that the increase in bicycle trips, and therefore a decrease in vehicle trips, would also occur to the north and south of the site. In addition, it should be noted that the hourly bicycle users (i.e., 8 bicyclists traveling two-way to/from the north and 4 bicyclists traveling two-way to/from the south) are considered reasonable given that Marguerite Parkway provides Class II bike lanes, the Oso Creek Trail is classified as a Class I bike path, and that the proposed project will provide seamless connectivity between the bike lanes and path via the Project site. **Taking into consideration the above, the project improvements are expected to reduce any potential traffic impacts to Roadway Segments #1 and #4 to a less-than-significant level.**

## **Vision Core Area Community Communication Campaign**

Vision Core Meeting  
Planning & Transportation Commission Meeting  
May 8, 2023

### **PUBLIC COMMENTS**

1. Kathy Palmer

- a. MV resident since 1989; lives on La Paz / Los Caballos
- b. #1 concern – No cost estimate, worried about budget
- c. Would like public/private joint effort option and cost analysis
- d. Would rather spend funds on current Bike safety measures on streets
- e. Wants a bridge over Marguerite from Civic Center to North Paseo
- f. Curious whether Urban Alley will extend beyond City property line
- g. Would like to see Work Force housing utilized in this space

2. Wendy Lee

- a. MV resident for 31 years
- b. Concerned about parking and traffic
- c. Does not like the name “Urban” Alley. MV is not urban

3. Ed Maur

- a. MV resident since 1974
- b. Thinks the project looks fabulous
- c. #1 concern – Global warming.
- d. Would like scientific research performed and climate action plan
- e. Concerned about costs on surrounding areas (tenants)
- f. Would like transportation options, i.e. EV transport

4. Mindy Geller

- a. Property owner (The Patio)
- b. City in violation of CC&R’s while other owners follow
- c. Concerned traffic data lacked when Steinmart and Michaels were operational
- d. Needs semitrucks the ability to travel behind buildings
- e. Would like Environmental study done

- f. Concerned parking will not work when there are events
  - g. Reducing parking in violation of CC&R's
5. Cathy Schlick
- a. Commission is authorized by State statute
  - b. City cannot violate CC&R's
  - c. Concerned about budget, would like to see staff report
  - d. Are all property owners in compliance?
  - e. Wants to know the balance of remaining bonds
  - f. Does the City expect a return on investment?
  - g. Can the City have two Vision plans at once? (OCGC)
6. Bryan Zahn
- a. MV resident since 1968
  - b. Spoke about the 'MV promise' – To lead, not to follow
  - c. MV Company missed out on creating a downtown area
  - d. Have spoken to many members of the community who want the plan
  - e. Seeing this plan through is an obligation to the next generation
  - f. Young families are looking forward to this project
  - g. Village Area is still the same after decades
  - h. The Trail and Creek are the gem of the City and should be highlighted
7. June Anderson
- a. Casa Del Sol (CDS) resident (on board)
  - b. Concerned how CDS will be affected
  - c. Concerned how this will affect traffic for seniors
  - d. Concerned about 4-6 year plan for OCGC and how it will affect CDS
  - e. Would like City to work with CDS Board on plan
8. Connie Landisara
- a. Concerned about E-bikes; should not be allowed in Vision area
  - b. Has City discussed with Sheriffs regarding E-bikes in Vision area?
  - c. Is there adequate seating? Will people have to bring their own chairs?
  - d. Concerned about the maintenance increase

9. Stacy Holmes

- a. MV resident
- b. Wants to know costs, is skeptical
- c. Wants to see worksheet on outflow and inflow of funds for Vision
- d. Concerned about the maintenance
- e. Is this project a want versus a need?

10. Eric Cetnich

- a. Trader Joes/Party City building owner
- b. Beautiful concept
- c. Not allowed by CC&R's
- d. Will affects CAM charges and parking
- e. City is behind on CAM payments
- f. Concerned about traffic, will have his traffic engineer go over
- g. Concerned about new rows of parking behind CVS, not City property
- h. Urban Alley takes away truck access
- i. Concerned about global warming and environmental issues

11. Tom Moore

- a. MV resident
- b. Owners seem excluded from what he has heard
- c. Would like current owners to bring their property up to City standards
- d. Thankful for Keith to show how a City standard property should look like
- e. Concerns about traffic
- f. Local residents affected? Would like study regarding
- g. Great opportunity for City to move forward
- h. Brought up Via Angelina bridge to Rec center

12. Jane Kronik

- a. Belmont Shore resident; Michaels building owner
- b. Requests City adhere to CC&R's
- c. The CC&R's grant protections

13. Larry Gilbert

- a. Explained why there are 15 parcels in Village

- b. Crown Valley was supposed to be City core area
- c. The Core Vision plan workshop was deceptive; City does not have right to proceed with plan
- d. Would like City to have a private partner
- e. Complained that there were no vehicles in the graphics

14. Michael Schlezinger

- a. MV resident
- b. Concerned about traffic light wait times
- c. Would like transparency on costs
- d. Where will funds come from? What will revenues look like?
- e. Afraid property owners will move out
- f. Does not find beauty in the creek
- g. Concerned about trail head parking
- h. Concerned of impact that addition of “Monster” and Michael’s building new tenant will bring

15. Gideon Victor

- a. Requests to emphasize walkable and rideable areas
- b. Create space to engage neighbors
- c. Requests to create golf cart riding capabilities
- d. Would like more attention to bike riding on public streets
- e. Gave Commission tax rates of profitable parcels throughout City

16. Zach Heuting

- a. 15-year resident
- b. Living in Mission Viejo is living the dream
- c. Seen other Cities grow old, doesn’t want the same for MV
- d. Mission Viejo is a shining star of Southern California
- e. Wants MV to be forward thinking
- f. See’s many people walking trails everyday
- g. People living happy lives are out living, not in Chambers

## Commissioners

### 17. Joe Blum

- a. The traffic studies forecast the worst-case scenarios
- b. The costs for project will be worked on when details have been finalized

### 18. Robert Breton

- a. All information is online
- b. There is plenty of time for people to look at information and voice opinion
- c. (Mario) KOA is private firm, conducted independent study
- d. (Mario) Worst case scenario is based on ambient growth rate
- e. (Rich) Michaels occupation is figured in build out year
- f. (Mario) 63' semitruck cannot currently make a U-turn behind buildings
- g. (Rich) The design does not go beyond City property
- h. Should review revenue leakage from other cities; losing revenue (HDL)
- i. Commissioners will be independent of outside voices or those who elected them
- j. MV is overdue for an overhaul, agrees with Tom Moore
- k. The area currently is a lost opportunity
- l. Would like to see more water put into the creek
- m. Likes idea of encouraging golf carts like Del Mar streets, and bikes
- n. Would like a bridge built over Marguerite from Civic Center to North Paseo
- o. Concerned about E-bikes
- p. Concerned about seating accommodations
- q. Traffic study shows per code a decrease in parking deficit before and after project

### 19. LaVal Brewer

- a. Urban Alley, will it improve inflow and outflow of road? Not on other properties
- b. How will be get people to dismount bikes?
  - i. Environmental design – choke points
  - ii. Sheriff task force
- c. Newhart dismissal is from 2-3PM, not in peak hour study.

### 20. Gary Disney

- a. Agrees with bridge over Marguerite
- b. Concerns of event traffic will cause backups

- c. Would like to see updated traffic sequencing on Marguerite and La Paz
  - i. (Mario) Working on grant funding to make happen
- d. "Monster" needs to be incorporated into study
- e. Patterns of trucks behind buildings will not change? No
- f. Likes idea of golf cart use
- g. Concerned about E-bikes; choke points create a challenge for kids



## **Vision Core Area Community Communication Campaign**

Vision Core Meeting  
Community Services Meeting  
May 11, 2023

### 1. Pam Smith

- a. How is parking behind the Corp yard accessed?
  - i. La Paz or Marguerite
- b. Are bikes through the Urban Alley allowed?
  - i. Yes, and there will be dismount zones
- c. Curious about types of pushback from public
- d. Are there any property owners who support this project?
  - i. Yes, but not very vocal

### 2. Mark Nix

- a. How to respond to facility usage questions; where to direct these questions; how to answer these questions.
- b. From presentation, where is lost Square Footage coming from? Is this how we are able to reduce parking?
  - i. Reduction in building space. Yes, due to retail vs food square footage.
- c. Will there be specific times when Urban Alley is closed to trucks?
  - i. Yes, most likely at night.

### 3. Kathy Allen

- a. Can current property managers sell their property for residential building?
  - i. No
- b. Who will be running the eateries and other area activities?
  - i. Outside vendors
- c. Will there be bike parking?
  - i. Spread throughout, about 100 total

## **Vision Core Area Community Communication Campaign**

Vision Core Meeting  
Community Services Commission Meeting  
May 16, 2023

### **PUBLIC COMMENTS**

1. Bill Rigg
  - a. Veteran, Mission Viejo resident since 1967
  - b. Appreciates how patriotic the City is
  - c. Would like a permanent monument for Veterans at the Murray Center
2. Tom Jenkins
  - a. Mission Viejo resident since 1971
  - b. Finds Core Vision project compelling
  - c. The city needs a project to connect all city facilities
  - d. Core Vision is a “Showcase” project
  - e. Please support this project
  - f. City website has a great link for milestones
    - i. It needs to be updated
3. Cathy Schlicht
  - a. Property values will go down if this project is not successful
  - b. The city has no limits or boundaries
  - c. The project is unlawful and violates the CC&R’s
  - d. Authority is being abused, not fiscally responsible
  - e. The “Urban Alley” will turn into “Hobo Alley”
  - f. Traffic will be increased
  - g. “The Monster” will have to be developed to increase foot traffic
  - h. There is a lack of attendance at the current city events
  - i. Drone video at last presentation was offensive
  - j. City needs a dedicated revenue stream and a balanced budget
  - k. City needs to do their due diligence before approving this project
4. Zachery Meuting

- a. 15-year Mission Viejo resident
- b. Moved to Mission Viejo for all of the great parks
  - i. Living in Mission Viejo is Paradise
  - ii. Loves the connectivity of the city
    - 1. Bike path and MV shuttle for transportation
  - iii. The city needs this sort of forward thinking to keep our city relevant
  - iv. Core Vision plan is the “Crown Jewel” of Mission Viejo
    - 1. Thank you for making our city better!

5. Eric Cetnich

- a. Thanks Keith for the presentation
- b. There are three problems that make this project a “No Go”
  - i. Traffic study and truck delivery could adversely affect his tenants’ leases, could be terminated if delivery trucks cannot make U-turns
  - ii. CC&Rs are being violated
  - iii. When did the center become rezoned to recreation for a park?
    - 1. Center should be rezoned to mixed use with a residential component

6. Jann Kronik

- a. Owner of the former Michael’s Building
- b. The center has been privately owned since 1972
- c. CC&R’s are being violated, city signed the CC&R’s when they purchased the Mart Building
- d. North Paseo is in violation of the CC&R’s
  - i. Common area can’t be taken away
- e. Long term tenants may leave due to this development
- f. She is fighting to protect private property and the property owners’ rights
- g. The city did not reach out to them about the project

7. Wade Wieman

- a. Owner for the “Patio” in the shopping center
- b. Concerned with parking spaces and how the parking lot is being reconfigured

- c. The CC&R's are being violated
- d. The proposed development will cause overflowing parking lot
- e. The proposed parking lot layout may cause accidents
  - i. Thinks the city may be held liable
- f. Tenants of business are Mission Viejo residents
  - i. If development fails it would affect their livelihoods
- g. Bikes are a real problem in the center
  - 1. Thinks bikes should not be allowed to be ridden in the center
    - a. It is a safety issue that needs to be addressed by the city

8. Nancy Larkin

- a. Absent

9. Bryan Zahn

- a. Thanks Commission for their service
- b. Thinks there needs to be a healthy debate between the city and the other property owners
- c. All projects have challenges that need to be worked through
- d. Watched the center being built as a young boy, nothing has changed in many years
- e. Limited choices for dining forces them to leave Mission Viejo
  - i. Small selection of dining to choose from in town
- f. Loves the fact that they can bike to proposed development and not have to use their car
  - i. States that bikes are a great way to travel the city
- g. Has attended many of the cities night markets and thinks they are very successful with a wide range of different demographics

10. Larry Ryan

- a. He believes the city can work out all of the details
- b. You have to look at the big picture. The details still need to be vetted
- c. You have to start somewhere and this is a great start.
- d. You have to agree to disagree and work together (Property owners and the city)

- e. It has been 20 years and the center has had little to no improvements
- f. The time to move forward is now
- g. When he's looking to go out he leaves Mission Viejo

## **Commissioners**

### 11. Cathy Allen

- a. Is there storage in the rental space?
  - i. The space will be fully furnished, with the spaces being small in size there will be storage space located somewhere on-site
- b. Will the Urban Alley have a transition in paving?
  - i. Paving will be flush with two different materials
  - ii. There will be steps and a ramp
- c. TAP Program will encourage community involvement

### 12. Steve Thorton

- a. Now is the time to reinvent and be relevant
- b. Would like to include a Veteran memorial of some kind, a Veteran "Focal Point"
- c. Would like to reach out to the Veteran Community

### 13. Josh Vicchione

- a. Would also like a Veteran monument wall or sculpture
- b. Would like to add engagement photos from the art "Heart" to be included on the website
- c. Provide furniture that are senior friendly and can be exited easily

### 14. Saga Conroy

- a. Learns something new every time she sees the presentation
- b. Would also like a Veteran Memorial
- c. States the Vision Plan is impressive
  - i. Liked
    - 1. Green roof, nature, heart design
    - 2. Flat design for ADA
    - 3. Designed for golf carts

4. The Lucky Climber play structure art piece

15. Tricia Gonsowski

- a. Looking forward to the project
- b. The trail looks beautiful
- c. Bike education is improving
- d. We need to have healthy discussions, collaborate and work together to accomplish this goal

16. Cathy Allen

- a. You can't move forward without a vision!

## **Vision Core Area Community Communication Campaign**

Vision Core Meeting  
City Council Meeting  
May 23, 2023

### **PUBLIC COMMENTS**

1. Eric Cetnich – Trader Joe’s building owner
  - a. Great project if City owned all properties
  - b. Other cities are using private funds for their projects
  - c. Would like City to consider him for private partnership
  - d. Private support is needed
  - e. Project is a lease breaking liability
  - f. Trucks cannot make U-turn now, but Urban Alley will prevent trucks from driving through to Big Lots side
  - g. Is area re-zoned as a park?
  - h. Bill Curley says that the Park Act trumps the CC&R’s. How so?
2. Jann Kronik – Michaels building owner
  - a. Have had meetings since 2016
  - b. City in direct violation of CC&R’s
  - c. Never mentioned “park” in past meetings
  - d. Feels like their rights as property owners are ignored
  - e. City plan is taking away from deliveries
  - f. City plan is taking away protection
  - g. 13 existing owners bringing in taxes since 1972
3. Cathy Schlicht
  - a. Why is City not paying association dues?
  - b. Project is putting City at risk by not paying association dues
  - c. Previous Steinmart building owner went against CC&R’s and lost
  - d. Larry Ryan is a project consultant; would like transparency
  - e. Oso Creek is a “ditch”; no water flow
  - f. Would like economic reports

g. Would like a comment section added to the Vision website

4. Bryan Zahn

a. This process needs to continue, there is more to come

b. Project needs to go through this process or it won't succeed

c. Mission Viejo leads, not follows

d. This project is a need, not a want

e. When attending Farmers Markets, people are always asking "when" this project will happen

f. People go to Dana Point to listen to music, not Mission Viejo

g. Dining options are important for local economy

h. Asks council to support

i. Think about the recreation and dining

ii. Think about the residents. Residents have a say

5. Walt Lawson

a. Reviewed plans and heard last city council presentation

b. May 9 council meeting noted exhibit D, but did not include comments

c. What is the total cost? Where is funding coming from?

d. What is the debt schedule?

e. What is the timeline schedule of project?

f. How much total money is going to SMWD

g. Can City proceed with current CC&R's?

h. Would like a clear exploration into all matters

i. Property owners need to be kept in the loop

j. All property owners need to see the plan

6. Kathy Palmer – Resident since 1989

a. Supports aspects of the project

b. Would like a connection bridge between Civic Center and North Paseo

c. Would like City to look into private financing

d. Would like to see work-force housing

e. What is the cost estimate? Finances come from where?

f. Confused by the taking of parking spots but wanting more people to come?



- g. Would like study on revenue leakage
  - h. If Trader Joe's leaves, there is no reason to go to center
7. Tom Moore – Resident since 1984
- a. Supports the concept
  - b. There has been lack of participation from property owners for years
  - c. Glad to see property owners at the Vision meetings
  - d. Concerned with the zoning
  - e. Residents near core area are important, need specific plan for surrounding areas
  - f. Must have patience, this is a process
8. Dwayne Ihde – Resident for 3 ½ years
- a. Supports the project
  - b. This is what young families want for their future in Mission Viejo
  - c. Wants a place to go to hang out within the City
9. Stacy Holmes
- a. What costs have we spent already on project?
    - i. Staff? Building? Attorney? Design?
  - b. Is the City waiting on presenting costs to get people excited enough to not care?
  - c. How much private funding is acceptable?
  - d. The property owners need to be happy with project
  - e. Would like a vote be given to City residents
10. Ilene Gierger
- a. What are the associated costs?
  - b. Where are the funds for the project coming from?
  - c. The funds for Steinmart purchase was taken from the Library and Animal Shelter
  - d. Money grants for GAP funding for low income housing?
  - e. A lot has changed since 2017
  - f. What happens when the Mart is all new but other properties are still unkept?
  - g. She prefers going to Lake for drinks versus the Creek.
  - h. Be fair on the cost benefits analysis
11. Larry Ryan – Resident since 1985
- a. Young families are the essence of this project

- b. This project is the vision for tomorrow
- c. Lake Forest sports fields had a vision and followed it through
- d. This is worth pursuing.

12. Mindy Geller – The Patio owner

- a. This project is a violation of the CC&R's
- b. The traffic report is misleading
- c. Project will prevent businesses from operating
- d. The City has not worked with property owners
- e. The costs will continue to increase
- f. Kathy Sickle is owed \$100K from City
- g. City staff should not be allowed to speak at public hearings
- h. Wants environmental report

13. Wade Wyman – The Patio partner

- a. CC&R's were in affect in 1979 and are still in effect today
- b. Concerns have been voiced by property owners
- c. Kathy Sickle says that nothing has been decided on
- d. Owners asked to be included in SDG&E electrical fees
  - i. 2018 - \$9,000 annual charge
  - ii. 2022 - \$19,000 annual charge
- e. Wants transparency
- f. Wants amendment of CC&R's to work with all parties
- g. Wants to form a board and work together

**City Staff and Council**

14. Dennis Wilberg

- a. The City is working with property owners
- b. February 24<sup>th</sup>, had meeting with owners, wanting to form committee, management agreement, and amendment to CC&R's
- c. Kathy Sickle said she would coordinate meetings and has not yet

15. Bill Curley

- a. Has emails showing no activity

- b. Has amendment draft for CC&R's
- c. CC&R's has no board
  - i. Cannot pay CAM without
- d. \$46 million has been previously approved by CC
  - i. \$13 million to buy building
    - 1. Sold \$19 million in bonds
    - 2. \$6 million left
  - ii. Has another \$27 million for project

16. Cynthia Vasquez

- a. When will be find developer for partnership? \*In Fall
- b. Can City take on project without private developer?
- c. Would like women's restroom bigger for amptheatre
- d. Far access for ADA

17. Bryan Goodell

- a. No residential in project as of last CC meeting
- b. Wants to come together with property owners
- c. This project is a gift to the Center
- d. This project will be great for recreation

18. Trish Kelley

- a. This will be good for young families
- b. This will create a destination spot for the City
- c. Oso Creek and Trail is a City jewel

19. Keith Rattay

- a. Best case scenario, construction starts around mid-2025

## **EMAILED QUESTIONS POST-MEETING**

Judith Berman

Hello,

Because of the rule regarding Public Comments related to Agenda items (BTW, I thin people should be able to add public comments after an agenda item is started, especially on something as critical as the CORE vision plan), I did not have the opportunity to ask the following questions regarding Item #25 on the CORE vision plan:

- Are our hands tied as to being required to allow the "Monster" apartment building at the corner of La Paz and Marguerite to go through (this relates to my next question)?
- No. This item has nothing to do with that potential future project.
- Did the traffic analysis of the CORE vision plan take into consideration the increase in traffic from the "Monster" apartment building at La Paz and Marguerite being built?
- No. The Garden Plaza project, whatever it may be, must stand on its own. We don't know what the owner will propose to build there, since nothing has been submitted for consideration.
- Will the CORE vision plan be put for a vote to the residents, if it solely funded publicly?
- No. The city council will decide. The funding may require a vote if general municipal bonds are used as a financing vehicle, which depends on how the project is structured. We have not decided how this will be done yet.
- Will additional police coverage be provided evenings and weekends when all the activity in the CORE area and the trails will be going on?

Unknown at this time. The project will likely employ a contract security guard service, as other commercial projects do.

- How much extra revenue do you expect to get from the CORE vision plan?

Extra? Not sure what you mean. The financial plan will be discussed later in the year, per the schedule discussed tonight.

- Will any city council members with associations in any way related to commercial real estate agree to abstain from voting on commercial building related contracts where it could even slightly look like they have a financial or other business conflict of interest?

Financial Conflicts of interest are illegal and expressly prohibited. State ethics laws require disclosure of any conflicts of interest and abstention from voting on items where financial interests exist.

- What are the assumptions, risks and issues, etc. related to the CORE vision plan, since it is a project and needs to have a full project plan with schedules, scope, costs, quality evaluations, risks and assumptions, etc.?

These are being developed through this process.

- Can you add this same item #25 to the next city council meeting to continue the public comments/questions and answer some of the questions I listed above?

No. It will come back per the schedule presented tonight.

Also, one more question...is the chick Fil-A planned to replace a store, and, if so, which one, and if the same area has other fast food places, what would be the problem of putting another one there?

Sharon Scoles

I am writing to express my strong support for the Core Area Vision Project and to urge the City Council to move forward with its implementation. I believe it will enhance the heart of our beautiful city and create a vibrant, inclusive, and sustainable community for residents and visitors alike.

Having been a resident of Mission Viejo for almost 30 years, I have raised my family and enjoyed many of the events and amenities of Mission Viejo. I have witnessed the positive impact that thoughtful urban planning and development can have on a community. The Core Area Vision Project presents a unique opportunity to revitalize our city center, ensuring that it remains a focal point of community life and a source of pride for generations to come. I firmly believe that this project will not only benefit the residents of Mission Viejo but also attract visitors, stimulate economic growth, and foster a sense of pride in our community.

One of the key aspects that resonates with me is the emphasis on creating pedestrian-friendly spaces and enhancing connectivity within the Core Area. By prioritizing walkability and incorporating green spaces, plazas, and gathering areas, this project will encourage social interaction, promote a healthier lifestyle, and contribute to a more sustainable environment. The integration of public art, cultural elements, and design aesthetics will further enrich the overall experience of residents and visitors alike.

Moreover, the Core Area Vision Project presents a tremendous opportunity for economic development. By attracting new businesses and fostering entrepreneurship, it will create job opportunities and generate revenue for the city. The revitalization of underutilized areas will enhance property values, spur private investment, and contribute to the long-term economic prosperity of Mission Viejo.

Additionally, I applaud the collaborative approach taken by the City Council in developing this vision. The extensive community engagement process, involving residents, businesses, and stakeholders, ensures that the Core Area Vision reflects the aspirations and needs of the Mission Viejo community. The project's transparency and inclusivity have instilled confidence in me and many others, making us eager to see its successful implementation.

In conclusion, I wholeheartedly support the Core Area Vision Project and strongly urge the City Council to move forward with its execution. This transformative endeavor has the potential to enhance our quality of life, attract visitors, drive economic growth, and foster a strong sense of

community pride. I am confident that with your guidance and support, Mission Viejo will flourish and continue to be a desirable place to live, work, and play.

Thank you for your attention to this matter. I trust that you will consider my perspective, along with that of other supportive residents, as you make decisions regarding the Core Area Vision Project. I am eagerly looking forward to witnessing the positive impact it will have on our beloved city.

**Core Area Vision Plan  
LOS OSOS  
Community Communication Campaign**

Vision Core Meeting  
Planning & Transportation Commission Meeting  
July 10, 2023

**Committee Comments After Presentation**

1. Joe Blum

- a. Marguerite peak hours shown for traffic level today?
  - i. Mario Gutierrez – Level “C” for both AM & PM; threshold is “D”

2. Robert Breton

- a. How many public hearings for project since 2017?
  - i. Keith Rattay – about 13
- b. 62% of people think this shopping center needs revitalization
- c. Is “Urban Alley” the official name for back of area?
  - i. Keith Rattay – Working name. This area is considered ‘urban’ in its approach
- d. Will consultant be involved in tax leakage?
  - i. Elaine Lister - Yes, this is not a science, but consultant will help
- e. How many water features?
  - i. Keith Rattay – 3 simple water features
- f. Can we still work with SMWD for increased creek flow?
  - i. Keith Rattay – Yes
- g. Is everything involved and proposed on City property only?
  - i. Rich Schlesinger – Yes
- h. Is the entire shopping center currently 75 parking spots deficient?
  - i. Mario Gutierrez – Yes
- i. If the City Council approves, will deficiency for the entire shopping center be reduce to 69 and have a net gain?
  - i. Mario Gutierrez – Yes
- j. Is the traffic impact study currently online?

- i. Keith Rattay – Yes on the “Resource Page” of the Envisionmv.com Site

## **PUBLIC COMMENTS**

### 1. Michelle O’Brien

- a. Beautiful design for the project
- b. Curious about and has not seen tax revenue income generation
- c. City should consider lease options for increased tax revenue

### 2. Wendy Lee

- a. Excited about the project
- b. “Urban Alley” should be renamed – Mission Viejo is not urban
- c. Oppose to high density housing

### 3. Jan Kronik (owns Michaels property)

- a. The other property owners have concerns and they have not changed
- b. CC&R’s focus on traffic egress, parking, etc.
- c. Rejects the traffic study done by the City
- d. Feels ignored as a property owner
- e. If the project is approved, it is a loss of rights for property owners

### *Robert Breton begins asking questions to Jan*

- f. She is speaking for 10 of the 13 property owners
- g. She has spoken to City staff and City is unwilling to abide by CC&R documents
- h. Wants a plan that fits into the documents
- i. Owners have always “worked by tradition”
- j. This project will decimate the centers’ owners
- k. Mr. Breton asked Jan Kronik if she would support the CC and R’s being amended if need be to allow the LOS OSOS project to move forward. Jan Kronik objected and said absolutely not.

### 4. Kathy Palmer

- a. Likes the idea of pedestrian bridge over Marguerite
- b. Concerned with the lack of cost analysis
- c. The centers’ aesthetics is not a sufficient reason for this project
- d. Wants the ability to vote on using a bond to fund the project



- e. Wants to protect the City's budget
  - f. Happy to see that the City is considering working with a consultant for private/public partnership
  - g. Would like mixed-use development – Work force housing
5. Michael Johnston
- a. 5-year home owner in Mission Viejo
  - b. Mission Viejo is a beautiful city
  - c. Parts of the City are showing its age; revitalization is needed
  - d. This is the right plan for the community and future
  - e. Wants to recognize City staff for their efforts in regards to this project
  - f. Wants the City and people to keep pushing for Los Osos
6. Seth Cable
- a. Has been following this project for several years
  - b. City has been thoughtful in design choices
  - c. Thinks this is a good plan
  - d. The property owners' concerns should be considered
  - e. Revitalization is important
  - f. Curious what happens if traffic level becomes a level "D"?
7. Cathy Schlicht
- a. The workshops done in 2017 was rigid; no questions were allowed
  - b. Large cost with no parking garage
  - c. The traffic report done is suspect
  - d. City is breaking the CC&R's
  - e. Asked City put \$100K into trust account
  - f. Vision Core presentations are to manipulate the public
8. Coreena Purcell
- a. Passionate about the project
  - b. Loves Mission Viejo
  - c. Wants to invest in the City and community
  - d. People chose Mission Viejo for education, family friendly, good community
  - e. Wants the City to work with the property owners

- f. Wants more areas in Mission Viejo for congregation
  - g. Right now she is spending money outside of City for entertainment
9. Eric Cernich (owns Trader Joe's property)
- a. The current North Paseo and future plan violates CC&R's
  - b. Met with the City traffic engineer with questions and no answers yet
  - c. City deciding on this project is a conflict of interest
  - d. Worried about injuries in the "Urban Alley"
  - e. The temporary fire station construction is violation of CC&R's
  - f. When did 5 acres of property get rezoned to a park?
  - g. Owners not consulted on the "Los Osos" name
  - h. Owners are willing to private/public partnership

*Robert Breton begins asking questions to Eric's Comments below*

- i. The improvements made to City property today are CC&R violations
  - i. North Paseo taking up 17 parking spots
  - ii. Fire station
- j. Property needs to incorporate housing
- k. Kathy Sickles is property manager
- l. Willing to join in a joined board with bylaws, etc.
- m. City needs to catch up on CAM dues
- n. Not willing to amend CC&R's without a board
- o. Meeting with City to create a board was a charade; usually all "works with tradition"
- p. The overall plan is great
- q. Wants to upgrade all center with a joint plan
- r. Mr. Breton asked Eric Cernich if he would support the CC and R's being amended if need be to allow the LOS OSOS project to move forward. Eric Cernich objected and said absolutely not

10. Zachary Heuting

- a. Wants the City to invest in the community
- b. This is a beautiful plan for the City
- c. The public that he has spoken to loves the Los Osos project
- d. People keep saying that they "need something there"

11. Wade Weiman (owns the Patio property)
  - a. Property owners are trying to go forward
  - b. Wants to form a board
  - c. Wants City to work with the owners in a respectable way
  - d. The CC&R's are important
  - e. Tenants are concerned about potential parking issues
  - f. Supports the project if done right
  - g. The City must do everything correctly

*Robert Breton begins asking questions to Ray*

Mr. Breton asked Mr. Weiman if she would support the CC and R's being amended if need be to allow the LOS OSOS project to move forward. Mr. Weiman objected and said it is premature to say that he would amend the CC&R's if board was created

12. Jill Chingling
  - a. Things need to be updated
  - b. Money is important and needs to be budgeted
  - c. The current Bond was passed without public input and won't be paid off until 2041
  - d. The survey was biased that said 76% of people want change with property
  - e. The plan is great but worried about the budget

13. Tom Moore
  - a. The project improvements will impact local residents
  - b. Supports moving forward on Los Osos
  - c. Wants to see a mixed-use development
  - d. Wants speed limits reduced to 35 mph on Marguerite
  - e. Supports owners concerns, but likes the Los Osos' possibility

14. Eric Kasm
  - a. Very nice plan but leaves other parcels in the center unchanged
  - b. Need to move forward with all of the center being addressed

### **Commissioners**

1. Robert Breton
  - a. Can a 65' truck turn around behind the buildings?
    - i. Mario Gutierrez – Currently not able to make a single point U-turn

- ii. Rich Schlesinger – There is no impact outside of City property
    - iii. Rich Schlesinger – “Urban Alley” safety issues will be mitigated with signs
    - iv. Rich Schlesinger – Trucks usually do not drive during peak hours
  - b. Were 5 acres rezoned to a park?
    - i. Elaine Lister – Nothing was rezoned
  - c. Is “Los Osos” a name for the entire complex or just City property?
    - i. Keith Rattay – Just City parcel
- 2. Gary Disney
  - a. Regarding the agreement for a board: How many property owners are for a board and how many are against?
    - i. Jane Kronik – ½ are jointed in and 2 are a “no”
    - ii. Eric Cernich – Some owners do not want to pay attorney fees

**Commission took a vote to receive documents: Passed 5-0 in favor**

**Vision Core Area  
Community Communication Campaign**

Vision Core Meeting  
Community Services Commission Meeting  
August 15, 2023

**PUBLIC COMMENTS**

1. Eric Cernich
  - a. Wants to advise City Council about Recreation facilities across from Civic Center
    - i. What does this mean? Does City have property files?
  - b. Table 7 in COS #2 says parkland exists across from Civic Center
    - i. 5 acres
    - ii. Where are these maps?
  - c. Did parking rezone happen?
  - d. CAM payments have not been paid by City since they bought SteinMart
2. Cory Collins
  - a. MV resident since 2019
    - i. Pacific Hills area
  - b. In favor of project
  - c. Loves the trail and uses often
  - d. Likes the connection to activities this Core Vision offers
  - e. Property looks outdated, like it's from the 70's or 80's
  - f. Look at Dana Point, more to offer than Mission Viejo
  - g. Wants more spaces for young families
  - h. Wants more activities closer to home
3. Wyatt Webb
  - a. Excited about project
  - b. Grew up in Mission Viejo
  - c. This project is long overdue
  - d. The property now is outdated
  - e. Would like a walkable district with trail
  - f. Having an outside space integrates the environment

- g. Wants the City to provide a local and exciting space
4. Cathy Schlicht
- a. This meeting is on the wrong date posted, supposed to be tomorrow (8/16)
  - b. 2017 workshop discussed having no parking structure
  - c. City is not being a good neighbor with the property owners
5. Jan Kronik
- a. Documents that have been in place for the property are older than the City
  - b. City is violating the CC&R's
  - c. City does not recognize private property rights
  - d. Parking will be decimated
6. Wade Weiman
- a. Parking ratio is a concern
  - b. Looked up that one parking spot is per 60 sq ft
  - c. Accessibility and ease of parking is a big concern
  - d. People will go somewhere else if parking is a problem

#### **COMMISSIONERS**

7. Josh Vecchione
- a. Area was supposed to be a Town Center
  - b. 54-year resident of Mission Viejo
  - c. Has watched center go downhill for decades
  - d. No improvements have been done
  - e. Disappointed with lack of pride in property
  - f. Disappointed with lack of enthusiasm to improve center
  - g. No areas in Mission Viejo for 24-year old's
  - h. We need to do the hard work for young families
  - i. Loves the idea and concept

## **Vision Core Area Community Communication Campaign**

Vision Core Meeting – Open House  
Community Services Commission Meeting  
October 12, 2023

### **PUBLIC COMMENTS & QUESTIONS**

#### *During Tour – Paseo Area*

1. Will there be private contribution?
  - a. At this time, no
2. Where will funding come from?
  - a. This is in progress
  - b. Overall, the plan is to build a park with supporting retail
3. Will the parking down south end of property end stay small?
  - a. Not our property
4. Bike & E-bike parking?
  - a. Yes, at least 100 spots throughout
5. Full time security?
  - a. Yes
6. Will there be room for walkers without biker interference?
  - a. There will be no riding in the Paseo
  - b. However, kids will do what they do
  - c. There will be a team of e-bike patrol volunteers
7. Will there be e-bike speed limit signs?
  - a. Yes: 12 mph, no full throttle, pedal assist only

#### *During Tour – Urban Alley Area*

1. Will there be driving back in alley?
  - a. Yes
2. Will there be deliveries in alley?
  - a. Yes
3. Will there be flowing water in creek all day?
  - a. We will be working with SMWD on this

4. How many staircases will there be? Elevators? ADA?
  - a. Two staircases, two elevators, ADA – yes.

Comment Cards

“I am so impressed – blown away!... by the concept, the vision, the creativity. Build it, and they will come! MV needs a backyard to “play” in. I can’t wait for the ribbon-cutting. Do it NOW, rather than later.”

- Robert D. Breton

“I think the concept is exciting – my concerns are: The large amount of money going into just this project. I’d like to see some of those dollars go into bicycle right of ways for safety. It’s very dangerous now. Also, more park-like areas - less hardscape all over the City.”

“I love the new look. No Spanish tiles. Great colors. Wood/metal/stone, fresh look.”

- Charlie Nobile ([Charlie.nobile2@gmail.com](mailto:Charlie.nobile2@gmail.com))

“Love the idea! MV needs more family friendly places and local businesses. I understand we lose money to SJC & SC, etc., as there is no central core to enjoy a beer and watch kids play. Thank you.”

- James Ross, Madrid Fore

“Nice presentation. (Sorry I arrived late!) I’m very excited about this whole development. I will attend the meeting on the 24<sup>th</sup>. Thank you.”

- Suzanne Calhoun; 22364 Manacor (Mallorca), M.V. [Calhouncats@cox.net](mailto:Calhouncats@cox.net)

“Thank you! Nice open house. (1) Please, no astroturf – It’s hot, and terribly smelly when dogs inevitably pee on them. (2) Provide an “adult” play area: Exercise, bars, rings, like they have at Santa Monica /Venice Beach. (3) Plastic deteriorates – the climbing structure at Irvine Spectrum looks terrible after a few years. (4) Improve shuttle service like Aliso Viejo’s on demand shuttle for truly walkability. (5) ? A safe and fun place for teens to hang out? Thank you”



“What is the minimum amount of private funding that must be secured before going forward with this project? Nearby communities have secured substantial private funding for similar projects. (2) Do the other businesses in this center support the project? There seems to be continuing unhappiness among other shops and businesses in the area.”

- Stacy Holmes ([fenwayfever@hotmail.com](mailto:fenwayfever@hotmail.com))

“Just wanted to let the city know I thoroughly enjoyed Keith's Los Osos area project presentation and walking tour! My self along with my entire family cannot wait until this project is complete. Thank you to Keith and all of the other city officials who made this week's presentation and tour possible.”

- Dan Davis (Dean Homes, Mission Viejo) [DL949@hotmail.com](mailto:DL949@hotmail.com)

