



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



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

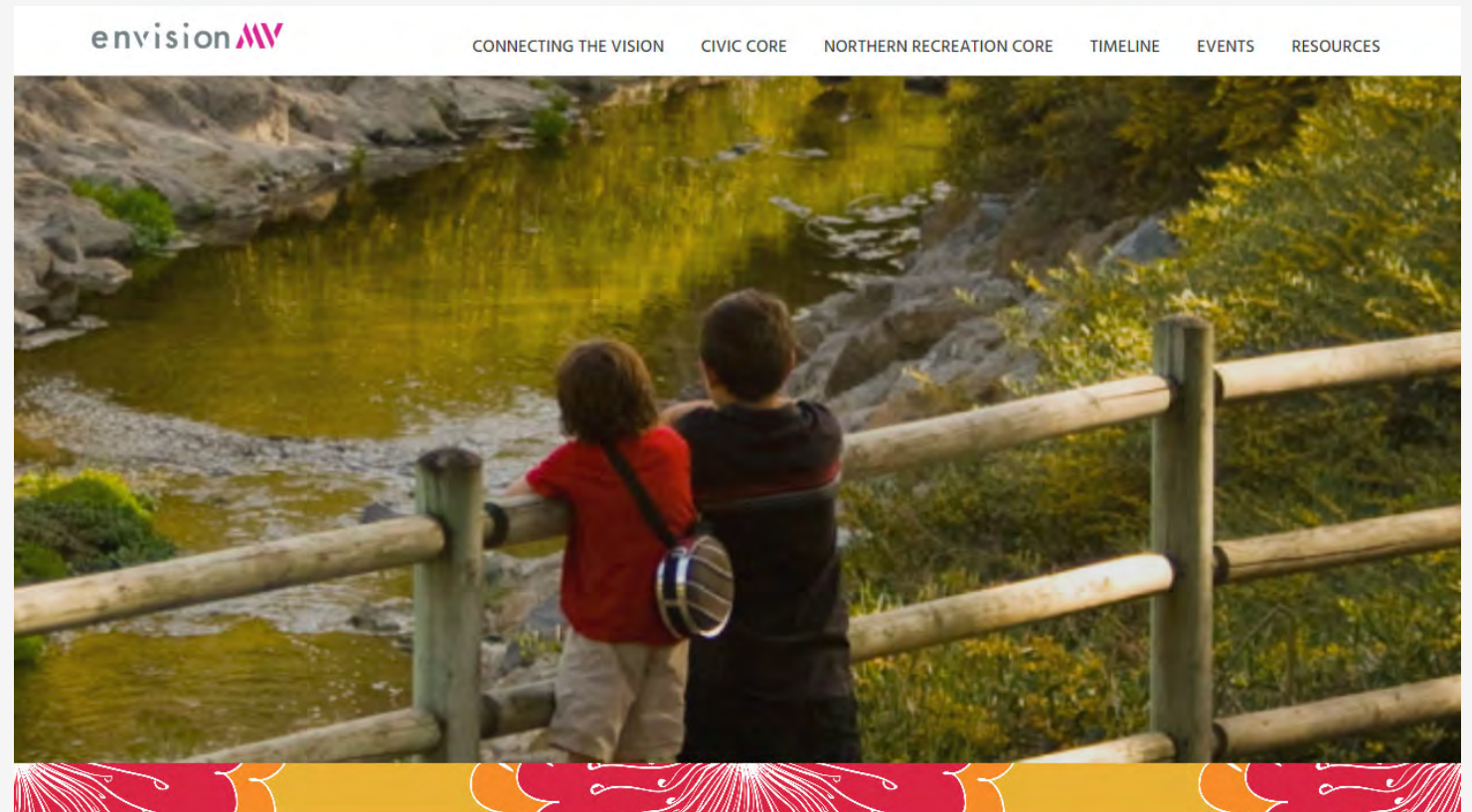
Five local projects in adjacent communities aimed at drawing tax dollars away from Mission Viejo and into neighboring communities

Community Communication Campaign



envision

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



Schedule

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
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Introduce the CORE AREA VISION PLAN concept, “LOS OSOS,” at City Council Meeting	4-25-2023
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Present the concept to the Planning & Transportation Commission and review the traffic study and architectural elevations and seek public input	5-08-2023
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Present the concept to the Community Services Commission with emphasis on recreational opportunities and seek public input	5-16-2023
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Schedule

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

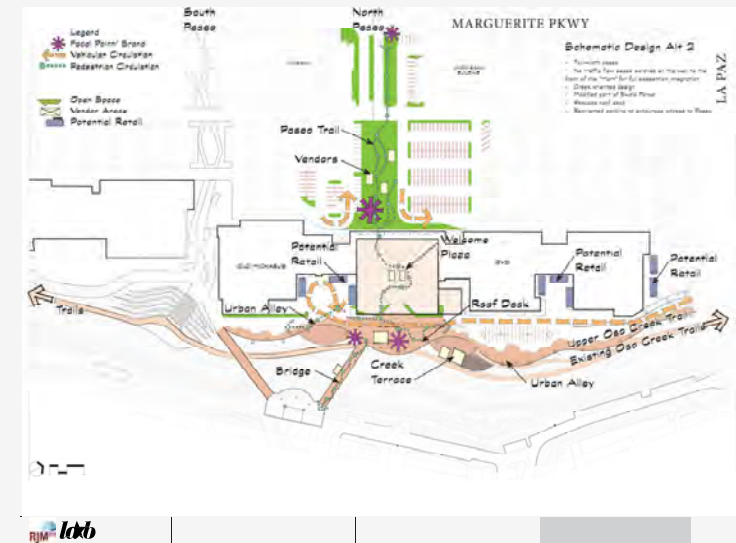
Council Direction

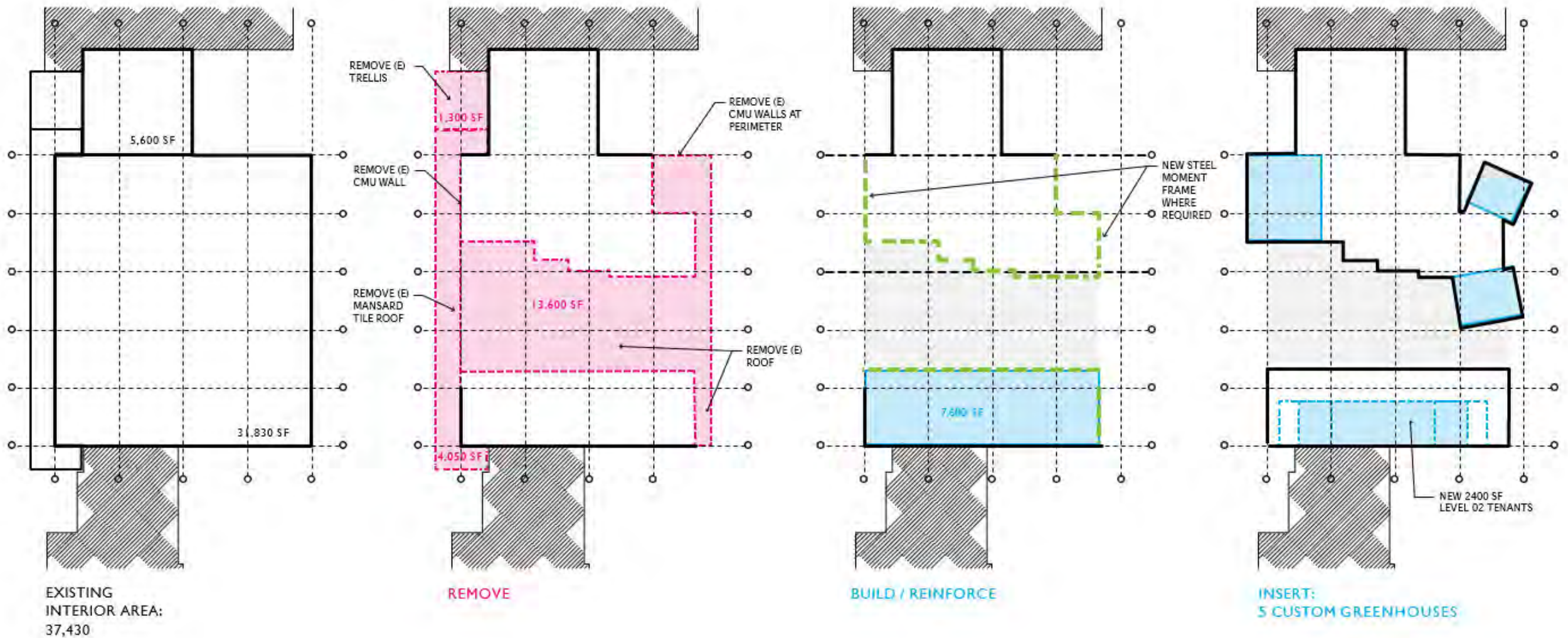
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March and April 2022 - City completed the site analysis and field reconnaissance and sought input from the Commissions and City Council.

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.





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

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

Building Reformatting



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



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



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



Creek Side Entertainment Plaza



Creek Side Entertainment Plaza



Los Osos – Lower Entertainment Plaza



LEGEND



- | | |
|---|----------------------------|
| 1 Stairs | 8 Oso creek bike trail |
| 2 Sculpture - climber ground level | 9 Seating area |
| 3 Elevator to below | 10 Greenhouse kiosk |
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Lower Entertainment Plaza



Lower Entertainment Plaza



Lower Entertainment Plaza



Los Osos – North Paseo Bridge



Mission Viejo Core Area Master
Plan
Mission Viejo, California

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North Paseo Bridge



North Paseo 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

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

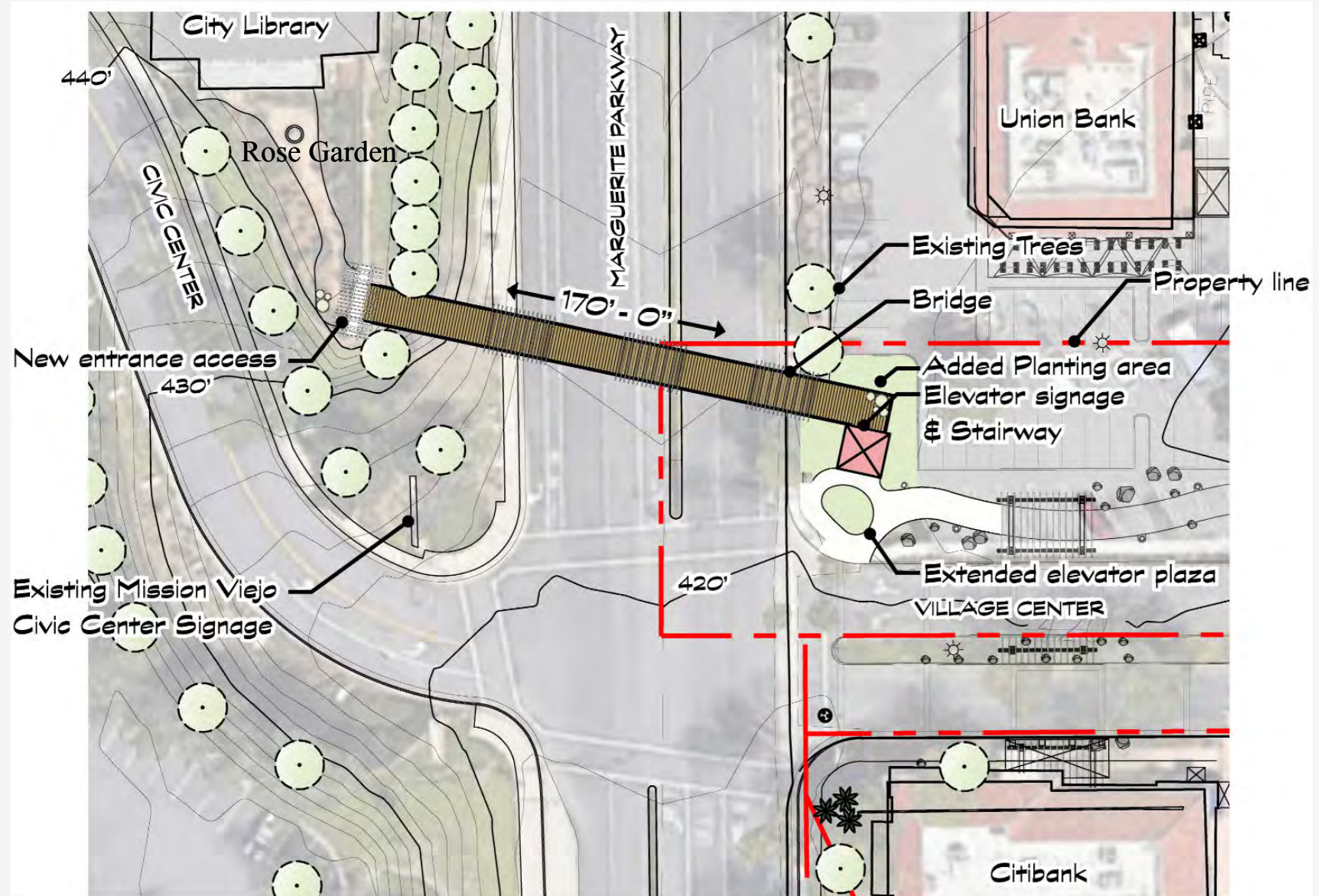
5. The parking study, as part of the Traffic Impact Study, is both factual and empirical and concludes that there is sufficient parking. The City owns 700 parking spaces surrounding the shopping center, and through our successful traffic management programs, we will be able to manage the parking for 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

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



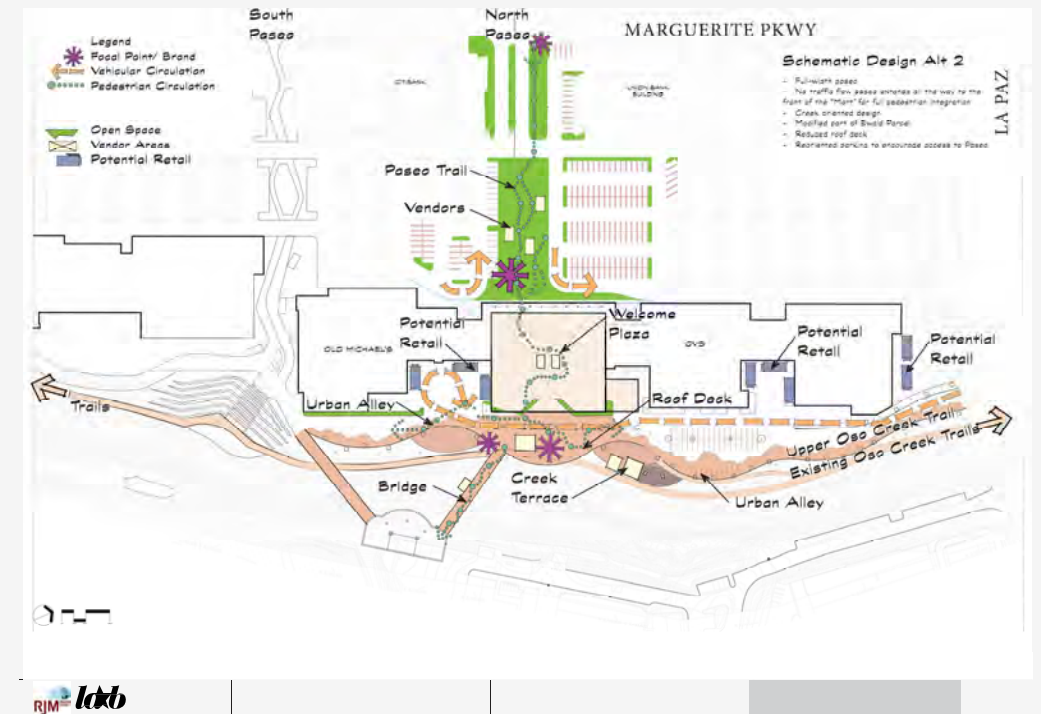
- Traffic Impact Analysis
- Site Access & On-site Circulation
- Parking Analysis
- Pedestrian & Bicycle Accessibility Overview
- Event Barn

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

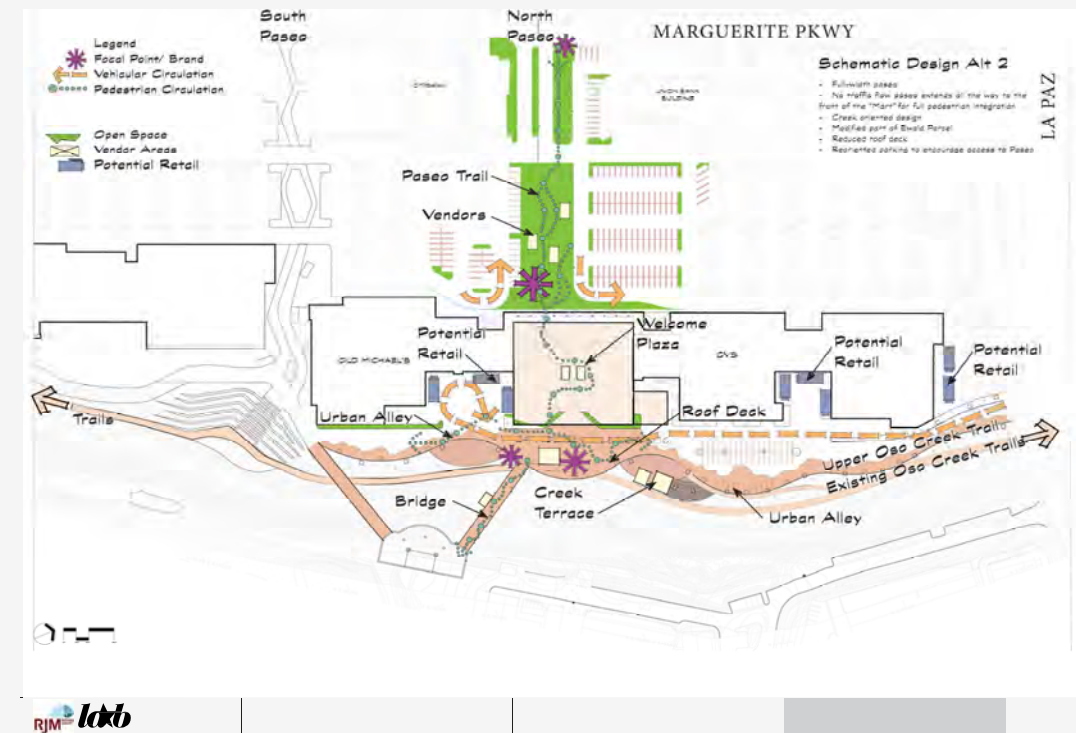


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Traffic Impact Analysis



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

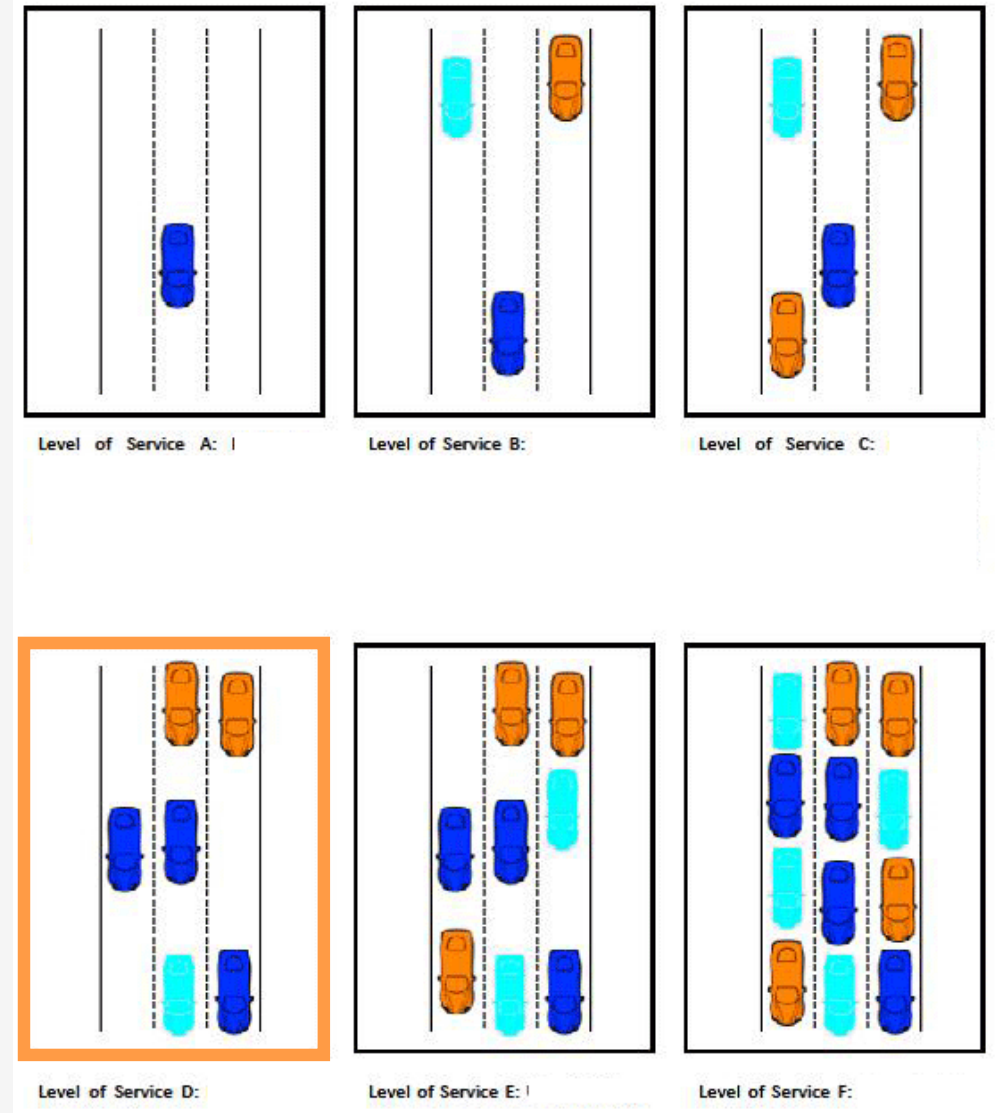


Note: Highest traffic counts were used in the analysis in order to be conservative.

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



- 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

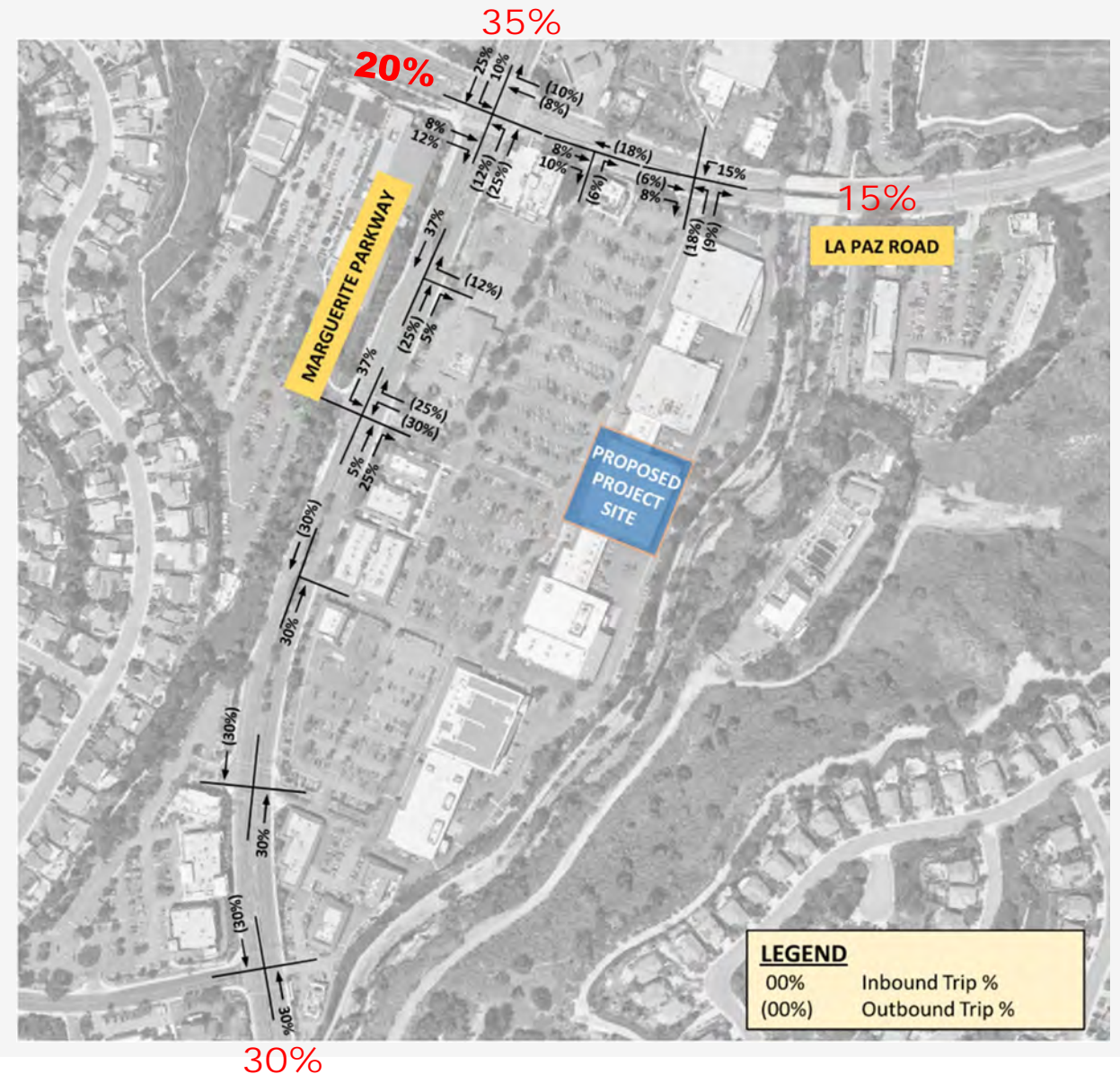
Daily 2-Way Traffic	AM Peak Hour (1 Hour Period)			PM Peak Hour (1 Hour Period)		
	Total	In	Out	Total	In	Out
1,377	124	69	55	89	53	36

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 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.



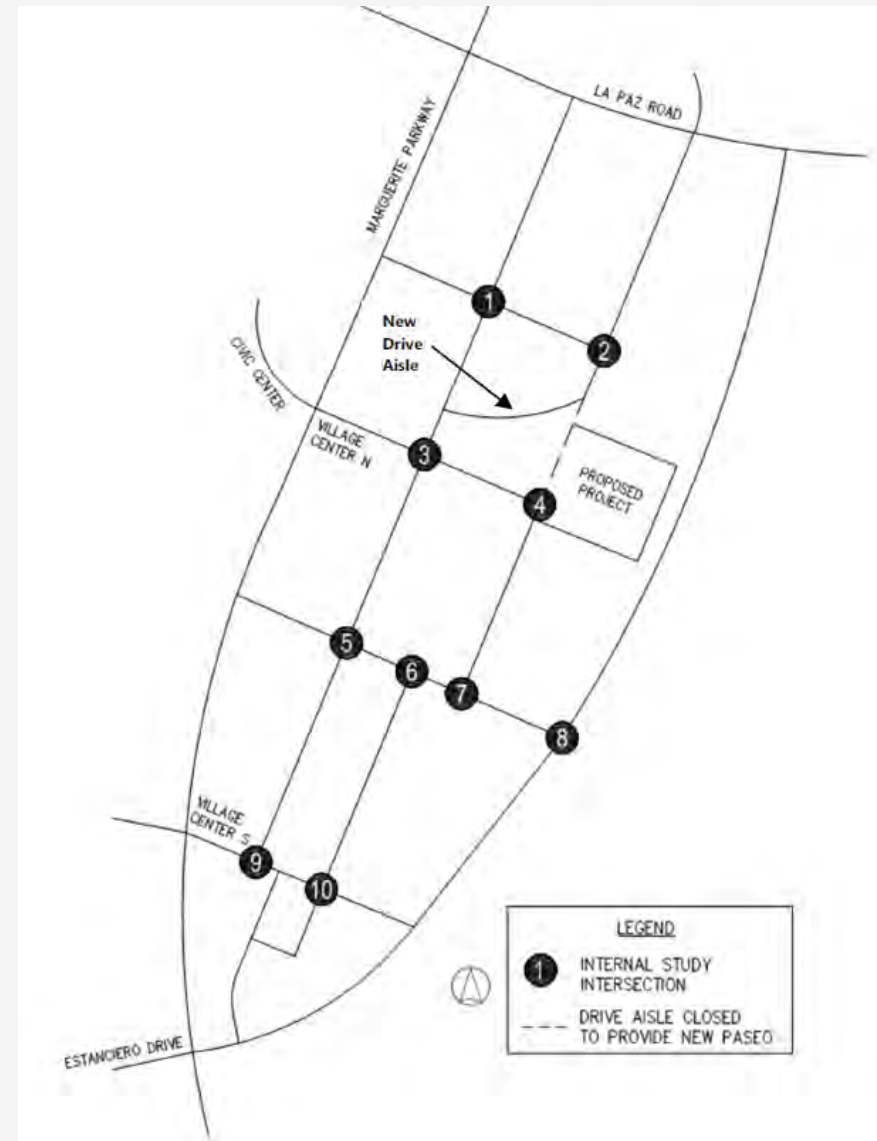


Site Access & On-site Circulation

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

- 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

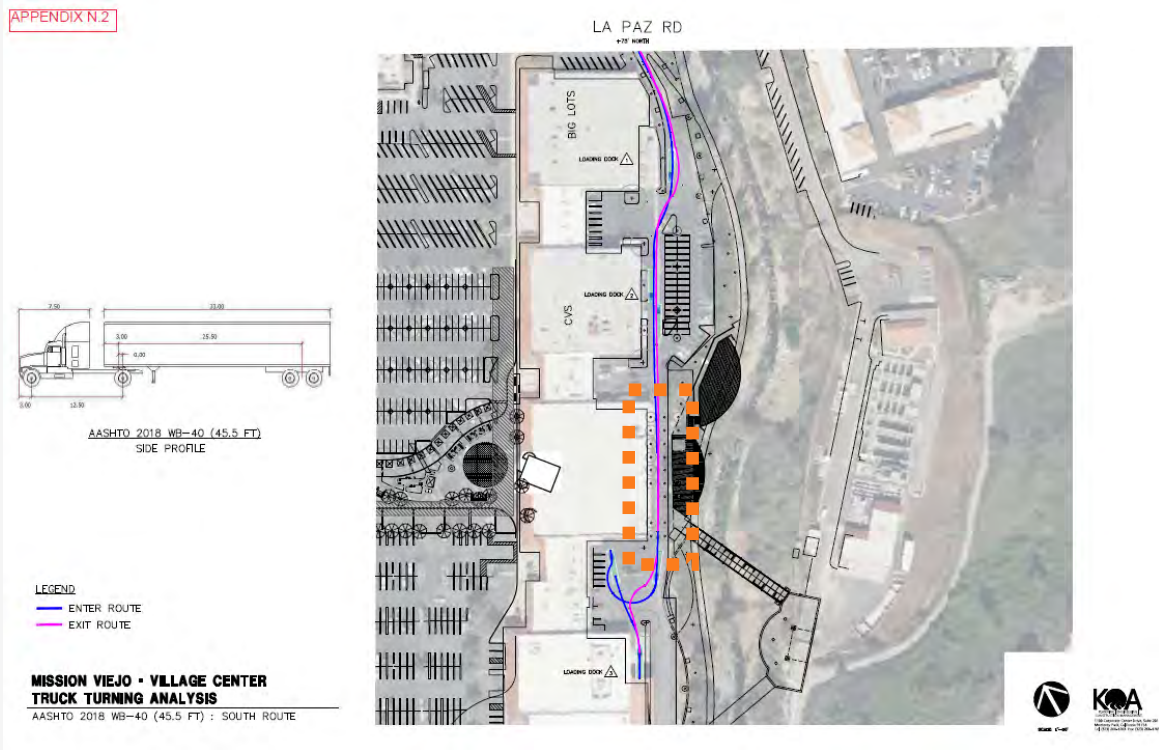


- Urban Alley would meet all City 2-way drive aisle standards (24' min).
- **All trucks would continue to travel through this segment without impacts**
- Safety enhancements (signing & striping) would be included as part of Building and Grading permits

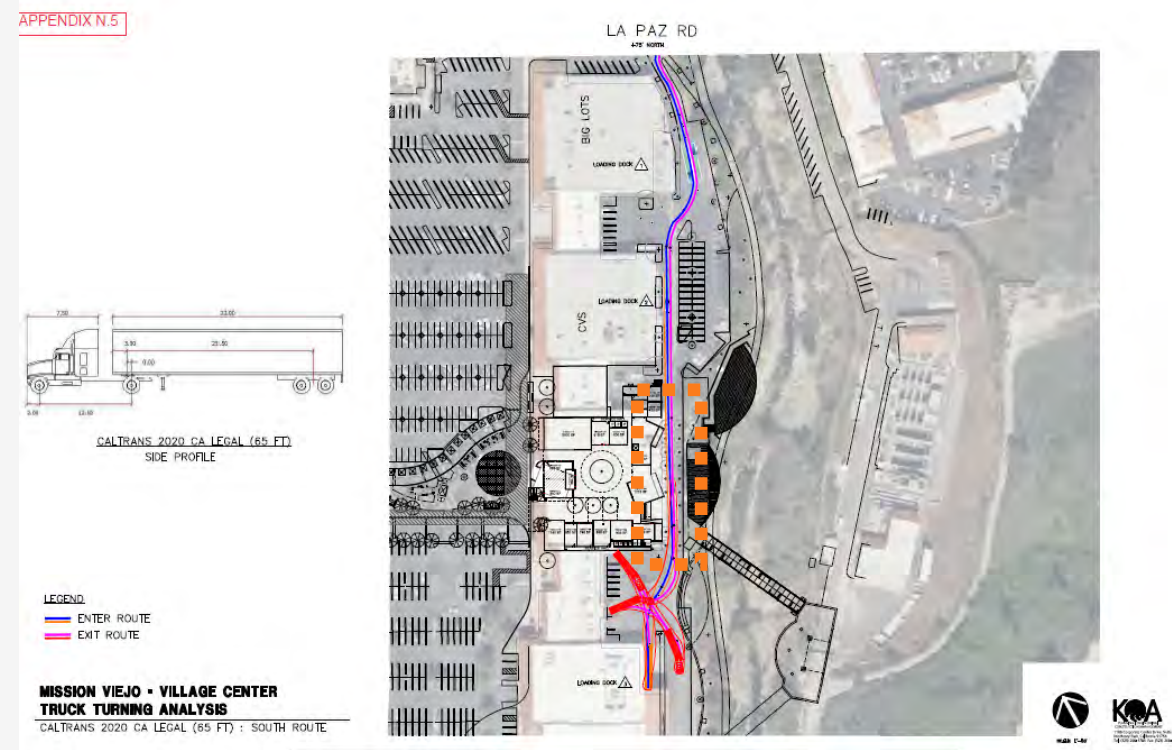


Truck Turning Analysis – Former Michael's

APPENDIX N.2

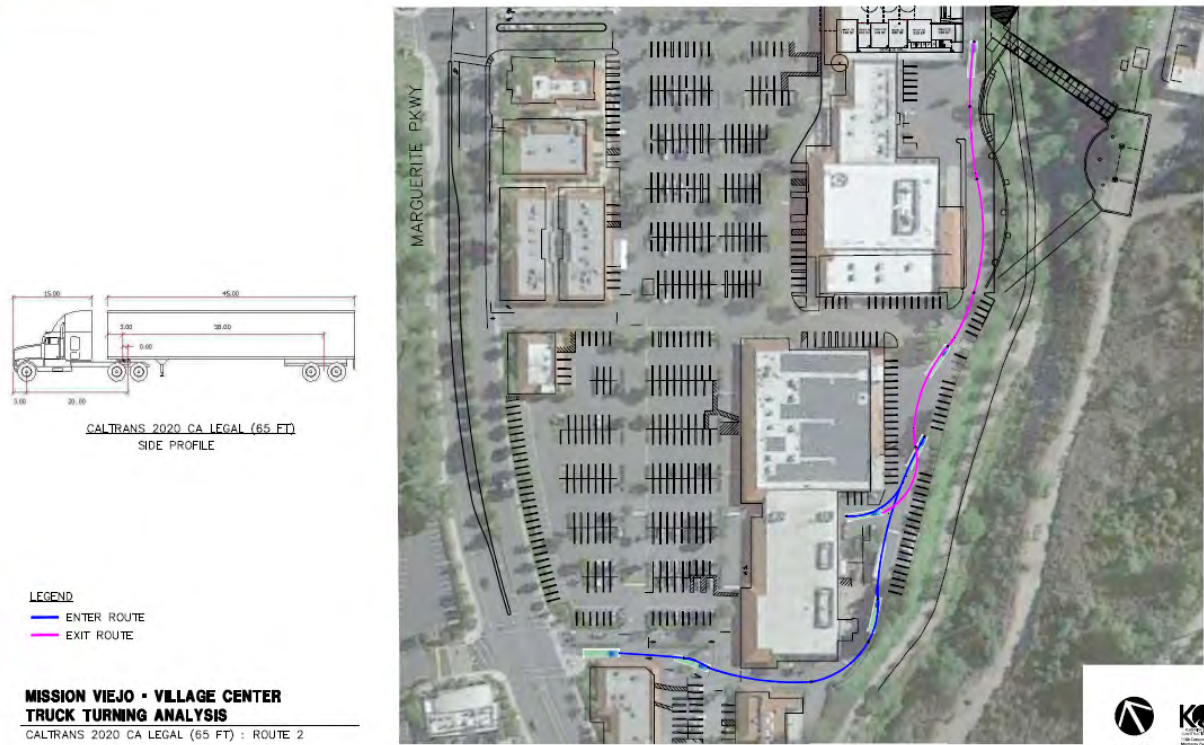


APPENDIX N.5



Truck Turning Analysis – Trader Joe's

APPENDIX N.9



APPENDIX N.8



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



Parking Analysis

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
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)
TOTAL VILLAGE CENTER		1,147	1,222	(-75)

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
25880/82	Los Osos/Jersey Mikes/Etc.	108	139	(-31)
25290	Round Table/Skimmmers/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)
TOTAL VILLAGE CENTER		1,100	1,169	(-69)

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**

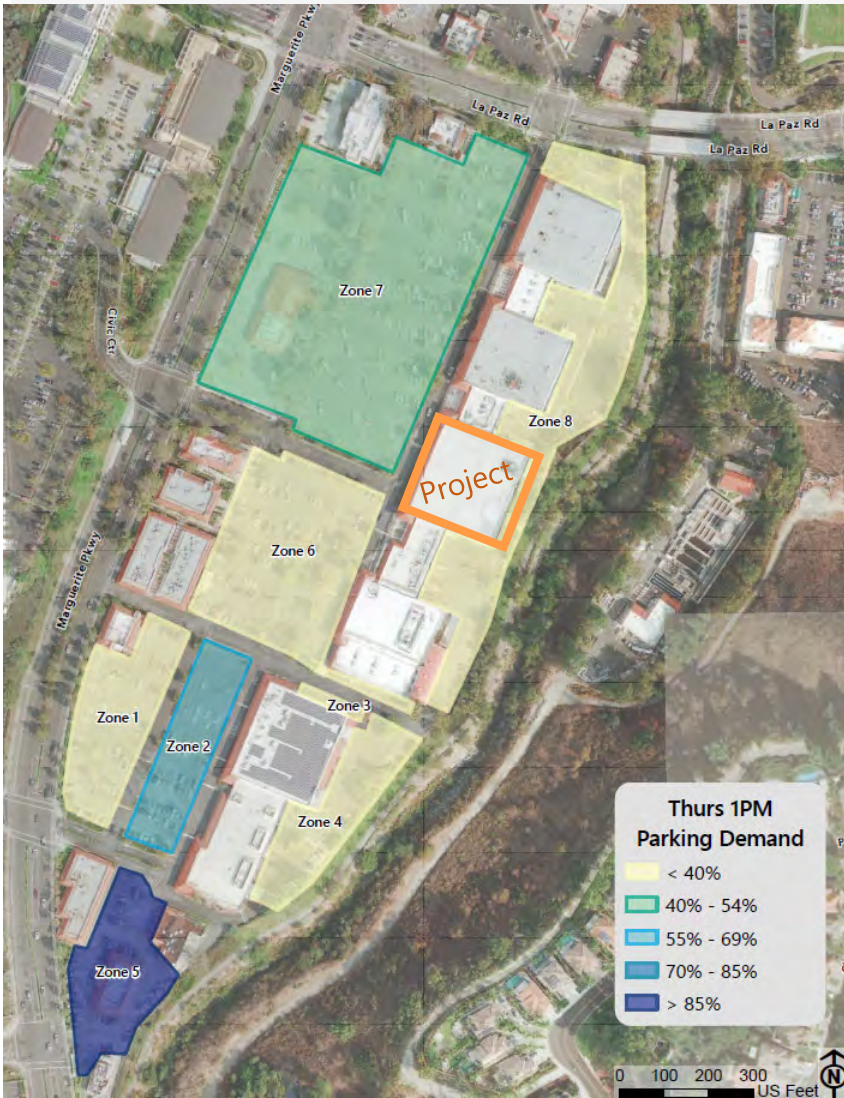
Observed Peak Parking Demand

- 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
Friday	1,147	551	48.8%	12PM
Saturday	1,147	517	45.1%	1PM



Observed Peak Parking (Thurs, Fri, Sat)



Project and Vacancies Parking Demand (100% Occupancy Scenario)

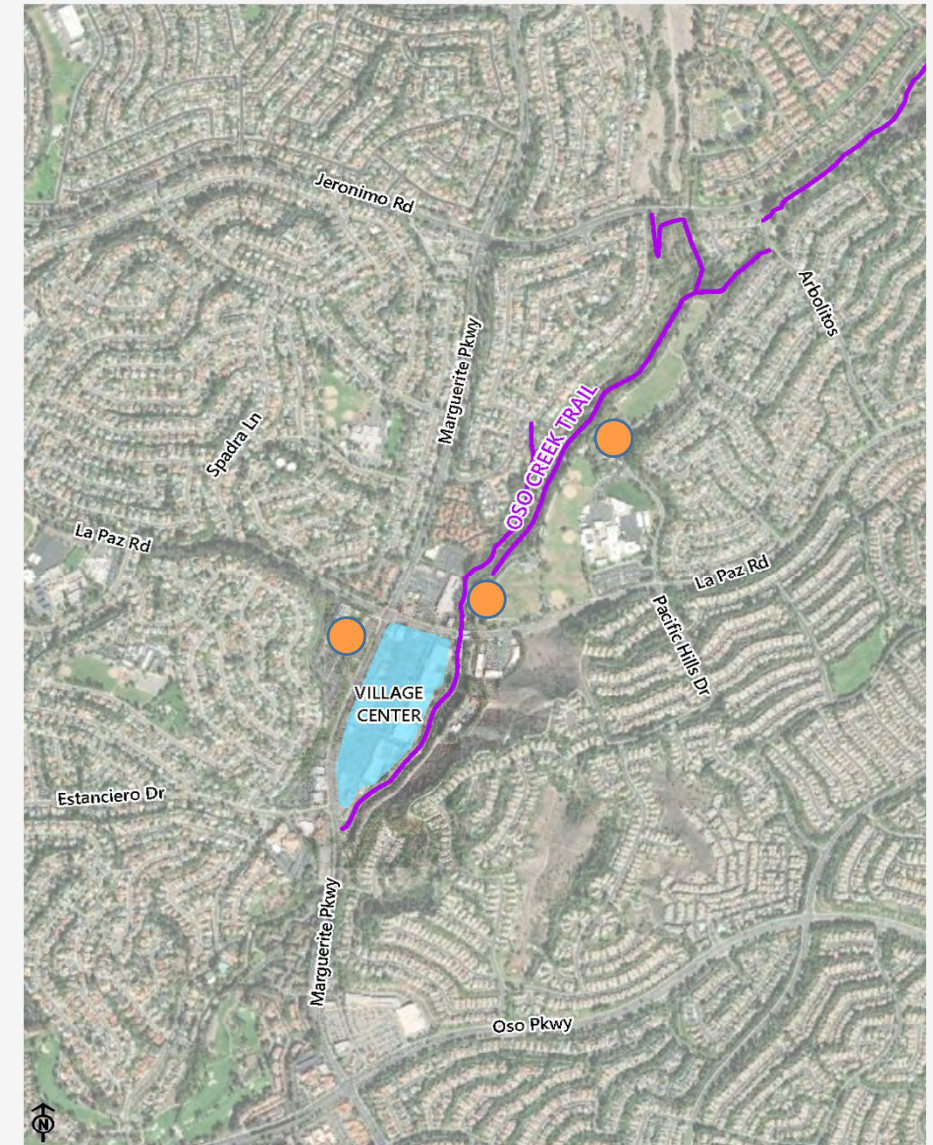
- ULI *Shared Parking Model* utilized to forecast parking demand of proposed project and any on-site vacancies

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
Friday	12PM	1,100	551	383	934	989	90%	+111
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**

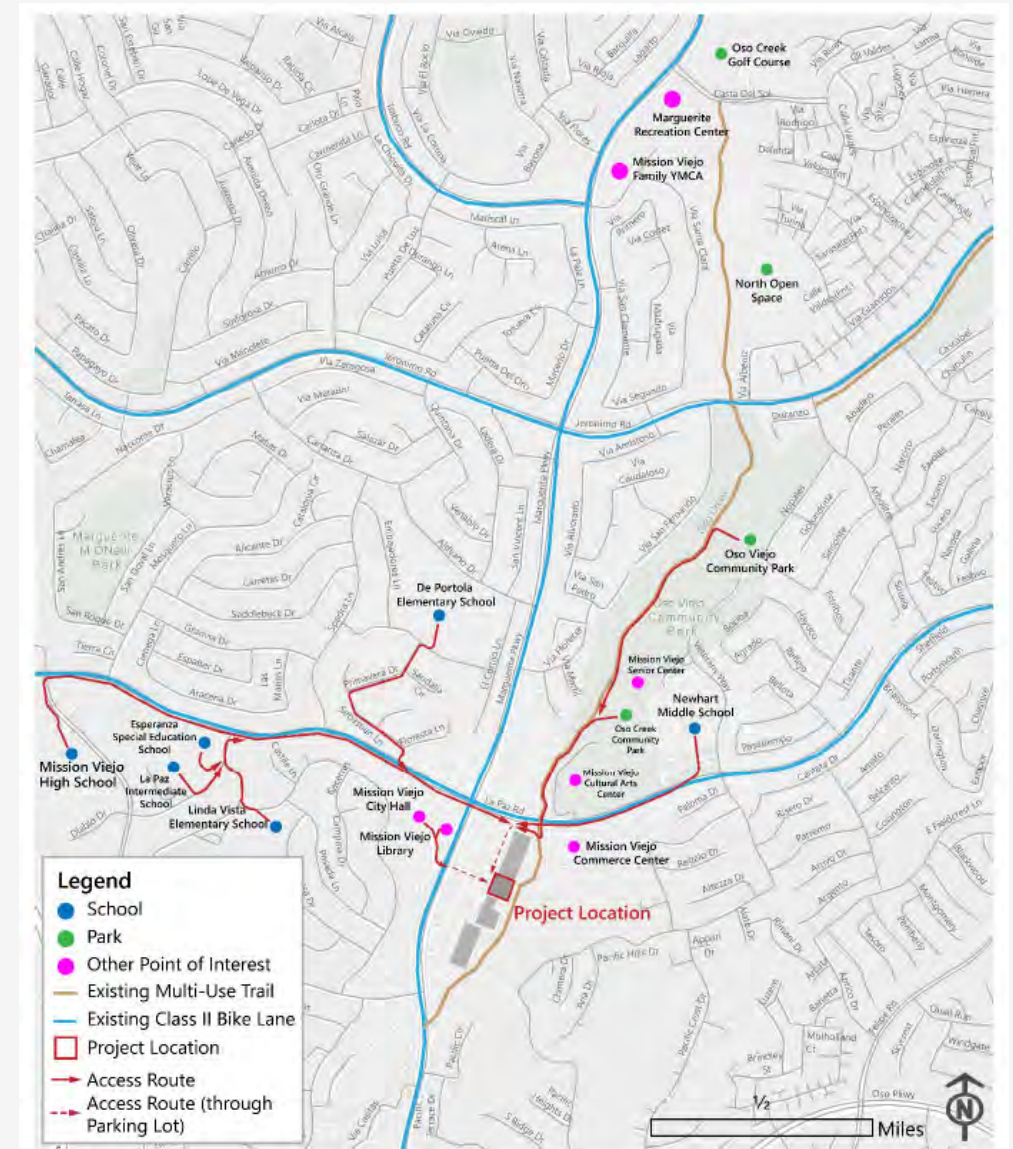




Pedestrian and Bicycle Accessibility

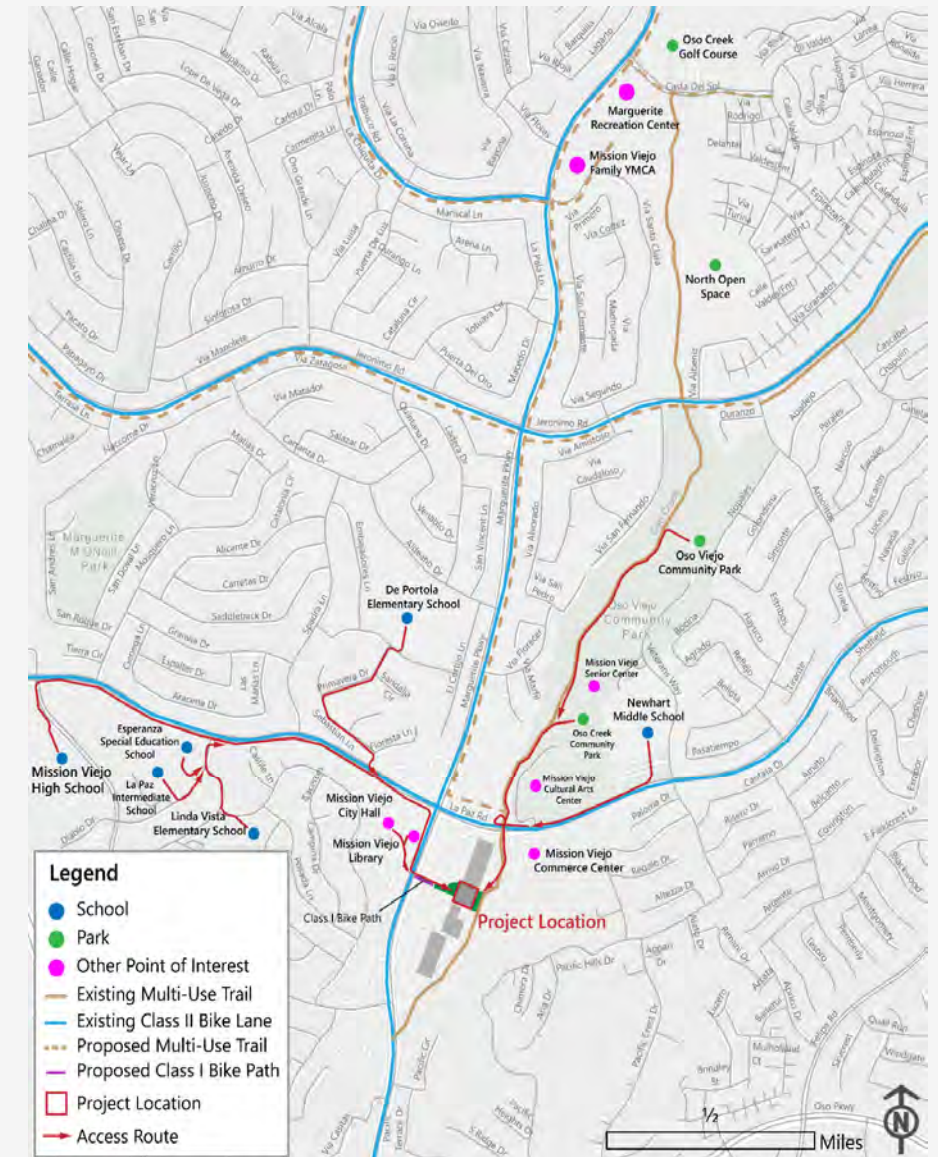
Pedestrian and Bicycle Accessibility - Existing

- 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



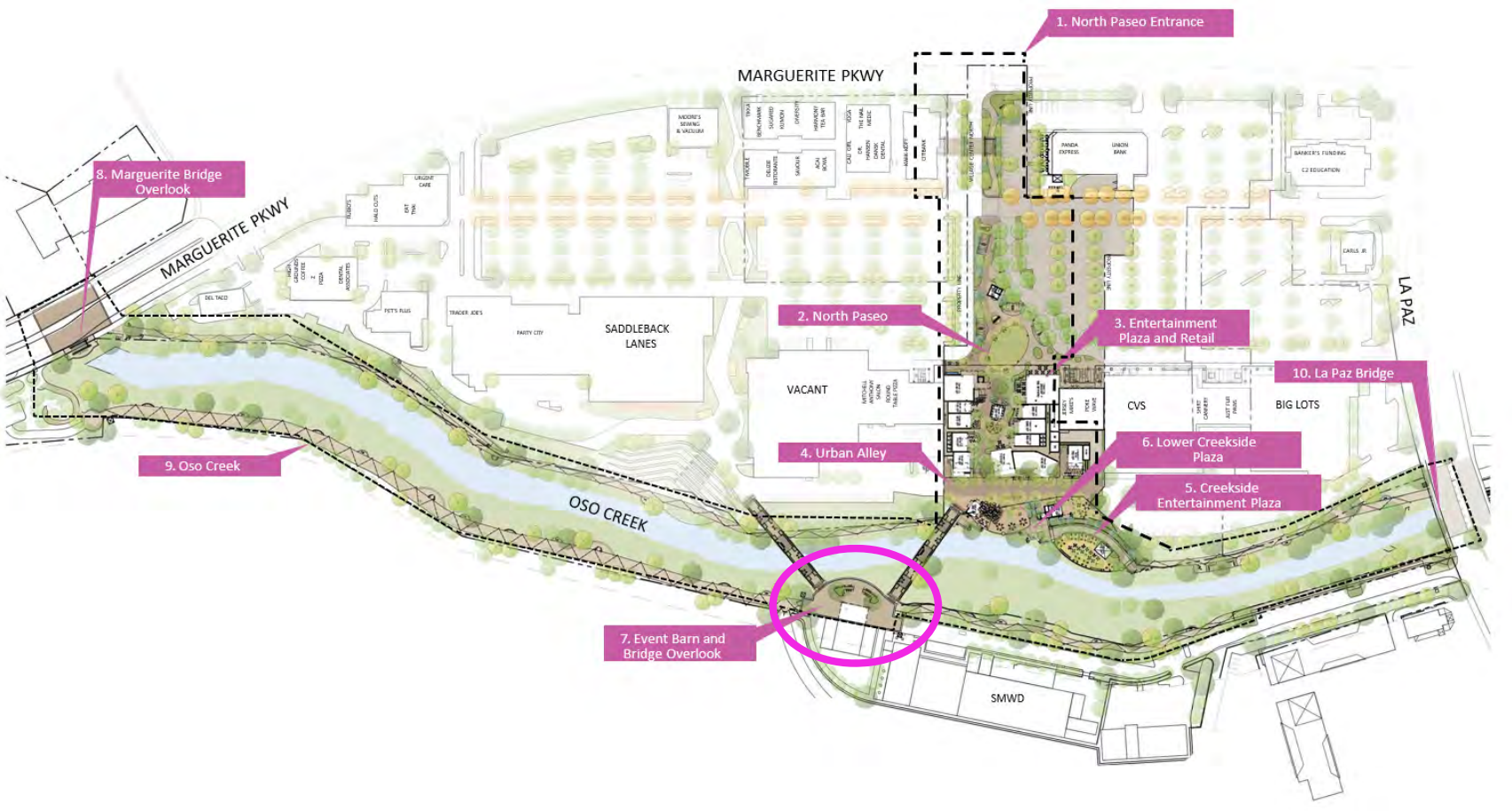
Pedestrian and Bicycle Accessibility - Proposed

- **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 Trailed 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



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

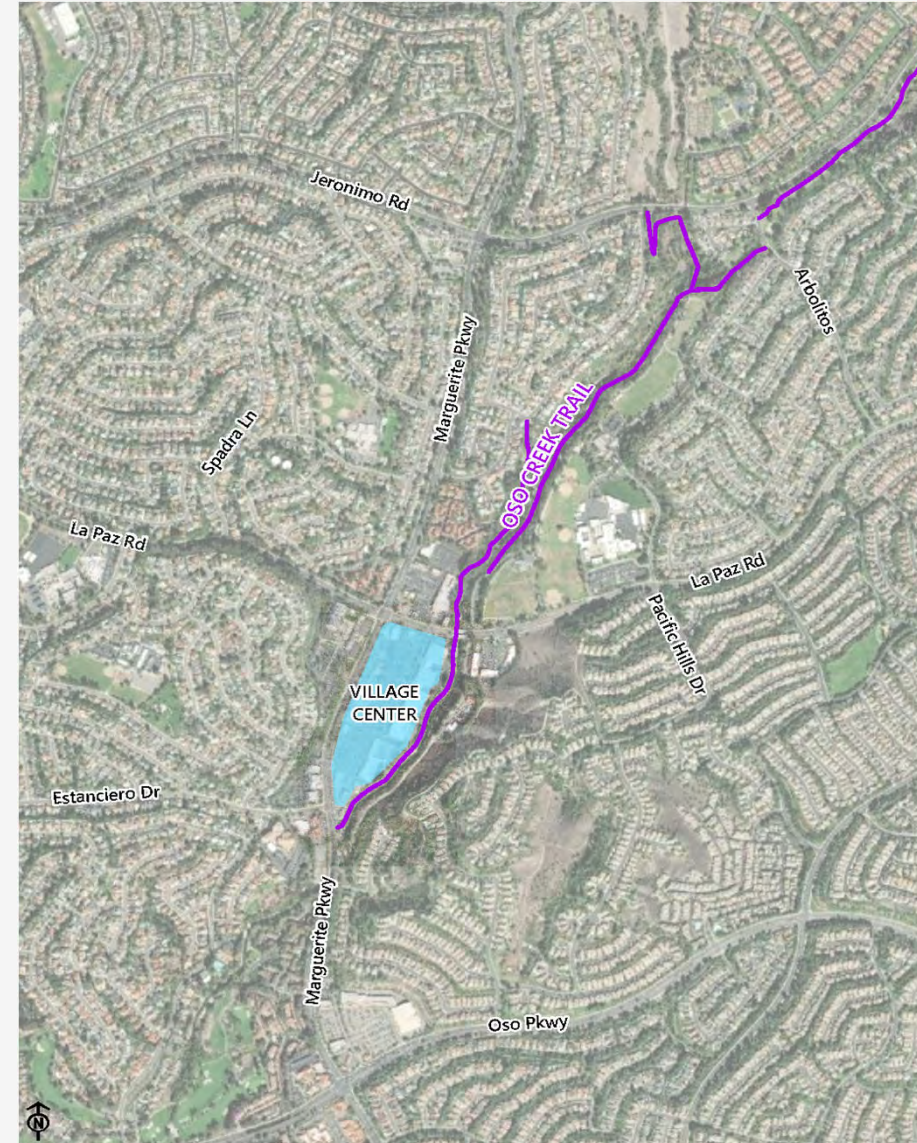


Traffic Impact Analysis

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/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
 - 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



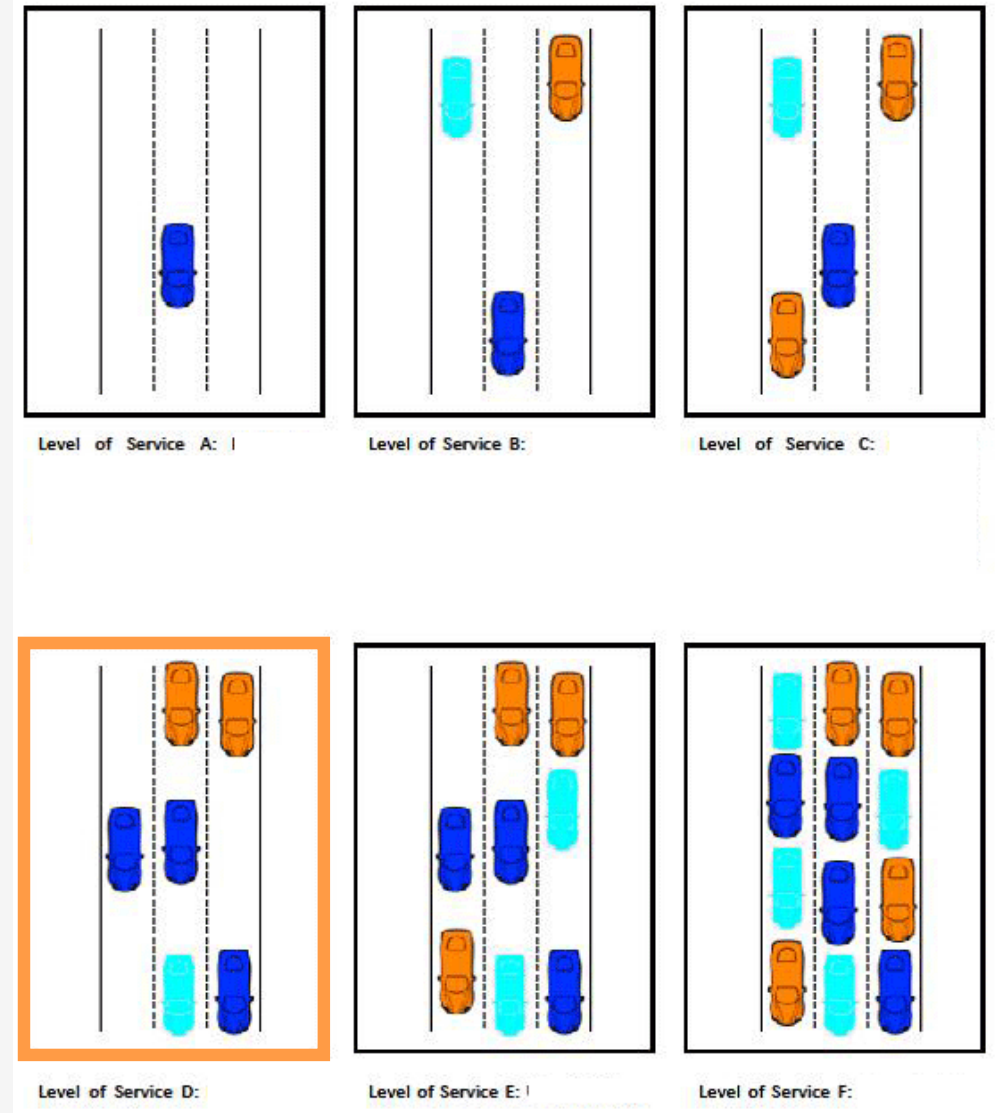
- **Intersection Capacity Utilization (ICU) Methodology**
 - Used at signalized intersections and roadway segments.
 - Compares the observed volume of vehicles at the intersection/roadway and the intersection/roadway capacity (V/C Ratio).
 - A facility is “at capacity” (ICU value of 1.00 or greater) 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, <i>Highway Capacity Manual</i> (2000)		

Impact Thresholds



- 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



- 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 & Estanciero 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 <u>Spadra Lane</u>	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 <u>Estanciero Drive</u>	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

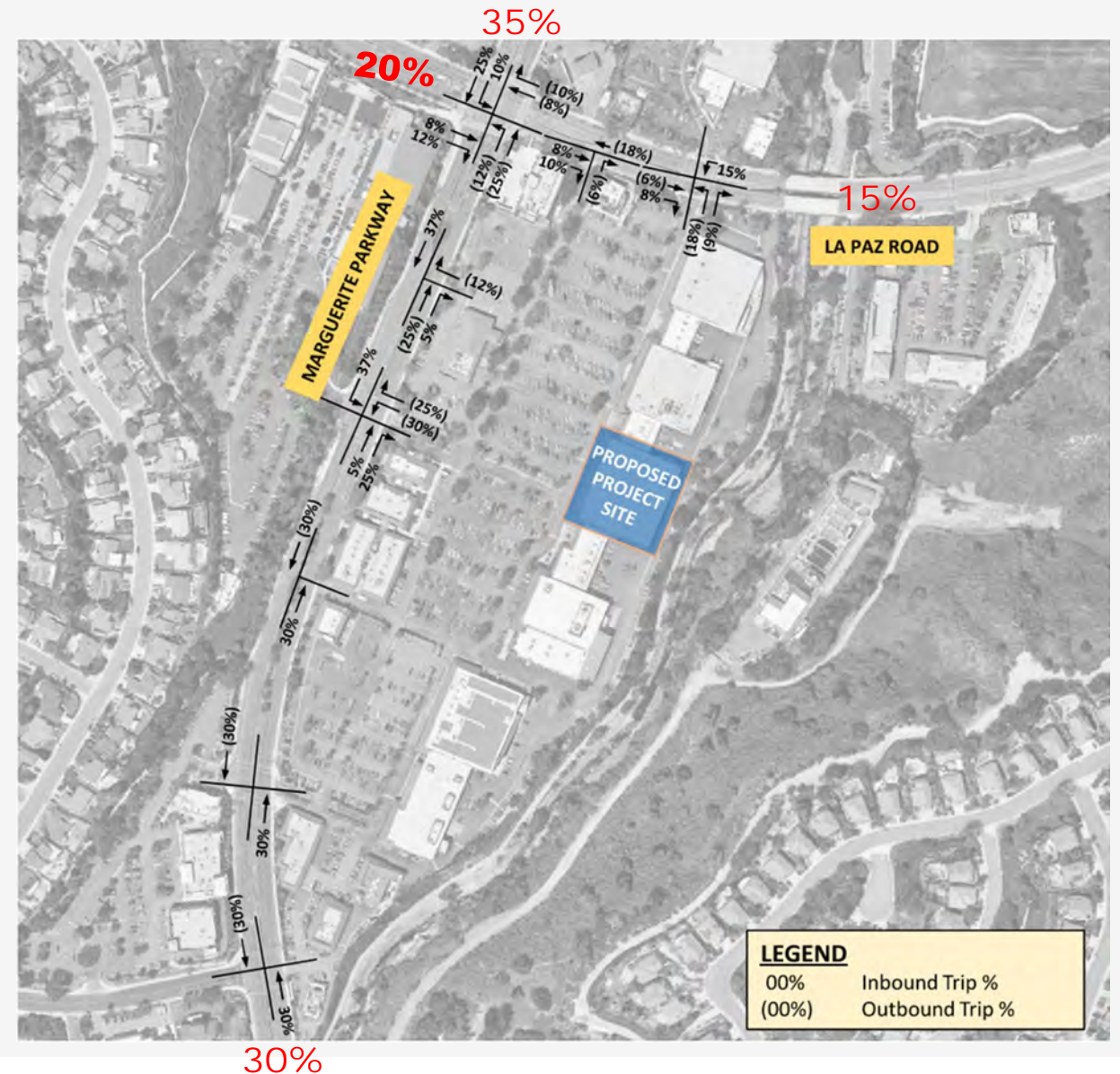
Daily 2-Way Traffic	AM Peak Hour (1-Hour Period)			PM Peak Hour (1-Hour Period)		
	Total	In	Out	Total	In	Out
1,377	124	69	55	89	53	36

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.



-
- MARGUERITE PARKWAY**
- LA PAZ ROAD**
- PROPOSED PROJECT SITE**
- LEGEND**
- | | |
|------|----------------|
| 00 | Inbound Trips |
| (00) | Outbound Trips |
- Note: Project volumes at the site driveways do not take into account pass-by trip discount.

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.



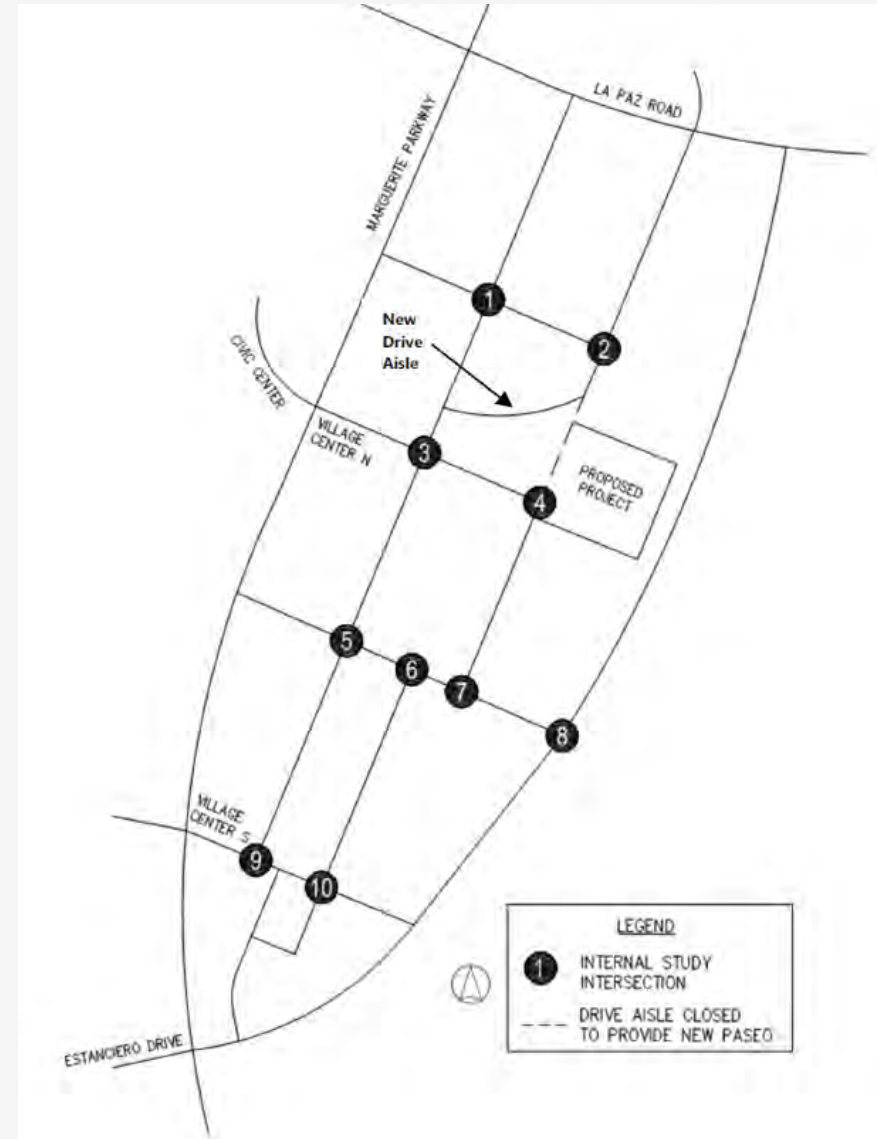


Site Access & On-site Circulation

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

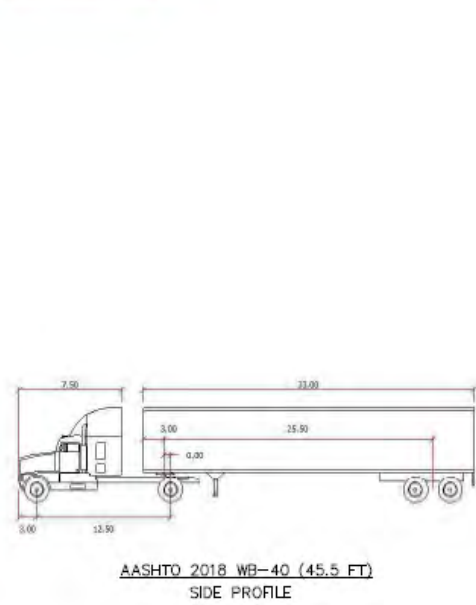
- Objective: Determine if adequate clearance will be provided for large trucks servicing center.
- Completed for all truck types currently served within the Village Center (WB-40, SU-40, & CA Legal)
- All trucks would be accommodated per existing and future conditions.



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

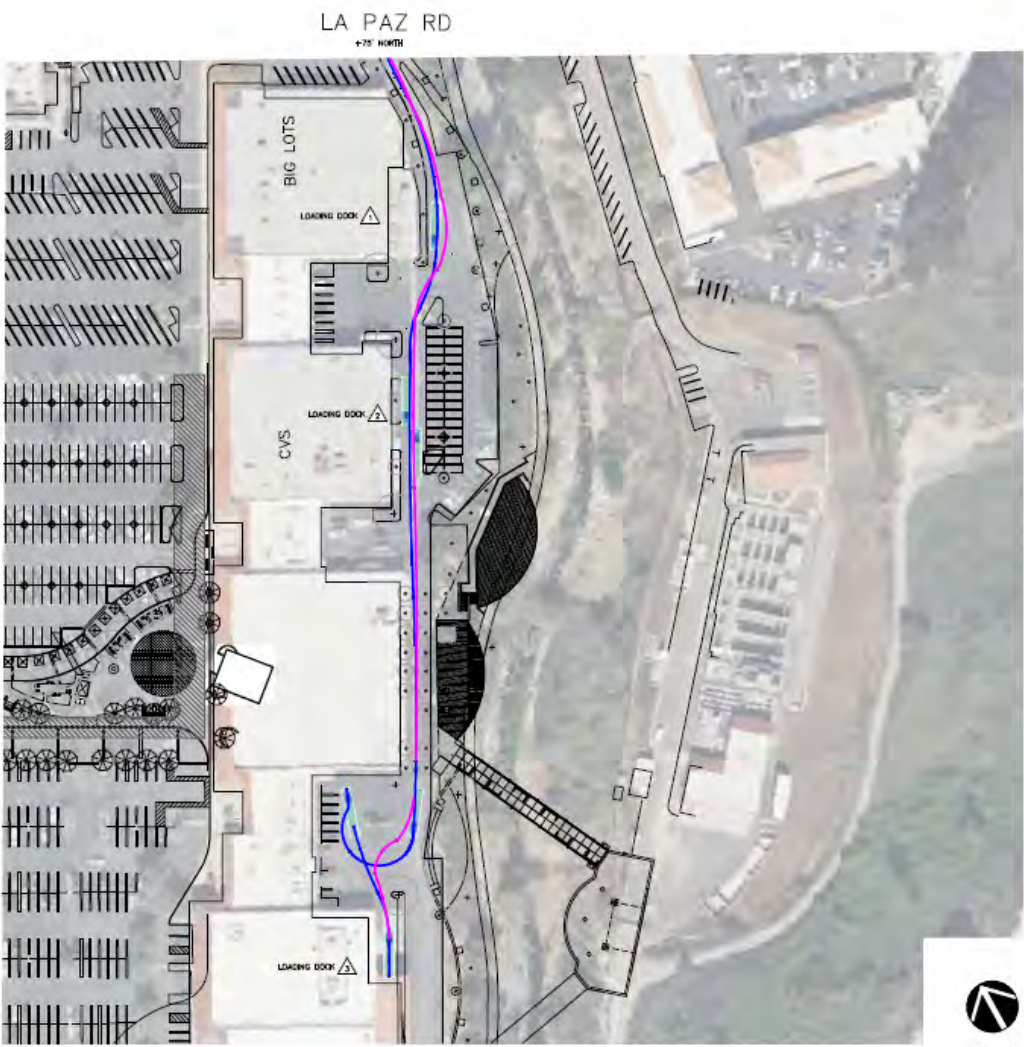
Truck Turning Analysis – Former Michael's

APPENDIX N.2



LEGEND
— ENTER ROUTE
— EXIT ROUTE

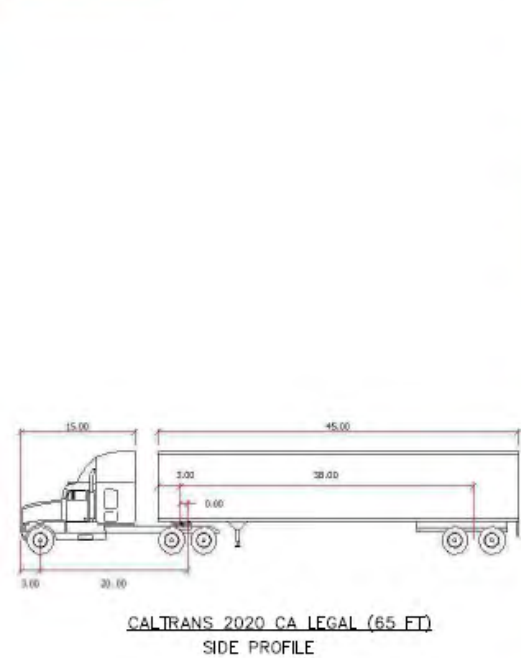
MISSION VIEJO • VILLAGE CENTER
TRUCK TURNING ANALYSIS
AASHTO 2018 WB-40 (45.5 FT) : SOUTH ROUTE



KOA
KOA CONSULTING
1144 Corporate Center Drive, Suite 200
Mission Viejo, CA 92690-1144
Tel: 949.441.1144
Fax: 949.441.1145

Truck Turning Analysis – Trader Joe’s

APPENDIX N.9



LEGEND
— ENTER ROUTE
— EXIT ROUTE

MISSION VIEJO • VILLAGE CENTER
TRUCK TURNING ANALYSIS
CALTRANS 2020 CA LEGAL (65 FT) : ROUTE 2



KOA
KOA & ASSOCIATES
1000 California Street, Suite 200
Mission Viejo, CA 92690
(949) 261-1111

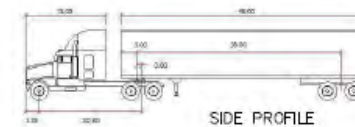
Truck Turning Analysis – Conflicts

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

APPENDIX N.10



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



MISSION VIEJO - VILLAGE CENTER

TRUCK TURNING ANALYSIS

CONFLICTS





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
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)
TOTAL VILLAGE CENTER		1,147	1,222	(-75)

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
25880/82	Los Osos/Jersey Mikes/Etc.	108	139	(-31)
25290	Round Table/Skimmmers/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)
TOTAL VILLAGE CENTER		1,100	1,169	(-69)

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)**

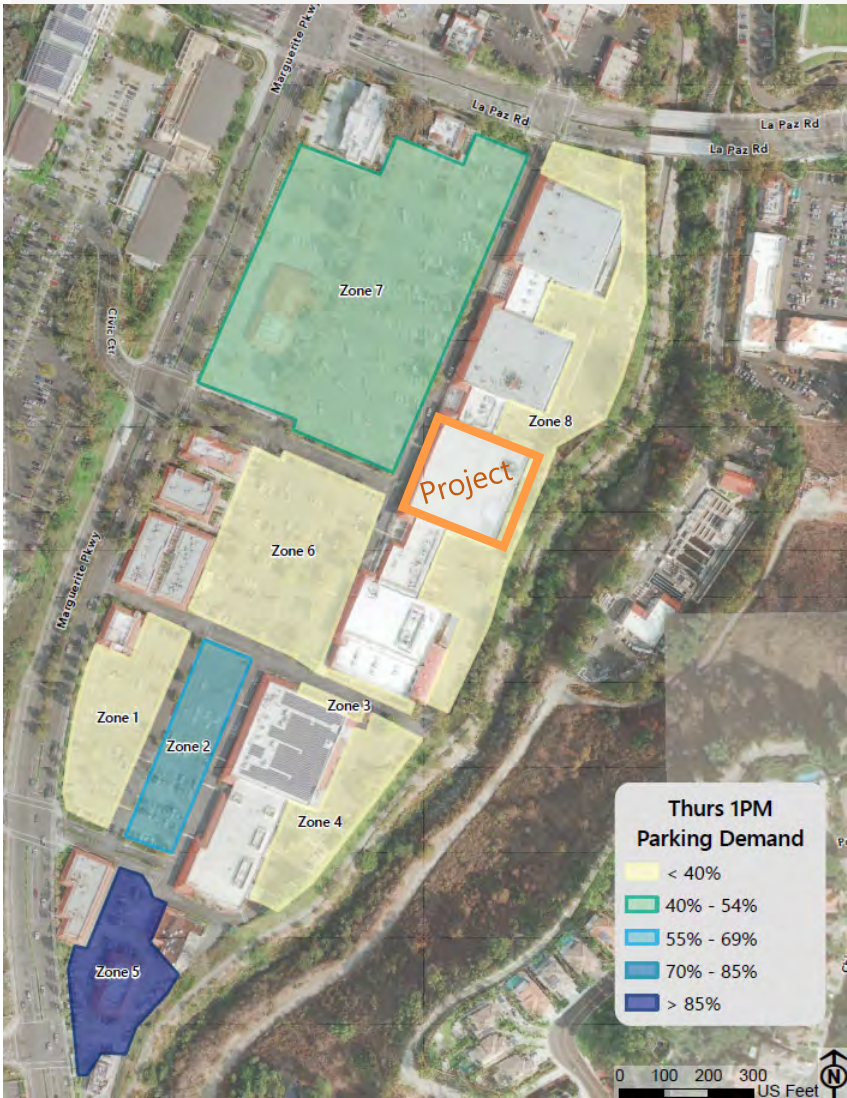
Observed Peak Parking Demand

- 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
Friday	1,147	551	48.8%	12PM
Saturday	1,147	517	45.1%	1PM



Observed Peak Parking (Thurs, Fri, Sat)



Project and Vacancies Parking Demand (100% Occupancy Scenario)

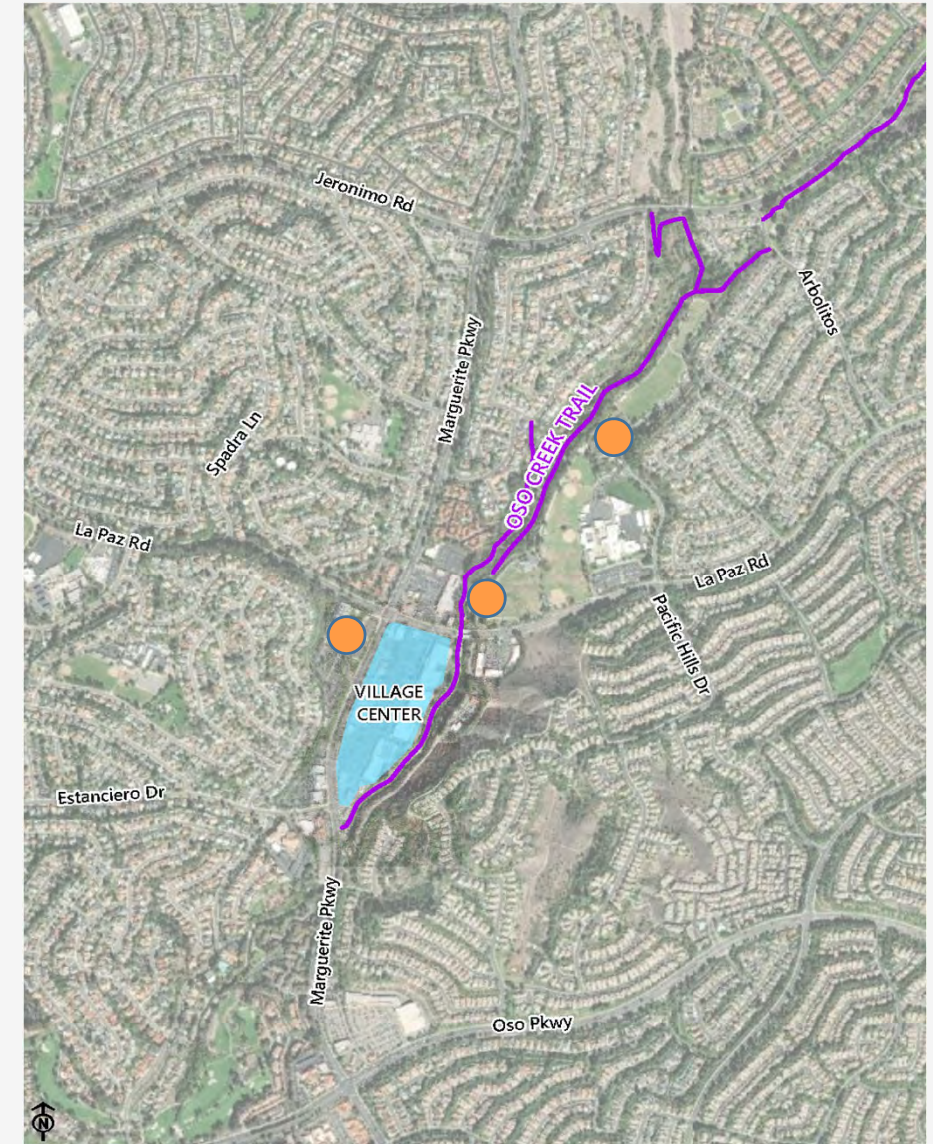
- ULI *Shared Parking Model* utilized to forecast parking demand of proposed project and any on-site vacancies.

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
Friday	12PM	1,100	551	112	271	934	989	90%	+111
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**

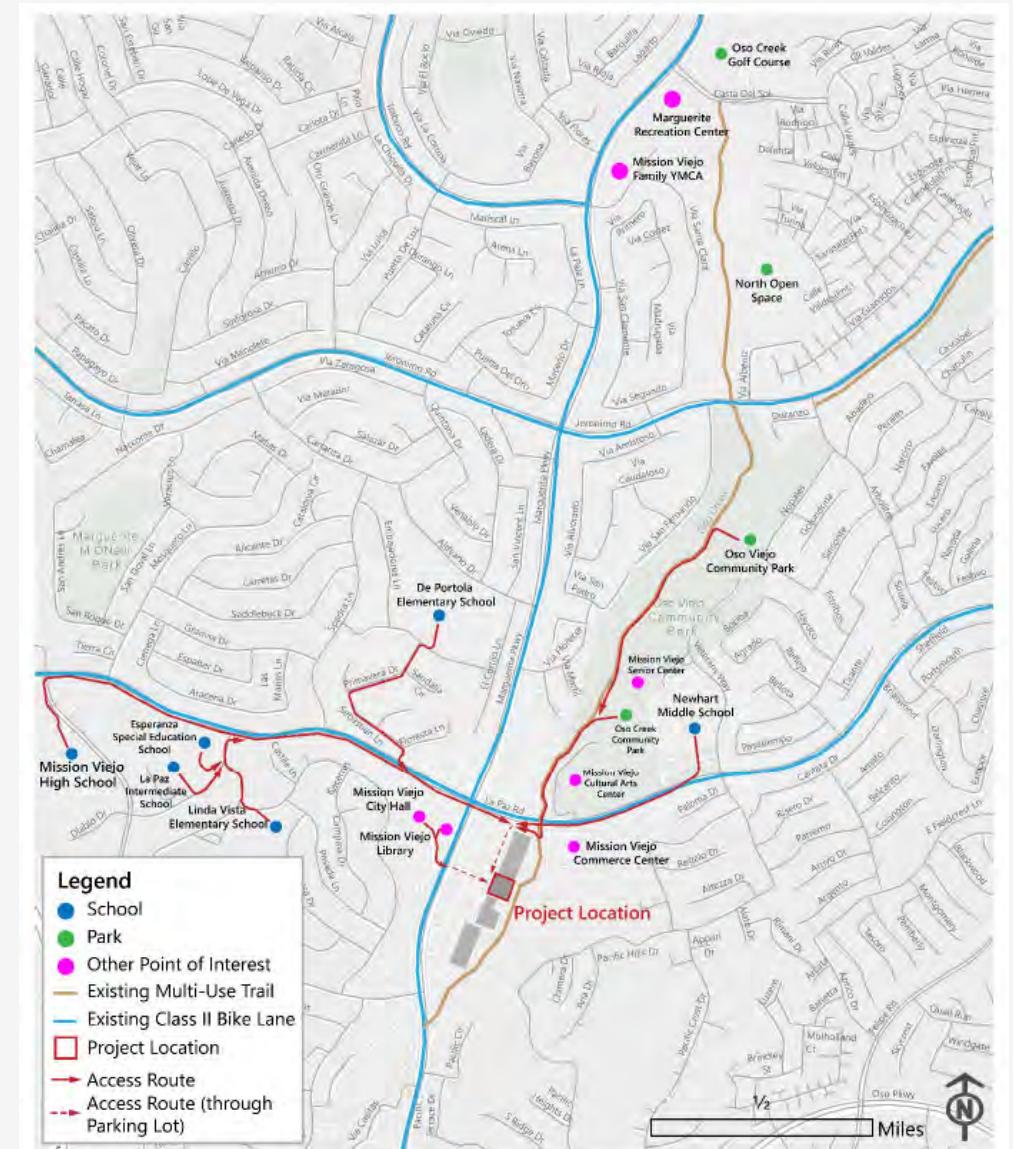




Pedestrian and Bicycle Accessibility

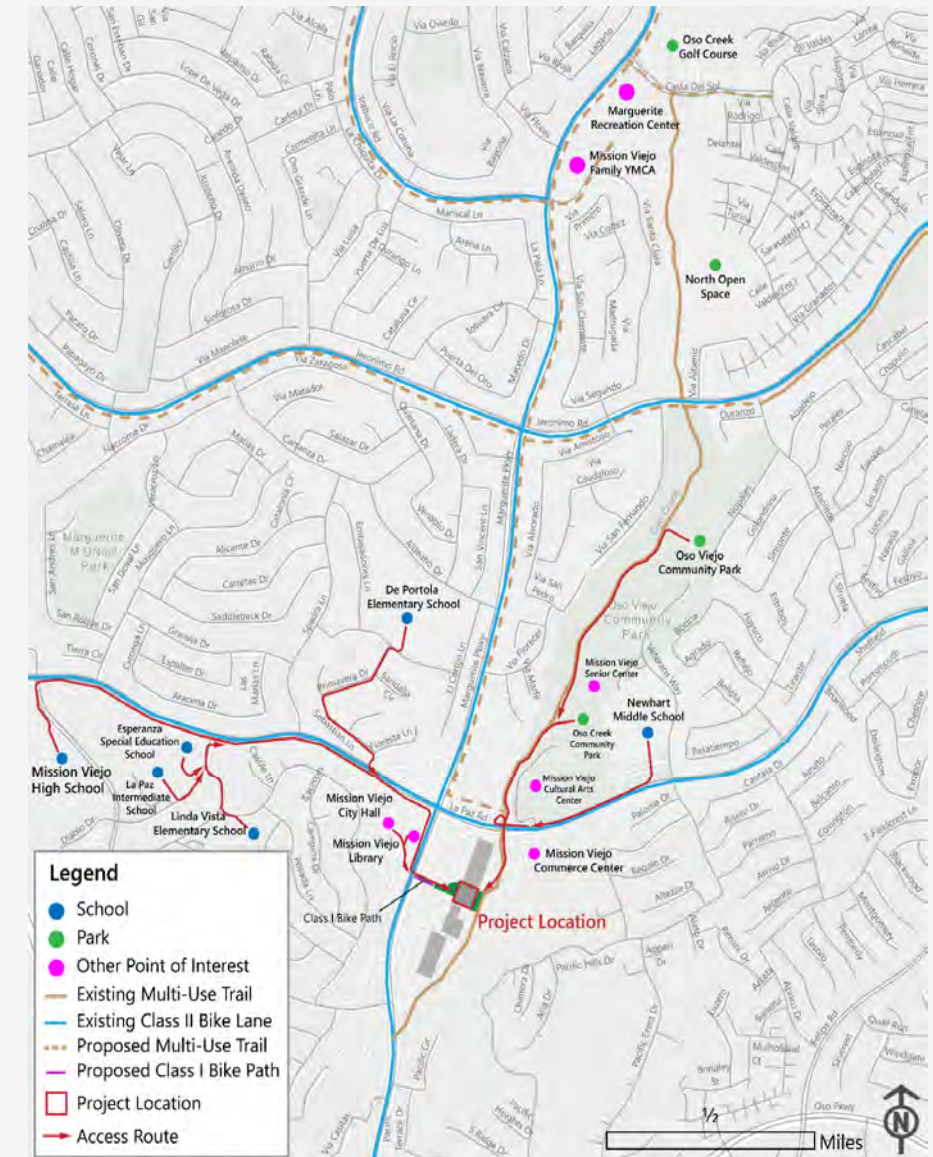
Pedestrian and Bicycle Accessibility - Existing

- 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



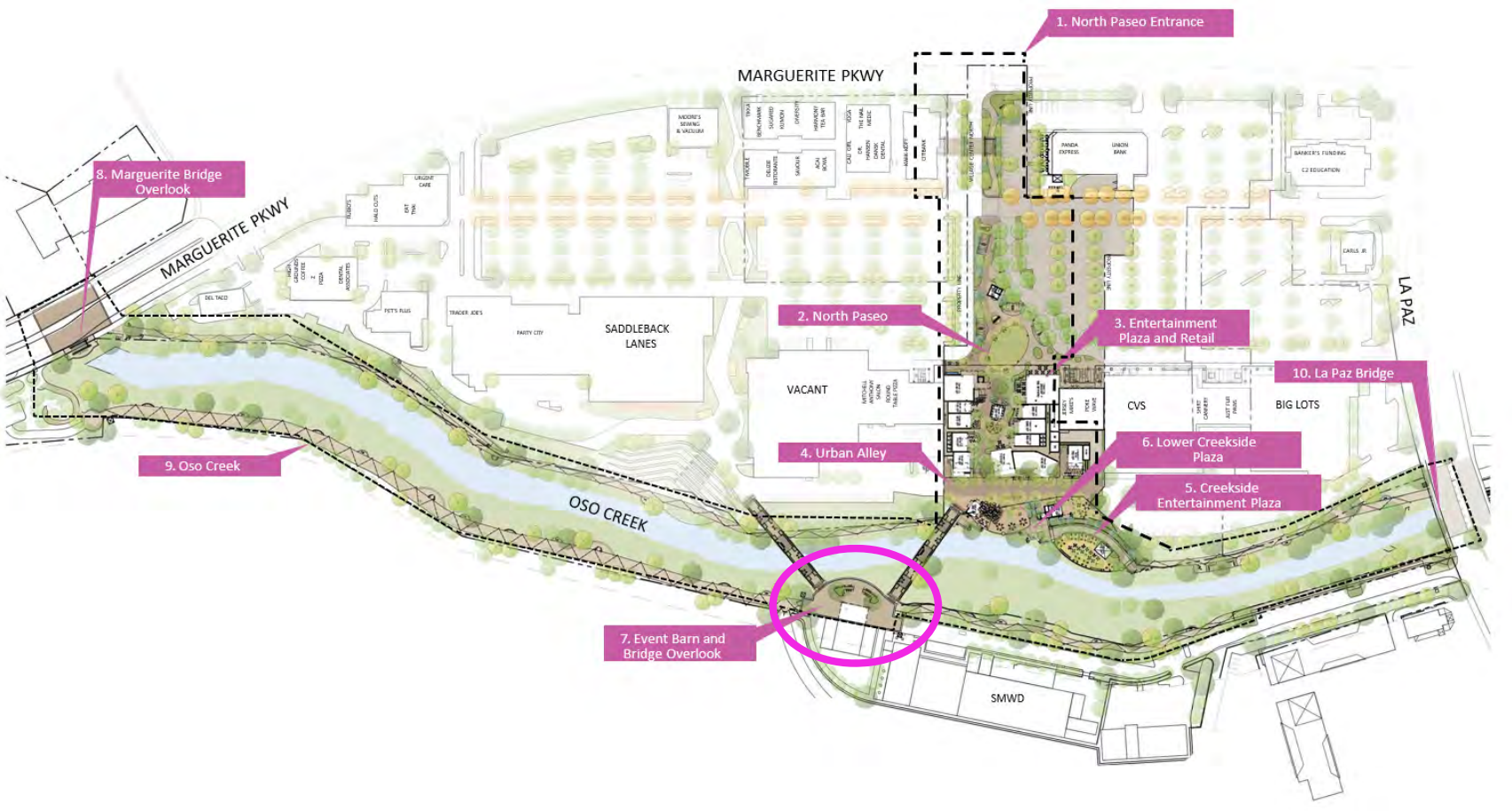
Pedestrian and Bicycle Accessibility - Proposed

- **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 Trailed Shared Sidewalk) along Marguerite Parkway leading from La Paz Road to El Toro Road





Special Event Barn



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!

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